

MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: SEPTEMBER 19, 2013 AT 10:00 A.M.
HENRY HOOVER COMMITTEE ROOM, CITY HALL

Chief MacPherson, Chairman introduced Ms. Catherine Cagle, newly appointed Planning Director, replacing Mr. Ron Vokey, as a the newest member

1. PETITIONED ITEMS:

A. Main Street Sidewalks - Pay Stations

Mayor McCarty has requested a discussion on pay stations on Main Street. The sidewalks on Main Street, as well as Moody Street, are scheduled to be reconstructed next year. The individual on-street parking meters will be removed and it was the intent of the Traffic Commission to replace the meters with multi-space pay stations. The type of pay station must be determined prior to the design of the sidewalks. There are approximately 195 metered parking spaces in the Main Street corridor (approximately 32 are located on the side streets). Approximately 25% of parking revenue comes from on-street parking meters in this area. The Commission has previously recommended a Pay-By-Space system which requires that the spaces be identified with a space number. According to the MUTCD (Manual on Uniform Traffic Control Devices) "where curbs are marked to convey parking regulations in areas where curb markings are frequently obscured by snow and ice accumulation, signs shall be uses with the curb markings."

Mayor McCarthy has indicated for safety, uniformity, liability and consistency the funding for space number sign posts along Main Street will not be authorized as part of the sidewalk reconstruction project. Street lighting poles will be positioned about 52 feet apart and be from 12 to 15 feet tall. She urged the Commission to consider 1 hour free parking on Main Street, the same that applies to Moody Street. Consideration would be given to use the street lighting poles for parking sign regulations provided they do not disturb the aesthetic effect of the new sidewalks. Mayor McCarthy also stated that she would consider pay stations in some areas where it can be shown they would be needed.

Mr. Magno expressed his concerns with the loss of revenues, increased enforcement efforts and the possible need to modify parking fines so that the meter program can continue to be self-sufficient. The Mayor has issued a directive not to have Pay-By-Space stations, due to the need to have sign posts to indicate space numbers. The Commission must consider Pay & Display machines in some locations. He also recommended any action be for a trial period.

Mr. Malone agreed with the Mayor, that Main Street should have the same free one hour parking as Moody St. and lost revenues should not be a consideration.

Mr. Chiasson urged caution and consideration should be given for a Sub-Committee to review the entire parking program.

Mr. Kelly agreed that one hour free parking should be used and there are numerous locations where short term parking will be beneficial.

Traffic Engineer, Mr. Garvin stated that he had two specific concerns:

1: There will be a loss of approximately 20%-25% revenues. One hour free parking works with strict enforcement and this will be a strain on present capabilities.

2: Moody Street has available off street parking that is used by patrons who need longer term (all day) parking. Main Street does not have the same alternatives in some areas. The character of the two locations is different. Pay-By-Space for on-street parking is preferable, however this requires installation of sign posts. Free parking removes parking costs for the short term customer and there is no need for space numbers. Revenues will be reduced and one hour time limit must be strictly enforced. Consideration to amend parking fines may also be necessary in the future.

Voted to allow free one hour parking on Main Street, Banks Square to Linden Street. Parking meters will not be replaced when sidewalks are reconstructed and the regulations relative to parking meter zones will be modified at that time. Meters on the side streets off Main Street will remain, as well as those meters from Banks Square (Main & Weston/Palmer Sts) west. Consideration to amend parking meter time limits (off Main Street meters) will be discussed at a future meeting.

Voting in favor – Fire Chief Ciccone; Planning Director Ms.Cagle; Inspector of Wires Mr. Kelly; City Clerk Mr.Malone;

Voting Opposed - Treasurer Mr. Magno and CPW Director Mr. Chiasson

B. Pleasant St. at Summer St. – Proposed Crosswalk

Councilor Waddick is requesting a new crosswalk on the northeast corner of Pleasant St. The Councilor explained that this request was the result of a neighborhood meeting and there is enough foot traffic to warrant a new crosswalk. A site visit showed adequate lighting and handicap ramps will be needed. Traffic Engineering recommended to install a crosswalk during the time that Ellison Park and Summer Street will be repaved.

