



# CITY OF WATERTOWN

## TRAFFIC COMMISSION



*Justin M. Hanrahan*  
Chief of Police

*David Sampson*  
Sergeant  
Tel: 617-972-6547

*Justin M. Hanrahan, Chair*  
*Ryan Nicholson, Fire Chief*  
*Gregory St. Louis, Superintendent of Public Works*  
*Steven Magoon, Community Development and Planning*  
*Tyler Glode, City Engineer*  
*Ms. Kelly Gallagher*  
*Mr. Robert Airasian*

September 18, 2024

The next meeting of the Watertown Traffic Commission will be held on Wednesday September 25, 2024 in the Council Chambers, 149 Main Street, Watertown, MA at 1:30 p.m. The following items are on the agenda for discussion:

1. Approve the minutes of the June 26, 2024 Commission meeting.
2. Request by Watertown Early Steps Principal Theresa McGuiness for the following:
  - a. Winthrop Street at Mt. Auburn Street: Do Not Enter from 8:00 am – 1:30 pm When School is in Session, Except Residents and Busses.
  - b. Hancock Street at Chauncey Street: Do Not Enter from 7:30 am – 3:30 pm When School is in Session (No Exceptions)
3. Request by Mr. Kevin Higgins of Fairfield Street for the installation of raised tables on Dexter Avenue.
4. Request by Ms. Ida Toro of Westminster Avenue to restrict one parking space in front of 36 Westminster Ave to Handicap Parking Only.
5. Request by Ms. Diane Lando of George Street to restrict one parking space in front of 21 George Street to Handicap Only Parking.
6. Request by Otis Street residents Ms. Laura Pabo and Ms. Maya Townsend to restrict parking on Otis Street to one-side only.
7. Request by Ms. Paula Navarro on behalf of other Quimby Street residents to restrict parking on Quimby Street to one-side only.
8. Request by Ms. Lori Shapiro of Edward Road for the following:
  - a. The installation of multiple speed humps on Edward Road
  - b. Additional signage on Waltham Street at Edward Road to indicate that Edward Road is a one-way street
  - c. Pedestrian light signals for the crosswalk on Main Street at Edward Road.
9. Request by Mr. Kevin Mahoney of Belmont to relocate the Handicap Only parking space from Elton Avenue adjacent to the US Post Office, to the front of the building at 589 Mount Auburn Street.
10. Request by District A Councilor Nicole Gardner to consider a Right on Red restriction on Grove Street Extension northbound at Coolidge Avenue.
11. Request by City Engineer Tyler Glode for the installation of isolated Stops on George Street at Channing Road and on George Street at Orchard Street.
12. Review of the experimental all-way stop on School Street at Maplewood Street.
13. Request by DPW Superintendent Mr. St. Louis for the installation of an All-Way stop on Highland Avenue at Copeland Street.
14. Request by Sgt. Sampson of the Watertown Police Department to remove the Handicap Only parking space at 18 Jewett Street from the Traffic Rules and Orders.
15. Nominations for Traffic Commission Chair
16. New Business

Respectfully Submitted,  
Sgt. D. Sampson

*Watertown Police Department*

*552 Main Street*

*Watertown, MA 02472*



# Early Steps Early Childhood Center

1 Concord Street  
Watertown, Massachusetts 02472-3492  
Phone: (617) 926-7765

**Dr. Theresa McGuinness**  
*Principal*

September 18, 2024

Dear Traffic Commission and Officer Sampson:

First, thank you, Officer Sampson, for your helpful assistance ensuring our new and improved arrival/dismissal procedures at Early Steps worked smoothly. The changes in locations that you will read below have reduced congestion and parking issues, while keeping students safe.

As discussed, may we formally request a modification to the regulations that reflect this:

1. Winthrop Street at Mt. Auburn Street: **Do Not Enter** from 8:00 am - 1:30 pm When School is in Session Except Residents and Buses.
2. Hancock Street at Chauncey Street: **Do Not Enter** from 7:30 am - 3:30 pm When School is in Session (No Exceptions). This was approved by the Traffic Commission in June, 2020. I don't believe there have been any changes to this regulation.

Below is the gist of our 'Arrival and Dismissal' Process for the 24/25 school year:

ARRIVAL	DISMISSAL
<p><u>The drop off time for all programs that begin at 8:00 AM:</u></p> <ul style="list-style-type: none"> <li>• Our Drop &amp; Go begins at 7:50 a.m. to 8:00 a.m. and can be accessed from Winthrop St. off of Mt. Auburn St.</li> <li>• The drop off cue is from the stop sign at the corner of Hancock St. and Chauncey St. and along the right hand side of Hancock Street.</li> </ul> <p><u>The drop off time for the 9:00 - 12:00 session is at 9:00 a.m.</u></p> <ul style="list-style-type: none"> <li>• <b>Procedure:</b> Families legally park on Concord St. or Mt. Auburn St. and walk their child to the front door of the school at 9:00. <i>Staff will meet you there to escort your child to their class.</i></li> <li>• There is NO ACCESS to the Preschool from Winthrop St. during the school day other than the early Drop &amp; Go @7:50 - 8:00 AM, or for buses.</li> <li>• Hancock St. is <b>one way</b> "while school is in session" as well.</li> </ul>	<p>Dismissal starts at the end time of your child's scheduled day (either 12:00, 1:00, or 2:00), and on Early Release days it is at 11:45 a.m. for all students.</p> <p><u>For students in our programs that end at 12:00 or 1:00 p.m. (a smaller number of students):</u></p> <ul style="list-style-type: none"> <li>• <b>Procedure:</b> Families are asked to legally park along either Concord St. or Mt. Auburn St. and walk to gather your child at the front door of the Preschool.</li> </ul> <p><u>For students in our programs that end at 2:00 p.m.:</u></p> <ul style="list-style-type: none"> <li>• <b>Procedure:</b> Families are asked to legally park along Hancock and Winthrop Streets and walk to gather your child. PLEASE DO NOT BLOCK DRIVEWAYS or DOUBLE PARK on Winthrop Street.</li> <li>• Please note that parking on the right side of Hancock Street is 'live parking' reserved only for picking up children. There is no extended parking in that area. This space is reserved for the buses at the Hosmer School dismissal. Please do not park in this area for longer than 10 minutes.</li> </ul>

Respectfully,

Theresa B. McGuinness, Ed.D  
*Principal*

## Sampson, David

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**From:** Jack Dargon <jdargon49@gmail.com>  
**Sent:** Thursday, September 19, 2024 2:44 PM  
**To:** Sampson, David  
**Subject:** Re: Traffic Pattern around your home and Early Steps

Thank you Sgt. Sampson. I appreciate your sharing this with the entire Traffic Commission.

Best,  
Jack Dargon

On Thu, Sep 19, 2024 at 2:29 PM Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)> wrote:

Good afternoon Mr. Dargon,

I hope you are doing well. I'm sorry to hear that you cannot make the meeting next week - I will add your email to the Traffic Commission information packet so that all members are aware of and can consider your suggestion. If you have any questions between now and next week, feel free to call me. Thank you.

Respectfully,

Sgt. D. Sampson

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**From:** Jack Dargon <[jdargon49@gmail.com](mailto:jdargon49@gmail.com)>  
**Sent:** Thursday, September 19, 2024 1:43 PM  
**To:** McGuinness, Theresa <[theresa.mcguinness@watertown.k12.ma.us](mailto:theresa.mcguinness@watertown.k12.ma.us)>; Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)>; Fred Cloonan <[fredcloonan@yahoo.com](mailto:fredcloonan@yahoo.com)>; AnnMarie Cloonan <[amcloonan@gmail.com](mailto:amcloonan@gmail.com)>  
**Subject:** Re: Traffic Pattern around your home and Early Steps

Hello Dr. McGuinness (Teresa if I may),

Thank you for taking the time to meet with me this morning. I appreciate your thoughtfulness in letting us know about next Wednesday's traffic meeting and your proposal to the Traffic Commission. Unfortunately, I won't be able to make the meeting due to a prior commitment but I do have a suggestion for the signage for you and the traffic commission to consider.

As I mentioned, we would like to see the "Do Not Enter" signs stay and keep the hours that are presently listed on them. Otherwise, bus and parent traffic from the Hosmer Elementary School, together with general street traffic, will bring back the chaos to our neighborhood after 1:30 P.M. and undo what we have achieved. I understand that you would like your parents to be able to come down Hancock Street to pick their children up at between 1:30 P.M and 2 P.M. without violating the signage and so, I have a suggestion on this.

The times listed on the signage could stay as is if the wording changes something to the effect: "Do Not Enter" "Except Authorized Vehicles" "Between 7 A.M. and 5 P.M." "When School in Session". This should satisfy both your needs and the needs of our Neighborhood. There is similar signage at the intersection of Chauncy Street and Concord Road, so it should be acceptable to the traffic commission. I would like you to consider changing your request to the traffic commission to what I am suggesting or something similar that would accomplish what we are both trying to achieve.

Again, thank you for including us in the conversation. We are always better as a team.

Best,

Jack (Dargon)

48 Hancock Street

On Thu, Sep 19, 2024 at 11:31 AM Theresa McGuinness <[theresa.mcguinness@watertown.k12.ma.us](mailto:theresa.mcguinness@watertown.k12.ma.us)> wrote:

Hi Jack,

Nice to meet you this morning. Attached please find a copy of the doc we distributed today. This was attached to the notice4:

- We want to make you aware that the next Traffic Commission meeting will be held on **Wednesday September 25<sup>th</sup> at 1:30pm in the Administration Building (149 Main Street),** in the Council Chambers. They will review this request at that meeting.

Kind regards,

Theresa

**Dr. Theresa B. McGuinness, *Principal***

Early Steps Early Childhood Center

1 Concord Road

Watertown, MA 02472

Pronouns: She, Her, Hers

*WPS prepares all students for life by engaging them in a challenging and meaningful education within an inclusive, diverse community.*

**Excellence \* Equity \* Community**

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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).

