

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY: OCTOBER 20, 2022 AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

A motion was made and the minutes of the September meeting were accepted.

1. PETITIONED ITEMS:

A. Commercial Vehicle Restriction on Hartwell Street – Mayor McCarthy **1**
Mayor McCarthy is requesting that commercial vehicles be restricted on Hartwell Street. The complaint concerns the parking of commercial vehicles on this street. There are existing regulations against heavy truck parking that may not be known. Some notification is needed. Councilor Katz spoke of buses having trouble getting through the area. **Voted to direct the Traffic Engineer to present a sample sign for no commercial truck parking for trucks in excess of 10,000 G.V.W. from the hours of 2 AM to 6 AM,.**

B. Lincoln Street/Gregory Street Safety Study – Councilor Dunn **4**
Councilor Dunn is requesting a safety study be performed for vehicles exiting Gregory Street onto Lincoln Street. Traffic Engineer Mr. Garvin agreed that a study is warranted to determine if there are adequate sight distances. **Voted to conduct a safety study at this intersection.**

C. Villa Street Parking at Cedarwood Avenue – Councilor Katz **7**
Councilor Katz is requesting a study of parking be performed on Villa Street near Cedarwood Avenue. The installation of vertical posts seems to be working and has improved parking in the area. **Voted to have the Traffic Engineer conduct a parking study on both Villa Street and Cedarwood Ave to determine if further improvements are warranted.**

D. Request for No Parking on Keach Terrace **9**
Residents of Keach Terrace (a Private Way) are requesting No Parking signs on their street, for improved safety. Two homes on Colburn Street abut Keach Terr. In order to prohibit parking on the private way, the Colburn Street residents must approve the request as well. **Voted to table and direct the Traffic Engineer to request the residents of the two abutting properties on Colburn Street to get their support and buy-in as well.**

E. Request for Safety Study at River Street/Willow Street **14**
Residents near River Street/Willow Street are requesting a safety study be performed at the intersection due to a lack of visibility of large trucks exiting the sand and gravel driveway. Additionally, they are concerned about the wide curb cut at the Phillips 66 gas station and the exit at Shaw's. **Voted to have the Traffic Engineer conduct a safety study for this intersection and seek assistance from the building department to determine if any building code or zoning violations are occurring.**

2. TABLED ITEMS: (Only items in Bold and Highlighted will be discussed at this meeting)

- A. Elson Rd. Parking Study (6/19) (10/19) – Councilor Durkee
- B. # 80-86 Orange St. – Whalen Housing Authority (9/19) – Councilor Harris
- C. City Wide Speed Study - (5/20)
- D. Elson Rd. – Proposed One-Way – Councilor Durkee (5/21)(10/21)
- E. Wyman St. – Proposed RRFB (5/21)

F. Oak St. at Cedar St. – All Way STOP – Councilor Paz (9/21)(1/22)

Currently Cedar Street has a flashing yellow light and Oak Street has a flashing red light. A speed study was conducted on both a week day and during a weekend. The Commission expressed concern that the weekend speed of the traffic might be higher than a weekday. The 85th percentile speed was found to be 30.5mph on a week day and 30.8mph on a weekend, which is virtually the same. Traffic volumes and sight distances indicated that a four-way stop is not warranted. The conclusion of the earlier study has not changed – the intersection does not meet the warrants for an All-Way STOP. **Voted to deny the request for All Way Stop.**

G. Adams St. at Crescent St. – Proposed All-Way and Corridor Study – Councilor Harris 22

A traffic study was conducted at the intersection of Crescent and Adams for public safety and speed calming reasons. The speed study showed that the 85th percentile speed is 37.3 mph, which is on the higher side of acceptable speeds on a street that is thickly settled like Crescent Street. It was noted that an all-way stop is not an effective means of controlling speed along a corridor. An all-way stop may be warranted if the approach traffic is approximately equal or if sight distances are limited. Peak hour traffic volume on Crescent Street consisted of 298 vehicles heading westbound and 284 vehicles eastbound. The Adams Street volume consisted of 61 vehicles heading southbound. The warrant for traffic volume was not met. There is a sight distance limitation near the intersection. Extending the corner clearance on Crescent St. in both directions was recommended. The crosswalk at Cherry Street and Crescent Street is scheduled to have a RRFB (the signal base has been installed). The eastbound “Yield” sign on Maple (Prospect) Street turning right (southbound) onto Crescent Street is appropriate and a stop sign is not warranted. It was requested that the Traffic Engineer review and increase the size of the sign if appropriate.

