

Sampson, David

From: Sam Garwin <sgarwin@gmail.com>
Sent: Thursday, January 9, 2025 10:30 AM
To: Sampson, David
Cc: Hanrahan, Justin
Subject: Re: Summer Street Traffic Conditions

Hi Sgt. Sampson,

Thank you for your thoughtful reply and well-wishes! Thank you also for offering to put Summer Street on the list for speed feedback signs -- please do.

I'm glad to hear that the Department is aware of the traffic issues on Summer Street, and I appreciate the historical context of Summer Street being a cut-through. However, with the upcoming changes to traffic patterns at Watertown Square, it seems like an oversight to not consider the impacts -- and opportunity for improvements -- to the residential streets in close proximity to Main Street.

I went through the [2018 Complete Streets Prioritization Plan](#) in its entirety, and noticed that in addition to the Whites Ave intersection being listed as a prioritization area (with raised table/crosswalk), the entirety of Summer Street was identified as having a need for Traffic Calming (Page 12 designates it as Project 18). However, when I look at the detailed description for the plan (Page 31), there don't seem to be any actual traffic calming measures in the works -- only aesthetic improvements such as trees (which I see have already been done) and granite curbs. While I appreciate the curb appeal benefits, they will not do anything to address the basic safety and noise issues that residents are most concerned about.

I will call within the next week or so to discuss multi-way stop controls and raised crosswalks, as well as the process for getting the issue of broader traffic calming on Summer Street revisited. A few other options I can think of that would cut down on the amount and speed of the traffic might include new signage prohibiting non-residential traffic during rush hours, or prohibiting through travel of trucks and other commercial vehicles. I would also love to get the updated prioritization list when it is available, to understand where exactly the Whites Ave intersection is on the list and the estimated timeline for addressing it.

Looking forward to speaking with you soon!

Warmly,
Samantha

On Fri, Jan 3, 2025 at 1:08 PM Sampson, David <dsampson@police.watertown-ma.gov> wrote:

Good afternoon Ms. Garwin,

I received a copy of your concerns regarding Summer Street. Congratulations on your new home and welcome to Watertown.

The Department has received similar concerns regarding Summer Street. Due to traffic and congestion on the City's arterial roadways, motorists often use other local roads as "cut-throughs". Summer Street is used frequently because it is in very close proximity to and runs parallel to Main Street. Morning and afternoon peak hour traffic volume is significant on Summer Street.

The intersection of Summer Street at Whiles Avenue is already listed on the City's Complete Streets Prioritization Plan. The list is currently being updated, and I will be sure to forward your concerns to the appropriate personnel. Please understand that due to the City's current work log, it may be a significant period before the City is able to make improvements in this area.

The police department traffic division will continue to monitor Summer Street for vehicle speeds and compliance to the crosswalks. The Department has used temporary speed feedback signs on Summer Street many times. These signs help raise drivers' awareness and reduce vehicle speeds. I am happy to place Summer Street on the list for signs again.

There is too much information to include in an email regarding multi-way stop controls and raised crosswalks but if you would like to discuss these matters, please do not hesitate to call me at 617-972-6547.

I hope you find this information helpful.

Respectfully submitted,

Sgt. D. Sampson

Sergeant David Sampson

Watertown Police Department

Traffic Division

552 Main Street

Watertown, MA 02472

617-972-6547

From: Sam Garwin <sgarwin@gmail.com>
Sent: Monday, December 30, 2024 3:35 PM
To: Traffic Commission <trafficcom@watertown-ma.gov>
Subject: Summer Street Traffic Conditions

Dear Chief Hanrahan,

I hope the final days of 2024 are treating you well. My name is Samantha Garwin, and early this month I became a proud homeowner at 139 Summer Street in Watertown.

I'm writing to you because since moving in two weeks ago it has been difficult to ignore the unsafe traffic conditions on Summer Street. Specifically:

- Vehicles regularly travel significantly faster than the residential speed limit of 30 mph, particularly in the evenings.
- The lack of 4-way stop signs at the Whites Ave intersection frequently causes confusion, with near-accidents and cars honking at one another multiple times per day.
- Cars regularly do not stop or even slow down at the Whites Ave crosswalk, which is particularly dangerous given the volume of pedestrian traffic to the linear park, Boys & Girls Club, and Main Street. Unlike several other high-volume residential streets (Church, Waverly), there are no raised pedestrian walkways anywhere on Summer St.

Is the Traffic Commission aware of these issues, and if so, would you please share with me the current plans to address them? If not, would you please share with me the process for getting on the Commission's agenda?