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



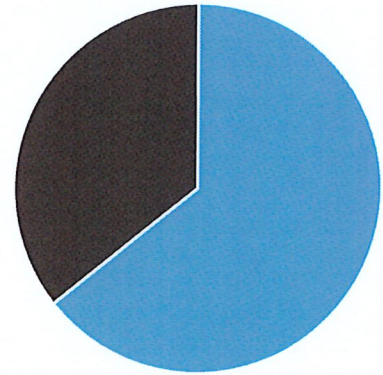
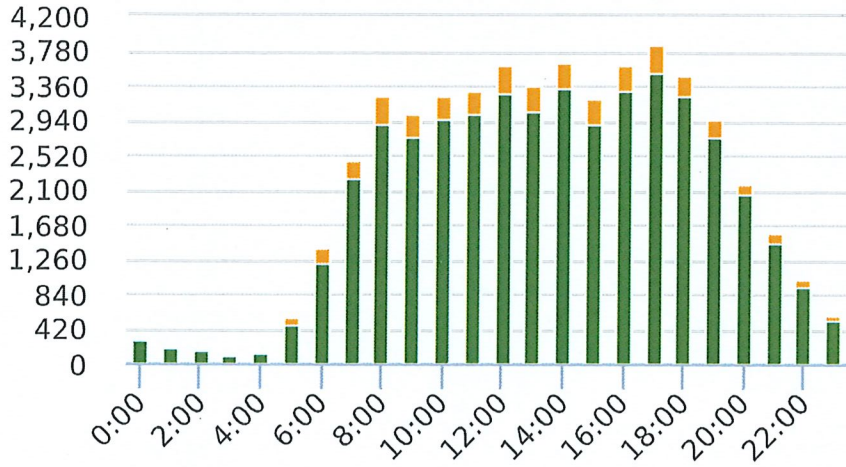
Start: 2024-05-29  
 End: 2024-06-30  
 Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10  
 Speed Range: 1 to 150

## Overall Summary

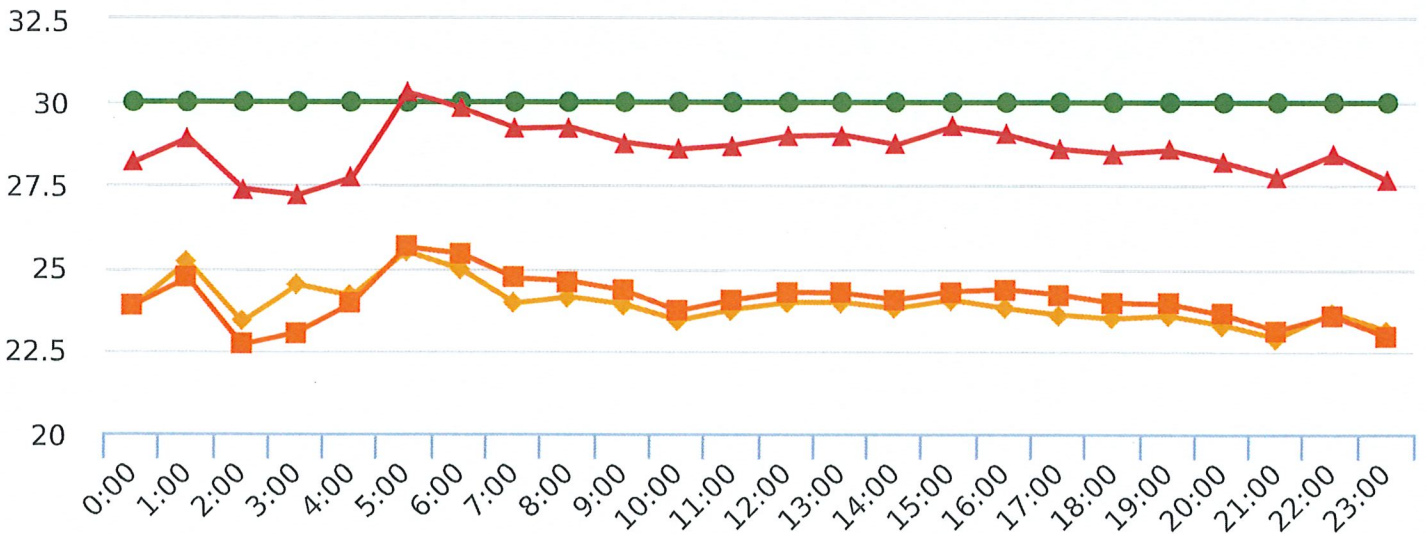
Total Days of Data: 33  
 Speed Limit: 30  
 Average Speed: 23.8  
 50th Percentile Speed: 24.16  
 85th Percentile Speed: 28.81  
 Pace Speed Range: 20-30

Minimum Speed: 10  
 Maximum Speed: 63  
 Display Mode: Speed Display  
 Average Volume per Day: 1555.1  
 Total Volume: 51317



● Violators ● Inside Threshold ● Compliant

● Vehicles Slowed ● Other



● Speed Limit ● Average Speed ● 50% Speed ● 85% Speed



Start: 2024-05-29

End: 2024-06-30

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	299	4	1.3%	9.1	0.1	10	46	23.9	23.9	28.2	54.9%
1:00	Speed Display	30	207	5	2.4%	6.3	0.2	10	59	25.2	24.7	28.9	56.1%
2:00	Speed Display	30	164	2	1.2%	5.0	0.1	10	46	23.4	22.7	27.4	52.4%
3:00	Speed Display	30	111	0	0.0%	3.4	0.0	10	40	24.5	23.1	27.2	58.5%
4:00	Speed Display	30	152	1	0.7%	4.6	0.0	10	41	24.2	23.9	27.7	44.1%
5:00	Speed Display	30	551	2	0.4%	16.7	0.1	10	42	25.5	25.6	30.3	54.8%
6:00	Speed Display	30	1406	7	0.5%	42.6	0.2	10	53	25.0	25.4	29.8	60.3%
7:00	Speed Display	30	2462	0	0.0%	74.6	0.0	10	40	23.9	24.7	29.2	63.4%
8:00	Speed Display	30	3233	7	0.2%	98.0	0.2	10	44	24.1	24.6	29.3	62.8%
9:00	Speed Display	30	3009	0	0.0%	91.2	0.0	10	40	23.9	24.3	28.8	61.9%
10:00	Speed Display	30	3240	11	0.3%	98.2	0.3	10	51	23.4	23.7	28.6	61.2%
11:00	Speed Display	30	3320	9	0.3%	100.6	0.3	10	49	23.8	24.1	28.7	63.0%
12:00	Speed Display	30	3607	8	0.2%	109.3	0.2	10	63	24.0	24.3	29.0	63.6%
13:00	Speed Display	30	3355	8	0.2%	101.7	0.2	10	55	24.0	24.3	29.0	65.1%
14:00	Speed Display	30	3645	8	0.2%	110.5	0.2	10	45	23.8	24.1	28.7	65.2%
15:00	Speed Display	30	3219	5	0.2%	97.5	0.2	10	46	24.1	24.3	29.3	67.0%
16:00	Speed Display	30	3605	7	0.2%	109.2	0.2	10	44	23.8	24.4	29.0	66.5%
17:00	Speed Display	30	3851	6	0.2%	116.7	0.2	10	47	23.6	24.2	28.6	66.3%
18:00	Speed Display	30	3499	8	0.2%	106.0	0.2	10	51	23.5	24.0	28.5	65.9%
19:00	Speed Display	30	2976	9	0.3%	90.2	0.3	10	53	23.6	23.9	28.6	67.1%
20:00	Speed Display	30	2204	15	0.7%	66.8	0.5	10	52	23.3	23.6	28.2	67.6%
21:00	Speed Display	30	1583	5	0.3%	48.0	0.2	10	56	22.9	23.1	27.8	64.3%
22:00	Speed Display	30	1030	3	0.3%	31.2	0.1	10	49	23.7	23.6	28.4	62.9%
23:00	Speed Display	30	589	2	0.3%	17.8	0.1	10	43	23.1	23.0	27.7	65.2%
<b>Total Volumes/ Avg</b>			51317	132	0.3%	1555.1	4.1	10	63	23.9	24.1	28.6	61.7%
<b>Total/Avg w/o Feedback</b>			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total/Avg w/ Feedback</b>			51317	132	0.3%	1555.1	4.1	10	63	23.9	24.1	28.6	61.7%



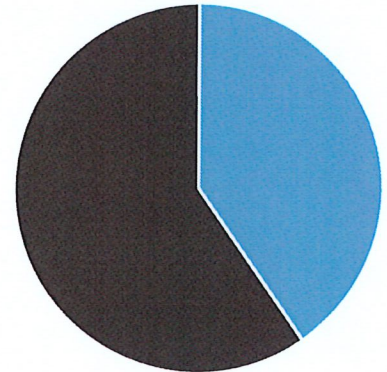
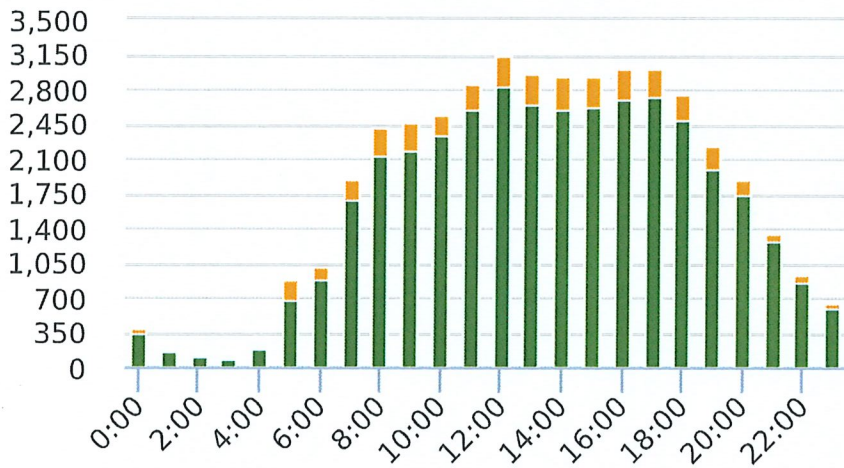
Start: 2024-07-02  
 End: 2024-07-31  
 Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10  
 Speed Range: 1 to 150

## Overall Summary

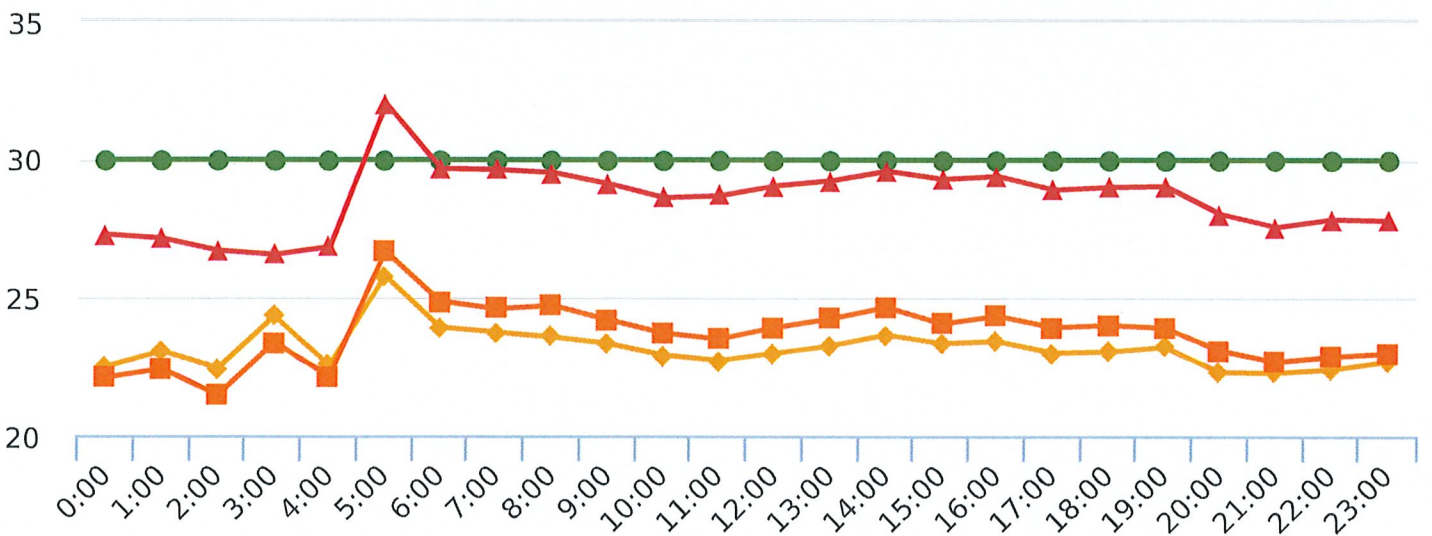
Total Days of Data: 30  
 Speed Limit: 30  
 Average Speed: 23.21  
 50th Percentile Speed: 24.04  
 85th Percentile Speed: 29.05  
 Pace Speed Range: 20-30

