



## Bicycle & Pedestrian Committee

City of Watertown  
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### COMMITTEE MEMBERS

JAMIE BURKE, CHAIR  
EILEEN BOTTI  
SHEILA FAY  
ADRIAN HAUCK  
SHANTA KELLER  
HANNAH RAKOFF  
MARIA SAIZ  
JENNY WANG

## MEETING MINUTES

The **Subcommittee on Bike Ped Signals and Traffic Safety** met at Watertown City Hall on **Monday January 5, 2026, at 7:00 p.m.** Present: Adrian Hauck (Subcommittee Chair), Jamie Burke, Eileen Botti and Shanta Keller; and Zeke Mermell (staff support). Discussion as follows:

### Subcommittee Formation and Scope

- **Subcommittee on Bike Ped Signals and Traffic Safety** (name finalized)
  - Focus on bicycle / pedestrian signal strategies
  - Decision to include traffic crash data as part of scope
  - Two potential approaches discussed:
    1. General guidelines for future signal designs (formal recommendations)
    2. Location-specific dialogue and improvements (similar to Arlington/Nichols/Greenway project)

### City Coordination & Background Research

- Tyler Glode (City Engineer) outreach planned – key questions:
  - What projects are currently ongoing? Is there some kind of signal study?
  - What bike/ped signal strategies have been considered in the past?
  - What is the City's attitude toward bike/ped scramble versus leading pedestrian interval?
  - Are mixed right-on-red regulations at all-ped phase intersections intentional?
- Sergeant David Sampson (Watertown Police Dept Traffic Division) available
  - Can provide crash data (though not situation-specific)
  - Willing to meet with (sub)committee

- Invite to future full Bike/Ped Committee meeting!

### **Priority Locations and Studies**

- Arsenal Street corridor identified as high priority
  - Community Path intersections showing low bike/ped compliance rates (current system requires pedestrian button activation)
  - Multiple driveways and conflict points along community path
  - Right-on-red compliance issues at new developments
  - MBTA starting transit priority treatment study for corridor
  - Different approach than neighboring cities (Cambridge uses leading pedestrian intervals)
- Comparison locations mentioned:
  - Brattle Street, Cambridge (different signal phasing approach)
  - School and Mount Auburn streets (confusing right-on-red restrictions)