



Watertown City Council Committee on Public Works

Councilor Piccirilli-Chair, Councilor Feltner-Vice Chair, Councilor Palomba- Secretary

Committee Report of October 22, 2025 Meeting Presented to the City Council on December 9, 2025

The Committee on Public Works met on Wednesday October 22, 2025 at 6:00 PM in the 3rd Floor Conference Room in City Hall with zoom capacity. Public comments could be submitted to apalomba@watertown-ma.gov.

Purpose of the meeting was to:

A. Review and Make Recommendations on the Fiscal Year 2026 Capital Improvement Program item #42:

- a. The FY26 \$2,875,000 proposed loan order for local road construction projects in the summer of 2026.
- b. The FY26 \$2,300,000 proposed loan order for connector roads/longer street projects for the summer of 2026.

B. Review and Make Recommendations on the FY2026 Capital Improvement Program item #44: Policy guidance and plans for the FY26 \$390,000 Chapter 90 Fair Share Amendment Appropriation.

Present: Tom Brady, Director, Department of Public Works (DPW), John Zaccardi, Deputy Director, DPW, Tyler Glode, City Engineer, DPW, Michael Albano, Director of Finance and Administration, DPW, Ed Baptista, Supervisor, Highway Division, DPW and Matt Baker, Interim Assistant Director of Public Utilities, DPW. Also attending either in-person or on zoom were residents Yasmin Daikh, Alissa Maryia, Nyles Gislason, Libby Shaw, Laura Murphy, Kristin Bulter, William Doran, Margaret Fitzgerald, Aric Wax, Sergery Sian, Angeline Kornelis, the Hacketts, and BW.

Please note: This meeting lasted approximately 2 hours and 45 minutes. These minutes provide a summary of the meeting. Please see the WCATV recoding of the meeting at <http://vodwcatv.org/internetchannel/show/4163?site=3> for more details. Included below is information from DPW's "Public Works Subcommittee Presentation October 22, 2025" (Presentation), learnings based on questions to DPW from committee members and residents, and general information about how DPW operates. Below is the link to DPW's Presentation.

- At this meeting the Committee was considering city borrowing by way of loan orders, that need the approval of the City Council, for local road construction and for connector roads/longer street projects. The city also annually receives state funding, known as Chapter 90 funding, that can be used for a variety of transportation related projects including road and bridge repairs, sidewalks, pavement improvement, bike paths, etc. These funds are overseen by the Department of Public Works which can recommend how these funds should be used via the city's five-year Capital Improvement Plan (CIP).

- There can be other sources of money that are project-specific and most likely will not continue beyond the completion of the project, such as federal funds and mitigation monies from developers and utilities. In general, annual loan orders are used for the maintenance, repair, and reconstruction of local roads

and connector roads/longer street projects. Chapter 90 money and grants are used for engineering costs and funds from DPW's budget are used for limited sidewalk repairs.

- Borrowing, bidding, construction, and final city sign-off of a project for local road construction projects and for connector roads/longer streets projects can span a number of years and is somewhat complicated by the time period used for borrowing (fiscal years) and the time period for construction (calendar year), and the construction season which is between April and November.

- The general process that DPW follows after a street has been approved for maintenance, repair, or reconstruction varies depending on the state of the street, but general includes consultation with the Bicycle-Pedestrian Committee and the Complete Street Working Group during the design phase, review of the condition of underground utilities, and coordination with agencies and utility companies performing work. Design documents are created, the cost of the project and duration of the project are estimated, and the source of the funding is determined. The project is then put out for bid. Bids are reviewed and a contractor is awarded the project. The work of the contractor is monitored by DPW staff and once the major elements of the project are completed, DPW staff conducts a final review to confirm that all elements are completed. The complete design phase can take a full year before bidding occurs and construction begins.

- The primary determination of what streets and roads are ultimately recommended by the DWP each year is the Pavement Conditions Index (PCI) of the street or road. However, there are other factors considered including the condition of the utilizes the city maintains (water, sewer, drains), plans for public utility work to be done by Natural Grid and Eversource, estimates of traffic and transportation impacts, safety improvements and considerations related to multi-modal transportation, city design standards, and the city's driveway ordinance. Thus, streets not selected for full depth reconstruction may have a lower CPI than some of the streets that are selected. It should also be noted that the current PCI information is from a 2024 review, which is not available to the public, and that a new review of the PCI for our streets and roads will take place in 2027.

- The completion of streets and road repairs, as well as sidewalk repairs (not including in a full depth road reclamation project) can vary widely and can be influenced by a number of factors including delays in bidding a project, contractor availability, weather, etc. For example, borrowing for Morse Street was done in FY22 with construction to begin in the spring of calendar year 2023 with the hope of completing the project in the fall of 2024 or the spring of 2025. The DPW's Presentation notes that Morse Street is completed and in punch list review as of the fall of 2025.

- DPW does spot repairs on sidewalks that are in need of repair for safety and ADA compliance. This is usually done on a street that is scheduled for the Maintenance and Repair activity known as "mill and overlay" which includes grinding up the top layer of asphalt, putting down a binder and then laying new asphalt. It should be noted that mill and overlay can happen on particular sections of a street as well as on a complete street.

- During the October 28, 2024 meeting of the Committee on Public Works it was noted that there were five streets for which funding was approved for construction in 2024. During that meeting, DPW recommend full depth reconstruction of Poplar Street, Partridge Street, north and south Irving Park, Royal Street and Green Street. In addition, there were five streets for which funding was approved in FY25. These were George Street, Bromfield Street, Mangano Court, Grandview Avenue and Dwight

Street. DPW stated that it was their intention to complete all ten of these streets during the construction season of April 2025 to November 2025. At this October 22, 2025 meeting we learned that work has been completed on gas mains, water mains, sewers and drains, but no road repair or maintenance work has been done.

DEPARTMENT OF PUBLIC WORKS COMMITTEE PRESENTATION – OCTOBER, 2025

Tyler Glode our City Engineer reviewed the DPW Presentation which can be found at https://watertownmassgov-my.sharepoint.com/:f/g/personal/tglode_watertown-ma_gov/Eig1Lejsbxdt9eTxGsG9pkBAAzHhV9qCwislvLTJ7iRsg?e=50rUGEhed.

The Presentation included information about the anticipated replacement, rehabilitation, and repair of gas mains (as planned by National Grid), water mains, sewer mains, and sewers and drains and gas mains. The Presentation noted that the overall city-wide *Pavement Condition Index (CPI)* is 66, which is an increase from the 60 PCI of last year. You can see a color-code review of the PCI for individual streets in Watertown on page 4 of the presentation. The Maintenance Summary shows streets ranging from a PCI of 90-100 to streets with a PCI of 1-12). The maintenance and repair activity for our streets is directly related to the PCI of the road with the goal of prolonging the useful life of a street to as long as possible while improving “accessibility and safety for all users using Complete Streets principles”. The degree of maintenance and repair varies and can include sealing cracks in streets, full depth patch repairs, mill and overlay, and, for roads with an CPI of 1 through 29, full depth reconstruction. The time involved and the cost varies with each of these activities. The most extensive, and the most expensive, activity is full depth road reconstruction which includes road reclamation and paving, drainage repairs, curbing, concrete sidewalks, ADA accessibility requirements, grass borders, and street trees.

The Presentation provided a recap of 2025 completed streets and streets that are need completion. Morse Street and Russell Avenue are completed and the punch list for each is under review. The North Beacon Street Bottleneck Program is under construction and it is estimated to be completed in the spring 2026. The source of funding for these projects includes city funds acquired through borrowing, mitigation funds, that is funds from agencies like the MWRA or developers, or a combination of both. It was noted that the various phases of the Arsenal Street reconstruction, which was funded in part by mitigation money from developers, lasted three years. And there still remains a number of elements of the project that need to be completed. In addition, DPW reported that the 14 signals on Arsenal Street are being coordinated (adaptive signaling) to facilitate the steady flow of traffic. There was discussion of the North Beacon Bottle Neck Program which has also taken three years. The project, which is funded by a grant, will not be affected by future plans related to the renovation of Watertown Square. Finally, there is concern about the bump out at the corner of Arsenal Street and Walnut Street. DPW is in the process of reviewing that situation.

LOCAL ROAD CONSTRUCTION PROJECTS

The Presentation included the recommendations that the following streets be selected for full depth reclamation in 2026 - in the Cottage Street neighborhood – Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, and Hearn Street – as well as Winter Street and potentially Brigham Street and Appleton Terrace. Brigham and Appleton are bid alternate projects which means that their inclusion for 2026 will depend on funding and other factors as the bidding

process evolves. The bids for this construction will be put between November 2025 and January 2026 which is the most competitive bidding period and can result in lower bids.

It was noted that the streets in the Cottage Street neighborhood are relatively short and narrow streets and will pose challenges to implementing the typical elements of full depth road reconstruction such as concrete sidewalks, ADA accessibility requirements, grass boards and street trees. There was also concern about driveway curve cuts and related safety issues. How to proceed and address these concerns will be determined during the engineering design phase of the project.

CONNECTOR ROADS/LONGER STREETS PROJECTS

Similar to last year, there were no new recommendations for full reconstruction of Connector Roads/ Longer Street projects since funds have already been approved for the streets listed below. Other than Morse Street, these streets are in the early stages of the process.

- As mentioned, **Morse Street** is in the punch list stage.
- The borrowing for **Fifth Avenue** was done in FY23. Invitations for Bids (IfB) are planned for November 2025 with construction to follow in the spring of 2026. Please note that Director Brady amended the IfB to October 2025.
- The borrowing for **Springfield Street and Forest Street** was done in FY24. While construction was to begin in the spring of 2025. At this time the design phase is 50% complete with the hope that 75% will be completed by Halloween.
- The borrowing for **Riverside Street** was done in FY25 and construction was to begin in the spring of 2026. While this may still be possible, at the present time the design development/coordination is only 25% complete.

