

September 2024 Minutes – 21 George Street

Item 5 – The Commission reviewed a request by Ms. Diane Lando of George Street to restrict one parking space in front of 21 George Street to Handicap Only Parking.

Ms. Lando reported that she recently began caring for her elderly parents who both have handicap placards. Ms. Lando reported that there are on-street parking issues caused by the lack of parking for the Lowell School and the sidewalks are in poor condition. Ms. Lando's parents have a difficult time finding space on the street or walking to the driveway.

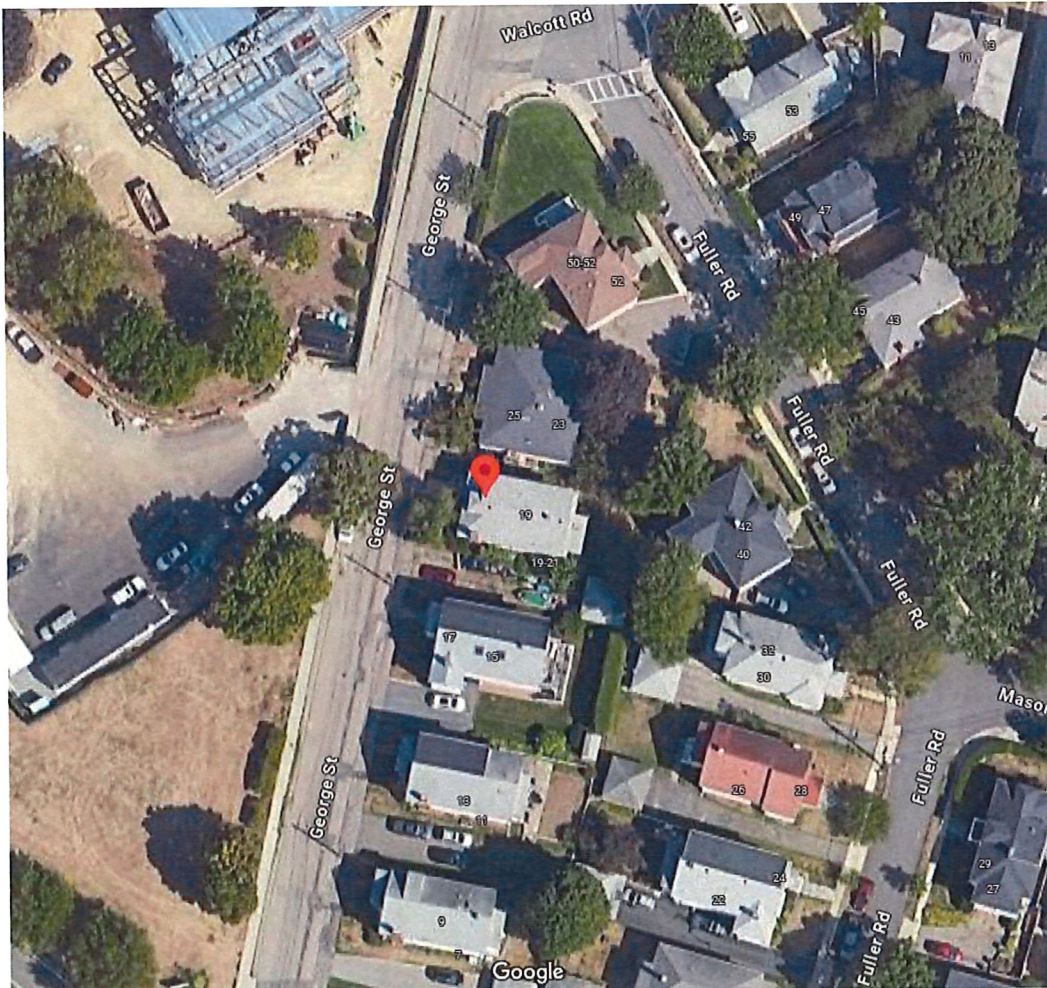
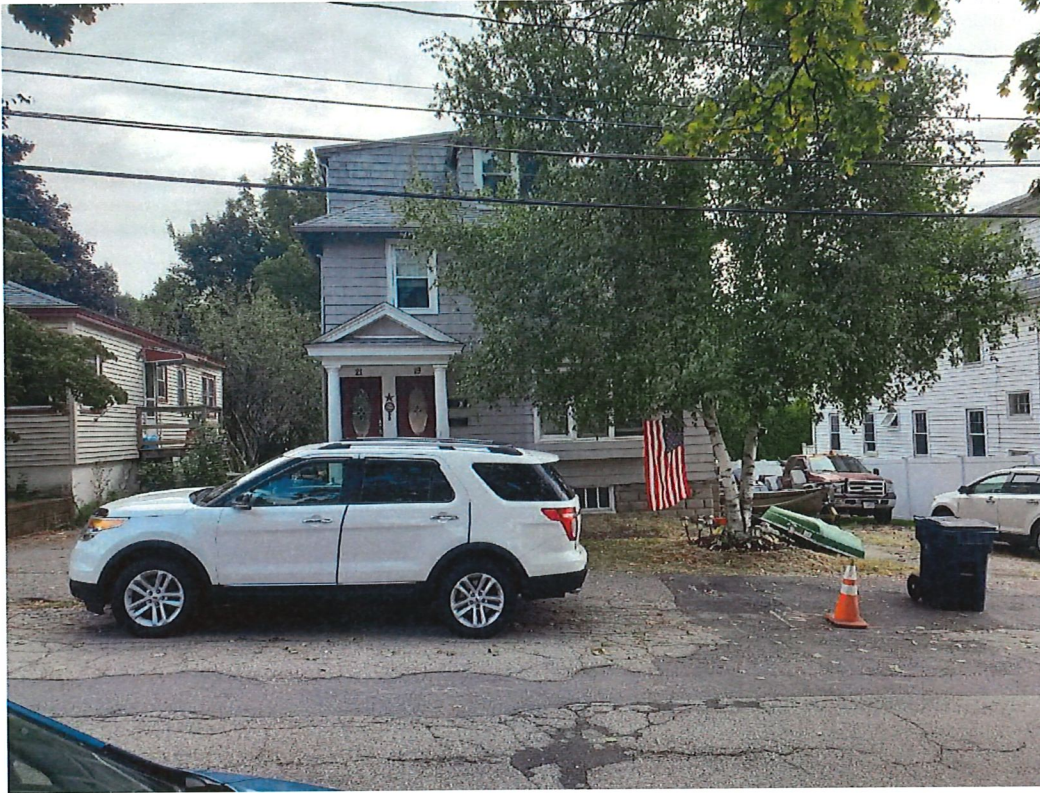
Mr. St. Louis reported that George Street is scheduled to undergo full-depth reconstruction. New sidewalks are included in the scope of the project.

Ms. Gallagher reminded Ms. Lando that if approved, the parking space would be for any person with a handicap placard or registration plate.

Due to the scheduled construction, the Commission felt a temporary HP Only space may be appropriate.

Mr. Airasian made a motion to restrict one parking space in front of 21 George Street to Handicap Only Parking for a period of 12 months; Ms. Gallagher seconded the motion. The motion passed unanimously.

George Street



Sampson, David

From: Sampson, David
Sent: Wednesday, July 2, 2025 8:43 AM
To: Lauren Passanisi; Glode, Tyler
Cc: Schreiber, Gideon; Magoon, Steve
Subject: RE: Arsenal Court RE: 471-475 Arsenal St- Concerns

Tracking:	Recipient	Delivery
	Lauren Passanisi	
	Glode, Tyler	Delivered: 7/2/2025 8:44 AM
	Schreiber, Gideon	Delivered: 7/2/2025 8:44 AM
	Magoon, Steve	Delivered: 7/2/2025 8:44 AM

Good morning Ms. Passanisi,

Thank you for your email

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

The Traffic Commission meets on the last Wednesday of each month (excluding July and August). The next scheduled meeting will be held on Wednesday September 24, 2025 at 1:30pm in the Council Chambers of the Administration Building (149 Main Street). If you would like to have your request addressed at the September meeting, your letter must be received before September 17th. You are not required to attend the meeting, but I strongly encourage you to attend. It is helpful to be there in the event the Commission has any specific questions. If you want to be present at a meeting, but cannot make the one in September, the following meeting is October 29th.