Thanks very much,

Samantha

--

Samantha Garwin

610.247.4934 | she/her

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

Sampson, David

From: Sampson, David
Sent: Wednesday, April 23, 2025 6:56 AM
To: Danielle
Subject: RE: Request for Installation of Additional Crosswalk

Good morning Ms. Piantedosi,

Please confirm receipt of the information below, the name of your residential street, and whether you plan to attend the Traffic Commission meeting on April 28, 2025.

Thank you,
Sgt. D. Sampson

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

From: Sampson, David
Sent: Wednesday, April 2, 2025 2:58 PM
To: Danielle <dmpiantedosi@gmail.com>
Subject: RE: Request for Installation of Additional Crosswalk

Good afternoon Ms. Piantedosi,

I received a copy of your email and will place your request on the April 30, 2025 Traffic Commission agenda. The meeting will be held at 1:30pm in the Administration Building (149 Main Street) in the Council Chambers. You are not required to attend, but you are encouraged to do so. It is helpful to be present to convey your concerns and to answer any questions the Commission may have.

As a bit of background, this issue was discussed at the September, 2023 Traffic Commission meeting. At that time, WPS Central Office and High School administration were concerned about student safety on Main Street near Westminster and Edenfield Avenues. As you noted, the school has an open campus policy for upperclassmen; this leads to many students crossing Main Street to go to Dunkin' Donuts. Although the Schools encourage students to cross at the signalized intersection at Lexington Street, students cross Main Street mid-block without the aid of a crosswalk. The Schools wanted the area assessed to determine whether a crosswalk could be installed west of Westminster Avenue, prior to Lexington Street. Director of Planning Mr. Magoon reported that the City is investigating a potential crosswalk for the Community Path which would be slightly east of the area (possibly closer to Bacon Street). This would provide another location for the Schools to direct students to cross Main Street. Unless there were more analysis and engineering design work done, he was not comfortable approving a crosswalk in this area. Chief Rocca felt that it would be premature to approve a crosswalk in this area without some assessment by the City Engineer.

According to the Watertown Traffic Rules and Orders, pedestrians are required to cross the roadway using a marked crosswalk if there is one within 300 feet of their location. In this circumstance, students from the Express Tire area (approximately) should be walking to the signalized intersection. Even with the School's encouragement, many students do not use the crosswalk.

In general, municipalities install crosswalks in locations that are deemed safe (not just convenient). Although many students cross in this area due to convenience, it may not be a safe location to install a crosswalk and encourage pedestrian crossings. From a traffic standpoint I am concerned about the curve in the roadway at Westminster Avenue – The line of sight for westbound traffic may not be adequate to allow motorists to react to pedestrians in a crosswalk near Westminster Avenue. Between Westminster Ave and Lexington Street there are multiple business driveways, and the

curbs do not align on each side of the street; crosswalks cannot terminate into a driveway or parking lot. In the one or two areas where curbs align, there appear to be utilities on the sidewalk that would prohibit ADA accessibility to a crosswalk. The intersection of Main Street at Howard Street/Edenfield Avenue is unsignalized, and MBTA bus stops are located immediately to the west of the intersection. To the east of Westminster Ave there may be a suitable location for a crosswalk, but students would likely ignore it because it wouldn't be a direct route to Dunkin' Donuts.

The signalized intersection and crosswalks at Lexington Street offer a safe location to cross. Without a full traffic engineering study to identify a safe location and safe condition, the Traffic Division would not support a crosswalk in this area.

I hope you find this information helpful.

Please confirm that you have received this message and whether you plan to attend the April 30th meeting. Also please let me know whether you are a Watertown resident; if so, please provide the name of your Street.

Respectfully,
Sgt. D. Sampson

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

From: Danielle <dmpiantedosi@gmail.com>
Sent: Tuesday, April 1, 2025 12:20 PM
To: Traffic Commission <trafficcom@watertown-ma.gov>
Subject: Request for Installation of Additional Crosswalk

Dear Members of the Traffic Commission,

I hope this message finds you well. I am writing to express my concern regarding pedestrian safety in our town, specifically between Lexington Street and Waverly Avenue.

As you may be aware, the proximity of two schools in this area and the HS having an "open campus" leads to a significant number of children attempting to cross the street. Unfortunately, many of these students do so without the safety of a designated crosswalk due to the distance of current crosswalks. Just today, I saw 4 kids running across the street towards Dunkin' Donuts. This situation poses a serious danger, as the risk of a child being struck by a vehicle is increasingly concerning.

