

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: DECEMBER 19, 2012 AT 10:00 A.M.
HENRY HOOVER COMMITTEE ROOM, CITY HALL**

1. PETITIONED ITEMS:

A. Elm Street at Benefit Street – Proposed Pedestrian Crosswalk

Ms. Brianne Lydon, Waltham Creative Start is requesting a Pedestrian Crosswalk and signage for their new location at # 169 Elm St. This organization operates preschool programs for low-income families and plans to move into this new location at #169 Elm Street on December 26th. Children will be crossing Elm Street to McKenna Playground located on the corner of Elm & Benefit Streets. Traffic Engineering recommended approval for the crosswalk. **Voted to approve the request and have an “Advanced Pedestrian Crossing” and Pedestrian Crossing” signs erected as soon as possible; ADA handicap ramps must be installed and this may not occur until Spring 2013.**

B. Moody and Main on the Common – Proposed Development (One Moody Street)

VHB presented the Traffic Impact Report for the proposed project. The existing site consists of One Moody Street, the Coldwell Banker Realty Building and the Citizens Bank and extends to the Robinson Office Building at 55 Moody Street. These existing structures will be demolished and replaced by three new buildings that together will contain 277 luxury apartments and 29,000 square feet of retail space.(including banks with drive-thru windows and potential restaurant use). The project is expected to generate approximately 130 new vehicle trips during the weekday morning peak hour, 210 new vehicle trips in the weekday evening peak hour and 335 new trips during the Saturday midday peak hour. The project will provide for 388 on-site parking spaces. Proposed mitigation provides for consolidation of the driveway, an exclusive left turn lane for westbound Main Street, extension of the median strip along Main Street to prevent unauthorized left turns, form an easement on Main Street to widen a cross section, install up to eight (8) new metered parking spaces on main Street, design a new MBTA Bus Stop on main St., update pedestrian signals and adjust signal timings, install new traffic video camera at Main/Bacon Sts., replace a loop detector at Moody/Carter/Felton, replace flexible mount signal head brackets at six signalized intersections, install audible “chirpers” in the area where needed, will join the Route 128 Business Council, and make an estimated contribution of \$222,000. based on F.A.R. calculations to the Transportation Fund. **VOTED to accept the Traffic Impact Study and forward the Commission’s findings to the City Council for their use in deliberations on the granting of a Special Permit.**

C. Berkley Street at Banbury Avenue – Additional STOP Sign & Crosswalks

Police School Safety Officer Ann Frassica is requesting a STOP sign for westbound traffic on Berkley St. She is also requesting crosswalks at all four approaches. A site visit showed that additional STOP is warranted for the westbound traffic approach to clearly communicate which traffic has the right of way through the intersection (traffic along Banbury Avenue).

Voted to approve this request for both a STOP sign and pedestrian crosswalks.

Add the following in Schedule 3 STOP Signs –

Berkley Street at Banbury Avenue – facing westbound traffic.

D. 1265 Main Street Proposed Starbucks & Bank

TEC will be presenting the Traffic Impact Report for this project. Developer SPC Main Street proposes a Starbuck’s with drive-thru and a retail Bank at this location. T.E. Mr. Garvin stated this project is part of the previously permitted 280,000 square foot mixed-use proposal for this location. The inclusion of the fast food and drive thru operations do not change any of the assumptions,

analyses or recommendations from the traffic study accepted in 2011. The Starbuck drive thru and the bank (unspecified tenant at this time) will be located approximately 800 feet away from Main Street (Route 117) and it is not expected to have any impact on traffic operations on Main Street. The internal queuing storage will not interfere with on-site operations. **VOTED to accept the Traffic Impact Study and forward the Commission's findings to the City Council for their use in deliberations on the granting of a Special Permit.**

E. South Street – Proposed Bike Lane

Mr. Cody Carlson, # 145 South St., Apt. 2 is requesting a BIKE LANE on South St. from Main St. to the MBTA railroad tracks.

F. Proposed Bike Lane on numerous streets

Ms. Emily Szczypek, # 241 School St. is requested painted BIKE LANES on Totten Pond Rd., Winter St., South St., Beaver St. and Bacon St.

G. Proposed Bike Lane on Main roadways

Mr. Adam Eisler is requesting BIKE LANES on South St., Main St. and Moody St.

The Commission voted to consider all three requests for Bike Lanes as one item. The guidance for cross section elements for bicycle accommodation is provided in the MassDOT Project Development and Design Guide. In cases where separate accommodation is provided for bicyclists and motorists, traffic volumes must total at least 2,000 vehicles per day (minimum of 11 foot lanes in each direction; 12 feet preferred), there is no on-street parking, and a striped bicycle lane (for the exclusive use of bicyclists) must be a minimum width of 5 feet (6 feet is preferred) in each direction. To accommodate these requirements, a street must be at 32 feet wide (36 feet preferred). A site review of the following street showed:

- A: Totten Pond Road: curb-to-curb 40 feet including six-foot shoulder
- B: Winter Street: curb-to-curb 38 feet
- C: South Street curb-to-curb 28 to 30 feet.
- D: Beaver St: in general 30 feet curb-to-curb
- E: Bacon St: curb-to-curb 27-28 feet
- F: Main St: curb-to-curb approximately 50 feet, with on-street parking
- G: Moody St. curb-to-curb 40 feet, with on-street parking

In cases where separate accommodation of bicycles is not possible (due to limited pavement width), shared lanes (for use by bicyclists or motorist) may be appropriate. If a travel lane plus the shoulder is at least 14 feet wide, this is wide enough for a vehicle to pass a bicycle without changing lanes. Therefore, if a two-way roadway is at least 28 feet wide (curb-to-curb), it can be considered for shared lanes and can be supplemented with "Shared the Road" signs and "sharrow" pavement markings.

