

February 12, 2025

Watertown Traffic Commission

552 Main Street

Watertown, MA 02472

To the Watertown Traffic Commission,

I, Margaret Wong, and my husband, Michael Cutillo, reside at 74 Forest Street at the corner of Forest and Fayette in Watertown, MA. I have owned and lived at this address for almost 12 years and have seen the aftermath of numerous car accidents at this intersection, in addition to needing to drive this corner frequently ourselves and experiencing difficulties in seeing the cross traffic on Fayette, which does not stop at Forest -- particularly because Fayette is not perpendicular to Forest and has a lot of line of sight issues, which is compounded by parked cars along the side of the street.

Please see below for rough illustrations of the current setup:



The blue triangle is a rough approximation of the visibility from the stop sign where one cannot easily see traffic coming from either side on Fayette. Orange rectangles are parked cars. Pink rectangle is cross traffic on Fayette and blue rectangle is stopped traffic on Forest.

We respectfully request the intersection be made a 4-way stop, and eliminate parking along side of Fayette where marked in the below illustration to improve the visibility and increase safety for pedestrians and vehicles crossing at this intersection.



SINCERELY,

MARGARET WONG
MEPONINE@GMAIL.COM, 339-213-2066

MICHAEL CUTILLO
MCUTILLO@GMAIL.COM, 617-803-5783

74 FOREST STREET
WATERTOWN, MA 02472



CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Thomas Brady
Director of Public Works

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

February 5, 2025

Traffic Commission
149 Main Street
Watertown, MA 02472

Re: All-Way Stop Analysis for the Intersection of Forest St. and Fayette St.

Dear Traffic Commissioners,

The Engineering Division of DPW has conducted an analysis of the intersection of Forest St. and Fayette St. to determine if it meets applicability for the installation of an all-way stop control. Utilizing the *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th edition, the Division has evaluated the intersection based on the five warrants listed under Section 2B.12 All-Way Stop Control. Per the MUTCD, meeting any one of these warrants would justify in the installation of an all-way stop control when combined with engineering judgement.

1. Warrant A: Crash Experience – five or more reported crashes within a 12-month period
2. Warrant B: Sight Distance – sight distance on a minor road controlled by a STOP sign is not adequate for a vehicle to turn onto or cross
3. Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection – interim measure that can be installed to control traffic while arrangements are made for the installation of a traffic control signal
4. Warrant D: 8-Hour Volume – when vehicle, bicycle and pedestrian volume entering the intersection is 300/hr on the major streets and 200/hr on the minor streets for each of the same 8 hours.
5. Warrant E: Other Factors – need to control left turn conflicts, intersection of two residential neighborhood collector streets of similar design, or when pedestrian or bicycle movements support installation of an all-way stop control.

Warrant B: Sight Distance has been determined to be applicable as northbound traffic along Forest Street has an obstructed easterly view down Fayette Street. The presence of a building, 77 Forest Street, and the general geometry of the roadway limits the field of view to approximately 70 feet. Figure 1 below helps illustrates the issue with the general geometry of

the roadway outlined in blue, existing stop signs denoted as red dots, and the obstruction building outlined in yellow. The green arrow indicates the northbound vehicle as it approaches the intersection.