Please confirm that you received this email.

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

Respectfully,
Sgt. D. Sampson

From: Lauren Passanisi <lauren@renzibulger.com>
Sent: Monday, June 30, 2025 4:30 PM
To: Glode, Tyler <tglode@watertown-ma.gov>
Cc: Schreiber, Gideon <gschreiber@watertown-ma.gov>; Sampson, David <dsampson@police.watertown-ma.gov>; Magoon, Steve <smagoon@watertown-ma.gov>
Subject: Re: Arsenal Court RE: 471-475 Arsenal St- Concerns

Hi Tyler,

Just circling back on this one. Thank you and sorry to be a bother here!

Lauren

On Wed, Jun 25, 2025 at 11:48 AM Lauren Passariello <lauren@renzibulger.com> wrote:

Hi Tyler,

Thanks for letting me know. Is that a request online? or an email to him? I see a David Sampson Cc'd, would that be the person to reach out to?

On Wed, Jun 25, 2025 at 11:05 AM Glode, Tyler <tglode@watertown-ma.gov> wrote:

Hi Lauren,

Any signage proposed to be added to public poles etc., including a "dead end" sign must be requested through the traffic commission via Sgt. Sampson.

The commission would review and approve the request. We would require signage in compliance with the Manual on Uniform Traffic Control Devices, latest edition.

Thank you,



Tyler R. Glode, PE

City Engineer

Department of Public Works

Phone 617-972-6420 x13107

Mobile 617-655-4551

Email tglode@watertown-ma.gov

124 Orchard St. Watertown, MA 02472

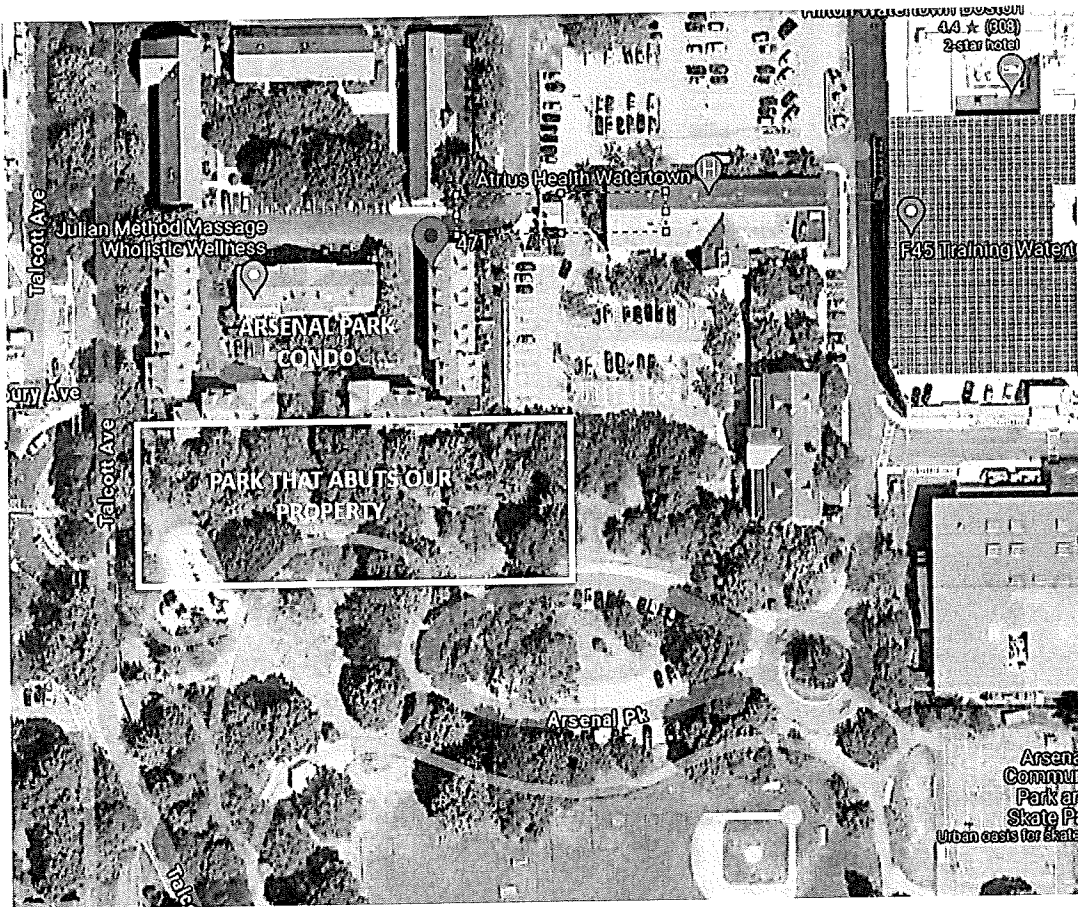
When responding, please be aware that the Massachusetts Secretary of State has determined that most email is public record and therefore cannot be kept confidential.

From: Lauren Passariello <lauren@renzibulger.com>
Sent: Thursday, February 29, 2024 3:16 PM
To: Schreiber, Gideon <gschreiber@watertown-ma.gov>
Subject: 471-475 Arsenal St- Concerns

Hi Gideon,

I manage the Arsenal Park condominium complex at 471,473 & 475 Arsenal street in Watertown. I've included a google maps picture below too.

During my Board meeting last night a couple of questions came up regarding the park behind 471 Arsenal street. Would you be able to provide me with an update on the park plans and what residents should expect during the park renovation. I think our biggest concern would be losing some of the trees that abuts our fence as it provides privacy to the units with rear porches.



Also, do you have any information on the Arsenal street reconstruction project that you can share with me too? Is the intention for the "Arsenal Court " sign to have the word private included on that sign? Or possibly another sign that says "Private"? If not, could the condo pay to have this done at the time the new sign is installed by the city?



Thank you,

Lauren Passanisi

Property Manager

Renzi Bulger Group, LLC

(617) 420-2260 x:7

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PO Box 750057
Arlington, MA 0247

Phone 617-420-2260
Email lauren@renzibulger.com
Website www.renzibulger.com

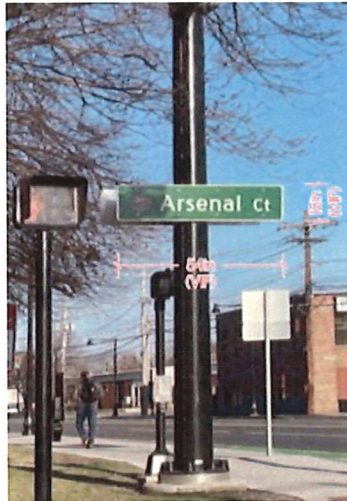
September 18, 2025

To: **Watertown Traffic Commission**

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

Dear Watertown Traffic Commissioners,

I'm writing on behalf of the Arsenal Park Residential Condominium Board of Trustees and community located at 471, 473, and 475 Arsenal Street in Watertown. We are requesting authorization to install Dead-End signs on the east and west facing street name signs at the entrance to Arsenal Court, shown below:



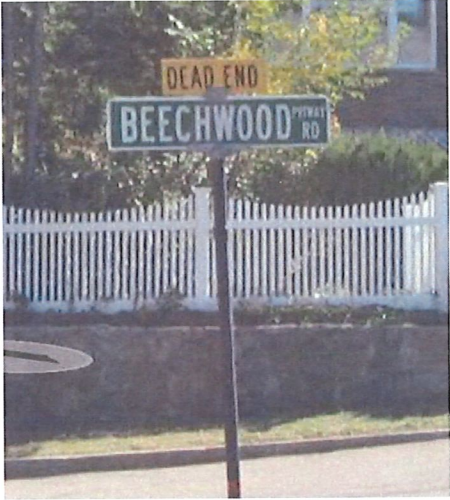
Arsenal Court is a private way that serves as the shared access for the Arsenal Apartments and the Arsenal Park Condominium. For many years, both properties have experienced an ongoing issue with frequent vehicle traffic (both private and commercial) mistakenly turning into our complex from Arsenal Street. This occurs daily and multiple times throughout the day and evening. We have even had large tractor trailers enter the property mistakenly, which was especially prevalent during construction periods at Arsenal Yards and Arsenal on the Charles. The drivers that mistakenly enter our property from Arsenal Street do so timidly and are obviously searching for other destinations. More often than not, these drivers depart our properties at a high rate of speed in seeming frustration. These vehicles are causing wear and tear on our property and in several instances have resulted in damage to parked cars.