Minimum Speed: 10  
 Maximum Speed: 65  
 Display Mode: Speed Display  
 Average Volume per Day: 1426.9  
 Total Volume: 42806



● Violators ● Inside Threshold ● Compliant

● Vehicles Slowed ● Other



● Speed Limit ● Average Speed ● 50% Speed ● 85% Speed



Start: 2024-07-02

End: 2024-07-31

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Speed Display	30	376	0	0.0%	12.5	0.0	10	40	22.5	22.1	27.3	43.9%
1:00	Speed Display	30	179	0	0.0%	6.0	0.0	10	40	23.1	22.4	27.2	40.7%
2:00	Speed Display	30	126	0	0.0%	4.2	0.0	11	40	22.5	21.5	26.7	57.0%
3:00	Speed Display	30	85	0	0.0%	2.8	0.0	13	38	24.3	23.4	26.6	42.3%
4:00	Speed Display	30	193	0	0.0%	6.4	0.0	10	39	22.6	22.2	26.9	32.6%
5:00	Speed Display	30	888	7	0.8%	29.6	0.2	10	46	25.8	26.7	32.1	32.3%
6:00	Speed Display	30	1024	5	0.5%	34.1	0.2	10	45	23.9	24.9	29.7	32.4%
7:00	Speed Display	30	1904	0	0.0%	63.5	0.0	10	39	23.8	24.6	29.7	29.3%
8:00	Speed Display	30	2400	1	0.0%	80.0	0.0	10	43	23.6	24.7	29.5	38.0%
9:00	Speed Display	30	2467	3	0.1%	82.2	0.1	10	58	23.4	24.2	29.1	38.9%
10:00	Speed Display	30	2549	1	0.0%	85.0	0.0	10	42	22.9	23.7	28.6	39.7%
11:00	Speed Display	30	2846	6	0.2%	94.9	0.2	10	50	22.7	23.5	28.7	42.5%
12:00	Speed Display	30	3137	4	0.1%	104.6	0.1	10	65	23.0	23.9	29.1	43.5%
13:00	Speed Display	30	2963	5	0.2%	98.8	0.2	10	46	23.3	24.3	29.3	44.6%
14:00	Speed Display	30	2932	5	0.2%	97.7	0.2	10	47	23.7	24.7	29.6	40.8%
15:00	Speed Display	30	2923	3	0.1%	97.4	0.1	10	53	23.4	24.1	29.3	41.0%
16:00	Speed Display	30	3010	2	0.1%	100.3	0.1	10	41	23.4	24.4	29.4	40.8%
17:00	Speed Display	30	3021	2	0.1%	100.7	0.1	10	43	23.0	23.9	28.9	40.7%
18:00	Speed Display	30	2749	3	0.1%	91.6	0.1	10	48	23.1	24.0	29.0	40.4%
19:00	Speed Display	30	2220	2	0.1%	74.0	0.1	10	46	23.2	23.9	29.1	40.3%
20:00	Speed Display	30	1888	2	0.1%	62.9	0.1	10	48	22.3	23.1	28.1	39.2%
21:00	Speed Display	30	1345	2	0.1%	44.8	0.1	10	46	22.3	22.7	27.6	44.0%
22:00	Speed Display	30	926	1	0.1%	30.9	0.0	10	42	22.4	22.9	27.9	47.2%
23:00	Speed Display	30	655	3	0.5%	21.8	0.1	10	50	22.7	23.0	27.8	42.2%
Total Volumes/ Avg			42806	57	0.1%	1426.9	2.0	10	65	23.2	23.7	28.6	40.6%
Total/Avg w/o Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a
Total/Avg w/ Feedback			42806	57	0.1%	1426.9	2.0	10	65	23.2	23.7	28.6	40.6%

## Sampson, David

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**From:** Sampson, David  
**Sent:** Monday, September 16, 2024 2:58 PM  
**To:** Samantha Barber; Traffic Commission  
**Subject:** RE: URGENT Speed Bump for Dexter Avenue

Good morning Ms. Barber,

Thank you for your email. Please be advised that a resident of Fairfield Street made a similar request for traffic calming measures on Dexter Avenue. The Traffic Commission will continue this discussion at their meeting on September 25<sup>th</sup> at 1:30 pm. You are more than welcome to attend the meeting.

Respectfully,  
Sgt. D. Sampson  
Traffic Division  
Watertown Police Department

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**From:** Samantha Barber <barber\_samantha@outlook.com>  
**Sent:** Thursday, September 12, 2024 9:02 AM  
**To:** Traffic Commission <trafficcom@watertown-ma.gov>  
**Subject:** URGENT Speed Bump for Dexter Avenue  
**Importance:** High

Following up on the below, i have never heard back and another rabbit was killed this morning due to a speeding driver. I would really appreciate if this could be taken into consideration.

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**From:** Samantha Barber  
**Sent:** Monday, April 1, 2024 2:02 PM  
**To:** trafficcom@watertown-ma.gov <trafficcom@watertown-ma.gov>  
**Subject:** Speed Bump for Dexter Avenue

Good Afternoon,

I am reaching out to understand the process to petition for a speed bump to be installed on Dexter Avenue. My husband, 3 year old dog, and 11 month old daughter live on this street and people frequently excessively speed down the road. Just yesterday, March 31, we were coming back from a walk when someone was driving so fast that they killed a bunny rabbit trying to cross the street. Not only was this devastating, but it gives me anxiety to think about my almost walking daughter and god forbid someone hitting her.

Please let me know the next steps involved in hopefully making this a reality. I look forward to hearing back from you!  
Samantha Barber

## Sampson, David

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**To:** Carly Finocchio; Traffic Commission  
**Cc:** Michael Finocchio  
**Subject:** RE: Traffic on Dexter Ave

Good morning Ms. Finocchio,

Thank you for your email. Please be advised that a resident of Fairfield Street made a similar request for traffic calming measures on Dexter Avenue. The Traffic Commission will continue this discussion at their meeting on September 25th at 1:30 pm. The meeting will be held in the Administration Building, 149 Main Street, in the Council Chambers. You are more than welcome to attend the meeting. Please let me know whether you plan to attend.

Respectfully,  
Sgt. D. Sampson  
Traffic Division  
Watertown Police Department

-----Original Message-----

From: Carly Finocchio <carlyfinocchio@gmail.com>  
Sent: Monday, September 16, 2024 7:51 PM  
To: Traffic Commission <trafficcom@watertown-ma.gov>  
Cc: Michael Finocchio <mikeafinocchio@gmail.com>  
Subject: Traffic on Dexter Ave

Hello,

I'm not sure if this is the correct email, but I'd like to share my concerns on the never-ending and chaotic traffic on Dexter Ave in Watertown.

I feel that because the street starts out commercial, then goes residential, there is a compulsion for people to drive extremely fast with no regard of pedestrians. I'm hoping for something to be done before people get seriously injured.

I witnessed an elderly woman almost get hit by a motorcyclist going EASILY 60mph. It was barely avoided and she did fall as a result. This was my last straw before reaching out to this email for help.

It's a concern when I walk my dog and push my baby in the stroller. There's been many times where I'm crossing at a crosswalk and people do not stop.

Our neighbors joke that backing up from our driveway is much like merging on the highway; people do not stop or see you as they are going 50-70mph.

I'm asking for some sort of traffic reducing measure to be put in place to decrease the speed in which people drive so they can be aware of others.

Thank you for your time.

Best,  
Carly Finocchio, M.S. CCC-SLP  
407-473-7767

36 Westminster Ave.  
Watertown, Ma. 02472  
August 2, 2042

Dear Commissioners

Since 1974 I have resided at the above address directly across the street from the temporary Wapley High School. Since its construction there is much congestion with an abundance of parked cars and traffic as a result of the open campus concept.

I need to be able to walk to and from my car since I have developed some difficulties with balance and other elderly ailments. Therefore I am requesting a handicapped parking sign in front of my house.

By having this accomodation it will be more convenient for my visitors and health care workers to access parking in my driveway.

Thank you.

Sincerely,  
Lia Fero

Enclosed is a copy of my handicap placard.



**PL 7690746**

**Expires:**



**06-12-29**

**Disabled Persons  
Parking Identification Placard**



*Cherry & Spitzer*  
Registry

TORO  
IDA  
L

**Commonwealth of  
Massachusetts**



36 Westminster Avenue



Watertown Traffic Commission  
Attn: Sgt. D Sampson  
552 Main Street  
Watertown, MA 02472

September 17, 2024

Good afternoon Traffic Commission,

I am writing to request an HP only parking space for my elderly parents, Joseph and Barbara Lando who reside at 21 George St in Watertown. I am their daughter, Diana Lando. I have recently taken on caring for them. I have some major concerns about accessibility to their home, parking and emergency services accessibility.

Parking is an issue on George Street and with the beginning of the school year it has greatly amplified it. I have witnessed cars parking all along both sides of the street, not only in front of my parents' home but also in front of their driveway blocking all vehicle egress. As my parents are elderly it is crucial that we have immediate access to and from the house for themselves as well as emergency personnel and vehicles. I am hoping that at least one properly marked handicapped space will assist in creating a safer point of access for their needs.

Enclosed are copies of my mother's placard, my brother's/tenant and my father's placard is in the process of being submitted. Please feel free to contact me with any questions or further information you may have.

In advance thank you for your consideration,

Diana Lando  
21 George St  
Watertown, MA 02472  
508-737-3096

Important! Remove before driving vehicle

**PL 7850875**

**NON-TRANSFERABLE**

**08-28-29**

**WARNING**

Wrongful use by any other person carries 60 day loss of license, placard revocation, \$500 fine for 1st offense. \$50 fine for covering placard number/date.