Voted to direct the Traffic Engineer to have a pedestrian crosswalk and signage installed at this location after CPW has installed the ADA compliant ramps on both sides of the street.

C. Ellison Park – Electronic Speed Control Sign

Councilor Waddick is requesting a permanent electronic flashing speed control sign. The recent use of the Police Department's Speed Sign showed the 85th percentile speed to be 22 MPH. Councilor Waddick along with Councilor Doucette requested the Traffic Engineer to review alternatives and study the situation with greater detail. Mayor McCarthy agreed with the Councilors that this area is a major "cut-through" for traffic. T.E. Mr. Garvin agreed to study the area and noted that ongoing improvements at the intersections of Lyman/School, Main/Lyman, and Newton/Main must be considered before a permanent solution can be found. Mr. Kelly reported that he will continue to tweak the signal timing at these intersection to help ease the traffic. **Voted to table and study for improvements.**

D. Lexington Street from Indian Ridge to Trapelo Rd. – Signal Timing

Councilor Tarallo is requesting a study of the signal timing and operation of the signals in this corridor. Presently there is no allocation for an exclusive left turn into the Ridge. The area is dramatically changing and immediate action is needed. **Voted to table and to study the signal operations along this area from Lake Street to the Lexington Town line.**

E. Newton Street at Pine Street – Vehicle and Pedestrian improvements

Councilor Logan is requesting we review this intersection to see what improvement can be done for both vehicles and pedestrians. Councilor Logan suggested a NO TURN ON RED for

southbound Newton Street at Pine Street. A site visit confirmed the sight distance is restricted due to the corner building, limiting visibility of the pedestrian crosswalk across Pine Street. **Voted to approve this request for a NO TURN ON RED sign for southbound traffic on Newton Street at Pine Street.**

**Add to Schedule 11 NO TURN ON RED SIGNAL:
NEWTON Street at Pine Street, facing southbound traffic**

F. Trapelo Road - Proposed Pedestrian Signal and Crosswalk

Councilor Darcy is requesting a pedestrian signal and crosswalk on Trapelo Road for use by the James P. Falzone Memorial Park, Our Lady Comforter of Afflicted Rectory and Western Greenway access. A site visit showed there is adequate street lighting for a crosswalk. ADA ramps are currently in place on the north side, however, the south side must have a ramp installed. Mr. Garvin recommended approval of this request for a new Rectangular Rapid Flashing Beacon (RRFB Solar Unit) signal and crosswalk. Request funding for the installation of one handicap ramp on the south side of Trapelo Road, and installation of two signal foundations for solar powered RRFB pedestrian signals from Jefferson at Waltham Traffic Safety Funds and remove existing crosswalk west of Our Lady Comforter of Affliction Rectory. Councilor Darcy requested the existing crosswalk remain in place and concurred that the RRFB should be installed. Councilor McMenimen stated concerns with speed violations, particularly westbound traffic. Eastbound traffic presently has a difficult time, with the uphill grade during the winter months. Mr. Kelly stated the present "School Zone" signs are not working properly and they should be moved to an overhead mast arm. The Commission felt a study and review of the entire area (including next item Clocktower Drive) should be conducted. Councilor McMenimen requested that the study should include weekends. Mayor McCarthy stated she prefers the entire area be considered as "one project" and "not piecemeal" **Voted to table and have Traffic Engineering study the entire roadway from Clocktower Drive through Our Lady's area, for crosswalk and speeding issues. Study to include weekends.**