This confusion appears to stem from drivers thinking they are entering either Arsenal Park, Harvard Vanguard, or Arsenal Yards, which are located nearby. For drivers headed both eastbound and west bound

on Arsenal Street, there is no means to understand that Arsenal Court is a dead end street. Several years ago, both properties collaborated to install two "Private Way – No Turn Around" signs on Arsenal Apartments property at the entrance to Arsenal Court. These signs have not been effective in deterring these mistaken turning movements from Arsenal Street onto Arsenal Court.

To help reduce misdirected traffic and improve safety for our residents, we believe that adding clearly visible yellow Dead-End signs on top of the east and west facing street name signs at the entrance to Arsenal Court would provide Arsenal Street drivers with notice that Arsenal Court has no outlet and is not a mall or park entrance. Additional wayfinding signs on Arsenal Street would also help in this regard, but we are not requesting such signs at this time.

We believe placing yellow Dead End signs (Type W14-1a or similar) on the tops of the two Arsenal Court street name signs would provide eastbound and westbound Arsenal Street drivers with knowledge that Arsenal Court has no outlet. Illustrations of this type of signage and mounting (example located in Waltham) and the standard W14-1a signs are shown below.



W14-1aL



W14-1aR

We understand that placement of W14-1a signs at a roadway that can be accessed straight across Arsenal Street from Arsenal Way to Arsenal Court is not typical per the Manual on Uniform Traffic Control Devices. We do not believe that placing a standard diamond Dead End sign (Type W14-1) on a pole at the entrance per the MUTCD would provide the visibility needed for eastbound and westbound Arsenal Street drivers to avoid the Arsenal Court dead end condition before making their turn. Such a sign would only be visible to Arsenal Way southbound drivers and those that have already turned into Arsenal Court.

While our requested Dead End signs would be on City property (the mast arm pole and street name signs), the Arsenal Park Residential Condominium is willing to pay to furnish and install the signs, if necessary. We ask that the City provide us with the desired sign attachment detail and sign sizing to meet MassDOT standards and that the City maintain the signs once installed on City property.

We appreciate your consideration of this request. We look forward to discussing this matter with you during one of your upcoming meetings.

Sincerely,
On behalf of the Arsenal Park Residential Condominium Board of Trustees

Sampson, David

To: Jessica Grimsby
Subject: RE: Pedestrian walk across Galen at Maple St.

Received, thank you very much for the update and for your additional thoughts. I am happy to include your comments to the Commission's packet.

Respectfully,
Sgt. D. Sampson

From: Jessica Grimsby <jessica.grimsby@gmail.com>
Sent: Wednesday, October 8, 2025 1:52 PM
To: Sampson, David <dsampson@police.watertown-ma.gov>
Subject: Re: Pedestrian walk across Galen at Maple St.

Thank you very much for your response to my inquiry and comments regarding introducing a safer way for pedestrians to cross Galen at Maple St.

Unfortunately, I have a conflict next Wednesday (Monthly Trees for Watertown Meeting), so I will not be able to attend in person.

I'd like to reply however, if I can, to your note about crossing instead at the traffic light crosswalk at Morse St. (Feel free to include this as an amendment to my public statement for the meeting.)

I realize that this Morse St. intersection exists, but there is a huge gap between the pedestrian crosswalk at Pearl St. and the one at Morse St. People coming from the Newton side will not (and honestly, just do not) walk all the way to Morse—especially when trying to catch a bus. I see people cross this 4 lane highway /off-ramp part of Galen every single day—an accident will happen in which a car driving way too fast will collide with a child or adult trying to cross.

I realize that introducing a pedestrian crosswalk would require technology for cars to slow down to avoid collisions, but honestly, this is exactly what Watertown needs to do on this clearly unsafe, un-walkable, un-bikeable strip in Watertown. To make Watertown and Watertown Square truly “walkable”, the pedestrian and/or people taking public transportation (over driving) need to be considered in the road development plans, and that includes installing whatever it takes to make sure cars slow down for pedestrian safety. In addition, having some planting strips and shade trees installed who slow traffic, and provide some protection from the highway-like conditions, in which there is no current barrier. Lastly, people also cross to go to Starbucks—I know that there is the Pearl St. cross walk—but I'm just telling you that because it's pretty far, although probably <300 feet away, and since walkers tend to follow the shortest distance between 2 points (a line) people choose to try to cross instead—that's just the reality of urban people trying to navigate by foot here. Let's try to prioritize walkability in Watertown's street designs.

Thanks for listening!

Jessica

On Wed, Oct 8, 2025 at 1:20 PM Sampson, David <dsampson@police.watertown-ma.gov> wrote:

Good afternoon Ms. Grimsby,

I have received a copy of your request for the installation of a crosswalk spanning Galen Street at Maple Street. Please be advised that I have placed your request on the October 15th, Traffic Commission agenda. The meeting will take place at 7:00pm and will be held in the Administration Building (149 Main Street) Council Chambers. You are not required to attend, but you are encouraged to do so. It is helpful to be in attendance to voice your concerns and be available in the event the Commission has any specific questions for you.

In terms of installing a crosswalk, it is not always a simple operation. Generally speaking, it is a municipality's responsibility to install crosswalks where it is deemed safe and where the municipality encourages pedestrians to cross the street. Although pedestrians cross Galen Street at Maple Street, installing a crosswalk for convenience could be problematic if a collision occurred at that location.

The City's Traffic Rules and Orders regulates pedestrian crossings; whenever there is a marked crosswalk within (300) feet of a pedestrian, no such pedestrian shall cross a way or roadway except within the limits of a marked crosswalk. I don't have specific measurements immediately available, but the crosswalk on Galen Street at Morse Street is likely well within 300 feet of Maple Street – It is also located at a signalized intersection. This is a far safer location for pedestrians to cross Galen Street.

Because Maple Street does not align with Boyd Street, a crosswalk at this location may be considered a "mid-block" crosswalk. Although generally not favored, mid-block crosswalks can be used where there is heavy pedestrian traffic near major destinations, such as schools, shopping centers, or transit stops. On a four-lane arterial way such as Galen Street, my guess is a mid-block crosswalk would not be supported especially without other control devices to increase safety (pedestrian bump-outs, flashing beacons, median islands, etc.).

Please confirm that you received this message, whether you plan to attend the Traffic Commission meeting on the 15th, and please indicate your residential street name and City. Thank you.

Respectfully submitted,

Sgt. D. Sampson

Watertown Police Department

Traffic Division

617-972-6547

From: Jessica Grimsby <jessica.grimsby@gmail.com>
Sent: Monday, October 6, 2025 6:01 PM
To: Traffic Commission <trafficcom@watertown-ma.gov>
Subject: Pedestrian walk across Galen at Maple St.

If we're gonna make Watertown more walkable, we definitely need to have a pedestrian walk across Galen to the bus stop (directly across from Maple Street where it bisects Galen)... I see so many people running across to try to get to the bus and it's basically crossing a 4 Lane highway... Pedestrian safety comes first. It doesn't have to be a light—just a pedestrian walk so that that if someone wants to cross, the cars can yield to them instead of going 65 miles an hour— The traffic needs to be slowed on this offramp of the street anyway..