There was concerned that these projects have been in the works for some time and it is disappointing that the progress is so slow. Please review the WCAT recording for an update by DPW why the timeline for the completion of these projects has been extended. - It was noted that some of the connector roads/longer street projects cost more than originally estimated and this resulted in some reallocation of the funds that have already been approve from one year to another year. It was also noted that cost of road work is raising, with estimated costs, including stormwater work, reaching \$1,000 per foot.

The presentation ended with a brief review of the status of capital projects including plans for Watertown Square, engineering and landscaping design of the Arsenal Street Corridor Study, the MassDOT design and funding for the Galen Street/Nonantum Road/Watertown Street intersection, and the reconstruction of Mt. Auburn Street.

PUBLIC COMMENT

There was extensive public comment from both those residents at the meeting and those on zoom.

Green Environment – a representative of Trees for Watertown requested that during the process of road maintenance, repair, and reconstruction there be a priority given to protecting the existing tree canopy and that when installing new trees the latest best practices be employed.

- **Herson Street** – A resident, who explained that she has spoken to other residents, raised concern about the disrepair of Herson street and its sidewalks. Residents have been advocating for reconstruction of the street for over three and a half years, beginning in May of 2022. It was noted that long-term residents of the street, those living on the street 25 – 30 years, say street repairs have never occurred during the time they have lived there. The residents have raised safety concerns, both for elderly residents and the children attending a daycare facility, related to the difficulty walking on the sidewalks as well as in the street. There was also concern about gas leaks. In addition, residents were disappointed that a couple of years ago mature trees were removed, without resident notice. The reason given was that the trees would not survive planned street repairs. However, these repairs have not happened as of this committee meeting.

DPW Response - Herson is scheduled for mill and overlay in the spring of 2026. Design has been completed and Chapter 90 monies will be used to fund the project. DPW is not responsible and does it monitor public underground utilities such as gas line repairs. However, they will coordinate with, in this case National Grid, to be assured that there are no plans to upgrade the service before beginning the mill and overlay. DPW will also survey the sidewalks and replace panels that are step hazards and/or do not meet ADA accessibility requirements before beginning the mill and overlay activity. DPW believes the repair activities will extend the life of the street for 15 years.

Summer Street/Fayette Street/Forest Street – There was extensive discussion of the situation on these streets. Residents at the meeting and on-line expressed a litany of concerns, including the need to redesign and reconstruct the streets and the installation of traffic safety measures. They wished that this be a priority for DPW and the Traffic Commission. Below are only some of the key points.

-Summer Street is major thorough fare leading to downtown Watertown. For example, it is estimated that there are 20,000 vehicles traveling on Summer Street per week.

- Fayette Street also experiences high volume, particularly during peak hours. Data shows that speeding is a major concern on both streets. During peak hours vehicles can travel between 40 and 60 miles per hour and during off peak hours, speeds can range from 60 to 90 miles per hour.

- Parking on both sides of the street and sometimes on the sidewalk significantly narrows these streets and there are few stop signs and no speed bumps. This situation increases the potential for accidents.

- The predominate concern raised by these and other issues, such as drag racing, is safety. The safety of pedestrians, particularly children and seniors, was mentioned by all the residents who spoke about these streets during the public comment period.

It should be noted that the Committee received many emails from residents of Summer Street, Fayette Street, Forest Street and Herson, as well as a slide show presentation analyzing traffic data. These are attached to the minutes.

DPW response – While not in the present list of connector roads/longer street projects recommended for funding in 2026, it is the intention of DPW to recommend Summer Street and Fayette Street for the next major design effort. DPW would come forth with a recommendation at a committee meeting, tentatively scheduled for October 2026, to use FY27 funds for construction of Summer Street, and

potentially of Fayette Street, that would take place in 2028. Design work for these two streets will occur in FY26 and be paid for with Chapter 90 money.

Following this discussion the Committee and DPW reviewed the various loan orders for connector roads/longer street projects and the how the funds would be used.

- FY26 money for connector roads/longer street projects, an agenda item for this meeting, would be used for completing the construction of Forest Street and Springfield Street.

- FY27 money for connector roads/longer long streets projects, would be earmarked for construction of Summer Street and possibly Fayette Street as noted above in the DPW's response to public comments. However, the first priority would be Summer Street with Fayette being a bid alternate. If there is no money for Fayette, it would be pushed to FY29 for construction.

RECOMMENDATIONS OF THE COMMITTEE

Councilor Palomba made the following motion that was seconded by Councilor Feltner and passed 3-0.

The Committee recommends that the full Council approve the loan order of \$2.875 million for the construction of the following streets - Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

Councilor Feltner made the following motion that was seconded by Councilor Palomba and passed 3-0.

The Committee recommends that the full Council approve the loan order for \$2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

While the following decision by the committee does not require a formal vote, the committee agreed to endorse the DPW plans dedicate future FY27 money for Spring Street and if possible, Fayette Street.

There were committee requests, concerns, and decisions:

- Request to DPW for a list of the streets that are scheduled to be repaired via mill and overlay.
- Request to DPW that design work for Summer, Fayette, and Forest Streets be coordinated and that recommendations from the Traffic Commission for traffic, pedestrian, and bicycle safety be included in the design.
- Concern about and the need for more sidewalks and curbing on streets to address safety issues, environmental priorities, green space, tree planting, and related issues.
- Decision to make a referral for another meeting of the Committee on Public Works to discuss the resolution in the latest CIP to update the standing recommendations for capital improvement projects.

Agenda Item B. Review and Make Recommendations on the FY2026 Capital Improvement Plan item #44: Policy guidance and plans for the FY26 \$390,000 Chapter 90 Fair Share Amendment Appropriation.

Points made during the discussion of this agenda item.

- There was a typo in the CIP and in the agenda regarding the money that was available in FY24. The published figure was \$390,000 while the correct figure is \$309,000.

- Watertown received \$309,000 Fair Share funds in FY24 and \$167,000 in FY25. These funds were allocated for Main Street Bus Stop and Crosswalk Improvements as described in the MBTA and Watertown Memorandum of Understanding. This project is in the process of being completed.
- At this time, the Department of Transportation has not calculated how much Fair Share money will be allocated to cities and towns and there is no information about when the decision will be made. However, it was agreed that the committee and DPW should move forward with the understanding that Watertown will get some money.
- There was discussion of two possible projects for how funds might be used including:
 - o installing Rapid Flashing Beacons, with a cost estimate of \$100,000 per Beacon, at the Police Station and the intersection of School Street and Belmont Street, and
 - o installing ADA transition ramps as well as repairing ramps that are in disrepair. The rough estimate for the installation of an ADA compliant ramp was \$4,000.

The idea of installing more granite curbing was voiced, but the estimated cost of installing granite curbing is \$100/linear foot. The cost made this suggestion impractical.

The discussion concluded with the Committee asking DPW to create a list of possible projects and the cost of those projects so that when the Fair Share money is allocated, the committee would be prepared to hold a meeting to evaluate potential projects.

Councilor Palomba made a motion to adjourn which was seconded by Councilor Feltner and passed 3 – 0. The meeting concluded at 8:47 PM and the minutes were prepared by Councilor Palomba.

Vincent J. Piccirilli, Jr.,
Chair

Lisa J. Feltner
Vice Chair

Anthony Palomba,
Secretary

FY2026 Road Program



Public Works Subcommittee Presentation
October 22, 2025

Agenda

- Road Program Goals
- 2025 Road Reconstruction Update
- 2026 Road Reconstruction List
- Capital Projects and Planning
- Complete Streets Update
- Planning, Design & Construction
- Summary



Road Program Goals

Key Facts & Considerations

- 72 centerline miles of City roads
 - 55 miles of residential roads
 - Average width of residential roads is 25 feet
- Anticipated Construction Season Impacts
 - ~3,000 feet of water main replacement
 - ~2,600 feet of sewer main rehabilitation
 - ~1,000 feet of drain replacement / Over 25 Infiltration Trenches
 - ~10,000 feet of gas main replacement by National Grid
- Pavement Management
 - ~3,000 feet of road reconstruction
 - ~4,000 feet of sidewalk rehabilitation
 - ~5,000 feet of mill & overlay
- **City-Wide Pavement Condition Index: 66**
- **Total Work Backlog: \$75+ million**

Road Program Goals

Road Reconstruction Progress

Maintenance Summary (PCI Score Range)

Defer Maintenance (90-100)

Preventative (70-89)

Rehab (30-69)

