

Sampson, David

From: Mark Rheault <mark_rheault@icloud.com>
Sent: Friday, March 27, 2026 2:35 PM
To: Sampson, David
Cc: nicoleforwatertown@gmail.com
Subject: Request for Traffic Safety Improvement: Intersection of Maplewood and School St.

Dear Sergeant Sampson,

I am writing to you today to formally express my concerns regarding the safety of the intersection at Maplewood and School St. As a resident who walks this route daily, I frequently witness drivers rolling through or completely failing to stop at this intersection. Most recently, I witnessed another accident at this location yesterday morning. The current conditions make crossing the street feel increasingly dangerous, and I often have to wait until I have made direct eye contact with every driver before feeling even remotely safe to step into the intersection.

I would like to request that the Traffic Commission evaluate this site for additional safety measures. Specifically, I am asking for the installation of a traffic light or a pedestrian-activated rapid flashing beacon to improve visibility and driver compliance.

I understand you have a heavy workload, but I would appreciate the opportunity to speak with you briefly via phone to discuss these concerns and learn more about the evaluation process. Please let me know if there is a time that works best for a short call, or if email is preferred.

Thank you for your time and for all you do to keep our community safe.

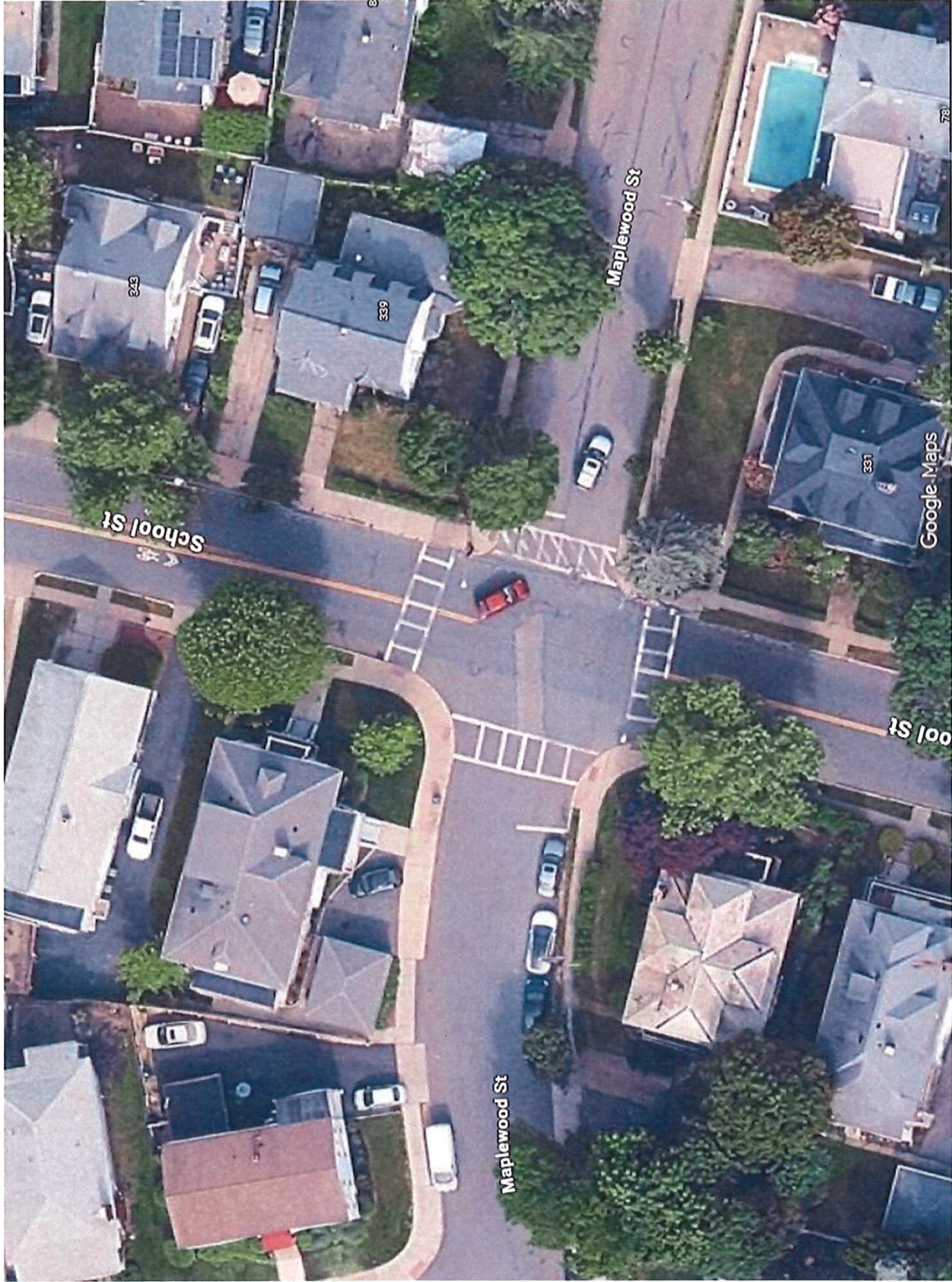
Best regards,

Mark Rheault

Mark Rheault
He/Him/His

mark_rheault@me.com
www.markproduces.com

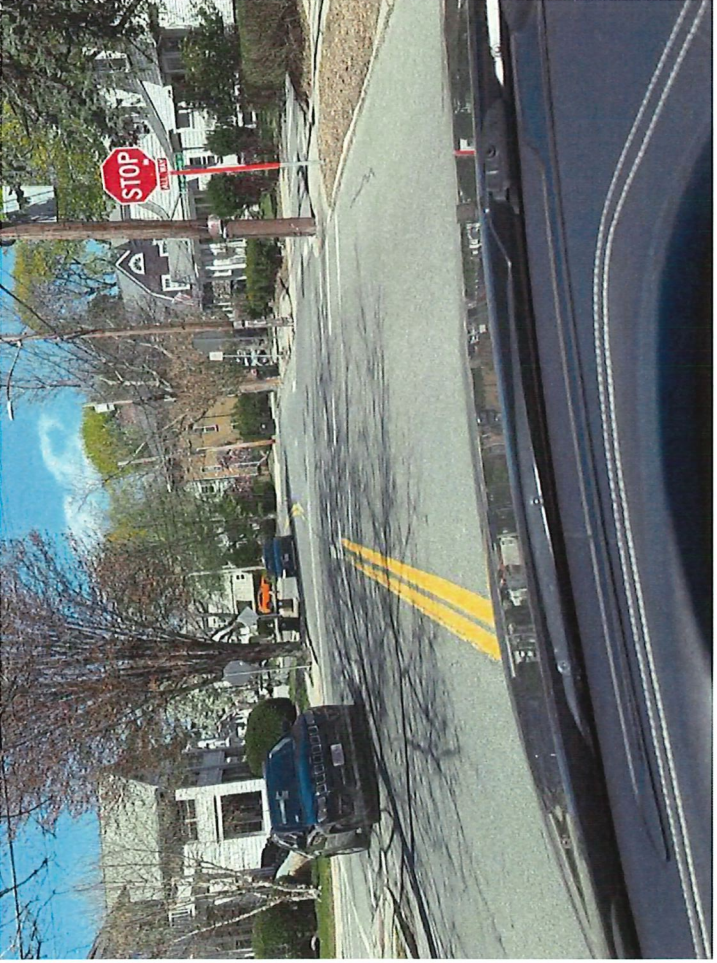
School Street At Maplewood Street



Southbound



Northbound



School Street at Maplewood Street – Prior Traffic Commission Minutes

May, 2024