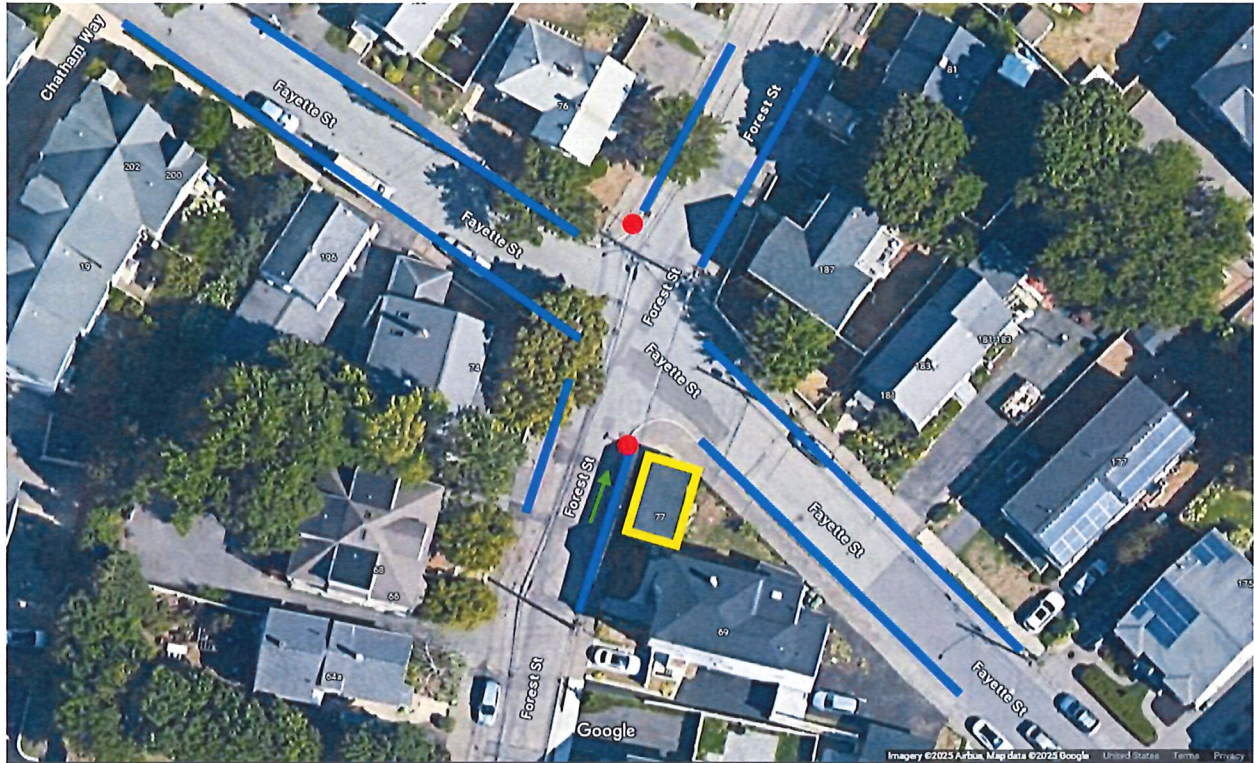


Figure 1: Aerial view of intersection via Google Maps

It is therefore the recommendation of the Engineering Division that the intersection warrants an all-way stop control. As of the date of this memorandum, DPW is undertaking preliminary design for the redevelopment of Forest Street as part of the City's overall roadway capital improvements project. If initiated, this all-way stop-controlled intersection will be incorporated in the reconstruction of the intersection. At that time, any recommendations provided by this memorandum may be adjusted as proposed conditions may change.

Respectfully Submitted,

Tyler Glode, PE

City Engineer

Victory Field Phase II

Project Overview	
Project Status	Construction Drawings (75% CDs)
Park Features (Phase II)	Track, soccer field, tennis courts, basketball court, seating area
City Departments	Recreation Department Department of Public Works (DPW) Department of Community Development & Planning (DCDP)
Ad Hoc Committee	• Chair: Vincent Piccirilli, District C Councilor • Vice Chair: Anthony Palomba, Chair of the Committee on Human Services • Peter Centola, Recreation Director • Steven Magoon, Director of Community Development and Planning, Five appointed members representing key stakeholders: • Elodia Thomas • Elliot Friedman • Anne Korte • Mark Leonard

	Michael Lahiff
Designer	CDM Smith
Construction Contractor	TBD
Project Contact	Michelle Moon, Senior Planner - Open Space

Timeline

Design & Community Process	2014 - 2019
Construction Drawings	Fall 2024 - Winter 2024
Construction	Summer 2025 - 2026

Victory Field Design



Victory Field Phase II

City of Watertown, Massachusetts

November 6, 2024

Watertown, MA
Victory Field Improvements 75% - Site Plan

**CDM
Smith**



Agenda

1. **Introduction:**
Steve Magoon - City of Watertown
2. **2018 Ad Hoc Committee Decisions Overview:**
Glenn Howard - CDM Smith Project Manager
3. **75% Design Overview:**
Nick Watkins – CDM Smith - Senior Landscape Architect
4. **Stormwater Design:**
Scott Landgren - CDM Smith - Project Technical Leader