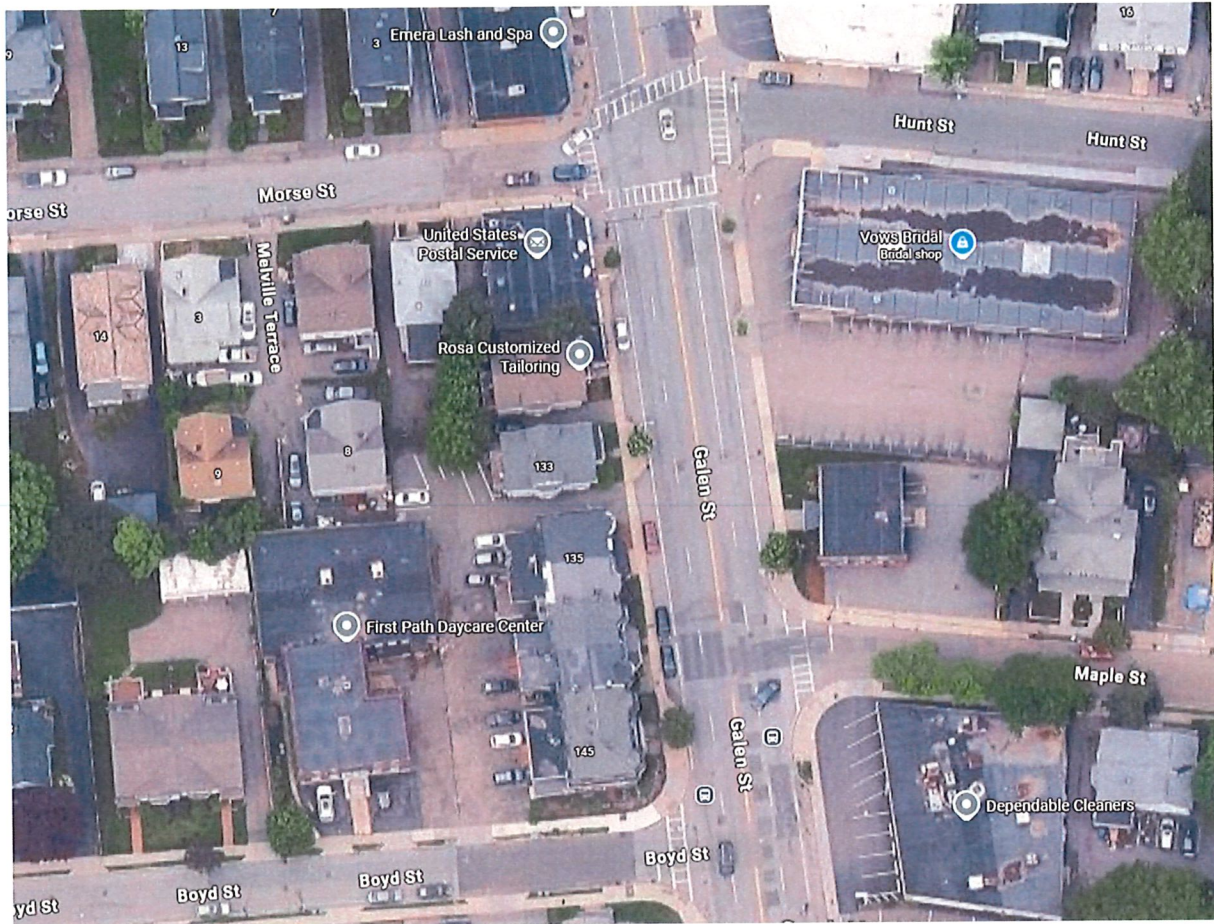
Thanks for listening,

Jessica Grimsby

Non bastardum carborundum

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Galen Street at Maple Street



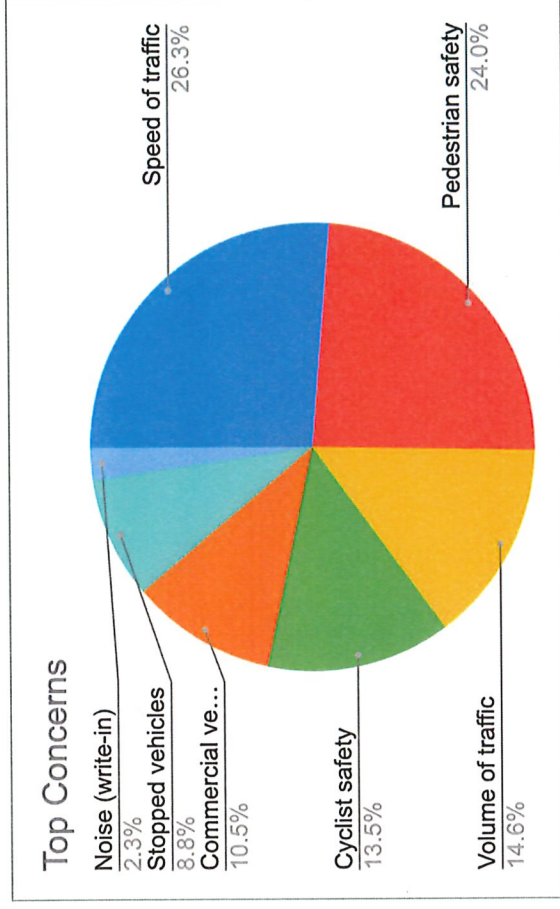
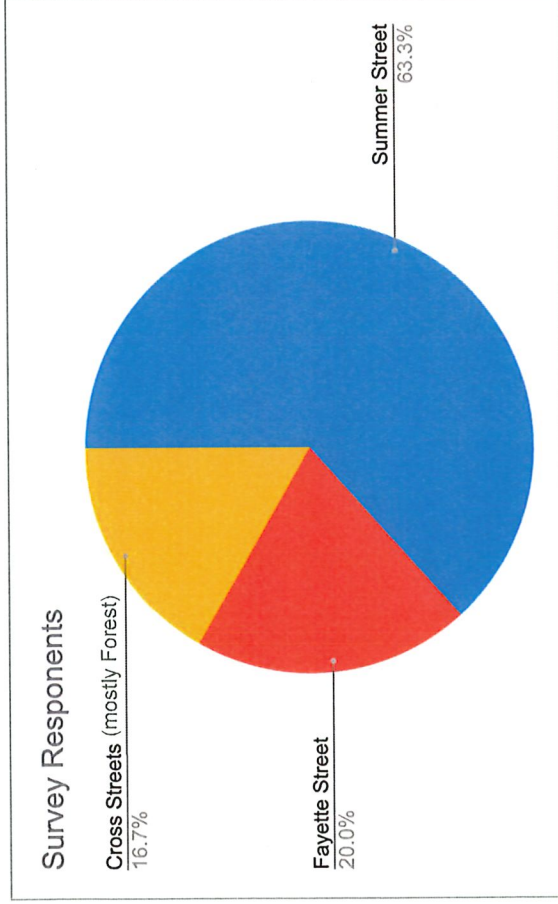
Summer Street Safety

October 2025 Update

Samantha Garwin, 139 Summer St #2
sgarwin@gmail.com

Summer & Fayette Resident Survey

- 250+ letters were handed out by going door-to-door to every unit on Summer and Fayette in July / August 2025
- Over 50 people responded either online or via paper survey
- 100% of respondents said they were concerned with traffic in our neighborhood
- 89.7% said they were interested in staying in the loop and getting involved



Resident stories are included in full at the end of this packet.