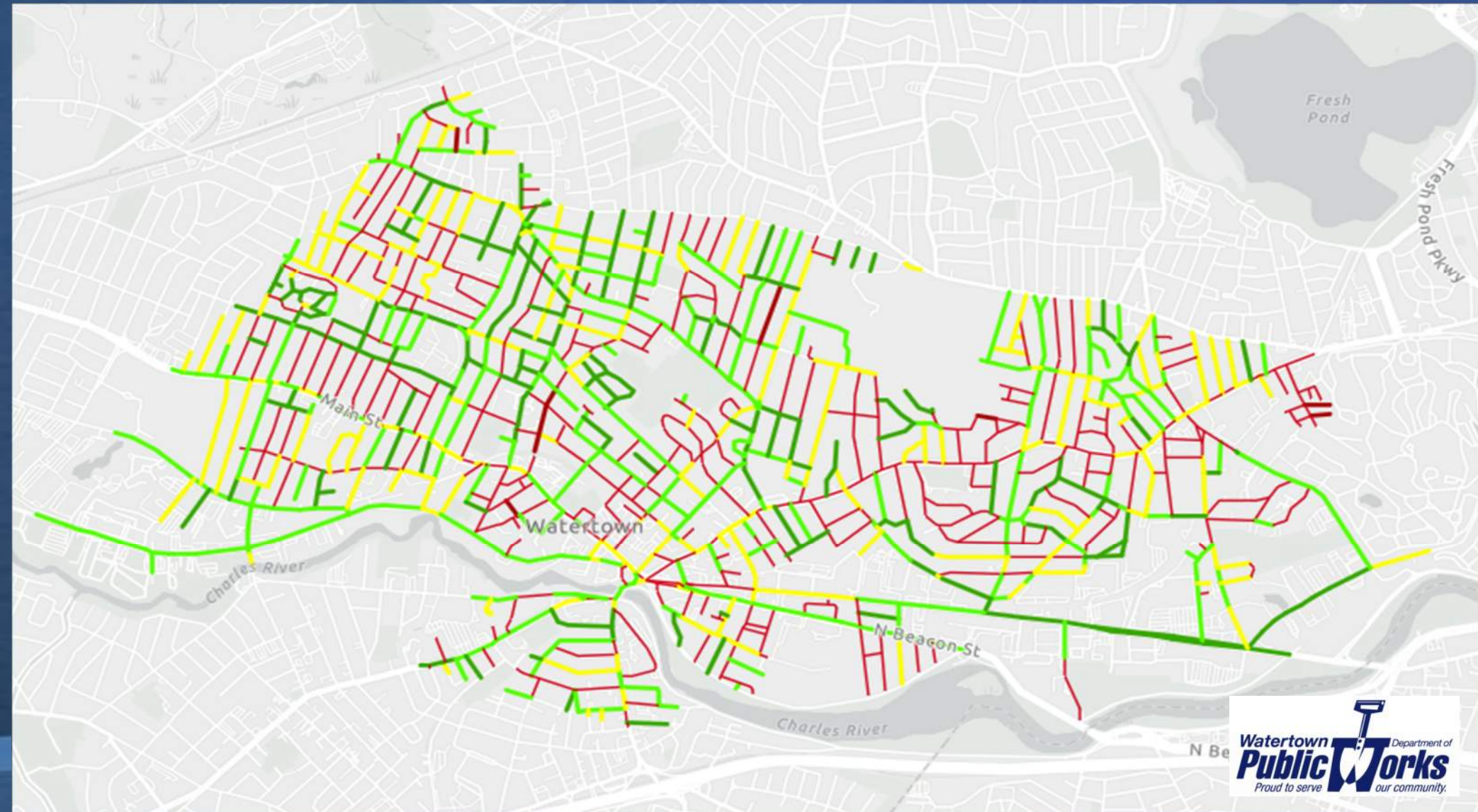
Reconstruction (1-29)

No Evaluation (0)

Building

Open Space

Massachusetts Town Boundaries



Road Program Goals

Program Activities

● Maintenance and Repair

- Mill and overlay repairs
- Full depth patch repairs
- Crack sealing
- Sidewalk reconstruction

● Road Reconstruction

- Road Reclamation
- Mill and overlay



Road Program Goals

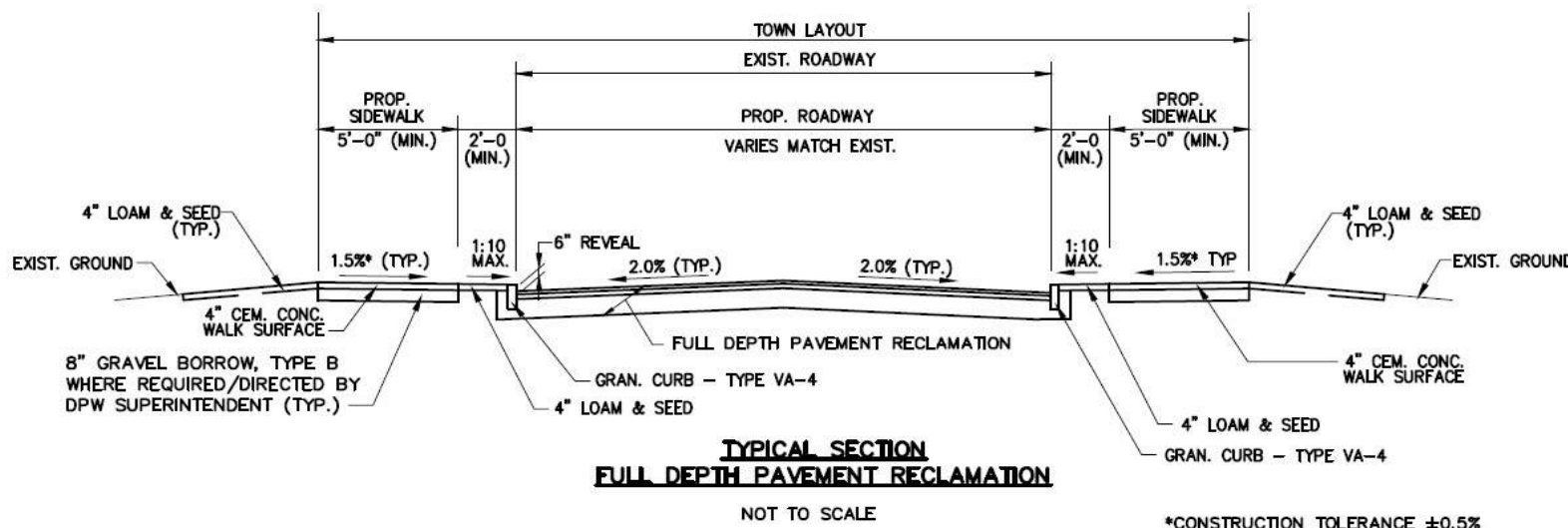
Maintenance, Repair & Reconstruction

- Provide a variety of maintenance treatments to prolong the useful life of less deteriorated roadways
- Coordinate road reconstruction activities with capital planning and utility work
- Seek long term planning and alternative funding for large-scale projects
- Improve accessibility and safety for all users by using “Complete Streets” principles

Road Program Goals

Typical Elements of Road Reconstruction

- Road reclamation and paving
- Drainage repairs
- Curbing
- Concrete sidewalks
- ADA Accessibility
- Grass borders and street trees



2025 Road Reconstruction Recap

Completed Streets and Remaining Construction

- Morse Street – Long Street and Connector
- Arsenal Street Phases A, B, D, & F – Mitigation
 - Arsenal Street Phase A
 - Arsenal Street Phase B
 - Bus Lane Addition on Arsenal Street
 - School Street & Dexter Avenue
- Russell Avenue – MWRA Mitigation & City Funds
- Bellevue Road – MWRA Mitigation & City Funds
- North Beacon Street Bottleneck Program

2025 Road Reconstruction Update

Morse Street



Morse Street - Before



Morse Street - After

Complete – Punch list under review

2025 Road Reconstruction Update

Arsenal Street Phase A & B, D, and F



Arsenal St Ph A&B - Before



Arsenal St Ph D - Before



Arsenal St Ph F - Before



Arsenal St Ph A&B - After



Arsenal St Phase D - After



Arsenal St Ph F - After

2025 Road Reconstruction Update

Russell Avenue



Russell Avenue - Before



Russell Avenue - After

Complete – Final punch list review and closeout underway

2025 Road Reconstruction Update

Bellevue Road



Bellevue Road - Before



Bellevue Road - After

Complete – Final punch list review and closeout underway

2025 Road Reconstruction Update

North Beacon Street Bottle Neck Program



Under construction – Est. Completion
Spring 2026

2025 Road Reconstruction

Utility Coordination & Capital Planning

- Water main replacement program
 - Implement approximately 3,000 linear feet of water main replacement
- Sanitary sewer and storm sewer repairs
 - Proceed with due diligence for CIP Phase 4 and 5
- National Grid plans to complete about 10,000 linear feet of gas main replacement in CY 2026 with approximately 12,000 linear feet of total repairs in design development

2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

- Chapman Street with water main replacement

2026 Road Reconstruction List

Proposed Streets

● Cottage Street Neighborhood

- Cottage Street
- Sawin Street
- Rifle Court
- Lyons Street
- Sexton Street
- Cottage Lane
- Molloy Street
- Hearn Street

● Winter Street

● Brigham Street

- Bid Alternative

● Appleton Terrace

- Bid Alternative

2024 Road Reconstruction List

George Street



George Street

- Gas main replaced; water main replaced
- Lack of curb, sidewalks in poor condition
- Multiple cross & mainline trenches

Approximately 1,000 feet long– 24 feet wide

2024 Road Reconstruction List

Bromfield Street



Bromfield Street

- Gas main replaced; water main replaced
- Lacks consistent curb
- Significant cracking and spalling

Approximately 1,200 feet long – 24 feet wide

2024 Road Reconstruction List

Mangano Court



Mangano Court

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Sidewalks in poor condition
- Significant cracking, spalling, and potholes

Approximately 350 feet long – 24 feet wide

2024 Road Reconstruction List

Grandview Avenue



Grandview Avenue

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Cracking and spalling

Approximately 500 feet long – 24 feet wide

2024 Road Reconstruction List

Dwight Street



Dwight Street

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Cracking and spalling

Approximately 250 feet long – 24 feet wide

2025 Road Reconstruction List

Poplar Street



Poplar Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- No curb

Approximately 700 feet long – 24 feet wide

2025 Road Reconstruction List

Pequossette Street



Pequossette Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- No curb in most areas, asphalt berm curb sporadic

Approximately 900 feet long – 24 feet wide

2025 Road Reconstruction List

North & South Irving Street



North and South Irving Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- Granite curb located sporadically

Approximately 1,200 feet long – 24 feet wide

2025 Road Reconstruction List

Green Street



Green Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- Granite curb located sporadically

Approximately 1,100 feet long – 24 feet wide

2026 Road Reconstruction List

Cottage Street



Cottage Street

- Gas main replaced; water main replaced
- Curbing and sidewalk varies
- Multiple cross & mainline trenches

Approximately 1,000 feet long– 20 feet wide

2026 Road Reconstruction List

Sawin Street



Sawin Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 500 feet long – 15-20 feet wide

2026 Road Reconstruction List

Rifle Court



Rifle Court

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 150 feet long – 16 feet wide

2026 Road Reconstruction List

Lyons Street



Lyons Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 350 feet long – 14 feet wide

2026 Road Reconstruction List

Sexton Street



Sexton Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 275 feet long – 15 feet wide

2026 Road Reconstruction List

Cottage Lane



Cottage Lane

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 200 feet long – 15 feet wide

2026 Road Reconstruction List

Molloy Street



Molloy Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 300 feet long – 15 feet wide

2026 Road Reconstruction List

Hearn Street



Hearn Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 350 feet long – 13 feet wide

2026 Road Reconstruction List

Winter Street



Winter Street

- Gas main replaced
- Curbing and sidewalk varies
- Significant cracking and spalling

Approximately 1100 feet long – 20 feet wide

2026 Road Reconstruction List

Brigham Street – Bid Alternate



Brigham Street (Bid Alt.)