G. Trapelo Road near Abbott Road - Proposed Traffic Warning Signal

Councilor Darcy is requesting a traffic warning signal for vehicles exiting easterly from Clocktower Drive onto Trapelo Road. Councilor Darcy stated concerns with speeding violations and the possibility for a need of a traffic signal. This discussion was included in item 1F crosswalk and signal at Our Lady's. **Voted to table and incorporate these items together. A determination to be made if a traffic signal or other control device is warranted at this location. Voted to table and study.**

H. 151 Robbins Street – Proposed Handicap Parking Space

Ms. Rhonda Tierney is requesting space in front of her residence. Traffic Engineering recommended this be approved. There was an HP space located at # 149 which was removed per request of the original petitioner in July since he moved. The regulation is still in the book and can remain, but show it was petitioned under a different person. **Voted to retain 1 space on Robbins Street – South side – at #149**

I. Warren Street at Beaver Street – Proposed Signage and Traffic Signal Study

Mayor McCarthy on behalf of Mr. Donald Taylor, 167 Barbara Road is requesting signage and new traffic signal. Mr. Taylor asks for a sign requesting motorists on Beaver Street traveling westbound, to use their turning signals at this intersection. In addition, he believes the intersection needs a fully actuated Traffic Control Signal. T.E. Mr. Garvin stated that such signage for motorist turning signals is unwarranted at this time. A full study for a Traffic Control Signal, should be done. **Voted to have a signal study at this intersection and deny installation of motorist signal signage.**

J. Lawton Place (Private Way) – Convert to One Way

Mr. Peter Lee along with numerous residents is requesting this private way be made one way. Mr. Lee attended the meeting and presented a petition signed by residents. Lawton Place is approximately 16 feet wide with parking on the north side of the street. Traveling westbound only is the preferred choice and Traffic Engineering agreed. The use of Speed Bumps has been rejected by the Commission and is not recommended. The second portion of this request concerned a private street north of Lawton Place which is actually a private driveway. This can not be under jurisdiction of the Commission. **Voted to approve this request and make Lawton Place one-way westbound only.**

Add to Schedule 2 the following:

Add Lawton Place, westbound from Amory Road to Jackson Street

K. Piggy's Run 5K Road Race

Anne McCullough is requesting permission for this race to be held on Saturday, November 5, 2013 at 12:15 PM. This race is to celebrate the life of Paul Logue. Lt. Cavallaro reported no streets will be closed and there will be Police presence. It is expected to have an estimated 600 participants. The route will start and end at 411 Waverley Oaks Road. **Voted to recommend a permit be issued.**

L. 7th Annual Tailgate Trot 4 Mile Race

Michienzi Construction is requesting permission for this race to be held on Saturday, June 7, 2014 starting at 9:00 AM. This race is to celebrate the life of Michael A. Martin. Lt. Cavallaro reported no streets will be closed and there will be Police presence. Estimated to have 200 participants. The route will start and end at 411 Waverley Oaks Road. **Voted to recommend a permit be issued.**

M. South Street at Brandeis-Roberts Station – Proposed Pedestrian Flasher

Brandeis University is requesting some type of signal to assist students crossing South St. to MBTA parking lot. There is an existing crosswalk located 200 feet north of the grade railroad crossing near the Brandeis-Roberts MBTA commuter rail station. It is heavily used by Brandeis University students and ramps are present on both sides of the crosswalk. Brandeis University is requesting to install Rectangular Rapid Flashing Beacons (RRFB) on each side of the crosswalk. The total cost is approximately \$9,950. which Brandeis University has agreed to fund. **Voted to approve the installation of the RRFB, fully funded by Brandeis University, at the existing crosswalk just north of the grade railroad crossing on South Street.**