Milestones



Watertown, MA
Victory Field Improvements 75% - Site Plan

Scale 1" = 200'
30' 15' 0' 15'



Key Project Milestones

- June 2018 ■ Ad Hoc Committee Report Issued
- May 2019 ■ CDM Smith presented updated 25% plan with alt. design items
- June 2019 ■ CDM Smith presented 25% design to City Council
- October 2019 ■ Subsurface investigations-Additional in Aug 2022-Dec2022
- February 2024 ■ Coordination meetings with utilities
- July 2024 ■ CDM Smith submitted 75% bid documents for City Dept. reviews



2018 Ad Hoc Committee Final Report

Final Report of the Ad Hoc Committee on Victory Field Phase 2



**Final Draft for Committee Approval
June 28, 2018**

Victory Field Phase 2 Ad Hoc Committee Report

AD HOC COMMITTEE ON VICTORY FIELD PHASE 2

Introduction

Town Council voted on October 14, 2014 to create the Ad Hoc Committee on Victory Field Phase 2 Renovations, consisting of nine voting members. Its charge was to make recommendations on the project design for submission to the Town Council, with the stipulation that the field inside the track shall remain natural grass and not be artificial turf.

The Ad Hoc Committee was not responsible for financial decisions relating to the project. Financial issues will be decided by the Town Council, with a Public Hearing before considering a loan order.

The starting point for the Ad Hoc Committee's discussion was the conceptual design presented by the Recreation Department at Community Informational Meetings held on September 11 & 14, 2014. (It is located on the Town website: <http://www.watertown-ma.gov/DocumentCenter/View/15641>)

The nine voting members of the committee are:

- 1) Chair: Vincent Piccirilli, District C Councilor, where Victory Field is located
- 2) Vice Chair: Anthony Palomba, Chair of the Committee on Human Services, which oversees recreation issues
- 3) Peter Centola, Recreation Director, who is responsible for Victory Field programming
- 4) Steven Magoon, Director of Community Development and Planning, to ensure compliance with the Town's Open Space plan
- 5) Five appointed members representing key stakeholders of the facility as follows:
 - a) Members of the general public:
 - i) Elodia Thomas, direct abutter to represent the concerns of the neighborhood
 - ii) Elliot Friedman, neighborhood resident
 - iii) Anne Korte, neighborhood resident
 - b) Mark Leonard, representing Watertown youth sports groups
 - c) Michael Lahiff, Athletic Director, representing the Watertown Public Schools athletics

This Committee is a public body under the Open Meeting Law, all meetings were posted and open to the public, and minutes of all meetings were produced and are posted to the Town's website. (www.watertown-ma.gov and go to: Documents>Recreation>Victory Field, Phase Two Renovations - Ad Hoc Committee>AD Hoc Minutes)

Meetings were held on the following dates: May 31, 2017, June 20, 2017, July 10, 2017, July 25, 2017, August 7, 2017, August 29, 2017, September 19, 2017, October 3, 2017, October 17, 2017, November 21, 2017, and June 28, 2018.

To facilitate the process, the project was broken down into seven key elements, where the Committee defined existing deficiencies and reviewed the range of requested improvements input by key stakeholders and the public before making recommendations. This report is the final compilation of all the recommendations.

Track and Field Event Facilities, Playing Field Area – Items A and B

- 6 lane track with 8 lane sprint lanes
- Long Jump Triple Jump as proposed – expand sand pits
- Rubberized “D” area as proposed with high jump and pole vault, flip orientation 180 degrees - high jump and pole vault on west side of the site. No shot put in the “D” area



Track and Field Event Facilities, Playing Field Area – Items A and B

- Javelin and discus to be thrown on the field
- Move shot put back to where it is currently near tennis courts – landing zone-grass
- Precast concrete storage unit behind Phase 1 bleacher
- Additional rolling storage unit for pole vault pads