- Iron gas main; water main good
- Curbing and sidewalks vary
- Significant cracking and spalling

Approx. 700 feet long – 24 feet wide

2026 Road Reconstruction List

Appleton Terrace – Bid Alternate



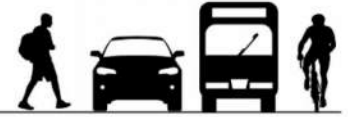
Appleton Terrace (Bid Alt.)

- Iron gas main; water main ok
- Some curbing, sidewalks both side
- Significant cracking and spalling

Approx. 200 feet long – 24 feet wide

Capital Projects

Mount Auburn Street
A Complete Streets Project



- Watertown Square
- Long Streets / Connectors
 - Fifth Ave – IFB November 2025
 - Springfield Street – 50% Design Complete
 - Riverside Street – 25% Design Complete
- Mount Auburn Street MassDOT TIP



Capital Projects and Planning

Watertown Square

- Proceed with Engineering and Landscaping Design of Arsenal Street Corridor Study for Watertown Square
- MassDOT design and funding for Galen Street/Nonantum Road/Watertown Street intersection



Capital Projects and Planning

Long Street / Connectors

- Morse St – Punch list wrapping up.
- Fifth Ave – Invitation for Bids planned for November, construction to follow in the spring of 2026.
- Forest St & Springfield St – In design development/coordination, 50% complete.
- Riverside St – In design development/coordination, 25% complete, survey performed.

Capital Projects and Planning

Mt. Auburn Street

- Construction is ongoing, completion estimated for November 2027
 - Contract Expiration: April 11, 2028
 - Utility and signal work ongoing with sidewalk and curb installation
 - Drainage and tree trench work is underway
 - Paving to continue in sections until the winter moratorium.



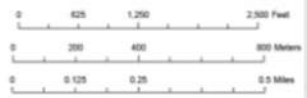
www.mountauburnstreet.com

FY2026 Construction Season Plan of Anticipated Work



- ROAD PROGRAM PHASE 1 (FY24)
- ROAD PROGRAM PHASE 2 (FY25)
- ROAD PROGRAM PHASE 3 (FY26)
- ROAD MILL & OVERLAY (FY25)
- NATIONAL GRID GAS (FY26)
- WATER CIP3 (FY26)
- SEWER CIP4 (FY26)
- STORMWATER IMPROVEMENTS (FY25)
- BOTTLENECK PROGRAM (FY25)

Watertown, MA
2026 Construction Season
 Last Revised: 22 October 2025



ACTON ST 81-82	ADAMS AVE 84-85	ALDRICH RD 44	ALFRED RD 83	AMHERST RD 84	ANDREW ST 81-82	APPLETON ST 85	ARLEN RD 84	ARTHUR TER 85	ARUNDEL TER 83	AUBURN CT 83	AVON RD 44	BAILEY RD 84	BANCROFT ST 82-83	BARRETT WALK 82	BARBARA TER 83-84	BARRETT CT 82-83	BATES RD 83	BATES RD EAST 84	BAY ST 84	C2-C3	C4	C5	C6	C7	C8	C9	D0	D1	D2	D3	D4	D5	D6	D7	D8	D9	E0	E1	E2	E3	E4	E5	E6	E7	E8	E9	F0	F1	F2	F3	F4	F5	F6	F7	F8	F9	G0	G1	G2	G3	G4	G5	G6	G7	G8	G9	H0	H1	H2	H3	H4	H5	H6	H7	H8	H9	I0	I1	I2	I3	I4	I5	I6	I7	I8	I9	J0	J1	J2	J3	J4	J5	J6	J7	J8	J9	K0	K1	K2	K3	K4	K5	K6	K7	K8	K9	L0	L1	L2	L3	L4	L5	L6	L7	L8	L9	M0	M1	M2	M3	M4	M5	M6	M7	M8	M9	N0	N1	N2	N3	N4	N5	N6	N7	N8	N9	O0	O1	O2	O3	O4	O5	O6	O7	O8	O9	P0	P1	P2	P3	P4	P5	P6	P7	P8	P9	Q0	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	R0	R1	R2	R3	R4	R5	R6	R7	R8	R9	S0	S1	S2	S3	S4	S5	S6	S7	S8	S9	T0	T1	T2	T3	T4	T5	T6	T7	T8	T9	U0	U1	U2	U3	U4	U5	U6	U7	U8	U9	V0	V1	V2	V3	V4	V5	V6	V7	V8	V9	W0	W1	W2	W3	W4	W5	W6	W7	W8	W9	X0	X1	X2	X3	X4	X5	X6	X7	X8	X9	Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Z0	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	Z9
----------------	-----------------	---------------	--------------	---------------	-----------------	----------------	-------------	---------------	----------------	--------------	------------	--------------	-------------------	-----------------	-------------------	------------------	-------------	------------------	-----------	-------	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Questions?

2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

- Chapman Street with water main replacement

2026 Road Reconstruction List

Proposed Streets

● Cottage Street Neighborhood

- Cottage Street
- Sawin Street
- Rifle Court
- Lyons Street
- Sexton Street
- Cottage Lane
- Molloy Street
- Hearn Street

● Winter Street

● Brigham Street

- Bid Alternative

● Appleton Terrace

- Bid Alternative



Urgent request for Hersom St rehabilitation and pavement

From Y D <ydaikh1@gmail.com>

Date Fri 10/10/2025 12:11 PM

To DPWDept <dpwdept@watertown-ma.gov>; Lisa Feltner, Councillor <councillorfeltner@gmail.com>; Palomba, Anthony <councilorpalomba@gmail.com>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Hello Mr Brady, Mr Glide, and Councilors Feltner, Palomba, and Piccirilli,

I am requesting, on behalf of my family and my Hersom St. neighbors, that the City of Watertown immediately add Hersom St to the list of streets to be repaved and rehabilitated in 2026.

We understand that the choice of streets to be put on this list will be made imminently.

We have been requesting this for several years now.

The road has been in terrible shape for many, many years and it continually deteriorates.

To begin with, we were told by the DPW that this work was scheduled in 2022.

This was the answer given to us immediately after three of the shade trees from our end of the street were cut down in May 2022.

To give you more background information, these trees were cut down without warning (no public or personal notifications, as we all understood to be the City procedure).

The following day the stumps were grinded out, again without warning.

After many phone calls, we were told that the City was preparing to do the road work, and that someone had decided that the trees would not survive this work and needed to be cut down in advance of this work.

We residents of Hersom St were traumatized by these removals, and still feel distress and dismay over those actions and the response of the City since then.

We are a close-knit community of responsible homeowners and renters, who take good care of our properties, who had cherished and cared for the trees we had, and who feel that we are due to have a safe and decent-looking street, like many of those in our part of the City.

The removal of the trees, and the lack of repair, has made our street ugly, rendered it devoid of shade in the hot summer months since then, and has made many of our grass verges perpetually vulnerable to wash-out during heavy rains. Sink holes have opened up, we have had gas leaks, etc. Each time, it was like pulling teeth to get the road serviced by the City, with only patchwork offered, and no comprehensive repair.

Furthermore, the removed trees showed no obvious sign of decay as they were cut down, as witnessed by many neighbors.

In the case of the tree just in front of our house, the crew actually broke our retaining wall in the process of the tree's removal; we struggled for almost three years to gain some accountability with this, from the City and its insurance company, and then from the contractor and their insurance company, all to no avail.

It is true that since then, after very many, many requests from several of us to the City, immature trees were put in a couple of these places, but as you know, they cannot replace mature healthy shade trees.

Meanwhile, the street has continued to deteriorate.

We feel that it is only fair that Hersom St will finally be repaired in 2026.

The communications pertaining to the above with the City officials, can be found in the public records.

Can you please assure us that Hersom St. will finally get on the list for repavement and rehabilitation during the 2026 calendar year?

Thank you for your consideration,
Yasmin Daikh
17 Hersom St.
Watertown



Fayette Street Curb Request

From Kelly Kurlbaum <kkurlbaum@gmail.com>

Date Tue 10/14/2025 1:27 PM

To Palomba, Anthony <apalomba@watertown-ma.gov>

Cc Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Sam Garwin <sgarwin@gmail.com>

Kelly Kurlbaum

152 Fayette Street

Watertown, MA 02472

kkurlbaum@gmail.com

October 14, 2025

To: Committee on Public Works/ Watertown Public Works Department

Subject: Request for Traffic-Calming Measures to Reduce Speeding and Increase Safety on Fayette Street

Dear Committee on Public Works,

I am writing as a concerned resident of Fayette Street to request the installation of traffic-calming measures—such as speed humps, curb extensions, or other curb modifications.