The Commission reviewed a request by Mr. Manuel Gardea of School Street for the installation of a raised intersection or an All-Way stop on School Street at Maplewood Street. Ms. Ana Enriquez reported that she and Mr. Gardea have lived in Watertown for approximately two years. She noted that traffic volume is very high and the slight incline and curve in the road near Maplewood Street make it difficult to see pedestrians who are crossing School Street. They have seen multiple collisions and consider the area dangerous. She then requested the installation of a raised intersection or a four-way stop.

Sgt. Sampson reported that over the years the police department has received many complaints and concerns about this intersection. A permanent speed feedback sign was installed in the area and in May, 2023 a warrant analysis of the intersection was conducted by McMahan Associates.

Mr. St. Louis reported that School Street is considered an urban arterial road. The DPW steered away from a raised intersection due to the truck traffic on the roadway. In terms of installing an all-way stop, Mr. St. Louis reported that the DPW tends to first work incrementally by upgrading the signage, then using LED signs if needed, then moving to an all-way stop but he was open to discussion about this intersection.

Ms. Kathryn Madden who lives near the intersection and is a member of the Residents' Advisory Committee asked the Commission to consider a raised intersection or all-way stop at the intersection. Ms. Madden was concerned about the high volume of cut-through traffic. She felt that the improvements would be in line with the City's comprehensive plan and Complete Streets design. Ms. Madden referenced the speed tables on Church Street and Waverley Avenue as further justification for a raised intersection.

Chief Nicholson inquired and was informed by Mr. St. Louis that truck volume data for School Street may be available within the Mt. Auburn Street planning documents.

Mr. Airasian cautioned that he observes confusion with the raised tables on Church Street; oftentimes he sees motorists coming to a stop on Church Street because they don't know whether the intersection is under an all-way stop control. Prior to considering a raised table, Mr. Airasian suggested a four-way stop which may be more helpful and cost effective.