2. TABLED ITEMS:

A. Smith Street at Trapelo Road – Change in Lane Use (9/11) Voted off the Table

Councilor Tarallo requested this item be removed from the table. Councilor Tarallo argued in favor of the right hand lane (eastbound) approaching Smith Street be made an exclusive "Right Turn Only". He stated that there is enough traffic turning right onto Smith Street that will keep the Exit ramp of Rt.128 from being blocked. He requested a "trial period". Councilors Darcy and McMenimen disagreed and felt that particularly during the "rush hour" the volumes of exit traffic will block the entire eastbound lanes as it does now with two lanes to hold traffic. Having an exclusive right turn lane will exasperate the situation. Both Councilors requested a further study. Councilor Doucette also supported a study. **Voted to table and have the Traffic Engineer study the proposal prior to a trial period.**

- B. High St. at Newton St. – Traffic Signal Changes (3/12)
- C. Highland St. “Spur” at Curtis St. – Removal of “No Right Turn” Restriction (9/12)(10/12)
Waiting for Law Dept. opinion
- D. 60 Turner Street – Proposed Pedestrian Crosswalk (11/12)

E. Taxi Stands – Additional Spaces (3/13) Voted off the Table

Traffic Engineering sent a questionnaire asking what locations would be preferred for a Taxi Stand to all Taxi companies conducting business in Waltham. For retail shopping areas it was recommended the companies negotiate with the private property owners to obtain permission to park in the parking lots. It was recommended that the following locations be designated as Taxi Stands:

Schedule 6 – TAXICAB STANDS

Add

LOCATION	FROM
Railroad Lot	Only Where Designated near Outboard Platform (2) Spaces
Old South Street	South St (south junction) Where designated (2) Spaces
Chestnut St	Within North Lot Only Where Designated Mon-Sat 8AM-6PM Only (2) Spaces
Prospect St	West side between Main & Russell Street (1) Space where Designated

Amend

Carter St	10’W of Lot Exit	to	110’ W. of Lot Exit
Carter St Lot	Only where designated (4) spaces		

Delete:

1:Elm Street, just north of Central Street

F. Closing Doty Street Neighborhood Traffic Impacts (5/13) Voted to Remove from the Table

The new reconstruction of Forest and Trapelo Road has added a new traffic signal at this intersection. Doty Street is used to avoid turning at this intersection. It is a private way and too narrow to accommodate two way travel. The Commission forwarded an opinion to the Board of Survey & Planning that abandoning the street would be the safest option. The second best option offered, should the closure of Doty Street not proceed, was to make this section of Doty Street one-way. Property owners abutting this section of Doty Street did not proceed in petitioning the Board of Survey & Planning to abandon the street due to costs involved. Therefore, T.E. Mr. Garvin recommended Doty Street be converted to a one-way street eastbound from Forest Street to Trapelo Road. This will prohibit vehicles from entering Doty Street from Trapelo Road and will create a safer condition than allowing two way traffic to remain. Councilor LeBlanc notified the Commission that she distributed a notice to the property owners on Doty Street that this recommendation would be made. This option received support from property owners at all three abutments. **Voted to approve this request to make Doty Street one-way and amend Schedule 2 as follows:**

ADD: Doty Street (short section) eastbound from Forest Street to Trapelo Road

3. DEPARTMENT REPORTS:

- A. Parking Meter Report . . collections are comparable to last year
- B. Forest Street at Trapelo Road Update – Parking Restrictions Voted

Amend Schedule 1 as follows:

- | | |
|---|------------|
| 1: Forest Street, both sides from Doty Street north to Trapelo Road | No Parking |
| 2: Trapelo Road, south side from Belmont Line, west to Upton Road | No Parking |
| 3: Trapelo Road, south side from Manning Rd, west to Rte.128 | No Parking |

