



CITY OF WATERTOWN

TRAFFIC COMMISSION



Mr. Robert Airasian, Chair
Justin M. Hanrahan, Police Chief
Ryan Nicholson, Fire Chief
Thomas Brady, Director of Public Works
Kennan Rhyne, Community Development and Planning
Tyler Glode, City Engineer
Ms. Kelly Gallagher
Mr. Daniel Grieneisen
Mr. Jason Merkin

April 29, 2026 Traffic Commission Meeting Minutes

In attendance: Robert Airasian, Ryan Nicholson, Thomas Brady, Nathan Chin, Kelly Gallagher, Daniel Grieneisen, Jason Merkin

The Traffic Commission addressed the following items:

Item 1 – Ms. Gallagher made a motion to approve the minutes of the March 25, 2026 Commission meeting; Chief Nicholson seconded the motion. Ms. Rhyne abstained because she was not on the Commission during the April meeting. The motion passed unanimously.

Item 2 – The Commission addressed a request by Mr. Mark Rheault of Hillside Road to consider a rectangular rapid flashing beacon or a fully signalized traffic signal at the intersection of School Street and Maplewood Street. Mr. Rheault was not in attendance.

School Street resident Mr. Ralph Mele asked the Commission to consider removing the All-Way Stop control on School Street at Maplewood Street. Mr. Mele felt that the All-Way Stop was causing congestion which in turn makes it difficult for him to enter and exit his driveway. Mr. Mele felt that this situation is difficult during rush hour times and after heavy snowstorms when the line of sight is reduced due to snowbanks. For pedestrian safety, instead of an All-Way Stop, Mr. Mele suggested a rectangular rapid flashing beacon to increase visibility, and a speed limit reduction on School Street.

Sgt. Sampson explained that prior to the installation of the All-Way Stop, there was a lot of concern from area residents and pedestrians who reported that it was very difficult to cross the street; vehicles were traveling at high rates of speed, and failing to yield to pedestrians in the crosswalk. In May, 2024 the Traffic Commission approved the All-Way Stop as an experimental regulation. The regulation was approved as a permanent measure in September 2024. The signage was fully implemented in February, 2025. Prior to approval, a study of the intersection was conducted by McMahon and Associates. The report noted that the lines of sight for motorists traveling westbound on Maplewood Street were inadequate. The study found that the intersection met the warrants for an All-Way Stop but did not meet the warrants for a traffic signal.

Sgt Sampson also reported that according to the Federal Highway Administration Pedestrian Safety Guide and Countermeasure Selection System, agencies shall not use a rapid flashing beacon for crosswalks across approaches controlled by yield signs, stop signs, traffic control signals, or by a pedestrian hybrid beacon. The current All-Way Stop configuration at School Street at Maplewood Street does not seem to meet the warrants for a traffic signal or a rapid flashing beacon.



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Mr. Chin on behalf of Engineering reported that the intersection cannot have an All-Way Stop and a rectangular rapid flashing beacon. Having both elements would be too confusing for motorists and would cause sign pollution.

Chief Nicholson proposed to install a rectangular rapid flashing beacon and to remove the All-Way Stop.

Mr. Brady stated that he would want more data before any other decisions were made. Ms. Gallagher agreed with Mr. Brady and wanted to see more data.

Mr. Mele was advised that no decision would be made on removal of the All-Way Stop; any request to do so would need to be submitted as a formal request through the proper procedure.

Mr. Brady made a motion to deny the requests for a rectangular rapid flashing beacon or a fully signalized signal at the intersection of School Street and Maplewood Street because the intersection failed to meet the appropriate warrants; Ms. Gallagher seconded the motion. The motion passed unanimously.

Item 3 – The Commission addressed a request by John Byrne of Bradshaw Street to install an All-Way Stop Control at the intersection of Bradshaw Street at Westminster Avenue.

Mr. Byrne reported that he has lived on Bradshaw Street for four years and that he has seen changes to the neighborhood due to new construction. He noted that the intersection of Bradshaw Street and Westminster Avenue do not meet at right angles. Due to new homes, additional fencing, and new trees at the intersection, Mr. Byrne felt that it is difficult to see oncoming traffic. Additionally, Mr. Byrne felt that some motorists use Bradshaw Street as a cut-through to Lexington Street during peak hours.

Mr. Chin reported that Engineering would need to evaluate the intersection; the geometry of the road is not typical. There are several warrants that apply for any element that would be considered for the intersection (ie. Traffic signal warrants, rapid flashing beacon warrants, etc.). Engineering needed more time to evaluate the intersection.

Sgt Sampson stated that the intersection was redeveloped during the City's 2023 Road Program. The design of the intersection was done with the assistance of Tighe and Bond Associates. There may be data and reports filed with that project.

Mr. Brady confirmed that there are warrants that must be met for any new traffic control device installed by the City. The warrants will be reviewed by Engineering, and the issue will be put on a future meeting for further discussion.

Ms. Gallagher made a motion to deny request to install an All-Way Stop Control at the intersection of Bradshaw Street at Westminster Avenue subject to Engineering looking at this in the future; Chief Nicholson seconded the motion. The motion passed unanimously.

New Business – No new business.

Chief Nicholson made a motion to adjourn; Ms. Gallagher seconded motion. The motion passed unanimously.



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Respectfully submitted,
Sgt. David Sampson
Assistant to the Traffic Commission