Our community has noticed an ongoing problem with vehicles exceeding the posted speed limit, particularly early mornings, late evenings and during rush hour. This has created safety concerns for pedestrians, cyclists, and especially children and pets in the area. The street's current design encourages through-traffic and higher speeds, which makes it difficult for residents to feel safe walking, biking, or even backing out of driveways.

As you know, Fayette Street is a wide street with no curbs which allows parked cars to extend onto sidewalks, not only blocking the ability of neighbors and students to safely use sidewalks but encourages speeding due to wide roadway and lack of stop signs. We have had several instances where my kids have had to walk into the street because cars are parked on our sidewalk in order to get to the Middle School.

Curb extensions, speed cushions, or similar measures would not only help slow down traffic but also improve visibility and encourage safer driving behavior. Curbs would force parked cars to remain on the street leaving sidewalks fully accessible and serve as a calming measure to naturally slow traffic. I

believe this improvement would greatly benefit both residents and those passing through our neighborhood.

I kindly ask that the City seriously review these conditions on Fayette Street and strongly consider installing appropriate safety measures. I have spoken to Sergeant Sampson several times and although they've temporarily added a radar speed sign and claimed no major findings, I don't believe that's the case. I was recently made aware that an initial finding from speed signs has a maximum recorded speed at 98mph. There should be no street in our town which is designed in a manner to even allow a vehicle to reach 98mph. This clearly illustrates that measures must be taken to make our streets safer for everyone.

Thank you for your time and attention to this matter. I look forward to your response and am happy to provide additional information or participate in any neighborhood discussions if needed.

Sincerely,

Kelly Kurlbaum



Sergey&Angela Sian (43 Forest St, Watertown) story to the Committee on Public Works on 19oct2025

From ssian@rcn.com <ssian@rcn.com>

Date Sun 10/19/2025 6:35 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>; Angela Angela <agsi65@yahoo.com>

3 attachments (11 MB)

6101_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 95f7_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 5741_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg;

To whom it may concerned:

Our names are Sergey and Angela Sian and we have been a residents of 43 Forest St. in Watertown since 2002.

Recently we started to get cautious about safety of our neighborhood. There is a Middle School just a block away from our house and a lot of kids are walking down Summer street without paying much attention to the speeding cars. We believe it has to be considered if we want to keep our beautiful neighborhood safe (speed bumps, speed limits, no commercial trucks, etc.).

Also, we have a lot of cars parked on the sidewalk of Forest street too close to the intersection with Summer street (see attachments). Cars are parked very tightly on both sides of the quite narrow Forest street, and driving between

them makes the drivers to miss the stop sign on the corner where there were many car accidents. It creates problems not only for pedestrians but also for us, since out trash was left not picked up a few times because truck was not be able to reach the bins.

Please, put a sign preventing cars to park close to the intersection of Forest and Summer streets and consider addressing speed limits and no commercial trucks on Summer street.

Regards,
Sergey and Angela Sian







Fayette Street Traffic Comments

From Amanda Maynard <a.maynard6@gmail.com>

Date Tue 10/21/2025 12:38 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Dear Watertown City Counselors,

I am a Watertown resident at 8 Fayette Street and I have lived here with my family (spouse and now 5 year old daughter) since 2021. Prior to that, we lived at 107 Spring Street. I've been in this specific section of Watertown for 8 years now and have seen a lot of concerning traffic patterns.

I have often seen people speeding down this short stretch of Fayette, which has stop signs on either end. It's especially concerning when there are cars parked on both sides of the street that only allow enough space for one car down the center of the road at any given time. I find myself every year very grateful for the winter parking ban, which makes it a little easier and safer to back out of our driveway because parked cars allow for a larger field of view. That said, I'm not sure the street parking ban is the real solution to the problem of cars speeding down this road.

One day, I was backing out of my driveway, I looked to both sides multiple times before backing into the street, and by the time the rear of my car was in the road, a car that was going very fast had turned onto Fayette from Spring and laid on their horn. They had given me no space to keep backing up, so I had to pull back into my driveway to let them pass before leaving my house. The speed was not new. I see and hear cars zoom down the road regularly, but there was an aggression present as well that is inappropriate on small city streets.

I would love to feel comfortable with my daughter playing in our front yard, but sometimes I do worry about how fast cars are going. Our lot doesn't have any buffer between the sidewalk and the road, so if she is on the sidewalk doing chalk, it is very apparent how quickly cars are traveling and how unsafe it feels for a child to be that close to the road.

I urge Watertown to look into strategies to address high speeds and aggressive driving in this area. I know roadway redesigns can be challenging and take many things into account, so it may not be an easy or fast solution. However, I think it is valuable work to keep our community safe while also improving the ways that cars can navigate our streets safely.

Thank you for your time,
Amanda Maynard
8 Fayette Street



DPW vote on Summer & Fayette redesign

From Stephen Addonizio <saddoniz410@gmail.com>

Date Tue 10/21/2025 12:59 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hello Committee,

My name is Stephen Addonizio, I have lived on Fayette street for 6 years and many of you may know me from my time previously working in the city clerk's office.

I am writing in support of Samantha Garwins request to have Summer and Fayette streets included in redesigns.

I have actually written about fayette street a few times, and the most recently i had the opportunity to have conversations with sergeant samson about some traffic mitigating attempts. While those attempts worked at the time, since they have been relaxed the issues are still happening. I have personally seen many cars going well over the speed limit on Fayette street, which according to Ms. Garwins research showed someone was recorded as going 98mph. scary as this is a residential road which abuts the High school and middle school and also has a daycare facility on it. Also many cars park in the wrong direction and also double park making it nearly impossible to pass down the street.

This year in may my roommate who works for the City but i will not name was t-boned at the intersection of fayette and pearl streets as the driver going down pearl street was speeding and went through the stop sign. 2 months later at the same intersection i almost had the same thing happen but luckily i was farther through the intersection that the car missed me.

Please don't ignore the request of the residents who live on these streets, something needs to be done and our police force is busy enough that having an officer watching them is not the right solution.

Respectfully,

--

Stephen Addonizio (he/his)

Justice of the Peace

617-777-7116



Watertown Safe Streets: DPW vote on Summer & Fayette redesign

From Alissa Murgia <alissamurgia@gmail.com>

Date Tue 10/21/2025 1:35 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

Dear Vinnie Piccirilli, Lisa Feltner, Anthony Palomba, Thomas Brady, Tyler Glode, Zeke Mermell,

My name is Alissa Murgia, a new owner of 71 Winter St. as of May, 2025 and a resident since July 30, 2025.

I have witnessed fast moving cars in excess of the speed limit on Summer St as well as Winter St (appearing to cut through from Fayette St. to Summer St.) I walk across Summer St. regularly to go to the Library, Saltonstall Park Farmer's Market, CVS, the Dr. Paul Dudley White Path and it appears that most drivers are not expecting walkers in the neighborhood based on the speed at which they are driving. I am concerned for my safety and the safety of my visiting family members and friends and neighbors.

An issue I had noticed but was highlighted when walking down the Winter St. hill to the Watertown Town Faire on Sept. 13 with my niece and nephew (who are 8&6 yrs old) was that there are parts of Winter Street (on both sides of Summer Street) without a sidewalk which is dangerous due to the steep hill and limited visibility.

Additionally, during the morning commute hours cars are backed up bumper to bumper from Summer St @ Church Street to the Summer St. at Winter St. When taking one of my first walks as a new Watertown resident I thought that the safety of the intersection at Summer St and Winter St. would increase tremendously with a pedestrian crosswalk. I soon heard of other neighbors who have lived here for many more years than me who share the same safety concerns.

Please prioritize Summer Street as one of Watertown's next road projects.

Thank you for your service to Watertown and attention to this matter.

Regards,
Alissa Murgia

Sent from my iPhone



Traffic concerns on Summer Street

From Nyla Gislason <gislason2@comcast.net>

Date Tue 10/21/2025 2:11 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

Committee on Public Works

I am Nyla Gislason. I live in a duplex condo at the corner of Summer and Winter streets (105-107). I have lived here for 28 years.

I attended the Traffic Commission meeting last week. I heard Samantha Garwin's Watertown Safe streets survey report from residents and I had a chance to share my observations and concerns. Thank you for the opportunity to address you.

My traffic concerns are:

- 1) Large commercial semi trucks in out residential area that are very noisy and broken many branches from the trees on the boulevard
- 2) commuter traffic that makes getting out of my driveway safely, a challenge
- 3) Speeding cars. Stopped at the Church Street traffic lights, cars "gun it" and pick up speed in the two blocks to our corner. My guess is the next block to Whites is faster
- 4) Vehicles parked temporarily on Summer street (Amazon, UPS, Door dash, Landscapers) force cars to swerve around them. Two cars cannot meet, or pass safely around parked vehicles
- 5). Summer street is a major thoroughfare for public school children and public bus commuters. There is no crosswalk at Winter and Summer Street

Accidents that I have witnessed: (I don't have the dates; they were not in the last 3 years)

- 1). A car coming up the hill on Winter Street and was pulling out into Summer Street, was hit by a car speeding on summer street. The damaged car ended up on our boulevard between our two trees.
- 2) My neighbor at 107, Erin Cronin, was hit backing out of her driveway.
- 3). At least two single car accidents involved "hitting the stone wall" on the Winter Street corner
- 4). My neighbor, Larry Varn, said he had appealed for a 4 way stop at our corner after an older woman, dressed in black, was accidentally killed as she tried to cross the road at dusk. That was before I lived here.