For use in private passenger vehicle only  
Mass.gov/RMV

Important! Remove before driving vehicle

**PL 5460522**

**NON-TRANSFERABLE**

**11-07-27**

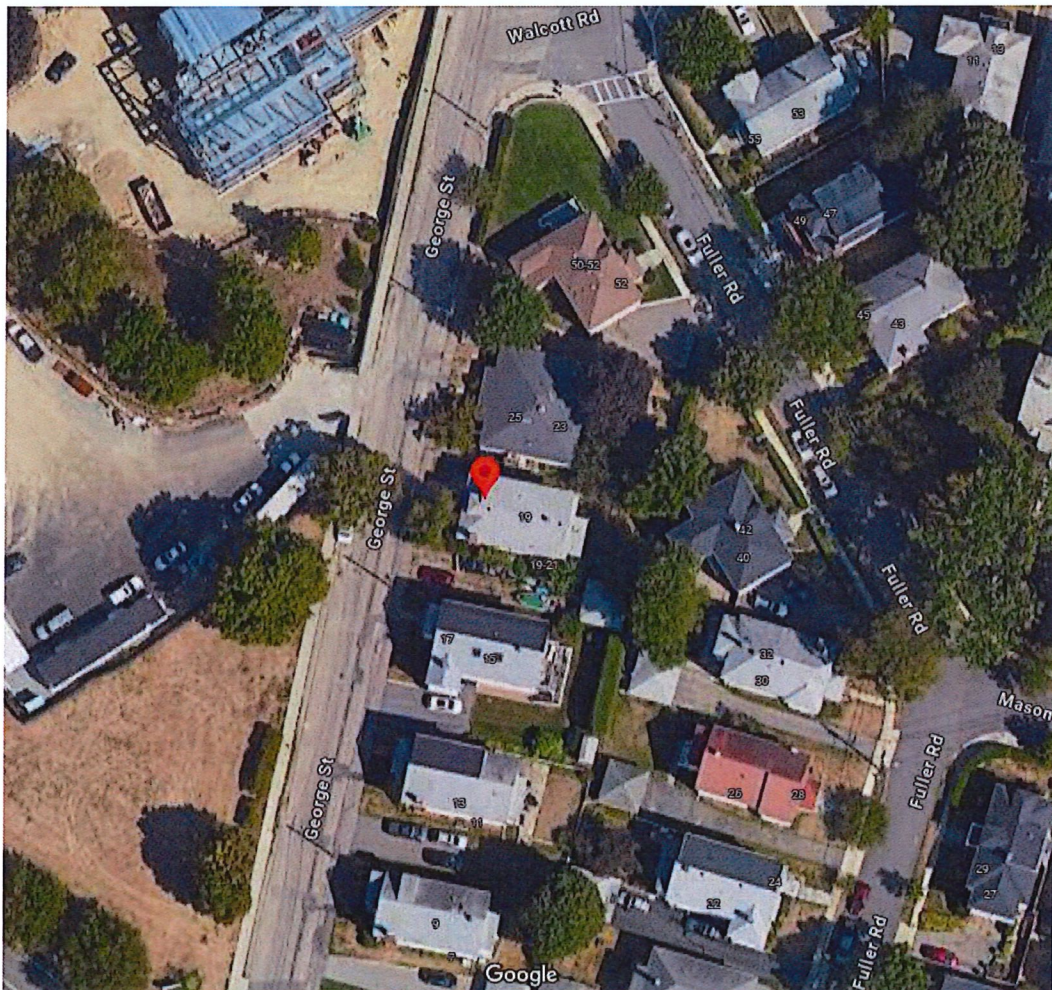
**WARNING**

Wrongful use by any other person carries 60 day loss of license, placard revocation, \$500 fine for 1st offense. \$50 fine for covering placard number/date.



For use in private passenger vehicle only  
Mass.gov/RMV

# George Street



September 9, 2024

To the Watertown Traffic Commission  
c/o Sgt David Sampson, Watertown Police Department

Dear Commission members,

I am writing to request that the Traffic Commission consider converting Otis Street in Watertown from its current designation, which allows parking on both sides of the street, to single-side parking only.

I have lived on Otis Street since 2006, when I purchased my house. Over the years, it has become more and more difficult to travel on the street. Several things contribute to this congestion. First, since the pandemic began in 2020, more delivery trucks have needed access to the road. These trucks are larger than passenger cars and take up more space, particularly when parked. Second, more people have hybrid working schedules and, as a result, have their cars parked in their driveways and on the street more frequently.

I understand that the intention is for people to back up or pull into a neighboring driveway when another car is coming in the opposite direction. However, this is treacherous when all of the driveways are full and you need to back up halfway down the street in order to let someone else pass.

The problem is particularly dangerous at the intersection of Otis St. and Mount Pleasant St. Cars often pull onto Otis St. quickly. If you are on Otis St. waiting to turn onto Mount Pleasant, as I do often, you run the risk of a head-on collision with a car turning onto Otis St. The problem is compounded by the fact that people park close to the intersection on Mount Pleasant St. To see if you are clear to turn, you're forced to edge closer to the road to view oncoming traffic. This makes it even more difficult to avoid cars turning onto the street.

I hope that you will examine these concerns and consider amending the current parking regulations and establishing single side only parking on Otis Street. Thank you for your consideration.

Respectfully submitted,

Maya Townsend

25 Otis Street

Watertown, MA 02472

617.396.8396

Mayatownsend@duck.com

09-01-2024

To the Watertown Traffic Commission

C//O Sgt David Sampson, Watertown Police Department

I am writing to request that the Traffic Commission consider converting Otis Street in Watertown from its' current designation which allows parking on both sides of the street to single side parking only.

Sergeant Sampson has made me aware of how the current designation was decided upon.

As a resident of Otis Street since July 2000, I would like to bring to your attention, changes in traffic and parking patterns that I think render the current designation problematic.

There appears to be an increase both in the number of residents' cars per household and an increase in residents who work from home or who are retired and who are either parked on the street or fully occupying their driveways for longer periods of time.

I have observed an increase volume of trucks (delivery, repair etc) over the past 24 years (particularly since the advent of the Covid 19 Pandemic in 2020).as more residents shop on- line and have groceries and other items delivered to their homes.

As the housing on the street ages (the average house on Otis Street was built over 100 years ago) many more large service vehicles are

parked on the street for longer periods of time making necessary repairs.

Two- way traffic on Otis Street hinges on one driver being able to either pull over to the side of the road or pull into an unoccupied driveway to allow a driver coming from the opposite direction to pass. This is impossible if cars are parked on both sides and driveways are fully occupied.

Even the 10-foot width of the road (the amount allocated for traffic when 14 feet of the total 24 feet is occupied by parked cars is insufficient to allow even one vehicle to traverse the road if one of the larger vehicles mentioned above is parked across from a passenger car.

I hope that you will examine these concerns and consider ammending the current parking regulations and establishing single side only parking on Otis Street.

Respectfully submitted.