Ms. Gallagher agreed with Mr. Airasian's observations on Church Street. Ms. Gallagher also supported an all-way stop as opposed to a raised table.

Mr. Glode was not opposed to implementing a test project with stop signs. If shown to be effective, then the City could move forward with appropriate signage for the area. Mr. Glode tries to avoid using lighted signs in residential areas unless needed.

Sgt. Sampson clarified that there is a difference in roadway use between School Street and Waverley Avenue. Also, the Traffic Commission and police department receive many complaints of speeding vehicles and requests for stop signs to slow traffic. Sgt. Sampson noted that the purpose of stop signs is to clarify the right of way at intersections; stop signs cannot be used as a method to slow traffic. The warrant analysis conducted on School Street noted a sight distance issue for motorists traveling on Maplewood Street. The installation of an experimental four-way stop on School Street could address this issue.

Chief Nicholson made a motion to install an experimental all-way stop on School Street at Maplewood Street; Ms. Gallagher seconded the motion. The motion passed unanimously.

Mr. St. Louis noted that the average cost of a raised table is approximately \$350,000. If there is a desire for a raised table, it should be included as a project in the next capital improvement plan.

September, 2024

The Commission reviewed the experimental all-way stop on School Street at Maplewood Street.

Area residents Mr. Manuel Gardea and Ms. Kathryn Madden both spoke in favor of the all-way stop. Both have noticed improvements in the area and felt that the all-way stop has improved safety.

Sgt. Sampson reported that Traffic Commission approved a 60-day experimental regulation of an all-way stop on School Street at Maplewood Street in May, 2024. The signage was installed on August 13, 2024. Officers spent time in the area reinforcing the new Stops and educating motorists. As of Tuesday afternoon September 24, 2024 no collisions were reported at this location.

Mr. Magoon reported that vehicles seem to move smoothly through the intersection.

Mr. Airasian noted that the placement of the Stop sign for School Street southbound traffic seems to be obstructed by a tree. The sign is visible as motorists near the intersection, but the sign cannot be seen from a distance.

Mr. Glode reported that he has not received any negative feedback about the all-way stop.

Chief Nicholson received feedback that vehicles are moving slowly through the area, but there is no significant queuing at the intersection.

Ms. Gallagher made a motion to make permanent the all-way stop on School Street at Maplewood Street; Mr. Glode seconded the motion. The motion passed unanimously.

Sampson, David

From: Sampson, David
Sent: Wednesday, April 15, 2026 4:15 PM
To: jsulbyrne@gmail.com
Subject: RE: Addition of stop sign at Bradshaw & Westminster

Good afternoon Mr. Byrne,

I received a copy of your request and have placed it on the April 29th Traffic Commission agenda. The meeting will take place at 1:30pm in the Administration Building (149 Main Street), Council Chambers. You are not required to attend but are encouraged to do so. It is helpful to be there to relay your concerns and answer any questions the Commission may have.

The decision to install an All Way stop should be based on an engineering study. As part of the study, there are several warrants that must be examined; one warrant is Crash Experience. Looking at Westminster Avenue at Bradshaw Street, which is a four-leg intersection, an All-way stop control may be installed at an intersection where an engineering study indicates that there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control. A 3-year review of the Department's records (4/15/23 to 4/15/26) revealed 3 crashes at this intersection. Although the Crash Experience warrant is not met, the intersection may meet other warrants.

Please confirm that you have received this message and let me know whether you plan to attend the Traffic Commission meeting.

If you have any questions between now and April 29th, please do not hesitate to contact me by email or phone at 617-972-6547.

Respectfully submitted,
Sgt. D. Sampson

From: John Byrne <jsulbyrne@gmail.com>
Sent: Monday, April 6, 2026 4:09 PM
To: Traffic Commission <trafficcom@watertown-ma.gov>
Subject: Addition of stop sign at Bradshaw & Westminster

Good morning,

I live at the intersection of Bradshaw Street and Westminster Avenue. An inevitable car collision took place at the intersection this morning, 4/6/26, around 8:10am. An ambulance responded and both vehicles suffered enough damage to get towed.

I respectfully request a stop sign be installed on Bradshaw Street so that the intersection become an all-way stop. (Bradshaw St is one-way while Westminster is two-way.) The sightline from vehicles traveling north on Westminster is very poor (see attached photo), made even worse with increased parking along Bradshaw now that the already-weakened winter ban has ended. Since traffic on the entirety of

Bradshaw is unimpeded, cars routinely speed through the intersections at Loomis, Bradshaw, and Edenfield to Lexington Street.

The city recently transitioned the intersection of Lowell Avenue and Carroll Street to an all-way stop. The same action at Bradshaw and Westminster would significantly reduce potential for accidents and injury there. The addition of north-south crosswalks would be a welcome, practical safety enhancement as well.

Sincerely,
John Byrne
41 Bradshaw St



Bradshaw Street Area