Requests/ recommendations:

- 1). Ban large commercial trucks from Summer and Fayette Streets. 18 wheelers do not belong here
- 2) put temporary 4-way stop signs @ Winter, Spring and Whites streets as they cross Summer (until your final plan can be established)
- 3). Add a cross walk at Winter and Summer
- 4) Three years seems like along wait! Is there any way we can receive temporary help?
Or that the Summer and Fayette could receive priority status?

Thanks for your consideration! Nyla

Sent from my iPhone



Requesting Traffic Calming Measures for Fayette Street

From Liz Marino <emarino1021@gmail.com>

Date Tue 10/21/2025 3:04 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

 2 attachments (481 KB)

image1.jpeg; image2.jpeg;

Dear Members of the Committee on Public Works,

My name is Liz Marino, and I live at 181 Fayette Street. I've been a Watertown resident for over 12 years and have lived on Fayette Street since 2018. Over the past several years, I've seen our city make thoughtful progress toward safer, more livable streets, like the traffic calming measures added around the Hosmer when I lived on the East End. Unfortunately, Fayette Street has not kept pace with those improvements, and it has become increasingly unsafe for pedestrians, cyclists, and even drivers.

One of my favorite features of where I live is the proximity to so many local businesses, the Boys and Girls Club, the library, parks, City Hall, and our schools. Unfortunately, walking on our street or letting children ride bikes has become an exercise in vigilance. Many of us plan our routes around traffic patterns to avoid the worst stretches. It shouldn't feel dangerous to simply walk in one's own neighborhood.

The traffic on Fayette Street has grown noticeably heavier and faster in recent years. Cars frequently use it as a shortcut between Mt. Auburn and Main Streets, often accelerating well above the speed limit to make up time. I've seen several near accidents and actual collisions at the Fayette-Forest intersection and have often been woken from my sleep by speeding cars who drive full throttle down Fayette Street in the middle of the night.

Because curbs are lacking on the majority of Fayette Street, drivers often park their cars partially on the sidewalk. For those of us who live here, this situation affects daily life. Anyone with a stroller, wheelchair, or other mobility aid often has to walk in the middle of the street due to this.

I strongly urge the Committee to prioritize Fayette Street as one of its next road projects. Traffic-calming interventions such as raised crosswalks (especially at the Whites Ave intersection), curbs, one-sided street parking, and clearer signage would go a long way toward restoring safety and livability for everyone who uses this street. These measures would not only protect residents but also align with Watertown's broader goals of promoting safe, multimodal transportation and strong neighborhood connections.

Fayette Street is overdue for attention and addressing it now would demonstrate the city's continued commitment to making every neighborhood a safe place to live, walk, and drive.

Thank you for your time, your service, and your commitment to the people of Watertown.

Sincerely,
Liz Marino

Attachment: Pictures of broken tactile paving at the intersection of Fayette and Waverley, and asphalt that replaced the broken tactile paving on the opposite corner. This is a detriment to our blind and low-vision residents. I submitted this via the See-Click-Fix app (Request ID: #15876518) in January of 2024, followed up in July of 2025, and have not heard anything back.







Outlook

Prioritization of Summer Street for Redesign

From Sam Garwin <sgarwin@gmail.com>

Date Tue 10/21/2025 4:11 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

 1 attachment (4 MB)

Summer Street - PW Committee Meeting (Oct 22, 2025).pdf;

Dear Committee Members,

I am writing to urge the Committee on Public Works to prioritize Summer Street as the city's next road for complete redesign. When I moved to 139 Summer St. in December 2024 I had no idea how much the volume, speed, and type of traffic in my neighborhood would impact my quality of life and sense of safety. I've now spent the better part of a year documenting these issues, educating myself on potential solutions, and – most importantly – connecting with long-time residents who have been increasingly concerned for over a decade. With the upcoming changes to Watertown Square, I couldn't be more convinced that the time to act is now.

Summer Street represents an urgent safety crisis in the heart of Watertown. Although Summer Street is only 0.6 miles long, it sees an unusually high number of accidents – 15 in the period of June 2024-25 – and the frequency is increasing rapidly. The intersection of Summer and Spring Streets alone has experienced 5 accidents in two separate 12-month periods and is on track to do so again this year, meeting the federal threshold for traffic control intervention multiple times over. Ironically, Summer Street experiences these issues because it has *fewer* traffic calming and pedestrian safety measures than the Main Street it runs parallel to – and therefore is a popular choice for speeding commuters and commercial vehicles. It also has substandard sidewalks, deteriorating curbs, narrow lanes, and no shoulder.

The urgency is compounded by the upcoming Watertown Square renovation. Summer Street will be exceptionally vulnerable to even more increased cut-through traffic during the upcoming Watertown Square reconstruction. Without proactive intervention, we risk entrenching dangerous traffic patterns that will persist long after construction concludes. Every month we delay represents another month of preventable risk to the hundreds of children, seniors, and families who use this street daily to access the middle school Boys & Girls Club, public library, Linear Park, senior housing facilities, and multiple parks, playgrounds, and childcare centers.

Please designate Summer Street for full engineering assessment and complete redesign as one of the next "connector roads/longer streets" projects. Specifically, please consider:

- Traffic calming measures throughout the corridor, including raised speed tables, granite curbs, and bump-outs
- Installation of raised crosswalks and crossing requests signs at key intersections (Forest St, Whites Avenue, Winter Street)
- Restrictions on commercial traffic, particularly oversized vehicles like tractor-trailers

Attached you will find a presentation that provides additional data, resident testimonials, and recommendations.

Thank you for your consideration and your service to our community.