Laura Pabo

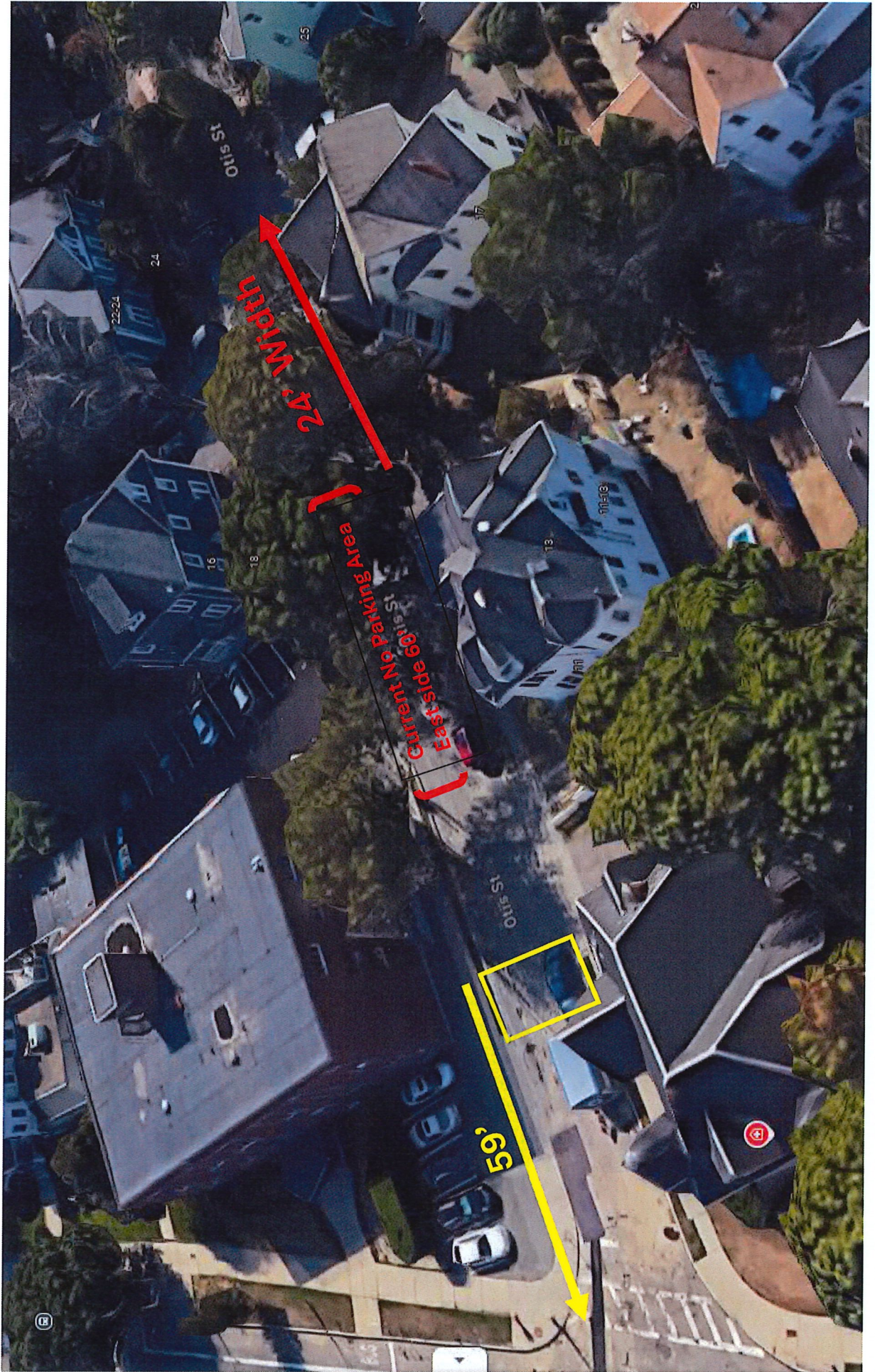
23 Otis Street

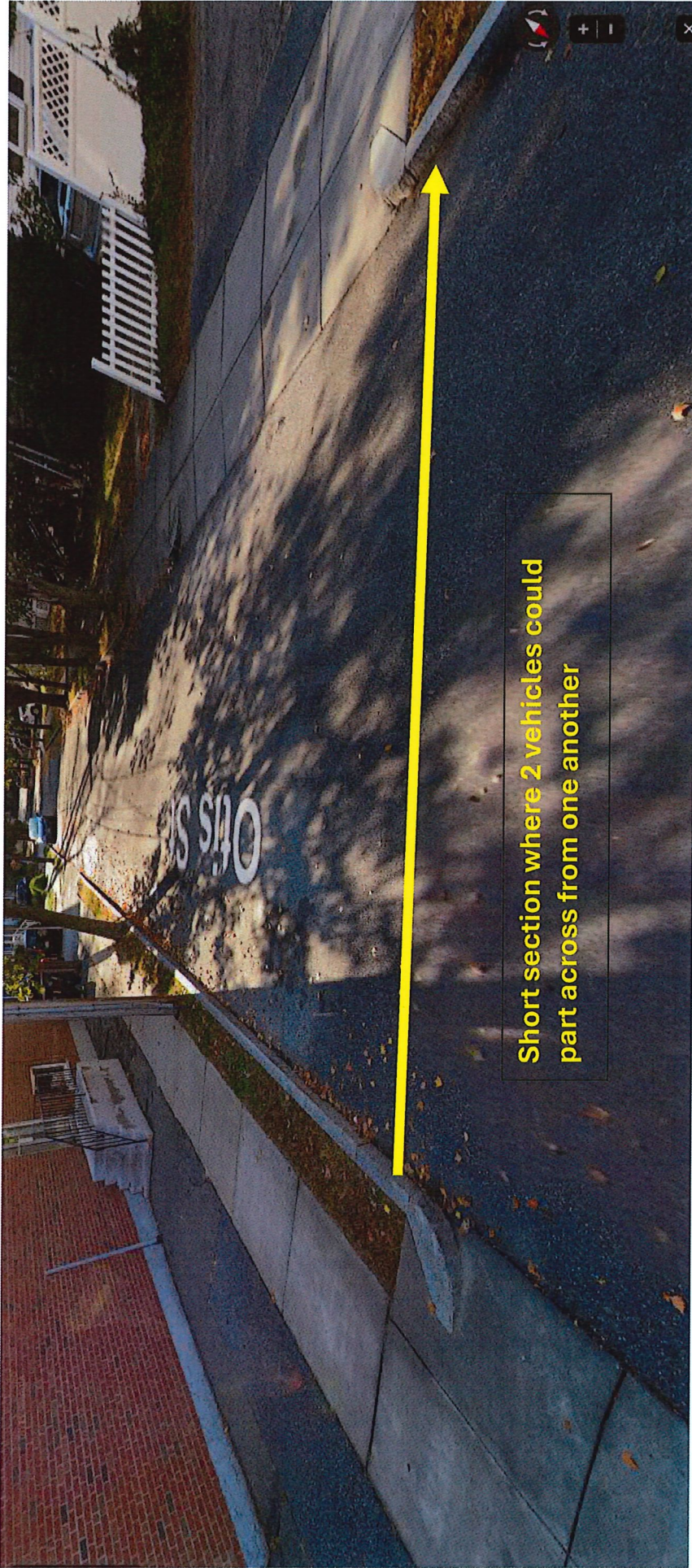
Watertown, MA 02472

617-605-1514

lpabo@rcn.com

Otis Street





Short section where 2 vehicles could  
part across from one another



## Sampson, David

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**From:** paula gaete <paulaeduardomg@gmail.com>  
**Sent:** Tuesday, September 17, 2024 6:50 PM  
**To:** Sampson, David  
**Subject:** Two way traffic on Quimby St

The parking on both sides of Quimby St at Nichols Ave is a hazardous area.

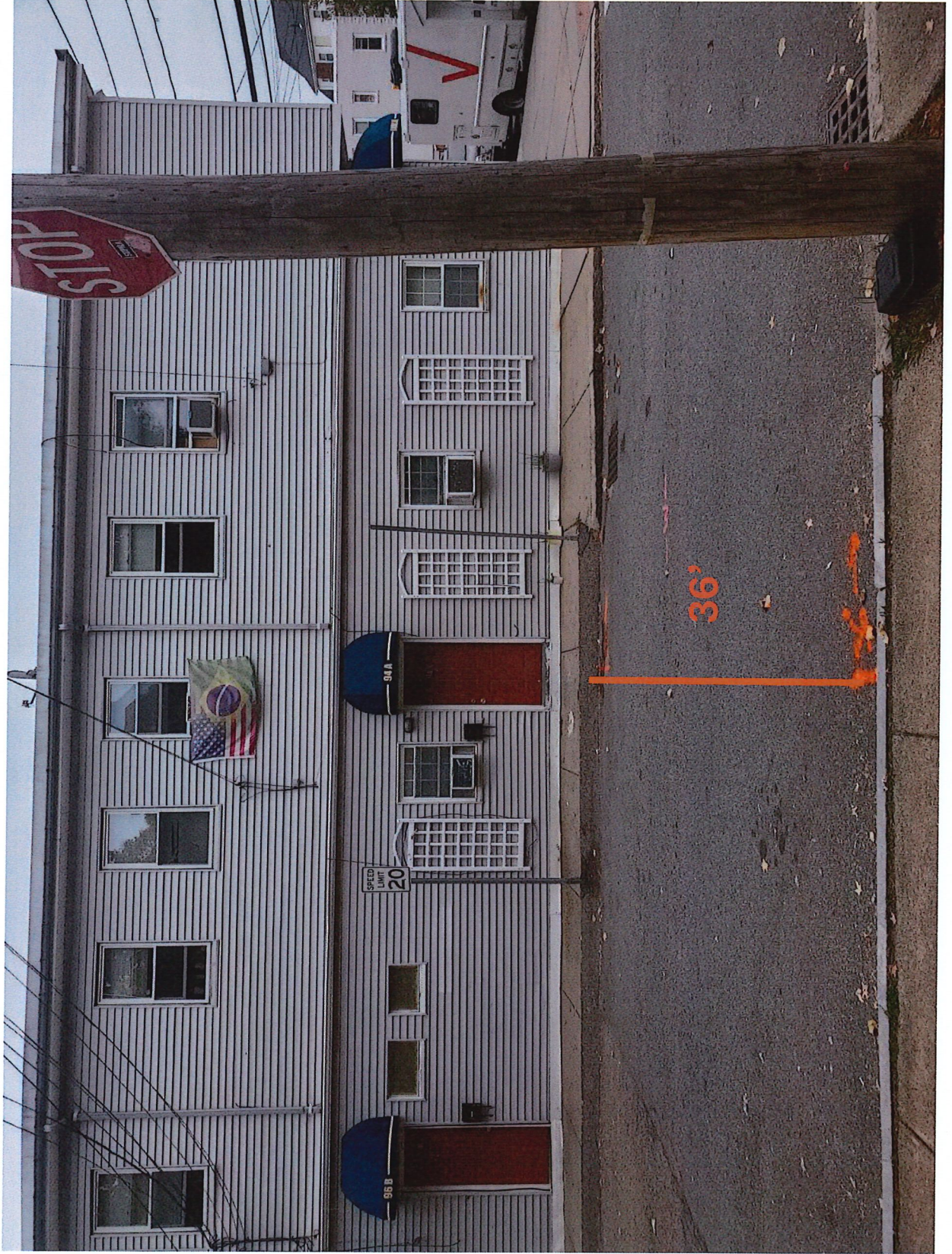
Many travel daily and vision is poor approaching Nichols Ave from Quimby St. There is no room for 2 way traffic.

Is there anyway signs for parking on one side of the street could be implemented?

Thank you,

Quimby St. residents

Quimby Street @ Nichols Avenue





## Sampson, David

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**From:** Lori Shapiro <lori.r.shapiro@gmail.com>  
**Sent:** Thursday, September 19, 2024 9:56 AM  
**To:** Sampson, David  
**Cc:** Hanrahan, Justin; Delaney, Kenneth  
**Subject:** Re: Increased dangerous driving around Edward Road

Sgt. Sampson,

I receive daily outpatient nurse/occupational therapist/physical therapist visits for my injuries. If there is not a health care worker here at 2pm, I will give you a call, but if they are here I will call tomorrow. Just yesterday my physical therapist commented to me - unprompted - that she went the wrong way on this street the first time she was here because she didn't realize it was a one way. People do not look for or expect one-ways in this area.

Before we speak, let me assure you I did not misunderstand your statistics. I am a PhD research scientist who for many years was a postdoctoral fellow in microbiology at Harvard Medical School in Longwood - the same hospital complex where I was transported for emergency trauma surgery for the devastating injuries I sustained while just trying to cross a street in Watertown. A list of my peer reviewed research publications and all of my complex and often cutting edge statistical analyses we used in our research can be viewed at this link:

[https://scholar.google.com/citations?hl=en&user=f9ajh\\_cAAAAJ&view\\_op=list\\_works&sortby=pubdate](https://scholar.google.com/citations?hl=en&user=f9ajh_cAAAAJ&view_op=list_works&sortby=pubdate)

Perhaps in the future these meetings can be made more accessible? It does seem too ironic that I may not be able to participate in the traffic safety meeting because of the severity of the injuries I currently have but am trying to prevent for others. I'm also now disabled and, also ironically, am even more vulnerable to being hit by cars while trying to cross a road.

I am also the one who has the giant front yard edible garden. I spend several hours every evening tending it (or did, before this), observing traffic, and chatting with neighbors. My garden would have been on the Sept 8 life friendly garden tour, but I was still in the hospital. More irony.

Sincerely,  
Lori Shapiro

On Wed, Sep 18, 2024 at 1:05 PM Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)> wrote:

Good afternoon Ms. Shapiro,

I recall that collision and I'm sorry to hear you were involved. I hope your recovery is progressing.

It seems that there is either a misunderstanding regarding the information and statistics I provided, or I misunderstood portions of your request (which is the problem with emails).

When you are up to it, please feel free to give me a call at 617-972-6547 to further discuss these matters. I am heading out of the office now, but will be back in from 2:00-3:30. If that doesn't work, I will be around for most of the day tomorrow.

Unfortunately, next week's meeting is in-person only. When we speak by phone, I have an option that may help.

I checked with Watertown Cable Access Corp. and they plan to broadcast the meeting live. The link to their website is <https://wcatv.org/>

Once on the page, there is a "Watch" button that will allow you to view the meeting.

Thank you,

DS

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**From:** Lori Shapiro <[Lori.R.Shapiro@gmail.com](mailto:Lori.R.Shapiro@gmail.com)>  
**Sent:** Wednesday, September 18, 2024 10:19 AM  
**To:** Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)>  
**Cc:** Hanrahan, Justin <[jhanrahan@police.watertown-ma.gov](mailto:jhanrahan@police.watertown-ma.gov)>; Delaney, Kenneth <[kdelaney@police.watertown-ma.gov](mailto:kdelaney@police.watertown-ma.gov)>  
**Subject:** Re: Increased dangerous driving around Edward Road

Hi Sgt. Sampson,

Thank you for your reply.

I will preface my response by saying that i am the cyclist wearing neon that was badly injured and almost killed while in the clearly marked bike crossing connecting Squibnocket Park/Beacon to the Greenough bike path on Aug 22. After two major surgeries (so far) and three weeks inpatient at the hospital, i was finally able to return home a couple of days ago to continue my long and painful recovery.

I will do my best to go to the meeting you referenced, but I still won't be able to walk or drive. Can you please give me the full information for in person and remote attendance?

From a resident's point of view, the statistics you cite are absolutely appalling. If approximately 10% of cars are speeding, that's 1/10 going a dangerous speed. If its 5% speeding, that is still 1/20, and that is a tragedy waiting to happen on a thickly settled residential street with such a high proportion of young families living here and such a high volume of through traffic. The average speed of cars is irrelevant here - what we are concerned about is that there are many speeders endangering everyone. Given the number of cars that pass and the number of children, pets, and pedestrians around, the speeding rate you shared seems absolutely unacceptable. The average speed is also probably pulled way down by residents going very slowly as they approach or leave their homes. And If you look a year or two further back (2018 or 2019) you will see the crash that totalled a parked car in front of 35 Edward Rd that missed by seconds two children that had been playing in the exact spot where the crash occurred.

As someone who was recently almost killed while just trying to cross the street where I undisputably had the right of way, having to issue 4 citations from less than 30 observations at a marked bus station crosswalk is absolutely heartbreaking. That's where the bus stop is and you are actually encouraging people to cross. Its also where kids are walking to Cuniff elementary, people are walking their pets, or exercising, or visiting neighbors, or otherwise just trying to survive in a world built for the convenience of cars over anyone else. The urgent need to put a light at the Edward Rd/Partridge/Emerson bus stop, just as at the adjacent bus stop and crossing, seems inarguable given this statistic you cite, the location of the bus stop, and my lived experience.