Voted to approve the Traffic Engineer’s recommendations:

1: Add in Schedule 1

Crescent St., East side, from Adams St to a point 75’ north and 75’ south of Adams St, No Parking

2: Retain the existing Yield Sign on Prospect Street for eastbound traffic turning right onto Crescent St, with increased signage and increased size

3: Direct the Traffic Engineer to paint parking lanes along both sides of Crescent Street, entire length.

H. Trapelo Rd at Clocktower Rd – Proposed Traffic Signal – Mayor McCarthy (12/21)

I. Bedford St – Speeding Issues – Mayor McCarthy (12/21) (9/22)

J. Willow St – Speed Limit Signage, Sidewalks, and Parking – Councilor LaCava (12/21)

K. Lowell St – Proposed Traffic Study for Pedestrian and Public Safety – Councilor Harris (12/21) (9/22)

L. Main Street at Newton St & Lyman St – Traffic Signal Coordination (1/22) 27

The review of the plans for this intersection shows the weekday 3pm to 6pm peak hour coordination to be 90 seconds for both Main Street and Newton Street. A large majority of the Newton Street northbound traffic (76%) turns left onto Main Street and then right onto Lyman St. Many southbound left-turning vehicles from Lyman Street (65%) turn right onto Newton Street. When the pedestrian crosswalk signal is activated, the sequence is disrupted. Some adjustments can be made to give more green time to Main Street which would help alleviate this disruption. The present existing parking on the north side of Main Street from Craven Circle to Lyman Street will continue to cause congestion. Unsuccessful attempts have been made to have some off-street parking at the Senior Center and the City’s purchase of a lot at 481 Main Street. Efforts should be made to continue seeking alternative parking and prohibit parking in this area.

Direction of Heard Street

The recommendation of the Waltham Transportation Master Plan is to reverse the direction of Heard Street from northbound to southbound. This would help the intersection at Main and Lyman Street. A study of the redistribution of the traffic should be included in any decision to reverse Heard Street. **Voted to table and have the Traffic Engineer work with the Wires Department. Wires Inspector Kelly will report to Traffic Commission at the next meeting about repairing the signal equipment and adjusting the signal timing.**

- M. Boynton Street and Winthrop Street – All Way STOP – Mayor McCarthy (2/22) (9/22)
- N. Harrington Road Speed Study (Mayor McCarthy) (3/22) (9/22)
- O. Villa Street: Speed Bumps (Mayor McCarthy) (4/22) (9/22)

P. Banks Square Improvements (Mayor McCarthy) (5/22) (9/22)

34

Two overhead signs will be replaced on the mast arm at Weston/South St. In addition, it was discussed to have a raised island used. However, this was not recommended due to the turning radius needed for large trucks. Another idea was removing the existing island on Main Street in order to create an exclusive left turn lane. The existing traffic signal is located on this island. A new island would be needed to separate the westbound traffic (Weston Street or South Street) and that poses a problem. Mayor McCarthy asked for consideration to have vertical (flexible) posts in the street that would create a physical barrier and force vehicles in the left lane of Main Street to turn left onto South Street. In addition, posts would be needed to be placed on Main Street prior to the forced left turn lane, so vehicles exiting (turning right) from Banks Street could enter the left South Street lane. **Voted to direct the Traffic Engineer to propose a plan to incorporate this concept and use vertical posts.**

- Q. Elm St/River St Signal Warrant (Mayor McCarthy) (5/22)

R. Exemption for Restricted Parking, 14 Huntington Street – Councilor Darcy (6/22) (9/22)

41

Information – The resident was advised to seek a HP on-street parking space on the north side of the street. The entire length of the south side is posted for no parking.

S. Morton Street and Sunnyside Street – All Way STOP – Councilor Katz (6/22)

43

An all-way stop is warranted when the need to control conflicts between vehicles and pedestrians is at a high pedestrian location. This location generates high level of pedestrians since it is adjacent to the Bobby Connors Playground. The warrant for an all-way stop has been met. **Voted to convert the intersection of Sunnyside Street and Morton Street to an all-way stop.**

Delete in Schedule 11 Morton Street facing northbound and southbound traffic

Add in Schedule 11 Morton Street/Sunnyside Street facing northbound, southbound, eastbound, & westbound traffic

- T. RRFB Request at Lake Street/Princeton Avenue (Mayor McCarthy) (9/22)
- U. Lexington Street Bike Path (Councilor Darcy) (9/22)