Respectfully submitted,

Samantha Garwin
139 Summer Street #2
sgarwin@gmail.com | 610-247-4934

Summer Street Safety

Committee on Public Works

October 22, 2025

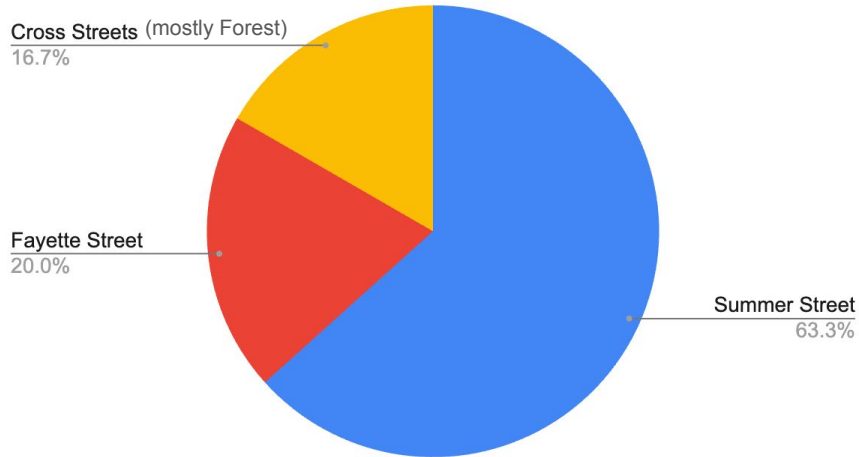
Samantha Garwin, 139 Summer St #2

sgarwin@gmail.com

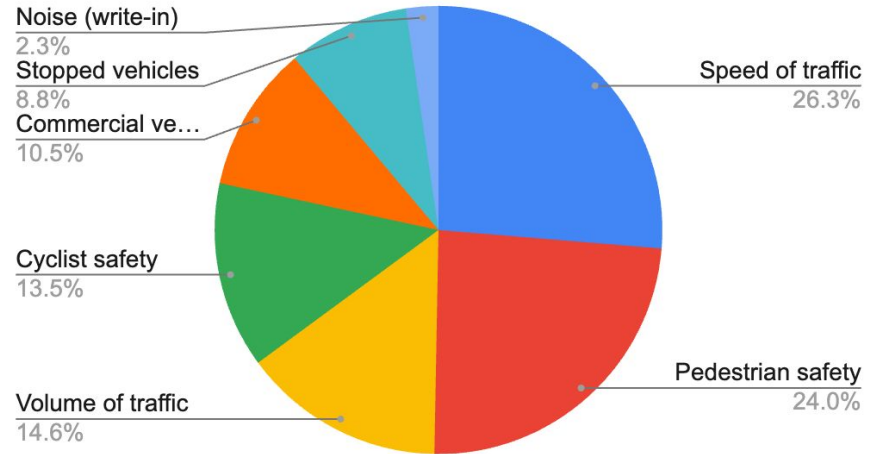
Summer & Fayette Resident Survey

- 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

Survey Respondents



Top Concerns



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



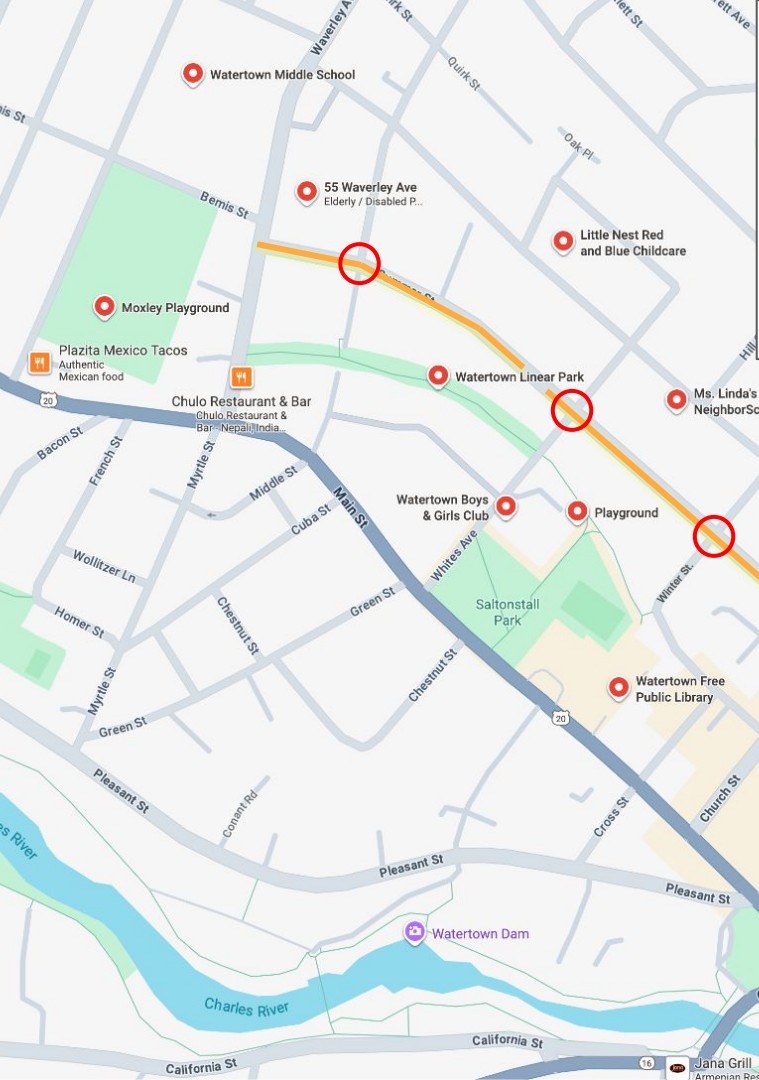
View looking West on Summer St. at Whites Ave

Speed, Volume, and Type of Traffic

- 250+ vehicles per hour during commuting hours = dangerous to cross or enter the street
- Speeding is the norm outside of commuting hours
- Tractor trailers are frequent; they drive fast, ignore crosswalks, and drive over the centerline



Trucks speeding down the center of Summer Street.



Summary of MVAs on Summer Street, Jun 2022 - Aug 2025				
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	1	2	0	0
Summer + Forest	0	0	0	0
	6	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)

Substantial Vulnerable Users

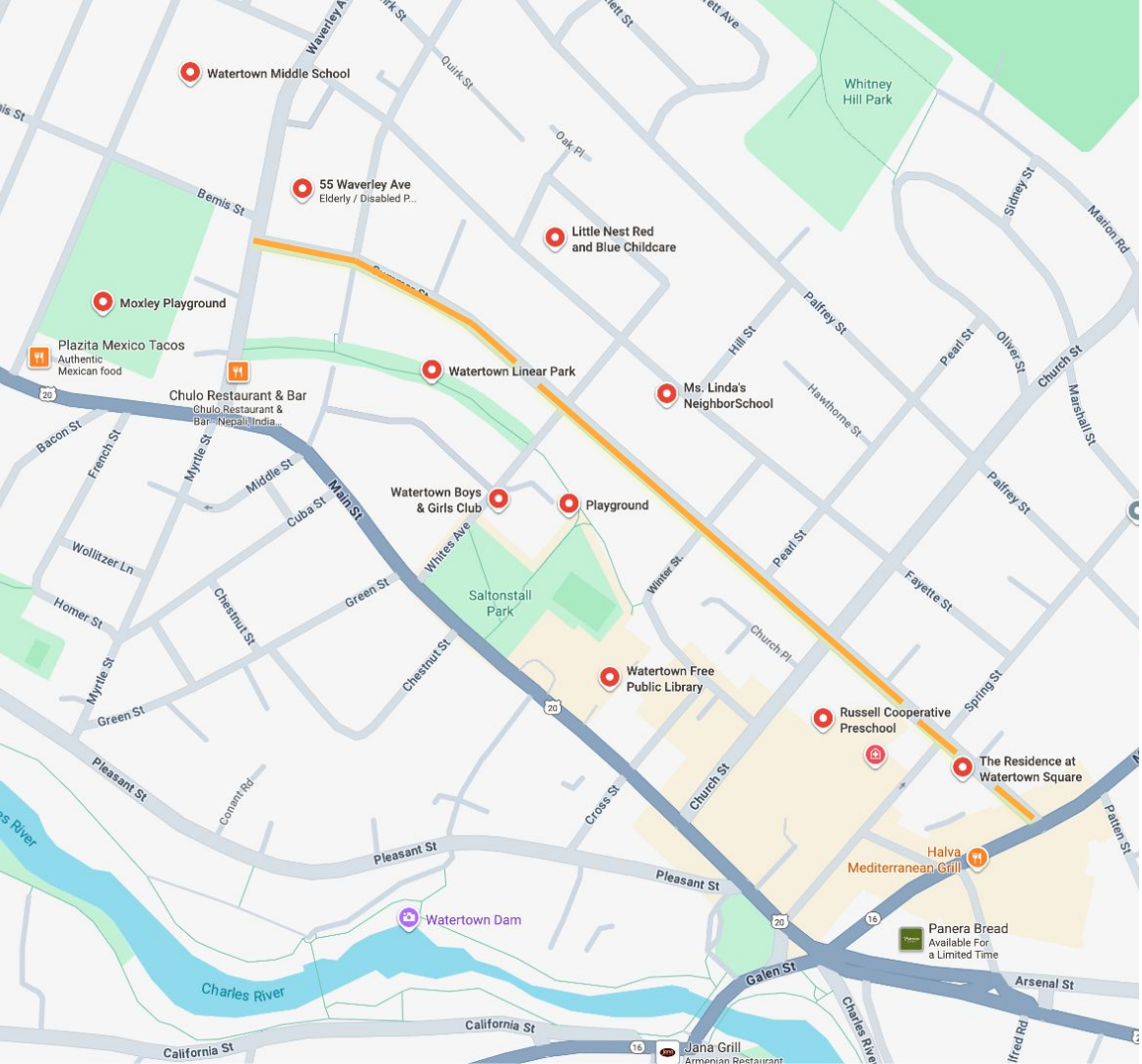
In just 0.6 miles, there are:

- 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 treatments that cue drivers to slow down.

40% of pedestrians struck by a car going 30 mph will die. At 20 mph, the fatality rate drops to 5% (Watertown Complete Streets). We are currently asking for a fatality.



Insufficient Road Design

Summer St. has substantially fewer traffic calming and pedestrian safety measures than Main St., despite it being a thickly settled residential street.

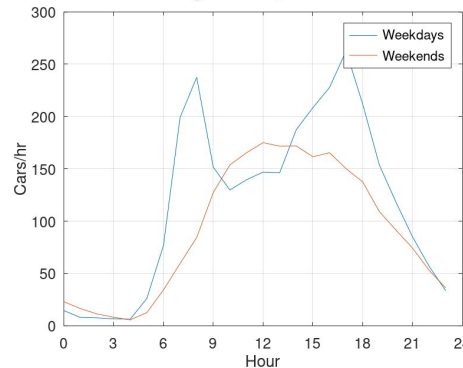
7 crosswalks + 2 traffic lights on Summer St.

vs.

10 crosswalks + 5 traffic lights on Main St.

This disparity **actively encourages** commuter and commercial traffic to use Summer St. and Fayette St. rather than proper arterial roads and connectors.

Average car rate, Summer St.



Summer St. has **minimal curbs, no shoulder**, and is only **23 ft. wide** curb-to-curb from Waverly to Church.