There's also the issue of a light at Greenough and Beacon. I'm still too traumatized to take that on (which is why I didn't mention it initially), but you have a street that is closed to through traffic (Greenough) and reserved just for recreation. To get there from the bike path or Squibnocket park, you have to cross four lanes of traffic with limited visibility because of the rise of the bridge, and there's drivers who go at high speed off the Soldiers Field ramp. I'm too traumatized to argue this one further so perhaps you can work with the appropriate state agencies to make the crossing a place where people can more safely move between those parks. A stop sign and road marking are quite clearly not sufficient.

And as far as the one way signage, the minimum legal standard and what makes the street safe are two different things. I sit in my front garden an hour or two each evening and almost always see at least one car going the wrong way during that short time period every day. There's also a ton of delivery trucks and ride shares that will drop off a person or package and then turn around in a driveway in the middle of the street and go the wrong way, and never even see the signage at the Pleasant St/Edward Rd intersection.

I'll do my best to make the meeting, but again, I'm in pretty bad shape and it will be a burden to get there.

A car is several tons of metal traveling at high speed. A car/pedestrian collision that might not even dent the car will maim or kill a person. In light of the inherently unequal outcomes that result from these collisions, all of the safety improvements I have mentioned here are common sense solutions, easy to implement and urgently needed given the statistics and observations you shared. They will make everyone who lives and visits this street substantially safer. I hope you will not make me or other residents fight too hard to have them implemented.

Sincerely,

Lori Shapiro

On Wed, Sep 18, 2024, 8:33 AM Sampson, David <[dsampson@police.watertown-ma.gov](mailto:dsampson@police.watertown-ma.gov)> wrote:

Good morning Ms. Shapiro,

I received a copy of your email regarding Edward Road, and have placed your requests on the September 25, 2024 Traffic Commission agenda. The meeting will be held at 1:30 pm at the Administration Building, 149 Main Street, in the Council Chambers. You are not required to attend but strongly encouraged to do so. It is helpful to voice your concerns and answer any questions the Commission may have.

In terms of your email, I respectfully submit the following information for your consideration:

The Police Department is aware of speeding concerns on your street. Edward Road is a thickly settled area meaning that the speed limit (even though it is not posted) is 30 mph. For over six weeks (from 4/11/24 to 5/28/24), the Department installed an electronic speed feedback sign on Edward Road. Data from that time period indicated that the 85<sup>th</sup> percentile speed was 26.94mph (meaning 85% of vehicles were traveling at or below 26.94 mph). The average speed was 21.76 mph. A feedback sign was also posted in this location from October 3<sup>rd</sup> to November 9<sup>th</sup> 2023. For comparison purposes, the 85<sup>th</sup> percentile speed at that time was 25.78 mph, and the average speed was 20.79 mph. Although there are vehicles that speed on Edward Road, the overall results appear reasonable.

During early and mid-June 2024, officers monitored Edward Road for speeding and wrong way violations. Two verbal warnings were issued for speeding, and no wrong way violations were observed. The crosswalk on Main Street near Edward Road was also monitored multiple times. During the 27 times that the crosswalk was monitored, 4 citations were issued.

A 5-year review of the Department's records revealed 3 reported motor vehicle collisions on Edward Road. The first (which I believe you referenced below) occurred on 6-5-2020 near the front of your home. At that time, a younger driver who is a resident of Edward Road over-corrected and struck the utility pole. Based on the officer's report, speed and distraction were not causal factors in the collision. On 10-17-21 a resident in the vicinity of 107 Edward Road thought that his parked vehicle may have been struck in front of his home. Investigation revealed that the collision likely occurred elsewhere. On 1-31-24 a vehicle exiting Edward Road onto Waltham Street collided with a vehicle on Waltham Street intending to turn left onto Stanley Avenue.

When the City reviewed the redevelopment proposal for 148 Waltham Street (the former Sterritt Lumber site), vehicle and pedestrian volumes were expected to increase. As a result, the developer agreed to install speed humps on Edward Road, Rutland Street, and one additional speed hump on Evans Street. This may still happen, but I do not know that status of this redevelopment project.

Two state/federally compliant Do Not Enter signs are posted on Waltham Street at Edward Road. The post on the east side of the intersection includes a standard One Way sign above it. The sign posted on the west side has the street name above it. In terms of reflectivity and legibility, all signage is in good condition. I noticed that the post on the east side of the intersection was leaning a bit. I have contacted the DPW and asked that the post be straightened and tightened.

In response to your email dated September 14<sup>th</sup>, I have asked officers again to monitor Edward Road for possible speeders and wrong-way violations. Officers began checking the area on 9/16/24.

The portion of Main Street near Edward Road is under the care and control of the Massachusetts Department of Transportation. The installation of pedestrian signals for the Main Street crosswalk will ultimately require the approval of MassDOT.

I hope you find this information helpful. Please let me know whether you plan to attend the September 25<sup>th</sup> Traffic Commission meeting. Thank you.

Respectfully,

Sgt. D. Sampson

Traffic Division

Watertown Police Department

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**From:** Lori Shapiro <[lori.r.shapiro@gmail.com](mailto:lori.r.shapiro@gmail.com)>  
**Sent:** Saturday, September 14, 2024 12:57 PM  
**To:** Traffic Commission <[trafficcom@watertown-ma.gov](mailto:trafficcom@watertown-ma.gov)>  
**Subject:** Increased dangerous driving around Edward Road

Dear Watertown traffic,

I'm writing in regards to a dramatic recent increase in dangerous driving around Edward Rd that is alarming residents. The traffic issues scaring residents of this road and we have recently been discussing are:

1. Overall increase in speeding drivers. From Main Street, there is an immediate descent that too many drivers use as a down ramp to gain speed and then fly through the straight part of the street substantially over the speed limit. There have been two crashes this has contributed to just since we moved in. In the first, a speeding driver slammed into a parked car in front of 35 Edward rd, missing by seconds children that had just been playing there. In the second, a distracted driver speeding down the ramp slammed into an electrical pole. Luckily, no one was in the area, but with the downward ramp leading to a straight away (as well as the recent arrival of several more families with children), we fear it's only a matter of time until there is a collision. We are hoping for the installation of multiple speed bumps along our road.
2. A substantial increase in cars (often speeding) going the WRONG way on our one way street. A child chasing a basketball was almost hit a couple days ago. We are hoping for increased signage to warn drivers who try and turn in from Waltham St because one ways are less common here than closer to the city
3. A traffic light to cross safely to the bus stop between Emerson and Partidge on Main St like there is for the bus stop a couple blocks down on Copeland St. This crossing is feeling increasingly

treacherous, and from personal experience I can tell you that many drivers show no respect for that crosswalk, even when there are people already in it.

Please let me know when these basic safety changes can be implemented. We are living in increased fear, and know it is only a matter of time before there is a collision where a resident is injured or killed.

Sincerely,

Lori Shapiro

34 Edward Rd

Lori Shapiro, PhD

[Lori.R.Shapiro@gmail.com](mailto:Lori.R.Shapiro@gmail.com)

770-713-1871

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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Lori Shapiro, PhD

[Lori.R.Shapiro@gmail.com](mailto:Lori.R.Shapiro@gmail.com)

770-713-1871

August 27, 2024

City of Watertown  
Traffic Commission  
552 Main Street  
Watertown, MA 02472

To whom it may concern;

My name is Kevin D. Mahoney. I am a former Watertown resident and Air Force Veteran, currently living in Belmont. I am 78 years old with medical issues.

I frequently visit Coolidge Square to go to the Watertown Savings Bank, and to the Post Office among other errands.

In early August, I parked at the handicap space on Elton Avenue next to the Post Office. As I reached the curb, I lost my footing in a rough spot on the road. I fell backwards and hit my head. Luckily, I was okay. The handicap parking spot on Elton Ave is a tough location for a handicapped person. The parking spot is on a slope which makes it difficult to get out of the car and to make your way up to the sidewalk. Also, the condensation from the Post Office's Air Conditioner drips on the walkway.

I know that I can park at the meter in front, but those spots are seldom available. I am asking to have the handicapped parking space moved to the front of the Post Office at 589 Mount Auburn Street.