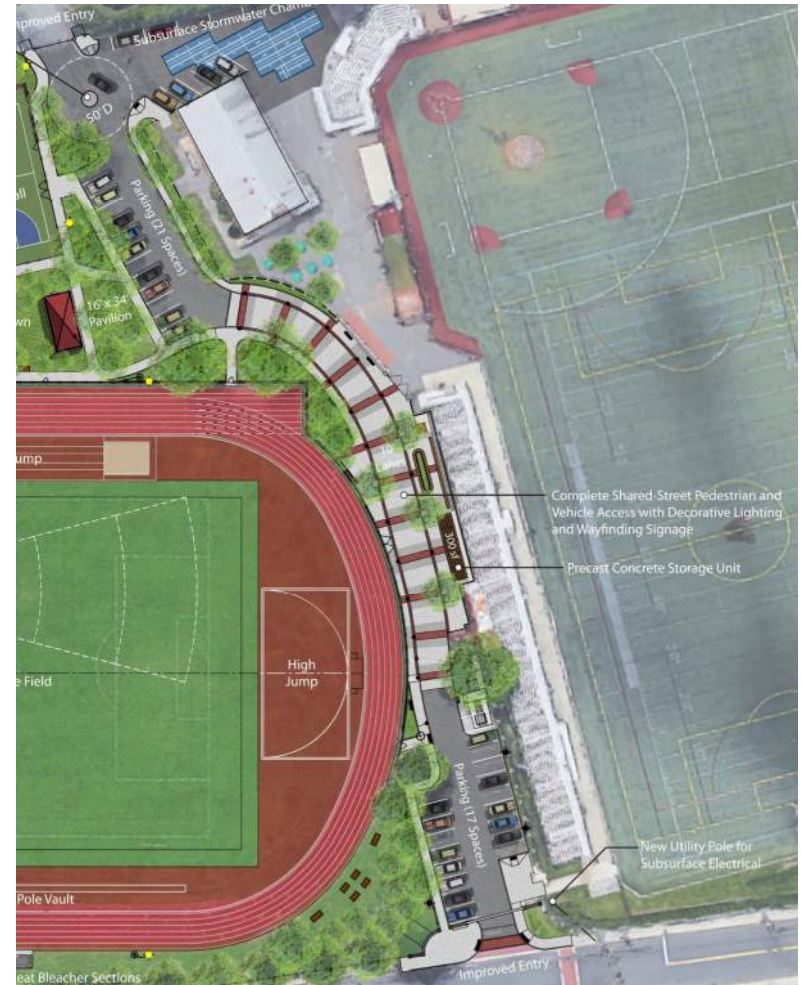
Track and Field Event Facilities, Playing Field Area – Items A and B

- Athletic field to remain natural grass
- No netting systems included around the field however, public access will be restricted when field is in use by High School for practice games or meets.
- Bleachers on north side of field – 4 sets of 30 seats centered on the field
- Bleachers on south side of field – 2 sets of 30 seats at finish line