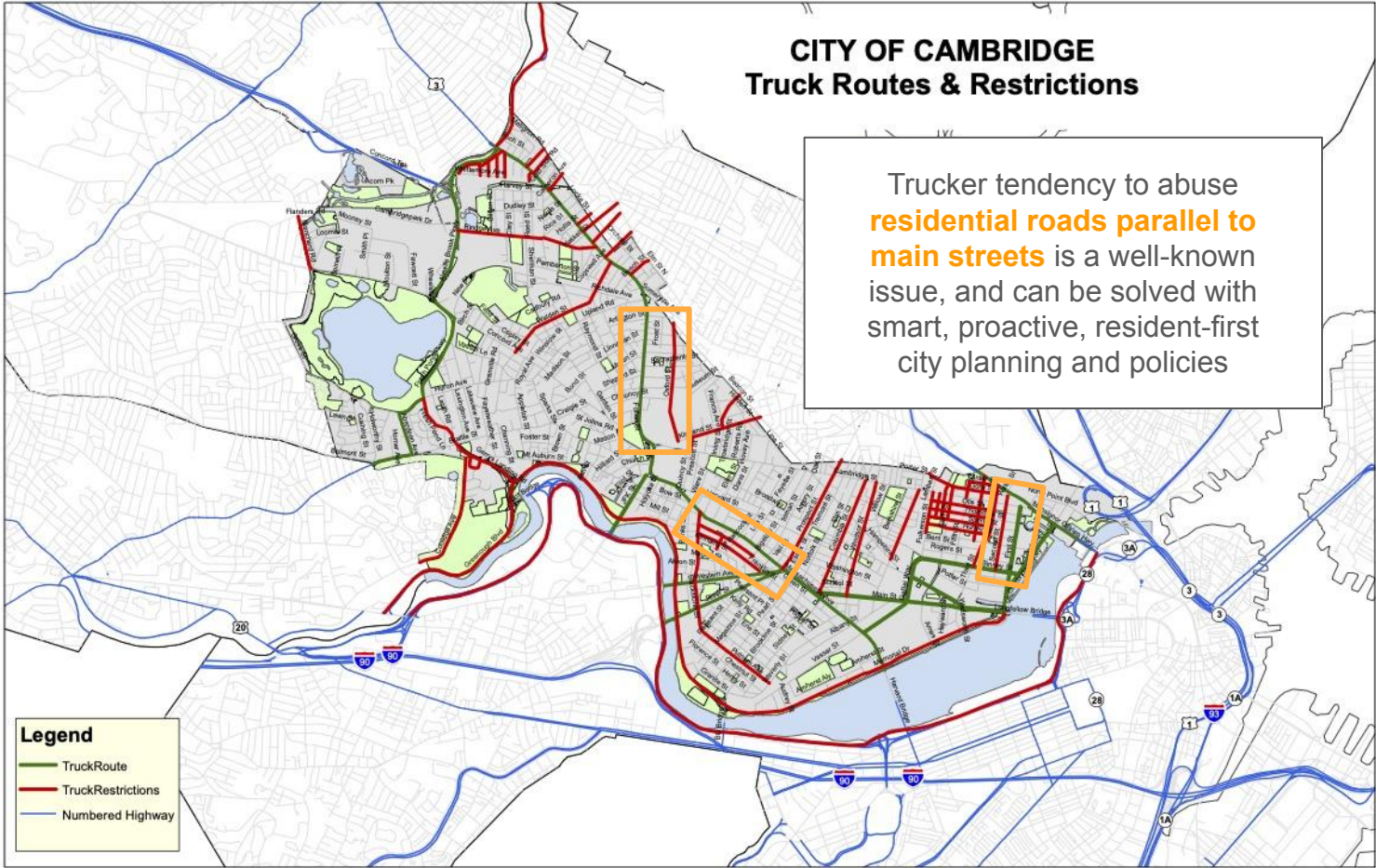


CITY OF CAMBRIDGE Truck Routes & Restrictions

Trucker tendency to abuse **residential roads parallel to main streets** is a well-known issue, and can be solved with smart, proactive, resident-first city planning and policies

Legend

- TruckRoute
- TruckRestrictions
- Numbered Highway



Requests for Committee on Public Works

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; Consider 4-way stop.
- **Waverly / Mt. Auburn** - Install *No Commercial Vehicles* or *No Trucks* signage

Medium Term

- Prioritize Summer Street as one of the city's next Long-Road Projects, redesigning it based on full engineering assessments
- Consider adding physical traffic calming measures, lowering the speed limit, and removing Summer St. from the "Primary" road classification
- 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.*



CPW - Considering improvements to Summer & Fayette streets

From Kirstin Butler <kirstinbutler@gmail.com>

Date Tue 10/21/2025 4:49 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

To members of the Committee on Public Works:

My name is Kirstin Butler and I live at 55 Forest Street, which is the section of Forest between Fayette and Summer Streets. We've been concerned about traffic on both streets for some time in my household, and really appreciate that the Committee is considering remedial action.

In the eight-plus years that I've lived at this address, I've personally witnessed multiple car accidents on Fayette Street. Most have been minor fender benders, but one during the last six months involved a car that was flipped over onto its roof, necessitating emergency services. My sense is that the accidents are a result of motorists driving too fast—cars often pass through at speeds exceeding what's safe for such a dense residential area—and low visibility where cross streets feed onto Fayette.

In addition, as the number of residents in Watertown increases but parking options remain fixed, more and more cars are parked along all of the streets in the section of Watertown where I live, further limiting visibility and making speeding even more consequential. Some sections of both Fayette and Summer also lack sidewalk curbs, leading cars that attempt to pass by each other in tight sections to drive up on what would otherwise be sidewalk. All of these elements increase hazards for pedestrians and motorists.

I would like to personally request that the Committee make addressing Fayette and Summer Streets a priority during its next round of road improvements. Installing speedbumps and/or four-way stops along both streets would really help moderate traffic, and make residents feel much safer when driving and walking in the neighborhood.

Thanks for your consideration, and I very much appreciate everything you do to keep Watertown such a great place to live.

Sincerely,
Kirstin Butler



Improvements to Summer and Fayette Streets

From Joshua Lawton <jtlawton@gmail.com>

Date Mon 10/20/2025 6:13 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

 1 attachment (17 KB)

Traffic Commission letter-2014.doc;

Dear Committee Members,

My name is Joshua Lawton, and I have lived at 51 Forest Street for twelve years, and in Watertown for more than twenty. Attached is a letter than I sent to the Watertown Traffic Commission in 2014 expressing concerns about pedestrian and driving safety around Summer and Fayette Streets. I did in fact attend the Commission meeting that November, and it was elucidating for me at the time. For example, I appreciate more than I did that crosswalks by themselves are not necessarily the best solution for any given roadway.

However, my child now attends Watertown Middle School, and I continue to be cognizant of road risks in this area of the city. While the hedge at the corner of Summer and Forest has gotten trimmed lower than it used to be, it is still quite common to find motor vehicles traveling well over the speed limit, especially along Summer Street, where there isn't legal on-street parking west of Church Street. While many drivers behave appropriately, crossing or turning onto or from these roads can be a stressful exercise, day or night.

I urge you to consider adding some combination of traffic calming measures, including those that can be found elsewhere in Watertown, such as raised intersections, additional marked crosswalks, curb extensions/neckdowns, and speed tables.

Thank you for your attention to this and for your service,
Joshua T. Lawton

Joshua Lawton
51 Forest Street
Watertown, MA 02472

November 4, 2014

Town of Watertown
Traffic Commission
Attn: Sergeant David Sampson
Re: Crosswalks near Forest Street/Linear Park

Dear Sergeant Sampson,

When my spouse and I moved to our present address, I was already aware that certain roads parallel to Main Street, including Fayette but especially Summer Street, carry a fair amount of traffic, being useful in circumventing the long lights and heavy traffic at the center of town. I would like to draw the Traffic Commission's attention to three busy places in particular where I think Watertown residents would benefit from having additional crosswalks.

The first is the intersection of Forest Street and Summer Street. Crossing Summer is fairly dangerous, because of the tendency of cars to speed slightly along the stretch between Whites Avenue and Waverly Avenue. A hedge on the odd-numbered side of Forest also makes it nearly impossible for drivers to see pedestrians approaching the intersection from the north, headed towards Linear Park.

The second place is the intersection of Linear Park and Whites Avenue. I think this is an obvious case, with a path designed for cyclists and pedestrians crossing a roadway, close to Main Street, with visually obstructing parked vehicles. The nearby presence of the Boys and Girls Club, First Path Daycare and playground at Saltonstall Park, and Linear Park's access from the Middle School to the Public Library and shopping areas around CVS would seem to provide additional incentive for a crosswalk.

Third, the intersection of Fayette and Forest streets has some visual obstruction from at least one direction. A resident frequently parks a large business truck on the south side of Fayette looking towards Waverly Avenue, making it very difficult (also because of the house and fence on that corner) for cars driving north at the stop sign on Forest Street to see any traffic heading east from the direction of Waverly. Crosswalks would alert drivers on Fayette to the approaching intersection where foot and vehicle traffic may emerge from both sides.

In the interest of full disclosure, these concerns arise in part from the fact that my family includes a small child, born last year. Furthermore, two of our immediate neighbors each have a child very close in age to ours, and another family in our own building is expecting one of their own next year.

(over)

However, as regular pedestrians and users of public transportation, we have noticed that there are many others who walk across the intersections mentioned above, with or without children, whether to work, bus stops, school, the library, the commercial areas of Watertown Square, etc.

The existence of parks such as Linear and Saltonstall is of great benefit to people of all ages. I think that access to these parks and general pedestrian and vehicle safety would be greatly enhanced by the addition of crosswalks as suggested. This comes to mind especially in light of recent Halloween activities, where we witnessed a fair number of young families crossing all of these streets in the dark, with close to the usual amount of vehicle traffic present.

Thank you again for speaking over the phone, and for your help. I hope that I can attend the November meeting of the Traffic Commission, in case I can address any questions you or others may have.

Warm wishes,

Joshua Lawton



Summer Street Redesign

From Darren Smith <darbos77@gmail.com>

Date Mon 10/20/2025 7:36 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hi,

My name is Darren Smith. Me and my wife Kim are professionals with a young 6 year old daughter. We have been living at 77 Summer Street for over 8 years now.

In that time, I have witnessed Summer Street go from a fairly busy connector street to a high-traffic cut-through speedway. The noise from the street has become constant and my house literally rattles all day from cars, trucks and motorcycles speeding through a street that is basically an express alternative version of Main Street, but with no traffic lights and less traffic. Additionally, there are no stop signs, no speed bumps, and no warning signs, all things that were added to Church Street, which I would argue has less traffic.

We regularly witness accidents right in front of our house, with one accident so bad that the car veered off into the house across the street. Reversing out of my driveway is dangerous and sometimes can take minutes during rush hour due to the backup from the intersection. I am nervous for my daughter to be in front of my house or walk down the sidewalk .

Equally shameful is the state of the street and sidewalks in this area. Despite endless street work, the street has never been paved in the 8 years since I've lived here. The curbs are either rolled asphalt or falling apart. The sidewalk is uneven, cracked, and is just plain ugly. In some places, such as in front of my house, it is just asphalt instead of concrete. I pay \$12k a year in taxes to live on a street that was rough when I moved in 8 years ago and has been completely neglected since. **It's embarrassing!**

Please prioritise a redesign of Summer Street. It is way long past due.

Sincerely,

Darren, Kim and London Smith
77 Summer St. Watertown



Public Works Committee consideration of Summer Street issues

From Paul Davis <pdavis@intelligent-isi.com>

Date Thu 10/23/2025 6:51 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

From: Paul Davis, 126 Summer Street

To: Members of the Watertown Public Works Committee

Our family has lived at 126 Summer Street since 2009. A half dozen kids have grown up in the house. My primary concern is safety. The speed of the cars is an issue, but a key point is the intersection of Winter Street and Summer Street. Fast cars and limited visibility on turns, the absence of a crosswalk, and a lack of a sidewalk on Winter Street in the context of an unworkable two-way Winter Street create major risks for everyone – but especially kids. The impacted neighborhood really stretches back beyond Fayette Street. Thank you for your consideration. psd