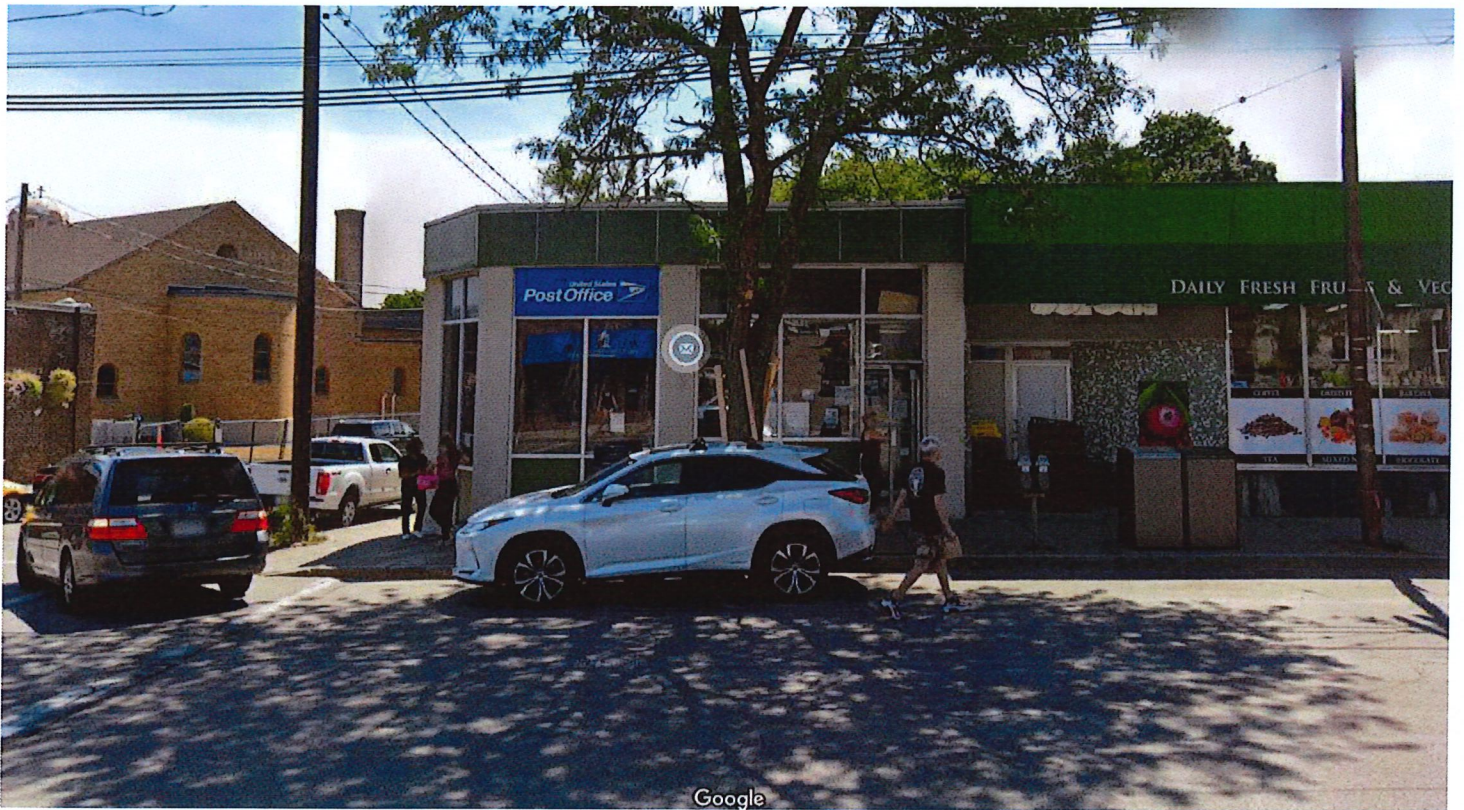
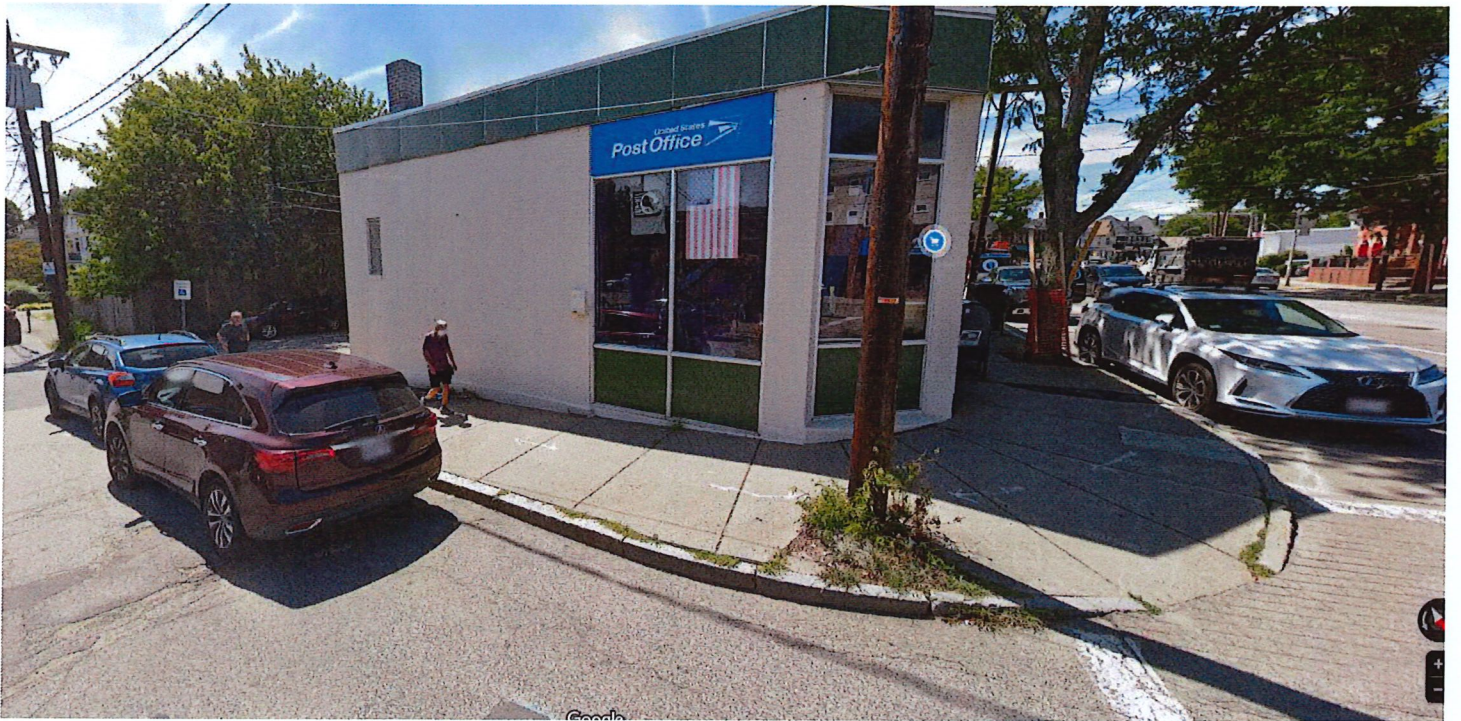
Please consider this request for myself and all handicapped persons. This will allow for a better egress to the Post Office.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin D. Mahoney". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kevin D. Mahoney  
42 Falmouth Street  
Belmont, MA 02478  
[kdmaho327@gmail.com](mailto:kdmaho327@gmail.com)  
413/883-0491 cell

589 Mt. Auburn Street



## **Sampson, David**

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**From:** Nicole Gardner  
**Sent:** Wednesday, September 04, 2024 8:12 PM  
**To:** Traffic Commission  
**Cc:** Mermell, Zeke  
**Subject:** Request for right turn on red sign . . .

Hello, members of the Traffic Commission.

I am writing to request a hearing on the need for a 4<sup>th</sup> no-turn-on-red sign at the intersection of Grove and Coolidge Ave, for motorists coming up the "jug handle" from Greenough. Residents in the area have raised safety concerns.

Thanks, and I look forward to the meeting.

Best,

**Nicole Gardner**

*she/her*

Watertown District A Councilor  
<https://nicoleforwatertown.com/>  
617-835-4364

## October 2022 Traffic Commission Minutes Regarding Coolidge Avenue

**Item 4** – The Commission reviewed an informational presentation by Mr. Vinod Kalikiri of Vanasse Hangen Brustlin, Inc. on behalf of their client ARE-MA Region No. 77, LLC regarding proposed transportation improvements to Coolidge Avenue associated with the development of 99 Coolidge Avenue.

Mr. Kalikiri reported that the portion of Coolidge Avenue covered in the presentation was from Arsenal Street to Grove Street. With the development of a life science building at 99 Coolidge Avenue, these off-site improvements would completely make over the roadway to accommodate multiple modes of travel. The proposed improvements include changing the all-way stop at the intersection of Coolidge Avenue and Grove Street to a fully actuated traffic signal, a multi-use off-road path from Arsenal Street to Grove Street, pedestrian crosswalks across all four legs of the intersection of Coolidge Avenue at Grove Street, a mid-block crosswalk including a rectangular rapid flashing beacon at 99 Coolidge Ave (approximately halfway between Arsenal Street and Grove Street), a turnout in front of 99 Coolidge Avenue to accommodate a shuttle bus stop, and a customized sensor driven vehicle detection sign at 125 Coolidge Avenue to warn cyclists and pedestrians that a vehicle is exiting the 125 Coolidge Avenue garage.

Mr. Kalikiri described the proposed upgrades at the intersection of Coolidge Avenue and Grove Street. Bike Boxes were drawn on Grove Street southbound and Coolidge Avenue southwesterly; due to the installation of bike boxes, Mr. Kalikiri noted that No Turn on Red restrictions would be required at these locations. Mr. Kalikiri suggested that the No Turn on Red restriction apply only to motor vehicles, and that bicycles would be exempt from this restriction.

Mr. Kalikiri explained that the length of the proposed shuttle bus stop is approximately 85 feet long and would include a 2-foot offset to buffer from the travel lane. Ideally, Mr. Kalikiri envisions the stop servicing shuttle buses, Uber, Lyft, and taxis.

Mr. Airasian was informed that all existing on-street parking would remain available, and that the roadway will be narrowed to accommodate the off-street bike path. Mr. Airasian cited the September 2022 meeting and inquired whether the bike boxes should be applied in green so that there is consistency with Arsenal Street. Mr. Kalikiri reported that the green element can be added to the plans if that is the City's preference. Mr. Airasian inquired whether anyone has discussed the garage sensor with the residents of 125 Coolidge Avenue.

District A Councilor Nicole Gardner reported that she received a lot of feedback about the vehicle detection warning system for the driveway of 125 Coolidge Avenue. Councilor Gardner reported that residents are worried about the likely increase in pedestrians and cyclists crossing the front of the driveway. Councilor Gardner felt that the detection system was an important facet of the improvements.

Mr. St. Louis was informed that an audio speaker could be added to the detection system to assist vision impaired users of the path.

Mr. Airasian inquired whether the detection system would also alert cyclists and pedestrians to vehicles exiting the upper lot of 125 Coolidge Avenue. Mr. Kalikiri explained that the original

purpose of the system is for the comfort of the drivers exiting the steep incline from the garage, but the sensor can be expanded to also include the adjacent upper lot.

Mr. St. Louis was concerned with the bicycle exception proposed at the intersection of Coolidge Avenue and Grove Street. Bike boxes are new to the City, and this exception may cause confusion; Mr. St. Louis would like to avoid this type of signage.

There was discussion about the staging area for commercial trucks on Coolidge Avenue waiting to enter the Aggregate Industries site. A wider shoulder is being maintained in this area of Coolidge Avenue, and Aggregate Industries is aware of the proposed changes to the roadway. District C Councilor Vincent Piccirilli noted that high number of trucks expected to be on the roadway in the winter, including many municipally owned vehicles.

Ms. Gallagher was concerned about the lack of a proposed No Right Turn on Red restriction on Coolidge Avenue northeasterly at Grove Street. Ms. Gallagher pointed out that the off-street path ends at this intersection, and motorists are required to enter deep into the intersection to make the right turn onto Grove Street extension. Pedestrians and cyclists entering the roadway could be at risk due to this right turn by motorists.

**Item 5** – The Commission reviewed a request by Mr. Vinod Kalikiri of Vanasse Hangen Brustlin, Inc. on behalf of their client ARE-MA Region No. 77, LLC to make the following changes to Coolidge Ave:

- a. Restrict Right Turns on Red on Grove Street southbound at Coolidge Avenue
- b. Restrict Right Turns on Red on Coolidge Avenue southwesterly at Grove Street
- c. Install a mid-block crosswalk with a rectangular rapid flashing beacon at 99 Coolidge Avenue
- d. Restrict parking on the east side of Coolidge Avenue from a point 906' north of Arsenal Street to a point 991' north of Arsenal Street as a bus stop

Sgt. Sampson echoed Mr. St. Louis' concerns about the No Turn on Red bicycle exception proposed at the intersection of Coolidge Avenue at Grove Street. Sgt. Sampson explained that the City's peer reviewer also held the opinion that the exception was not advised at this location. Mr. Magoon, Mr. Airasian, and Mr. St. Louis agreed with removing the bicycle exception.

Sgt. Sampson also noted that, similar to the Arsenal Street request, supplemental signage indicating what transportation companies may use the bus turnout to service riders should be installed. This will reduce confusion with MBTA bus stops.

The Commission agreed with Ms. Gallagher that the end of the off-street path and the geometry of the roadway supported an additional No Turn on Red restriction on Coolidge Avenue northeasterly at Grove Street.

Mr. Magoon made a motion to restrict Right Turns on Red on Grove Street southbound at Coolidge Avenue, Coolidge Avenue southwesterly at Grove Street *and* Coolidge Avenue northeasterly at Grove Street, install a mid-block crosswalk with a rectangular rapid flashing beacon at 99 Coolidge Avenue, and restrict parking on the east side of Coolidge Avenue from a

point 906' north of Arsenal Street to a point 991' north of Arsenal Street as a bus stop. The motion passed unanimously.