- C. Main St. at Newton St. and Main St. at Lyman./Heard Sts. Update— Final Design in October Information Only
- D. Lyman Street at Summer Street – Traffic Signal Study (5/12)(12/12) . . . Quotes being sought for installation
- E. Transportation Master Plan (12/12) – 91 Intersection Turning Counts Update . . Bid Award letter has been sent to Miovision Technologies, Inc. who was the only bidder.
- F. Moody Street Loading/Unloading Zones (5/13) – Update
At the May meeting three (3) Loading zones were approved for a 90 day trial period. The spaces designated were for a loading zone from 8am to 3pm and one-hour parking from 3pm to 6pm. Two zones were located on Moody Street southbound (Crescent/Whitney and Chestnut/Maple) and one northbound (Cushing/Taylor). Numerous violations occurred at two of the loading zones (southbound Crescent/Whitney and northbound Cushing/Taylor). After further discussion with the Downtown Waltham Partnership, who originally petitioned for these loading zones, our Traffic Engineer Mr. Garvin recommended the following changes:

SCHEDULE 20 – SERVICE ZONES / LOADING ZONES

ADD

Moody Street, west side between Chestnut Street and Maple Street (24 hours per day, 7 days per week)
Spruce Street, north side, between driveways entering/exiting the Crescent Street Parking Lot
Walnut Street, north side, in front of #50 Walnut Street, 70 feet between two driveways (24 hours per day, 7 days per week)

The temporary loading zones southbound, west side, Crescent/Whitney and northbound, east side Cushing/Taylor to be eliminated.

In addition **amend Article 5, Section 13 (Front Door Deliveries from Moody Street)** as follows:

Article V. Stopping, Standing, Parking

Section 13. Front Door Deliveries from Moody Street

No person shall, for the purposes of making deliveries of merchandise, goods or supplies stop, stand, or park a motor vehicle on Moody Street, both sides from the Charles River southerly to Newton City Line, between the hours of 3:00 p.m. and 10:00 p.m., except when otherwise noted in Schedule 20, and on Sundays and Holidays

G. Modification of Pay Stations to Accept Credit Cards

At the request of the City Council, T.E. Mr. Garvin was asked to have the existing Pay-By-Space pay stations be configured for credit cards. Presently, there are nine (9) Machines located in four municipal lots (two at Chestnut St, four at Crescent St, one at the Library lot, and two at Railroad Lot). All the machines are configured to only accept coins and bills.

In order to convert these machines the following steps must be taken

1: Provide merchant bank info to Parkeon

2: Parkeon configures software for nine pay stations according to City's specifications (should take "several weeks", according to Parkeon). The cost for the software modification will be \$530.

3: Parkeon will install the hardware (purchased on previous bid, in anticipation amending the machines) in all nine pay stations, to initiate credit card capability. This should take one day to get all pay stations up and running. The cost for the installation will be \$1,080. plus travel/expenses costs.

4: Total funding needed for conversion approximately \$2,000.

A report of comparison of revenue collected before and after credit card implementation indicates a higher rate of compliance to pay the parking fee. It is possible that 40% of the collected fees could be on a credit card. For each credit card transaction, the City will be charged a merchant fee and an interchange fee of 6% (owed to the credit card company).

Funding is needed to convert the machines and an account for fees must be created. **Voted to have the Traffic Engineer seek supplemental budget request in the amount of \$2,500. for expenses and start-up fees, and to request a new line item in the Parking Management budget, in the amount of \$10,000.**

H. Request Traffic Impact Funds for projects

Voted to approve these transfer requests as follows:

- 1: Main St/South/Weston Louvers . . \$1,000. from Main St. MarketPlace
- 2: Main St/South/Weston Loops . . . \$3,000. from Main St. MarketPlace
- 3: Pine/Crescent/Maple . Mast Arm . . . \$15,000. from Watch Factory
- 4: Main/Bacon Detection Camera . . . \$1,500. from Russell/Harvard
- 5: Main/Prospect. . . left arrow . . . \$5,000. from Russell/Harvard
- 6: Winter/Wyman/Third mast arm . . . \$5,000. from Winter St Corridor Construction
- 7: Winter/Second combine controller . . \$2,500. from Winter St. Bridge

I. Moody Street at Carter/Felton Sts. – Left Lane Restriction

Recently repaved the T.E. recommends that the southbound left lane of Moody Street at Carter Street be made into a Left Turn Only restriction.