V. Charles Street Traffic Calming – Grant Street and Harvard Street (Councilors LaCava and Paz) (9/22)

46

After a study was conducted, it was found that the intersection of Charles Street and Grant Street qualifies for an all-way stop. Grant Street has a sight distance of only 89 feet. The combination of limited sight distance and the high concentration of children at the Thomson playground is a concern for safety. An all-way stop should be placed at this intersection. Members questioned whether Grant Street should be reversed from one-way southbound to one-way northbound. This was not reviewed and the Traffic

Engineer suggested time to study this possibility. **Voted to table for a review of changing Grant Street to one-way northbound.**

W. Browns Avenue Parking and Safety Study (Councilor Paz) (9/22)

X. HAWK Signal Request at South St/Dartmouth St (Councilor Paz) (9/22)

51

Traffic Engineer, Mr. Garvin, recommended not to have a HAWK signal at Dartmouth St. that would be placed between two signalized intersections that are about 500 feet apart (Bedford St. approximately 220 feet away and Highland St. approximately 300 feet away). He recommended advanced warning signs. **Voted to direct the Traffic Engineer to install yellow pedestrian warning signs in each direction of South Street at the crosswalk at Dartmouth St.**

Y. Review of Parking Rates and Regulations Downtown (9/22)

54

The Commission previously voted to raise the current parking meter fee from \$0.50 per hour to \$1.00 per hour and the maximum daily rate from \$2.00 To \$6.00. There was no adjustment for the monthly (\$35) or yearly (\$350) passes. If the Traffic Commission would like to maintain the existing costs savings provided for passes, then the costs of these passes should increase. Waltham residents would have no increase for the monthly (\$35) or yearly (\$350) passes; however, rates for non-residents would increase to \$90 monthly and \$900 for an annual pass. In addition, the following recommendations were offered:

- 1: Install parking stations along Moody Street between Charles River and Maple/High Street with a meter fee of \$1.50/hour and a 2-hour maximum.
- 2: Free parking in all metered parking lots after 5:00pm for all lots north of Charles River which includes the Railroad Lot, Carter St. Lot, Church St. Lot, and the Central Square Parking Deck.
- 3: Parking lots off Moody St. (Embassy Parking Facility, Crescent Street Lot; Spruce Street Lot, Walnut Street Lot, and Chestnut Street Lot along with the new paid on-street spaces on Moody Street) to have enforcement time extended to 8:00pm except Sundays & Holidays.
- 4: New lot at Ash & Moody Street to have an hourly rate of \$1.00 from 8:00am - 5:00pm with overnight resident parking allowed, once the lot is constructed.
- 5: Offer a new monthly Employee Parking Permit (issued by the Treasurers Department) for \$20 a month to allow for employee parking in designated remote parking spaces in the southwest corner of the Crescent Street Lot and the upper level of the Embassy Parking Facility (with the parking permit visibly displayed), upon successful verification of employment at a Moody Street restaurant or business.

No vote was taken at this time at the request of Mr. Magno, Chairman of the sub-committee, in order to further review this recommendation. **Item was tabled. Traffic Commission voted to set the date for the increased parking rates approximately one month from this meeting.**

Z. RRFB Request at Lincoln Street/Kings Way (9/22)

AA. Portable Pedestrian Sign Request at Lincoln Street/Casey Circle (9/22)

60

Traffic Engineer, Mr. Garvin, reported that the guidelines for the installation of a portable pedestrian sign have been met at this intersection. The street is 40 feet wide with a speed limit of 25mph. **Voted to approve the request and amend Schedule 25 as follows: Add - Lincoln St. at Casey Circle.**

AB. Request for Crosswalk at Lincoln Street/Pine Hill Circle (9/22)

62

Upon review, it was noted that there is no sidewalk on the west side of Lincoln Street. An approved crosswalk must be connected to a sidewalk at both ends and have a handicapped ramp installed. Additionally, there is no sidewalk on Pine Hill Circle. A crosswalk is not recommended. **Voted to deny the request.**

3. DEPARTMENT REPORTS:

A. Parking Meter Report - **Total year to date collections similar to last year**

64

B. Thermoplastic Pavement Markings – Update: some weather problems have slowed completion; however, it is expected that the work from the first assignment will be completed this season.