## 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.



**MCMMAHON**  
a **Bowman** company

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**

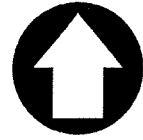
Location	Direction	Weekday ADT <sup>1</sup> (vpd)	85th Percentile Speed <sup>2</sup>
School Street, North of Maplewood Street	Northbound	4,500	30
	<u>Southbound</u>	<u>4,600</u>	<u>31</u>
	<b>Total</b>	<b>9,100</b>	--
School Street, South of Maplewood Street	Northbound	4,200	32
	<u>Southbound</u>	<u>4,100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

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

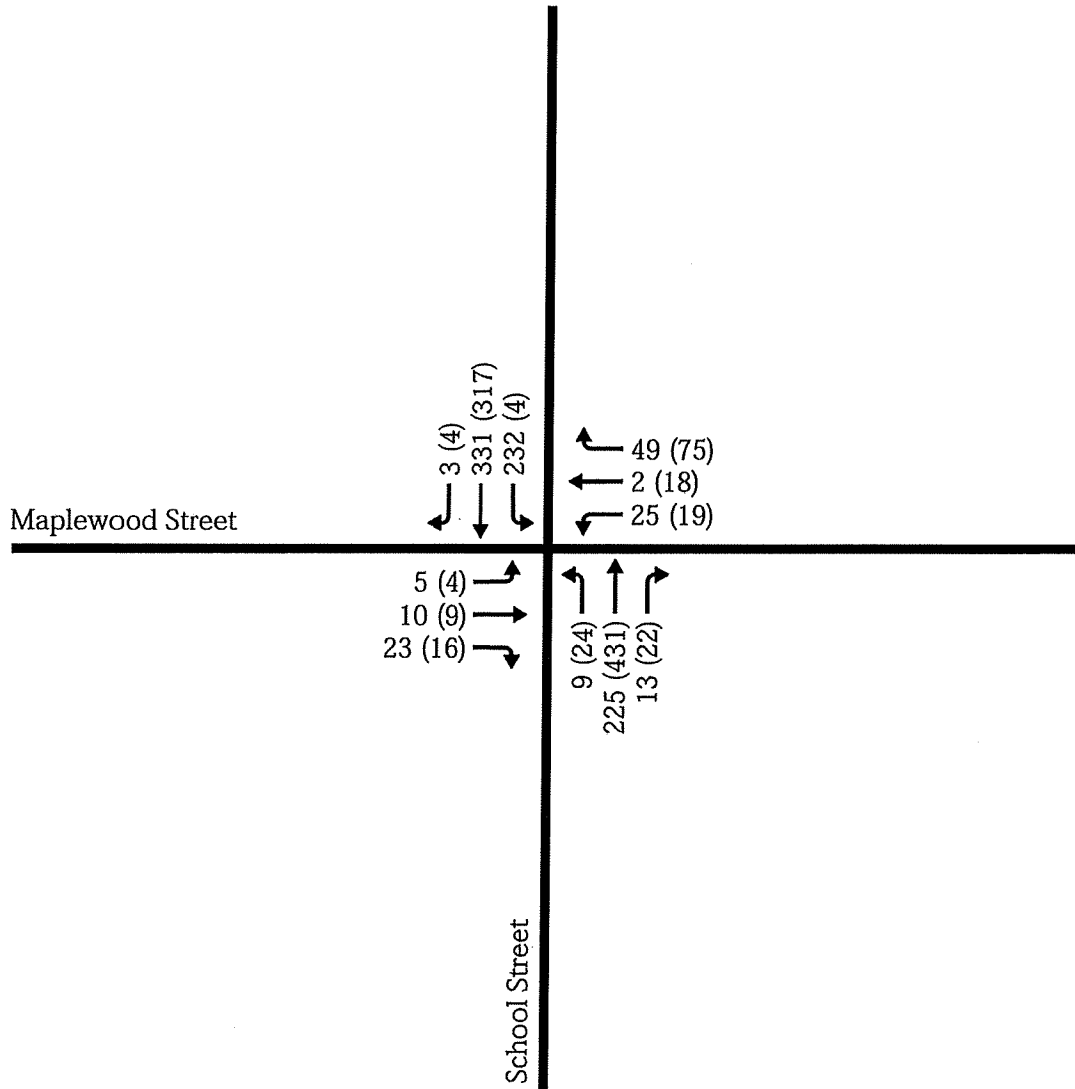
2 85th percentile speeds based on ATR conducted on Wednesday, April 12, 2023

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 85<sup>th</sup> 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.



SCHEMATIC-  
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**

	<b>School Street at Maplewood Street</b>	<b>School Street, between Maplewood Street and Belmont Street</b>
<b>Year</b>		
2017	2	0
2018	0	0
2019	0	4
2020	3	5
2021	0	1
2022	1	1
2023 <sup>(1)</sup>	2	0
<b>Type</b>		
Angle	7	0
Backing	1	1
Pedestrian	0	1
Single Vehicle	0	9
<b>Severity</b>		
Property Damage	8	9
Personal Injury	0	2
Fatality	0	0
<b>Total</b>	<b>8</b>	<b>11</b>
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 Limit	85th % Speed	ISD <sup>2</sup>	ISD	Meets Recommended
		(mph) <sup>1</sup>	(mph)	Recommended	Measured	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

<sup>1</sup> Statutory speed limit per MGL Chapter 90 Section 17

<sup>2</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speeds along the major street exceed 40 mph. As shown in Table 2, the 85<sup>th</sup> 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), 6<sup>th</sup> 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 <sup>1</sup>	Delay <sup>2</sup>	V/C <sup>3</sup>	Queue <sup>4</sup>	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 95<sup>th</sup> 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. 95<sup>th</sup> 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 85<sup>th</sup> 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 intersection 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 85<sup>th</sup> 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



# CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS  
124 ORCHARD STREET  
WATERTOWN MA 02472

(P) 617-972-6420  
(F) 617-972-6402

Gregory M. St. Louis, PE  
Superintendent

August 13, 2024

City Manager  
City of Watertown  
149 Main Street  
Watertown, MA 02472

RE: Four-Way Stop – Highland Avenue and Copeland Street

Due to challenging geometry at the Highland Avenue approaches of the Copeland raised intersection, stop signs were added on Highland Avenue for added safety. The intent of the raised intersection was to increase safety for the large amount of Cuniff School pedestrian traffic. The City's contractor had difficulty constructing the transition sections on the west and east sides of the intersection to the required 6-10 % for a raised intersection. To address this issue, we request that this intersection be converted to a four-way stop.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gregory M. St. Louis".

Gregory St. Louis, PE, Superintendent



**CITY OF WATERTOWN**  
DEPARTMENT OF PUBLIC WORKS  
124 ORCHARD STREET  
WATERTOWN MA 02472

Gregory M. St. Louis, PE  
Superintendent of Public Works

(P) 617-972-6420  
(F) 617-972-6402

September 17, 2024

Traffic Commission  
149 Main Street  
Watertown, Massachusetts 02

**Re: Multi-Way Stop Control Warrants – Highland Avenue & Copeland Street**

Dear Traffic Commissioners,

We have reviewed the temporary installation of a Multi-Way Stop Control (MWSC) at the intersection of Highland Avenue and Copeland Street to determine if there is warrant to make this installation permanent. As you are aware, there are several conditions that warrant the permanent installation of a MWSC:

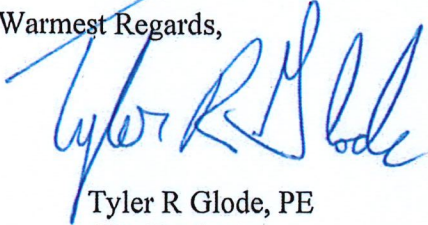
- **Criterion A: Interim Measure** – Criterion A allows the installation of a MWSC where it will take time to develop an acceptable design of a signalized intersection. This enables the installation in the interim to ensure safe use prior to and during construction of the signalized intersection.
- **Criterion B: Crashes** – If five or more accidents are reported during a one year period which could be corrected by the installation of a MWSC, Criterion B applies and an MWSC is warranted.
- **Criterion C: Minimum Volumes** – This criterion sets specific volume thresholds for the main line and side street which need to be met together for at least 8 hours per day, combined with peak-hour vehicle delay of at least 30 seconds for the side street approaches.
- **Criterion D: 80% Threshold** – allows for a combination of Criterion B and C with thresholds reduced to 80% of their values.

Unfortunately, Criteria A, B, C and D do not apply to this scenario. However, in addition to the above criteria, Section 2B.07 Paragraph 5 of the Manual on Uniform Traffic Control Devices (MUTCD) also provides four additional criteria which may warrant the implementation of a MWSC:

1. The need to control left-turn conflicts.
  2. The need to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes.
  3. Sight distance issues associated with vehicular traffic where one vehicle may not be able to safely make a turn unless all traffic patterns are also required to stop.
  4. An intersection of two residential neighborhood collector streets of similar design and operating characteristics where MWSC would improve traffic operational characteristics.
-

The intersection of Highland Avenue and Copeland Street is a high pedestrian traffic area due to the close proximity of residential neighborhoods to the Cunniff School access point located on Copeland Street. Due to the nature and density of pedestrian and vehicular use in this area as a through way, it is my opinion that this location warrants an MWSC per Items 2 and 4 above. Making the temporary MWSC permanent will be a benefit to the overall safety for pedestrians, vehicular traffic and neighborhood use and would provide safer pedestrian routes to and from the school and playground areas to and from the surrounding residential neighborhoods.

Warmest Regards,



Tyler R Glode, PE  
City Engineer  
124 Orchard Street  
Watertown, MA 02472

57 Grandview Avenue

Watertown, MA 02472

September 16, 2024

My name is Brian Charlson and I reside at 57 Grandview Ave., Watertown. I have lived here for over 35 years along with my wife Kim, my sister, Lesli, and our life friend, Vicki. My wife and I are totally blind and the other two members of my household drive the family car.

While I currently use a long white cane for mobility, my wife uses a Seeing Eye dog to travel independently.

All of us have crossed the corner of Highland and Copeland, both on foot and in our car many, many times over the years. As a well trained blind person on foot, I have had to take extreme care when making this particular crossing because of the traffic coming up the hill from the Waltham side. More than once I have heard the sound of drivers putting on their breaks when they see me at the last moment. I know my wife has had the same experience herself.

As for the sighted members of my family, they have expressed their own concerns about the intersection. When coming up Copeland Street from Main Street up to Highland Avenue, they have found it difficult to see the on-coming traffic cresting the hill on their left. On one occasion, my sister and I were hit in our car by an on-coming car, and she had to go to the hospital to be examined. Luckily, she was fine, but the car wasn't so lucky. Over \$20,000 later, our vehicle was returned to us once again.

Over the course of the reconstruction of Highland, this intersection has had temporary stop signs, some times going all four ways and other times only when crossing Highland. There have been times when the signs were so far back from the crossing that they were difficult to see until the last moment, and other times you could see them for quite a distance.

After this rather long story, I hope that you can understand why my family and I are supportive of the proposal to place a permanent four way stop be installed at the crossing of Highland Avenue and Copeland Street, and that the stop signs be placed in such a way as to give drivers time to come to a complete stop. I am sure that my neighbors and the families who drop off and pick up their children who attend the Cunniff Elementary school feel the same way.

If you have any questions, you can reach me by phone at 617 831-3272 or by email at [briancharlson@comcast.net](mailto:briancharlson@comcast.net). Thank you for allowing me to share my story and for your service to our community.