Schedule 14 – Turns Only As Designated

Moody Street: All vehicles traveling southbound on Moody Street in the left lane approaching Carter/Felton Streets **MUST TURN LEFT**

Voted to accept this recommendation

J. Moody Street at Main St. – Lane Restrictions

Recently repaved the T.E. recommends that the northbound left lane of Moody Street at Main Street be made into a Left Turn Only and the center lane be a Thru Only.

Schedule 14 – Turns Only As Designated

Moody Street: All vehicles traveling northbound on Moody Street in the left lane approaching Main Street **MUST TURN LEFT**

Moody Street: All vehicles traveling northbound on Moody Street in the center lane approaching main Street THRU ONLY.

Voted to accept this recommendation

- K. Central Square Parking Deck Repairs – Information Only
Building Department will be finishing up construction joint work by the end of October
- L. New markings on Main St. from Linden St. to Watertown Line – Bicycle accommodations
A site visit showed that Main Street is 50 feet wide and can accommodate two 11 foot lanes and a 3 foot shoulder. The right lane for each direction will have “sharrow” pavement markings and signage for “Share the Road”. **Voted to approve this recommendation**
- M. Thermoplastic Bid – Working with Purchasing Department
- N. Parking Lot improvements - CIP funding request
Traffic Engineering is requesting permission to have the 2013 CIP funds released to repair parking lots at Walnut Street (\$122,650.) and Spruce Street (76,410). The estimate includes excavation, repaving, removal of trees and overgrown landscaping, replanting, curb removal and reset, new asphalt or concrete sidewalks, new meter posts and concrete pads for Pay-by-Space machines, and new lighting.

Also, \$25,000. for the Spruce Street parking Lot stone wall and \$140,000. for the purchase of nine (9) Pay-by-Space stations (6 for Central Square Parking Deck, 2 Walnut St. Lot and 1 at Spruce St. Lot) **Voted to approve this request and seek approval from the Mayor for the request of CIP funding for these projects.**

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

4: One Moody Street Project. . . Remove Parking Spaces

Traffic Engineer Mr. Garvin brought to the Traffic Commission's attention that the offer to have parking spaces located on Main Street adjacent to this project is prohibited by agreement with the Central Square Parking Deck. This has no effect on the recommendation made by the Traffic Commission for the Development Prospectus.

Attendance: All members
Adjourned @ 1:12 PM

Respectfully Submitted

Frank S. Lombardo
Clerk

Off Committee Speakers
Waltham Traffic Commission

Date of the Meeting:

Please Print

Name of Speaker	# Street, City	Affiliation i.e. Attorney - Abutter Interested party - Petitioner	For/Against Item No:
Kathy McMenimen	147 Trapelo Road	City Councilor	
George Darcy	93 Hobbs Road	City Councilor	Falzone & Wellington Crossings
Kenneth Doucette	31 Walton Street	City Councilor	Lexington Street
Edmund Tarallo	52 Mountain Road	City Councilor	Lexington Smith/ Trapelo
Robert Waddick	129 Church Street	City Councilor	Gardencrest Area
Thomas Casey	115 Ellison Park	Resident	Ellison Park
Peter Monahan	87 Clocktower Dr	Resident	Wellington Crossing
Richard Griffin	53 Bartlett Way	Resident	Wellington Crossing
Bill Doyle	25 Cabot Street	Resident	Moody St
Jeannette McCarthy	91 Hamilton Rd	Mayor	Various
Michelle Learned	125 Winter St	Asst City Solicitor	Parking Meters Main Street
Charnan Bray	39 Taylor Street	Resident	Moody St
Peter Lee	770 Waltham St Lexington	Property Owner Lawton Place	
Don Taylor	167 Barbara Rd	Resident	
Debnise Moroney	34 Worcester Lane	Our Ladys Administrator	Falzone Field Crosswalk