Themes of Resident Concerns

Winter Street Intersection

- No crosswalk, despite being a major pedestrian route to Library, Farmers Market, and Main St.
- Steep hill = low visibility. No sidewalk on Winter.
- Often completely blocked by morning commuter traffic



Winter St. intersection during morning rush hour

Whites Ave Intersection

- Honking occurs at all times of day, as drivers attempt to cut into fast-moving Summer St. east-bound traffic with limited visibility
- Multiple MVAs have resulted in damage to adjacent properties
- Main ped crossing to Linear Park, Boys & Girls Club, and Saltonstall



View looking West on Summer St. at Whites Ave

Speed, Volume, and Type of Traffic

- SFS averages do not precisely capture traffic patterns
- Summer St. sees 250+ cars per hour during commuting hours; this lowers average speeds
- Midday, evenings, and weekends, the volume is lower but cars frequently speed (up to 51 mph!)
- Commercial vehicles – especially tractor-trailers – drive fast, ignore crosswalks, drive over the center yellow line, and create excessive noise

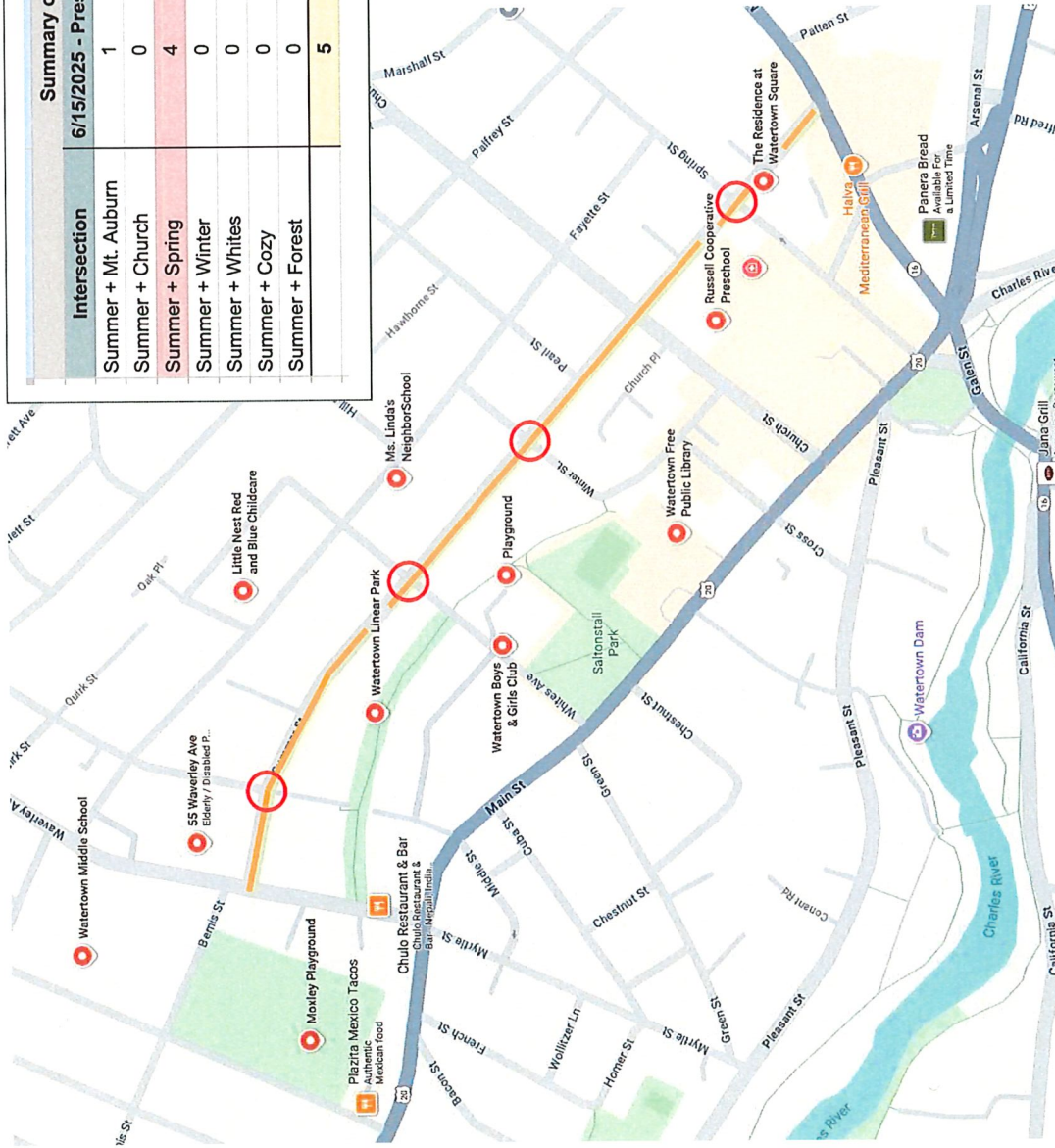
Coming Soon: SFS data analysis!

Summary of MVAs on Summer Street, June 2022 - Present				
Intersection	6/15/2025 - Present	6/15/2024 - 6/14/2025	6/15/2023 - 6/14/2024	6/15/2022 - 6/14/2023
Summer + Mt. Auburn	1	2	2	4
Summer + Church	0	3	2	2
Summer + Spring	4	5	6	1
Summer + Winter	0	1	0	0
Summer + Whites	0	2	1	0
Summer + Cozy	0	2	0	0
Summer + Forest	0	0	0	0
	5	15	11	7

MVA Data Shows:

- Frequency of accidents on Summer Street is increasing rapidly
- The stop light at Church Street is insufficient to prevent accidents
- The Spring Street intersection is particularly dangerous, with 15 MVAs in under 2 years

A crash problem is indicated by 5 or more reported crashes in a 12-month period, and is a warrant for a multi-way stop or signal (MUTCD)



Summer Street

A Critical Mass of Vulnerable Road Users

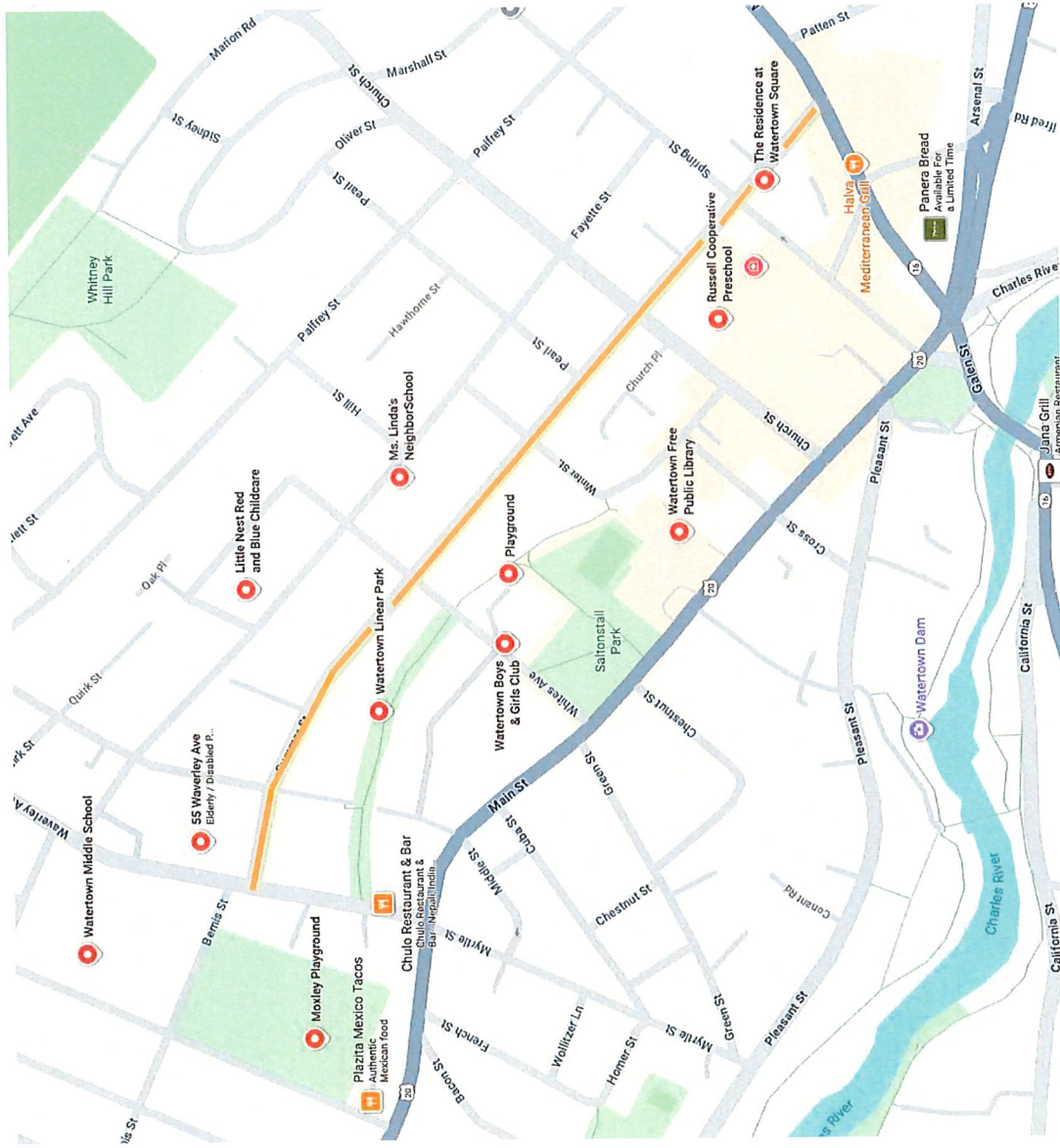
In just 0.6 miles, there are:

- 2** Senior citizen residences
- 5** Childcare centers + schools
- 4** Playgrounds and parks

Safety zones (Mass.gov)

Safety zones are specially designated areas such as **parks, playgrounds, senior citizen housing, hospitals, and childcare centers.** Within these zones, speed limits must be set at 20 mph. Safety zones should have roadway treatments that cue drivers to slow down.

Coming Soon: SFS data analysis!



Requests for DPW & Traffic Commission

Short Term

- **Spring Street** - Address proven crash problem with a 4-way stop
- **Winter Street** - Paint 4 new crosswalks, with lighted signs to request crossing
- **Whites Ave** - Install In-Street Pedestrian Safety Signs at Summer St. and *Cross Traffic Does Not Stop* signs on Whites Ave
- **Waverly / Mt. Auburn** - Install *No Commercial Vehicles* signage

Medium Term

- Prioritize Summer Street as one of the city's next Long-Road Projects, redesigning it based on full engineering assessments
- Consider designating a lower speed limit of 20 or 25 mph on Summer Street
- Ensure that safety and quality of life of Summer Street residents is considered and safeguarded as Watertown Square development plans proceed

Thank you for your attention to this important matter!

Summer & Fayette Resident Stories

These stories were gathered via a survey of 250+ Summer & Fayette St. residents in July-August 2025 Please contact Sam Garwin at sgarwin@gmail.com for more information.

I wanna thank you for taking this initiative because this is a conversation that definitely needs to take place. My husband and I go on walks around Watertown almost every day and we particularly are concerned about pedestrian safety. The new construction happening in Watertown Square is where we feel there needs to be a safer pedestrian pathway.

In regards to our Summer Street traffic, the intersection of Summer and Spring Street, there is always traffic and speeding cars. Many times I wait for the cars to leave before crossing. A lot of times the cars don't even stop when I am standing to cross because they are going so fast.

- 69 Summer St.

People drive crazy fast at night. Loud spending motorcycles or cars roar down the street as some sort of flex. Only a matter of time before someone gets hurt. We need speed bumps like, yesterday.

Vehicles often stop on the road and because of the hill sometimes it can be very dangerous to pass them because of low visibility. If you don't go around them folks honk and go around anyway

- 180 Summer St.

Occasionally, drivers speed down Summer St with no regard for the speed limit.

Also, the intersection Summer St / Whites Ave near the Boys and Girls Club needs different traffic signage, as some drivers coming downhill from Whites Ave do not stop when crossing Summer St. I have lived here for three years and have gone through several dangerous situations.

Watertown Sq is awful for pedestrians and cyclists. And there is no real connection for bikes between Church St and Arsenal St. Driving across the CVS parking lot by bike and crossing Mt Auburn St is always dangerous.

- 15 Cozy St

There are cars that primarily use Summer St. to bypass Main St. Some of them fully disregard the speed limits and can go upwards of 50+ MPH, endangering residents and pets. Additional stop signs or speed bumps seem to be the best solution.

- 55 Forest St.

Two pets have already died and my granddaughter was almost run over and crashed by cars, one ended up on my neighbor's porch at 6 in the morning. It's very dangerous here, we need 4-way stops.

- 154 Summer St.
-

The intersection of Summer and Whites is quite dangerous, I often see many cars almost colliding as people try to turn off of Whites and onto Summer and either pull out in front of someone they don't see or end up sitting in the intersection. In general I think this intersection generates a lot of honking. Overall the street is indeed busier than I first anticipated so I am open to traffic mitigation, whether maybe additional stop signs or a well placed speed bump.

- 153 Summer St.
-

Intersection of Whites Ave & Summer St needs a four way stop sign. During my ownership of the condo unit on that crossing I have experienced hit and run of my retaining wall and a car driving into a porch of the neighbors across from me.

- 155 Summer St.
-

I've emailed the city about the speeding traffic and failure to stop at (clearly marked) pedestrian crosswalks. They did put up a speed reader but it obviously has not solved the issue. They did invite me to the monthly meetings but unfortunately I cannot attend because it's right when I put my kids to bed. I requested a raised crosswalk at summer/whites or lights to indicate crossers, or just a 4 way stop. I think the lack of stops between the light on church and the stop sign on waverly allows cars to build too much speed. We have had many accidents on our segment of Summer due to speeding and cars leaving the roadway and jumping the curb) particularly around the curve by Cozy st). Pedestrians aren't safe crossing or walking on the sidewalk.

- 183 Summer St.
-

We lost our kitten in an accident; she ran away, and we didn't even have a chance to find her alive, as she was brutally run over. Cars speed past all the time, even in the early hours of the morning. I'm afraid for my two children and don't let them play in front of the house.

- 152 Summer St.
-

I live one house away from Spring St. You wouldn't believe how many accidents there are. I know the sound so well that I'm often the first person to call 911. It sucks.

I'm a little scared every time I'm at the intersection of Spring and Summer, especially on my motorcycle. I see many people going too fast, and about 1 in 3 people are actively using their cell phones.

- 43 Summer St.
-

First off, thank you so much for leading this effort. This has been something that has bothered us since moving in and it's continually getting worse.

We have lived here for 9 years and seen/heard both traffic and noise steadily rise. Obviously, rush hour is out of control, but even midday on weekdays is getting bad. Cars routinely speed through over the speed limit and noisy trucks often cut through at high speeds, shaking our whole house. It is especially noisy where we are as trucks have to work extra hard as they climb up the hill. We have heard and seen many accidents at the intersection of church and summer.

- 77 Summer St.

I have lived at 59 Summer for 21 years. Traffic was not bad at first. Then in 2012 (?) the street from Mt. Auburn to Church to Winter St. was dug up and redesigned. A nightmare. The result was a widening of the portion of Mt. Auburn to Church, new lights at each corner, and limited parking. To avoid waiting on lights [on Main St.], cars zoom down Summer, are aggravated that there is another light at Church, and often gun through when the light turns red. Accidents have happened frequently at Summer and Spring, and Summer and Church.

When the assisted living was built myself and some others requested speed bumps as elderly would be out walking – no response from the city.

Then cars speed from Church to Waverly. Again, at the corner of Summer & Waverly – elderly housing. Speed bumps should be put on Summer near that intersection. And from Church to Waverly the street is very residential – children, high school kids walking, etc.

My observation is that they put up signs, add markers on the street, but drivers pay no attention. Speed bumps, and cameras, to me, are the only solution. Plus, we have no bike lane. Commercial vehicles should be permitted to drive on specific streets, not Summer. The city always laments – not enough money, personnel for enforcement.