The Commission voted to accept the Traffic Engineer's recommendations as follows:

- A: Totten Pond Road - incorporate bicycle lanes and signage**
- B: Winter St. - incorporate bicycle lanes and signage**
- C: South St. - shared lane (sharrows) and signage**
- D: Beaver St. - shared lane (sharrows) and signage**
- E: Bacon St. - very low bicycle traffic, recommend no change**
- F: Main St. - the complexity of pavement markings and parking requires a comprehensive study; recommended no change at this time**
- G: Moody St. - not wide enough for a bike lane and it has on-street parking, recommended no change at this time**

H. 4th Annual JB5K Blastoff Road Race

Ms. Anne Margaret Basile McCullough is requesting permission to hold this 4th Annual road race on Saturday, April 6, 2013 at 3:00 PM. The Police Department reviewed this request and recommended approval. **Voted to approve the application and recommend the Mayor's Office issue the permit.**

I. #313 Newton Street – Removal of Handicap Parking Space

The original petitioner has passed away and the sign needs to be removed. **Voted to remove this space from #311 Newton Street in Schedule #15 Handicapped Parking.**

2.

TABLED ITEMS:

A. Traffic Commission Policy – Revised Petition Policy (11/10)

B. Four-Way Stop Review at two locations (10/12)

1: Fairfax Road @ Longfellow Road – recommended removing the STOP signs from Fairfax Road east and westbound. The available sight distance of 220 feet is greater than the minimum requirement and there is not a significant accident history for an all-way stop

2: Abbott Road @ Warwick Avenue - recommended keeping the multi-way stop. The critical sight distance from the stop line for the Abbott Road looking to the east for southbound traffic is 178 feet and a minimum of 200 feet is required at this location. Therefore the existing multi-way STOP is warranted.

C. Review of Overnight Parking Enforcement & Policy – (2/11)(10/12)

Commissioner, Police Chief MacPherson, passed the Chair to Vice-Chairman Magno. The Chief expressed his concern with the present practice of tagging for Overnight Parking that is inconsistent, does not address a public safety issue, and creates a hardship for many in densely populated areas of the City. In addressing “snow” issues the present “Snow Emergency” rule (must remove vehicles from the street during a declared “Snow Emergency”) and the rule applicable to a vehicle parked leaving at least a 10 foot passing lane is not only enforceable but the vehicle is subject to towing. In other words the problem can be immediately resolved, no matter what time of day. CPW Director Mr. Chiasson, stated that this change would not have any effect of snow clearing operations as it is presently practice, where vehicles are towed if necessary so as not to interfere with plowing of the streets. Fire Chief Ciccone stated that he has conversed with his Deputies and he believes that with efficient snow plowing and at least a 10 foot lane, fire operations would not be effected. **Voted to have a moratorium on the enforcement of Overnight Parking for five months (May 2013). At that time this will be reviewed (no signs to be removed at this time).**

D. Smith Street at Trapelo Road – Change in Lane Use (9/11)

E. High St. at Newton St. – Traffic Signal Changes (3/12)

F. Yearly Merchant Sticker (3/12)

The annual cost for an Annual parking permit was made in February 2009. A review of rates in similar communities reveal that our rates are low. The cost savings for daily rates versus monthly rates is significant. Traffic Engineering recommended that the price for the Yearly and Monthly sticker remain as is, but review the rates once all the City owned parking lots have been converted over to the new Pay-By-Space machines. **Voted to accept this recommendation**

- G. Highland St. "Spur" at Curtis St. – Removal of "No Right Turn" Restriction (9/12)(10/12)
- H. Auxiliary Police (10/12)

I. Prentice St. at Irving/Plympton – All Way STOP (11/12)

This is a five (5) leg intersection with a four-way Stop. The northbound leg, Prentice Street is the non-stop street. Accident history over a 3 year period showed one accident, which was a side-swipe with a vehicle on Irving Street. The major Street, Prentice Street has a 300 and 400 vehicles per hour while the sum of the other streets is approximately 100 vehicles. Minimum sight distance for this location is 284 feet. The eastbound approach has 357 feet sight distance and is adequate for this location. The volumes, accident history and sight distance do not trigger any warrant for a multi-way STOP control at this location. **Voted to deny this request. Member Russ Malone voted to approve this request.**

- J. 60 Turner Street – Proposed Pedestrian Crosswalk (11/12)

3. DEPARTMENT REPORTS:

- A. Parking Meter Report
- B. Forest Street at Trapelo Road Update – Information Only
- C. Main Street at Lyman./Heard Sts. Signal Issues – Timing adjustments still going on and hope to coordinate with the Main/Newton Street project. No complaints in last two weeks except during 3:15 PM when the school children cross.