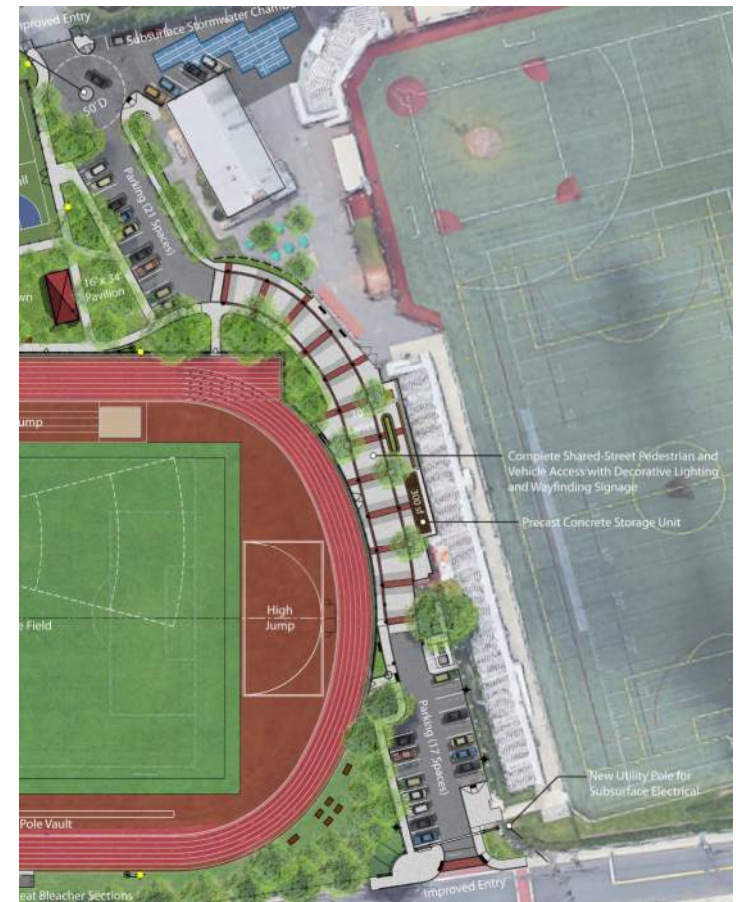
Parking and Driveway - Item C

- Remove proposed bus turn around, remove telephone pole and provide radius for cars to be able to turn around
- Maintain 23 existing paved parking space and reclaim 4 unpaved space for green open space
- Advance the “complete streets” concept for the entrance driveway to be shared pedestrian and vehicle access.
- Improve aesthetics of the Orchard Street entrance and Marion Road exit



Parking and Driveway - Item C

- Provide clearly delineated pedestrian ways from Orchard St. To Marion Road
- Remove utility poles and overhead wires along the driveway
- Convert utility services to buried services.
- Provide clearly delineated pedestrian ways from Orchard St. to Marion Road



Tennis and Basketball Courts- Item D

- Maintain 5 tennis courts in current location.
- Maintain 1 basketball court align with north side of tennis courts, regulation 84' x 50' dimensions
- Pickle ball striping on tennis courts on a temporary basis
- Locate 2 bleachers on north side of tennis courts
- Add 80 sq. ft. to precast storage unit for tennis equipment



- Due to subsurface soil conditions the rain garden south of the courts is not feasible. The area will be planted as a landscape buffer.

Lighting- Item E

- Dark Skies Compliant
- For 5 tennis courts and 1 basketball court – 8 light poles (40-ft. high) with 4 on each side of courts 2 or 3 LED fixtures per pole.
- Programmable to lower levels for casual use until 10:00 PM



Lighting- Item E

- For track and field - 4 light poles, 80-ft. high.
- Field lighting level 30-ft. candles until 9:00 PM when permitted use.
- Programmable to lower levels for casual use until 10:00 PM



Lighting- Item E

- For parking areas and driveway – decorative poles with programmable LED fixtures.
- Replace floodlight at tot lot to reduce impact on neighbor



Stormwater System– Item F

- Endorse the 4 points provided by the Stormwater Advisory Committee.
- Reach for the goal of reducing stormwater runoff rate, volume, and nutrient loading to the maximum extent practicable.
- Due to subsurface soil conditions, many items listed in the Ad Hoc document related to the stormwater system are not feasible. CDM Smith is currently working with The Department of Public Works on alternative solutions to meet the City's stormwater requirements.



Stormwater System– Item F

- Incorporate the following stormwater Best Management Practices (BMPs) and features, again, to the maximum extent practicable:
 - Low Impact Design techniques
 - Pervious pavement
 - Porous and other stormwater friendly surface treatments, including the tennis and basketball courts
 - Various techniques for infiltration of stormwater
 - Reuse of stormwater for irrigation
- Due to subsurface soil conditions, many items listed in the Ad Hoc document related to the stormwater system are not feasible. CDM Smith is currently working with The Department of Public Works on alternative solutions to meet the City's stormwater requirements.



Stormwater System– Item F

- Highlight stormwater BMPs and features of the Phase 2 renovation with a variety of educational signage and other showcasing techniques.
- Introduce stormwater BMPs and features that do not require undue maintenance beyond current resources and effort levels for their success.
- Due to subsurface soil conditions, many items listed in the Ad Hoc document related to the stormwater system are not feasible. CDM Smith is currently working with The Department of Public Works on alternative solutions to meet the City's stormwater requirements.