I hope your efforts result in something! I admire your efforts to bring people together to make a change.

- 59 Summer St.

You have already heard from me. I wonder if a focus on the intersection of Summer and Winter would be effective. Massive pedestrian safety issue. A light with a crosswalk and sidewalk on Winter.

- 126 Summer St.

Thank you so much for trying to create an initiative to improve the traffic situation in our neighborhood. It's fairly horrible.

I moved here in December 2024 and had NO idea how much traffic and noise existed – until I opened the windows. Backing out of the driveway is difficult with nonstop vehicles in both directions. Crossing the street is also precarious.

The Winter/Summer Street intersection is where many folks walk down to Main St, library, farmer's market, etc. It would be wonderful to have a crosswalk with blinking light there.

- 101 Summer St. #2

As related on the paper form I am dropping off in person, I brought up concerns with Watertown's Traffic Commission about ten years ago, specifically asking about marking additional crosswalks in the neighborhood. While the Commission had already planned for the (raised) marked crosswalk now present on Whites Ave. at the beginning/end of Linear Park, they were upfront during the public meeting I attended about their view, namely that at the other locations I had requested (marked) crosswalks (Forest-Summer and Forest-Fayette) would not necessarily be appropriate or improve safety.

This was, as you can imagine, mildly frustrating, especially from my perspective at the time of being new to the neighborhood and also a parent to a very young child. (The initial impetus to petitioning the Traffic Commission was witnessing several people driving at what I considered unsafe speeds along our block the evening and night of Halloween.) In the years since, I have mostly set aside my initial concerns as we learned to navigate the streets we typically drive and walk along.

That said, I do believe that additional traffic calming is warranted. I have educated myself a bit more on some of the research and law with regards to this, for example the criteria required to install additional stop signs, and the data that suggest that (marked) crosswalks by themselves do not improve pedestrian safety, and may even pose risk if haphazardly used.

It is still clear to me, at least anecdotally, and even from the period of time when I didn't leave here but frequently drove through along these streets, that the city should strongly consider adding more traffic calming measures, especially along Summer and Fayette Streets. Crosswalks that are marked AND raised, and perhaps curb cutouts in appropriate places, would be welcome in my view, in addition to other creative ideas that may be devised.

Thanks for the survey, and I hope we can make something from this!

- *51 Forest St.*

I find that people drive extremely fast down Summer St which makes me uncomfortable when walking with my young daughters.

I'm sure there are a lot of good solutions. A simple one that I think could help is making the intersection of Whites Ave and Summer St a 4 way stop.

- *171 Summer St.*

I'm afraid for pedestrians & children in this neighborhood with the speed of traffic. It seems Summer St is a prominent cut through st during many people's morning commutes. It can make backing out of our driveway dangerous, too. I'd be happy to see measures taken to change this.

- *240 Summer St.*

Thank you, Sam, for leading these efforts. We have lived at this property for more than 20 years, and it has always been our concern.

- 43 Forest St. (corner of Summer)
-

Forest St is a through way for foot and bike commuters to the Watertown Linear Park to get to the square. A safe crossing option at Forest and Summer would be appreciated by the community.

- 60 Forest St.
-

Have seen multiples accidents in front of our house. Cars drive way too fast.

- 157 Summer St.
-

Hi Sam,

Thanks for reaching out! I just moved to Watertown 2.5 weeks ago. Today I walked to O'Some Cafe and thought - it would be really nice to have a pedestrian cross walk from Winter Street across Summer St. And then after I crossed Main Street (on foot) I heard a car "crash". A car had stopped (I imagine a bit abruptly) to allow a pedestrian to cross main street in front of the library and the third car behind slammed into the second car behind the stopped car at the crosswalk.

All that to say....your letter was incredibly timely!! I wasn't aware of the reconstruction project and would love to hear more of your experience, vision to make our neighborhood streets safer and how I can support.

- 71 Winter St.
-

Bumpers on the street, more traffic signals, speed limit notices.

- 80 Summer St.
-

I would love to see speed bumps put in on Summer Street.

- 188 Summer St. #1
-

Date: Tue, Sep 2, 2025 at 2:46 PM

Subject: Re: [Watertown Safe Streets] Watertown Safe Streets: Update #1

To: Sam Garwin <sgarwin@gmail.com>

Hey Sam,

Thank you so much for organizing this! It's really important and I'm glad to see someone (and the whole community it seems!) getting behind it. I just wanted to update that at 2:32pm today there was an accident on Summer near Whites, and currently that intersection is closed and being directed by police. Just an incident to add to your gathering evidence!

Kind regards,

153 Summer St.

We have lived in Watertown since 2017 and the traffic and speed of cars has been concerning the whole time we've lived here. I would love to actually tackle this issue.

- *8 Fayette St.*

As a driver and pedestrian, I've noticed cars excessively speeding on Fayette (between Spring and Church), Spring (between Summer and Palfrey), and Summer (between Church and Mt. Auburn) Streets.

I would like to see speed bumps on Spring between Summer and Palfrey, on Fayette between Spring and Church, and a raised intersection at Fayette and Spring, mirroring the raised intersection at Fayette and Church.

Additionally, I would love to see crosswalk bump outs at the Summer/Spring intersection and crossing signs with flashers.

- *8 Fayette St.*

Fayette St. isn't wide enough to support parking on both sides of the street as well as two-way traffic. Much of the street doesn't have curbs, and so people quite regularly park on the tree belt or sidewalk--sometimes so close to the front of someone's property that pedestrians are forced to walk in the road. (A few months ago, someone even drove up onto the sidewalk as I was walking and parked right in front of me so I couldn't get by.) Pedestrians need to be especially alert when it's dark, as the street is straight enough for cars to speed on, and I often choose my route home from work in the winter based on which bus stop I feel safest walking from. I've also observed that in the middle of the street, where cars are often parked on both sides on the weekend, drivers are sometimes forced to play chicken with vehicles coming from the opposite direction. I don't see many cyclists on the street and don't bike myself, but this clearly doesn't create a safe situation for them, either.

- *195 Fayette St.*

Fayette Street needs actual curbs and sidewalks. This will narrow the street and will force drivers to go more slowly – and provide kids going to/from the middle school a safer passage. We've had 2 cars parked in front of our house damaged by speeding hit-and-run drivers.

Vincent Piccirilli is the Councillor to speak with. He has brought a rational approach to roads/sidewalk work in Watertown. From talking with him, a complete rebuild of Fayette St., like what is in progress on Morse St., is not yet in the planning stage, but is coming. There are 3 major projects ahead of it.

- *107 Fayette*

Car accident at intersection of Fayette and Church St. where car drove onto our and neighbor's lawn. It could have been disastrous if there were pedestrians or if we were sitting/working outside at the time. I've been told that cars have even crashed into the house on the corner in the past. Drivers still seem to zoom over speed bumps on Church St., and commercial vehicles can be quite loud. I imagine this will get worse with Watertown Square construction.

- *65 Church St.*
-

I recently had a long conversation with Sergeant Samson of the WPD about this issue. Which led to the installing of speed monitoring devices on Fayette St. He did have a good counterpoint about parking but I think there is still room for improvement

- *Fayette St.*
-

People speed down Fayette. People ignore the stop signs on the side streets or not looking before entering Fayette.