I kindly urge the Traffic Commission to consider the installation of an additional crosswalk in this area. Such an action could greatly enhance the safety of our children and provide peace of mind for parents and the community.

Thank you for your attention to this important matter. I appreciate your commitment to keeping our town safe for everyone.

Sincerely,
Danielle Piantedosi

MEMORANDUM

TO: City of Watertown, MA Traffic Commission

FROM: Shane M. Mullen, PE, CPESC & Jaurice Schwartz, PE

DATE: February 12, 2025

SUBJECT: Dexter Avenue & Templeton Parkway Green Streets

Weston & Sampson has designed a series of green stormwater infrastructure (GSI) improvements that also function as traffic calming structures for sections of Dexter Avenue and Templeton Parkway. We are seeking the Traffic Commission's input to ensure that this project will not have an undue adverse effect on traffic circulation, pedestrian safety and emergency vehicle access.

Dexter Avenue

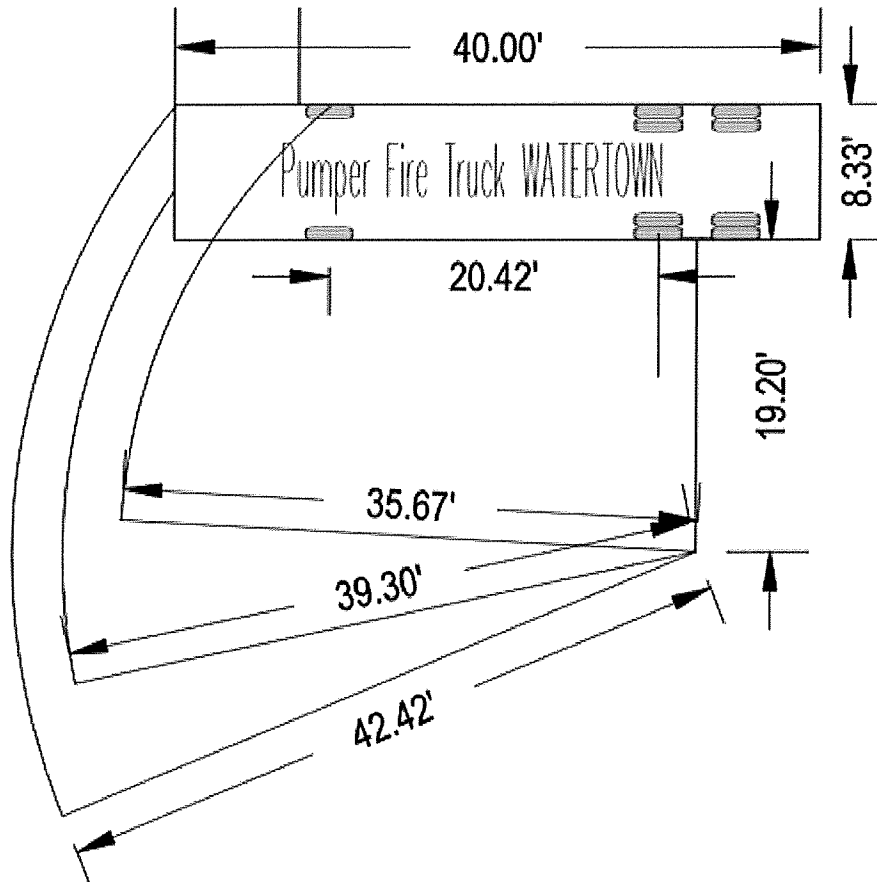
Currently, this street has a width of approximately 40 feet from each edge of traveled way in the project area. Four bumpouts are proposed starting at the intersection of Cypress Street and extending south until the street turns due west. Minimum traveled way width of the street with the new bumpouts is 34 feet. No major change in road grade is proposed, and the proposed GSI improvements will reduce the amount of stormwater and flooding by infiltrating runoff into the subsurface. Two new crosswalks are proposed at the intersection of Cypress Street and Dexter Avenue. ADA-compliant detectable warning surfaces are proposed on either side of Dexter Avenue. The south side of Dexter Avenue at the Cypress Street intersection will require "no parking" signs due to the presence of this crosswalk. Refer to Sheet C101 for the existing conditions and sheet C201 for the proposed layout of Dexter Avenue.