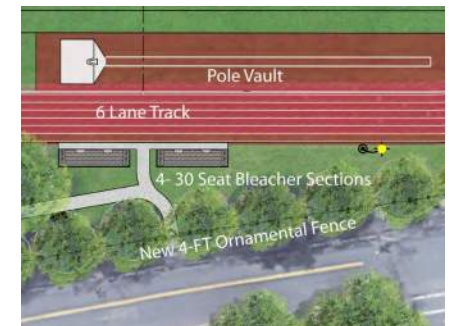
Perimeter Walls and Fences – Item F

- Repair Retaining Wall – east Katherine Road and south Marion Road - East end of field
- Marion Road abutters rear property line at courts:
 - Install concrete curb (will be a grade beam) along property line
 - Install new chain link fence to match existing height on town side of curb
 - Abutters can put an additional fence if desired on the property side of curb



Perimeter Walls and Fences – Item F

- Katherine Road abutters east property line: Install 7-ft high black coated chain link fence to match height of existing fence.
- Orchard Road – Install 4-ft high decorative metal fence
- Install decorative entrance at Orchard St.



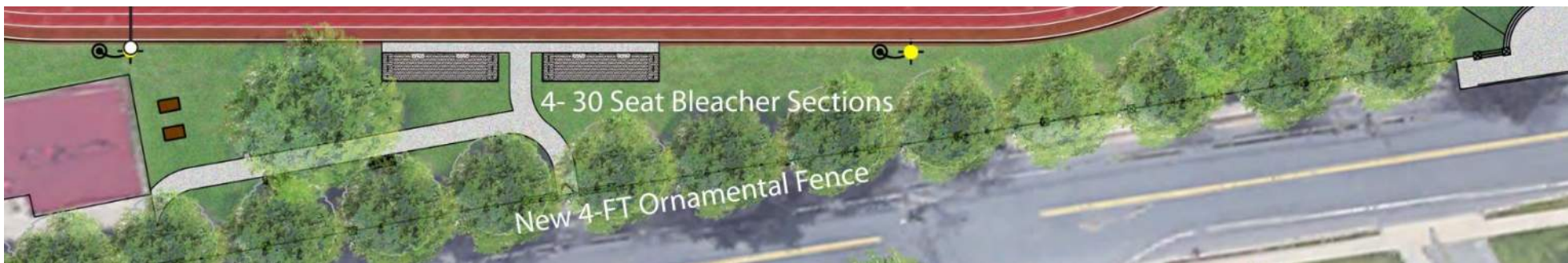
Other Equipment, Fixtures, Landscape Amenities– Item G

- For the triangle between the courts and track, maintain the open green space feeling, incorporate stormwater management at the point of the triangle (where the catch basin is), incorporate existing shade trees, add additional shade trees where they can fit, install benches with backs and arms, and install one appropriate sized covered structure with connecting pathways for accessibility.



Other Equipment, Fixtures, Landscape Amenities– Item G

- For the area along Orchard Street up to the western edge of the tot lot, add at least one bench, do not install any exercise equipment, in consultation with Tree Warden add replacement trees for the red maples that have died, and add a few ornamental shade trees to provide points of visual interest.



Other Equipment, Fixtures, Landscape Amenities– Item G

- Remove the white pine tree in the tot lot and replace it with enhanced landscaping.
- For the eastern side of the tot lot, incorporate green screening along the property line with the chain link fence, and add grass, benches, and other amenities, in consultation with the Tree Warden.
- Remove the porta-potties and add enhance signage directing people to the restrooms in the field house.