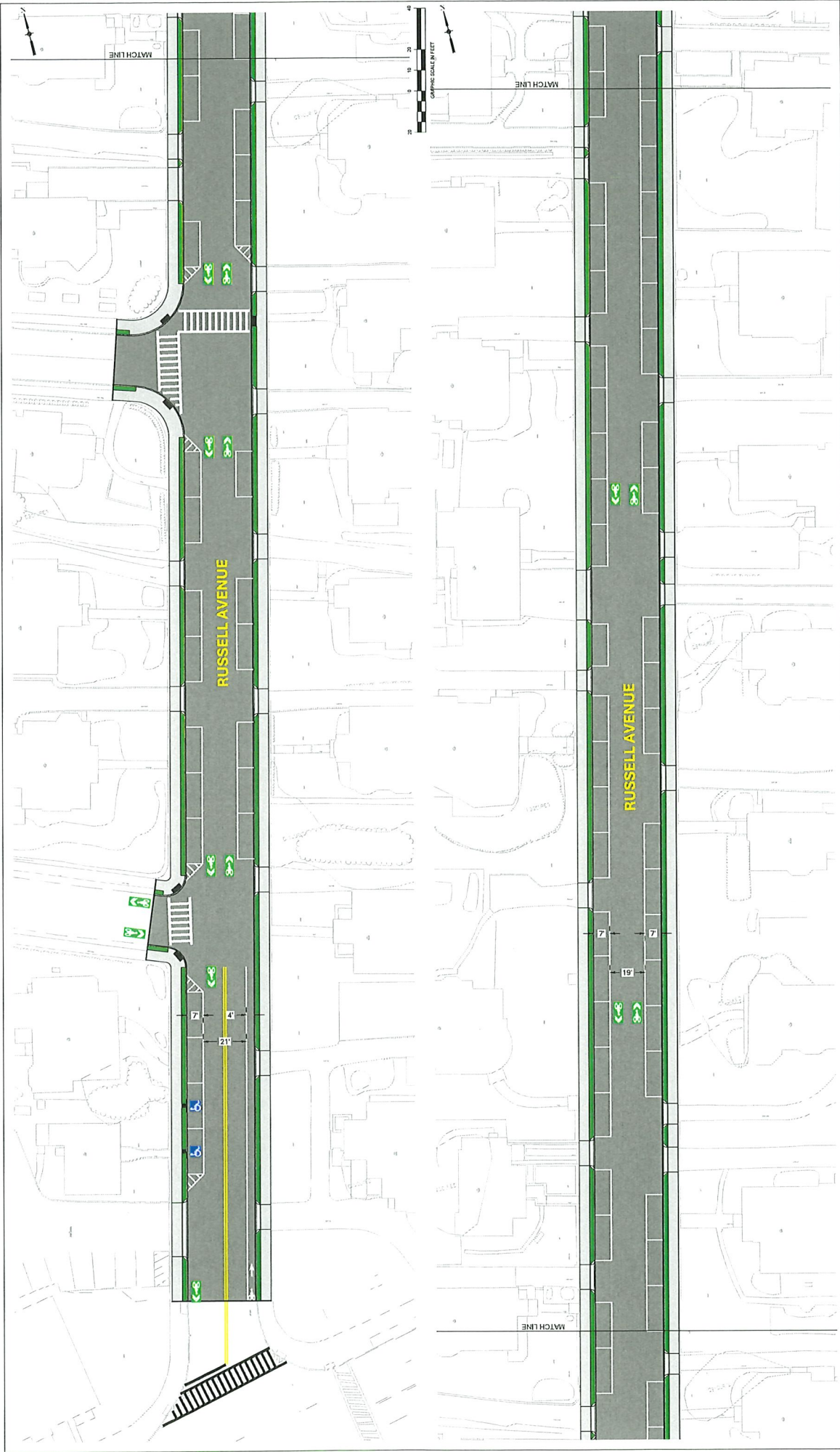
- *48 Fayette St.*
-

I pray to God that no one gets killed here. I was here the day the car flipped over – the neighbor's car got hit – it was terrible.

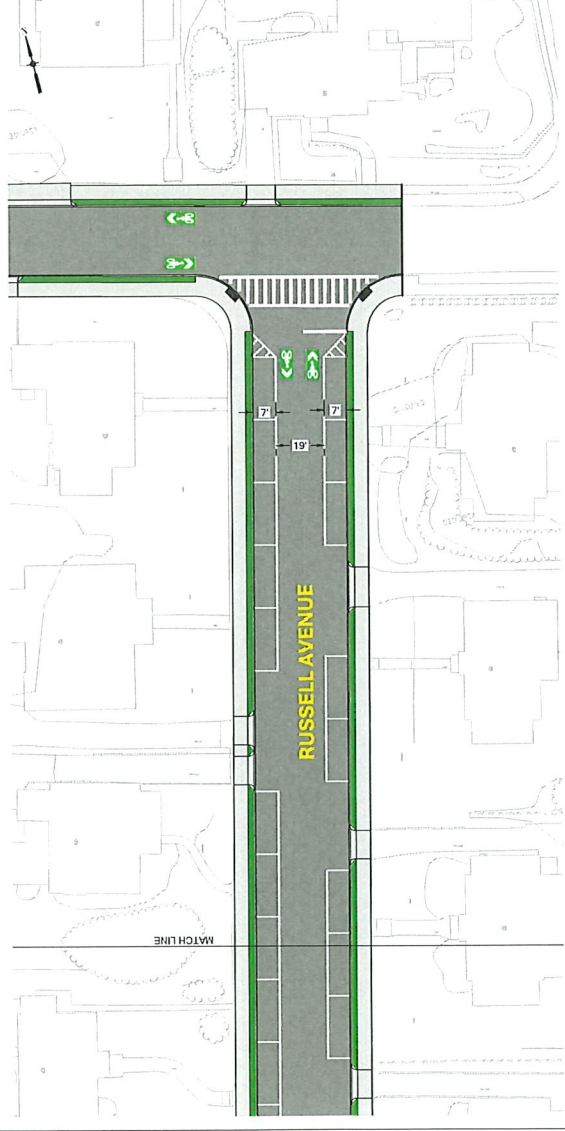
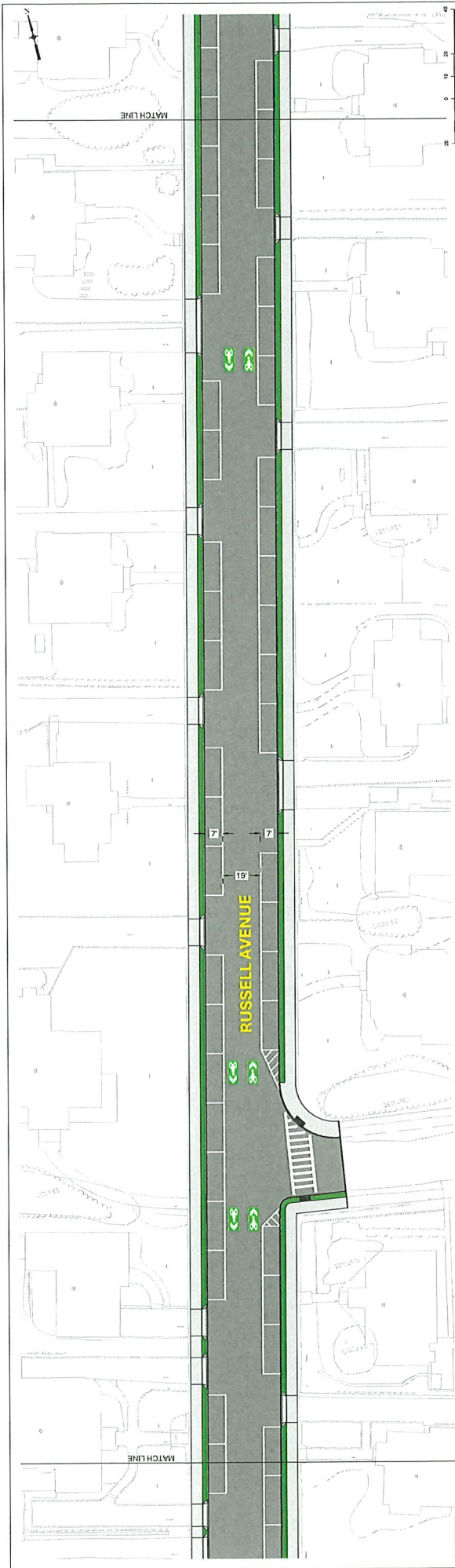
- *179 Fayette St.*



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