C. Proposed Modification to Pine Street Parking Regulations

65

Traffic Engineering is recommending changes to the rules and regulations to match the existing posted conditions. Add the following to Schedule 1:

Add:

Pine St., north side, from Newton St. to 50' West of Newton St., No Parking

Pine St., north side, from Elm St. to 50' East of Elm St., No Parking

D. Proposed Modification to Calvary Street Parking and Lane Use Regulations

67

Traffic Engineering is recommending changes to the rules and regulations to match the existing posted conditions. **Amend as follows: Schedule #1**

Delete: Calvary St., north side, in front of #250, 15-minute parking

Calvary St., south side, from 800' East of Flood St. to Farwell St., No Parking

Add: Calvary St., south side, from 540' East of Flood to Farwell St., No Parking

Schedule 18 Add the following:

**Calvary Street; All vehicles traveling eastbound in the left lane approaching Farwell Street
MUST TURN LEFT**

**Calvary Street, all vehicles traveling eastbound in the right lane approaching Farwell Street
MUST TURN RIGHT**

E. Piety Corner Update – waiting on some wires to be removed; anticipating stoppage for winter months

F: 25 MPH citywide Speed Limit – awaiting State approval

G: Totten Pond Road Signal – At Purchasing Department

H: Beaver & Warren Street project – awaiting funding

I: Railroad quote received – application to obtain grant funds for Beaver St Crossing in process

AND ANY LATE FILED ITEM(S) THAT MAY COME BEFORE THE TRAFFIC COMMISSION.

4-1 1250 Main Street – Proposed Adult-Use Marijuana Dispensary Transportation Impact Assessment prepared for Atlantic Retail Boston, Ma. by Vanasse & Associates

Proposed is a recreational marijuana dispensary, in the retail plaza opposite Border Road. The existing building will be demolished and a new 2,800 square foot dispensary building will be constructed. The comprehensive traffic study also assumed the full completion of the 1265 Main Street project, with the infrastructure improvements envisioned by that project. It is expected to generate 53 vehicle trips in the weekday PM peak hour and 81 vehicle trips in the Saturday peak hour; 37 parking spaces will be provided. The trip distribution assumptions in this report do not match the trip distribution assumptions used in the Comprehensive Traffic Study prepared by the BSC Group. Attorney Joseph Mula stated this submission was based on the instructions he received and the study is similar to the other proposals that are under consideration for approval. **Voted to accept the report submitted and forward the request to the City Council for its review. If a Special Permit is issued, the proponent has agreed to work with the Police Department during its opening.**

4-2 Boynton @ Winthrop Streets - All-Way Stop Discussion of on-site visit

The intersection does not meet the warrants for an all-way stop. There is a sight problem and it should be considered to move parking from the north side of Winthrop Street to the south side. Some re-painting of the crosswalks and a double yellow center line were recommended. A motion for a 90-day all-way stop was opposed. Both Mayor McCarthy and Councilor Katz spoke of the changing character of these residential streets which have become a major cut through for traffic. Speeding is a high concern. The use of stop signs to regulate speeding is not a recommended solution. The existing stop sign is located on the minor street. **Voted to paint crosswalks on all approaches at both the intersection of Winthrop at Boynton and Winthrop at Cabot. The all-way stop was denied.**

4-3 Pumkin Dash 5K YMCA Road Race – Sunday October 23, 2022 9:00 – 1:00 PM

Dru Belli, Executive Director YMCA of Greater Boston. Police Department report recommends approval.

Voted to recommend a permit to issue.

4-3 Waltham Open Studios – Free Parking November 5-6, 2022

Ms. Andrea Tishman, Coordinator of Waltham Open Studios, requested free parking for visitors/volunteers in the following parking facilities:

Carter Street Lot
Crescent Street Lot

Embassy Lot
Spruce Street Lot

Voted to approve this request and authorize free parking with a proper permit displayed.

Adjourned: 12:42 PM

Attendance: All Members Present

Respectfully Submitted

**Frank S. Lombardo, Clerk
Traffic Commission**

Waltham Traffic Commission**Date of the Meeting: October 20, 2022**

Please Print

Name of Speaker	Address # Street, City	Item of Interest	Affiliation i.e. Attorney Abutter Interested party – Traffic Engineer Petitioner
Bethney Kimball	51 School Ave	River & Willow	Interested Party
Doreen Frigo	14 Ripley St	River & Willow	Interested Party
Jack Mula	40 Kings Way	1250 Main St	Attorney
Shaun Kelly	VSI 35 N.E.Business Center Drive Andover, MA	1250 Main St	Traffic Engineer
Steve Tomasello	10 Briarwood Winchester	1250 Main St	Petitioner
Cathyanne Harris	42 Hovey Rd	Ward 8	City Council
Paul Katz	89 Cedarwood Ave	Ward 7	City Council