Community Development & Planning - Plan Review Requests

- Trash cans
- Bike racks
- Drinking fountain
- Picnic tables and/or benches along Orchard Street
- Landscaping on the east side on Orchard Street entrance



Community Development & Planning - Plan Review Requests

- Landscape border for some sections along Orchard Street
- Consider adding a few more perennials to the plant palette
- Set fence back from sidewalk to reduce potential damage from snow removal





Overview



Improved Entry



Improved Entry



Improved Entry



Improved Entry



Shared Street



Shared Street



Green Space



Green Space





Overview



Stormwater Design

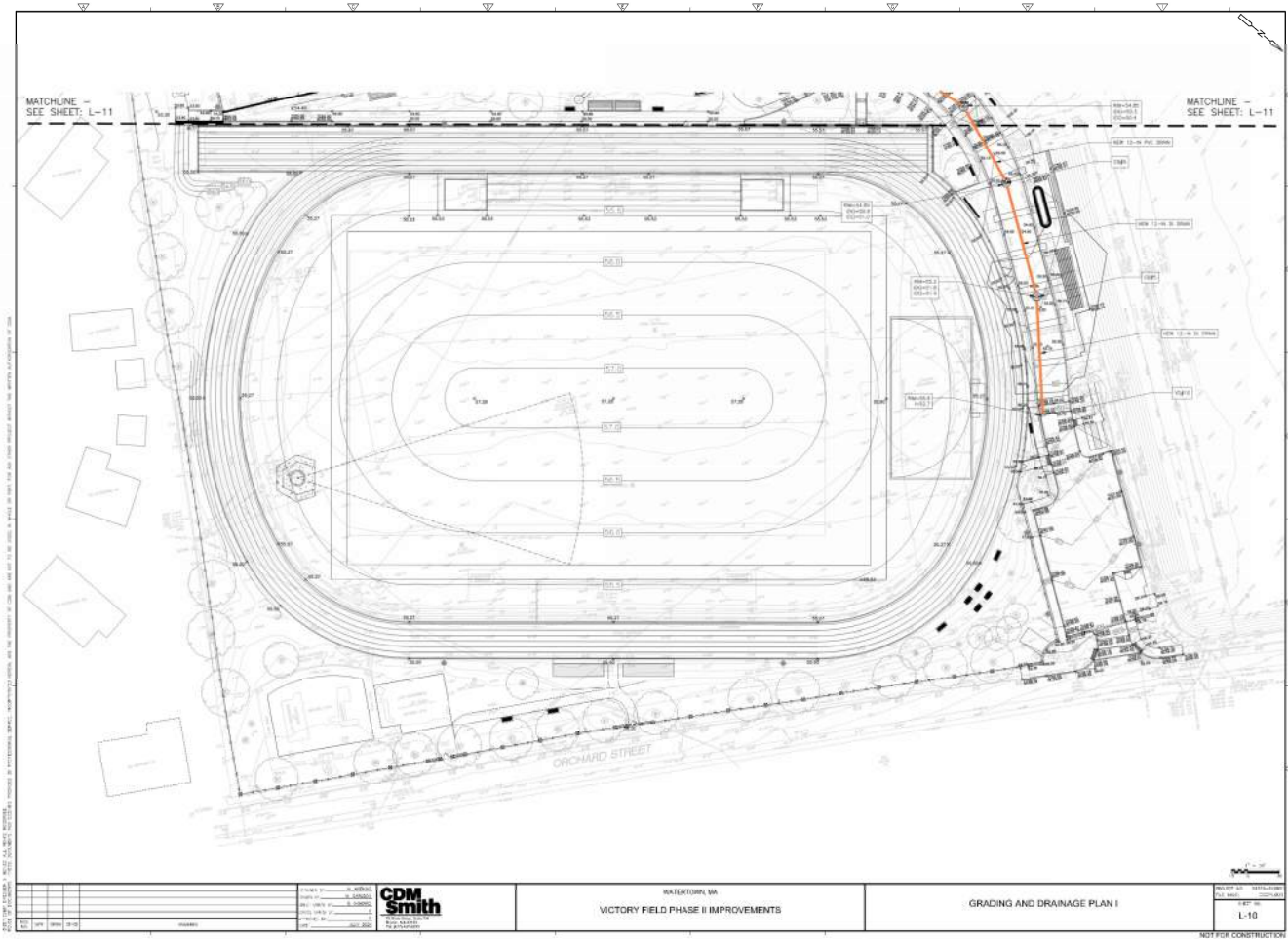


Figure 1



Subsurface Storage





Potential Project Schedule

- January 2025
- March 2025
- April 2025
- Summer 2025
- 90% Design
- 100% Design
- Public Bidding
- Construction Starts





Mount Auburn Street at Summer Street