D. Lyman Street at Summer Street – Traffic Signal Study (5/12)

Councillor Waddick attended this meeting to discuss this item. The accident history from January 2009 thru July 2012 is 21 accidents; a rate of 6 accidents per year. Of the 21 accidents, 14 of them (67%) involve vehicles traveling northbound on Lyman Street entering the intersection at Summer Street during the daylight hours. It is possible that the 10 foot signal posts located at the intersection (right hand side of the roadway) are obscured by the utility poles along Lyman Street, making it difficult to see the signal head during the daylight hours. A mast arm located on the northwest corner, replacing the present sign post is a viable solution to address any sight problems. Two signal heads mounted on a 20 foot mast arm facing northbound and southbound traffic on Lyman Street is recommended. An investigation by our Engineering Department is needed to determine if the installation can take place on the existing right of way while still providing minimum ADA requirements for pedestrian clearance. **Voted to have the Traffic engineer request funding for installation of a mast arm and determine if there is a need for a small taking by the City on the corner to accommodate the proposed signal improvements.**

- E. Main St. at Newton St. – Right Turn Lane Design (9/12) – Information only (see item 4C listed below)

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

Added Items

4A: Master Traffic Plan – Councilor Stanley attended the meeting and stated that at a recent City Council Meeting the City's Master Traffic Plan had been discussed. He came before the Commission to request our Traffic Engineer, Mr. Garvin be assigned to review and update a Master Traffic Plan using funds that are presently available and to amend our CIP request to add

an additional \$700,000 over three years to bring the amount to our estimated \$1,000,000. **Voted to approve this request and to include Bicycle lanes (previous items at this meeting) in the study.**

4B: 840 Winter Street - Boston Sports Post Lawn Signs

Mr. Michael deLone, Manager, Boston Sports Clubs requests permission to post lawn signs, measuring 2.5' wide by 2' high along Main Street in the vicinity of Banks Sq. and Central Sq. ; Lexington Street in the area near Bacon St.; and Winter St. before the Reservoir near West Street. The signs are for the "Polar Bear Run & Plunge" that will take place on January 5th from 12:00 PM – 2:00 PM. The proceeds benefit the Juvenile Diabetes Research Foundation. **Voted to approve this request with the provision that no such sign interfere with traffic in any way. Any mounted signs must have at least 7 foot clearance if in a location where pedestrians are present. All signs to be removed as soon as possible after the event (January 5, 2013).**

4C: C.I.P. Request of Mayor McCarthy

Mayor McCarthy appeared to speak about a recent request to amend our C.I.P. (Capital Improvement Program) in the amount of \$200,000. for Newton Street at Main Street (adding an exclusive right turn lane). Due to time restraints she requested the Commission seek a transfer of funds from three (3) existing CIP accounts (Design - Master Plan \$6,178; Design - Master Global \$125,657 & Traffic Signals-Various \$4,871) a total of approximately \$137,000. It is estimated that this amount , which is without any contingency funds, may be sufficient to complete the project. C.I.P. FY2014 could be used to replace funding to these accounts. **Voted to have Traffic Engineering request the transfer of funds.**

Adjourned @ 12:17 PM

Attendance: All members present.

Respectfully Submitted

**Frank S. Lombardo,
Clerk**

Waltham Traffic Commission

Date of the Meeting: December 19, 2012

Please Print

Name of Speaker	# Street, City	Affiliation i.e. Attorney - Abutter Interested party - Petitioner	For/Against Item No:
Michael deLone	840 Winter St. Waltham	Boston Sports Clubs	For Item 4B
Rick Vallarelli	1265 main St. Waltham	Starbuck's	For Item 1D
Leo Keighitley	731 South St. Waltham	Bicyclist	For Item 1E
Robert Waddick	129 Church St. Waltham	City Councilor	For Item 3D
Tom Stanley	19 Neighbors Ln. Waltham	City Councilor	For item 4A
Robert Nagi	100 Walnut St. Watertown	VHB Main/Moody St	For Item 2B
Kathleen Irving	50 Clements Rd. Waltham	JB Blastoff	For Item 1H
Kent Gonzales	2310 Washington St. Newton	Northland Investments Main/Moody St	For Item 2B
John Glen	7 University Park	Waltham Bicycle Committee	For Items 1E- 1F -1G
Joel Weddig	15 Abbott Rd	Bicyclist	For Items 1E- 1F -1G
Brianne Lydon	80 Hall St. Waltham	Waltham Creative Start	For Item 1A
Kevin Dandrade	65 Glenn Street Lawrence, MA	TEC - Starbuck's	For Item 1D
Honorable Jeannette McCarthy	610 Main Street Waltham	Mayor of Waltham C.I.P. Program	For Item 4C