Templeton Parkway

Improvements to this street are focused near the intersection with Salisbury Road. Currently, Templeton Parkway ranges in width from approximately 31 feet to 35 feet. The intersection with Salisbury Road is a large area of pavement, ranging in width from 38 feet to 85 feet. A larger bioretention area on the northeast side of this intersection will provide stormwater treatment as well as act as a traffic calming device. New tree trench stormwater structures will slightly encroach into the traveled way, reducing travel width to approximately 30 feet. The new bioretention area will reduce street width at the Salisbury Road intersection to 40 feet. A "stop" sign is proposed to replace the existing "yield" sign at the corner of Salisbury and Templeton. A new crosswalk with detectable warning surfaces and stop bar are proposed at the improved intersection. A no parking zone will be required along the west edge of the new bioretention bumpout to ensure emergency vehicle passage. Refer to Sheet C101 for the existing conditions and sheet C201 for the proposed layout of Templeton Parkway.

Turning Analysis

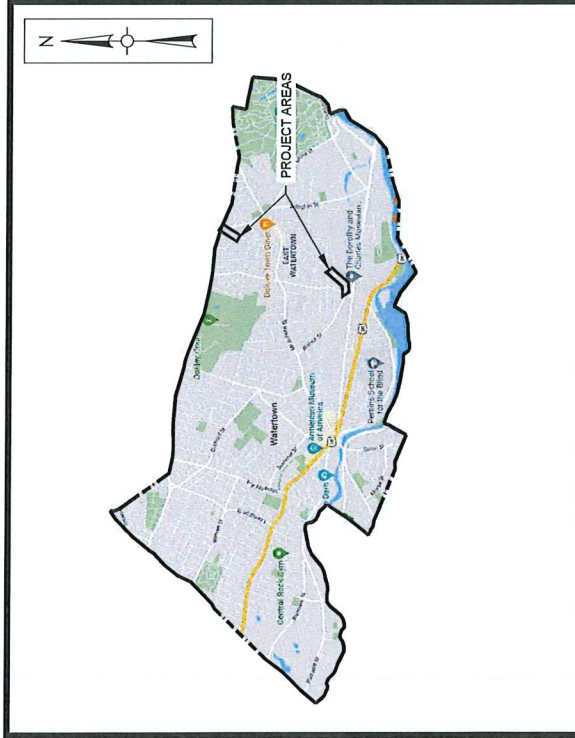
AutoCAD's vehicle turning software was used to simulate the movement of a pumper-style fire truck, the largest vehicle expected to be required to navigate these streets. Its dimensions were based on input from the Watertown Fire Department and information from the AASHTO vehicle library, see below for a depiction of the vehicle used:



Refer to Sheet C203 for a turning analysis for Dexter Avenue and Templeton Parkway. Based on this analysis, the proposed improvements will not prevent a pumper fire truck from navigating intersections.

CITY OF WATERTOWN, MASSACHUSETTS

EQUITY-BASED COMMUNITY GREENING PROGRAM - GREEN STREETS DESIGN DEPARTMENT OF COMMUNITY DEVELOPMENT & PLANNING DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION



LOCUST MAP
SCALE: 1"=3000'

DRAWING INDEX	
SHEET	TITLE
0000	COVER
0001	ABBREVIATIONS AND NOTES
C101	EXISTING CONDITIONS PLAN
C201	SITE PLAN - DEXTER AVENUE
C202	SITE PLAN - TEMPLETON PARKWAY
C203	TRAFFIC & TRUCK TURNING PLAN
C204	SITE DETAILS
C202	STORMWATER & LANDSCAPING DETAILS
L101	LANDSCAPING PLAN - DEXTER AVENUE
L102	LANDSCAPING PLAN - TEMPLETON PARKWAY



Weston & Sampson Engineers, Inc.
55 Walkers Brook Drive, Suite 100
Reading, MA 01867
978.532.1900 800.SAMPSON
www.westonandsampson.com

Sheet Date:

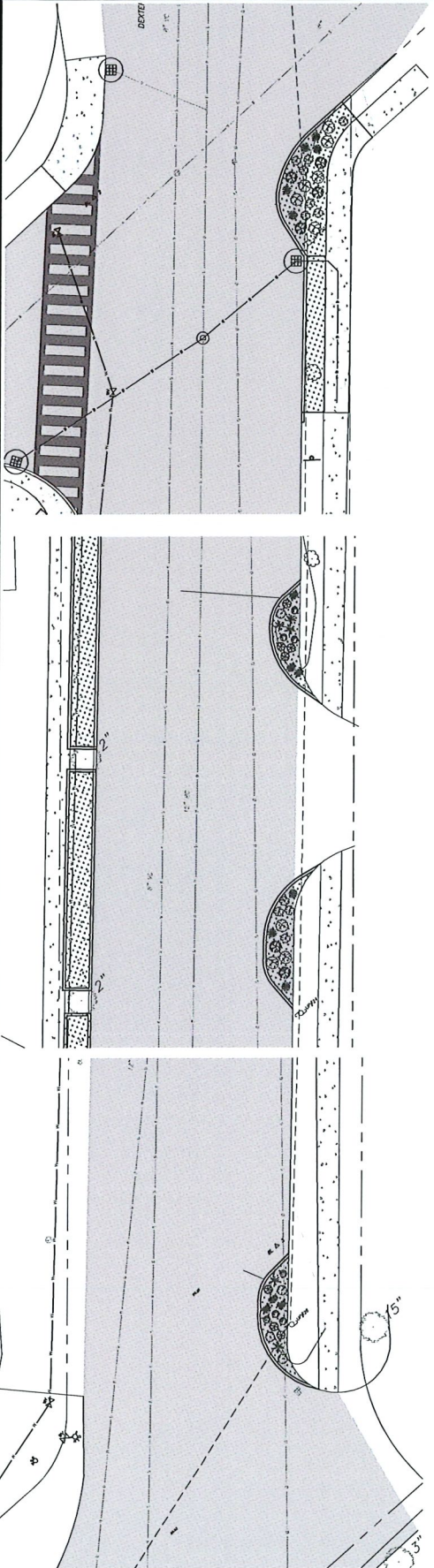
FEBRUARY 2025



Know what's below.
Call before you dig.

Sheet No.:

PERMITTING



1 DEXTER AVENUE DEX-BUMP-4
 SCALE: 1"=10'

2 DEXTER AVENUE DEX-BUMP-2 & 3
 SCALE: 1"=10'

3 DEXTER AVENUE DEX-BUMP-1
 SCALE: 1"=10'

DEXTER AVE SHRUB & GROUNDCOVER PLANTING SCHEDULE

SYMBOL	KEY	BOTANIC NAME	COMMON NAME	QUANTITY	SIZE
	AH2	ARONIA MELANOCARPA LOW SHAPE MOUND	BLACK CHOKEBERRY	6	18" - 24"
	CA4	CLETHRA ALANFOLIA 'HUMMINGBIRD'	SWEET PEPPERCUSH	11	18" - 24"
	CS	CORNUS SERICEA 'VELVET'	REDYING DOGWOOD	6	18" - 24"
	VD	VIBURNUM BENTAMUM 'BLUE MUFFIN'	ARROWWOOD VIBURNUM	6	24" - 36"
		NEWSHOLD NATIVE WARM SEASON GRASS MIX SEE DETAIL SHEET.	1500 SF		
PERENNIALS FOR BIoretention AREAS					
	AH	ANEMONE HUBBECTI	ARKANSAS BLUE-STAR	6	1 GAL. SPACING AT 24" O.C.
	SN2	ASTER NOVAEANGLIAE 'VIBRANT DOME'	NEW ENGLAND ASTER	7	1 GAL. SPACING AT 24" O.C.
	BC	BOULEQUA CURTIPENDULA	SIDEONTS GRAMA	7	1 GAL. SPACING AT 24" O.C.
	ES	ERAGROSTIS SPECTABILIS	PURPLE LOVEGRASS	4	1 GAL. SPACING AT 24" O.C.
	RL	RUESECOA FLUGIDA 'AMERICAN GOLD RUSH'	BLACK-EYED SUSAN	5	1 GAL. SPACING AT 24" O.C.

DEXTER AVE TREE PLANTING SCHEDULE

TREE ID	KEY	BOTANIC NAME	COMMON NAME	SIZE	REMARKS
TR-01	AC	AMELANCHIER LACINIAE 'SUMMUS'	REDBUD	2" - 2.5" CAL	SUB. SINGLE-STEM
TR-02	CC	EREGE CANADENSIS	REDBUD	2" - 2.5" CAL	B+B
TR-03	MS	MALUS SPINOSA 'SNOW CRISP'	CRABAPPLE	2" - 2.5" CAL	B+B
TR-04	SR	SYRINGA RETICULATA 'TORY SLAK'	SYRINGA	2" - 2.5" CAL	B+B
TR-05	CC	EREGE CANADENSIS	REDBUD	2" - 2.5" CAL	B+B
TR-06	CC	EREGE CANADENSIS	REDBUD	2" - 2.5" CAL	B+B
TR-07	MS	MALUS SPINOSA 'SNOW CRISP'	CRABAPPLE	2" - 2.5" CAL	B+B
TR-08	CC	EREGE CANADENSIS	REDBUD	2" - 2.5" CAL	B+B

