

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY, FEBRUARY 19, 2026 AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

The Chair made a motion, and the minutes of the January meeting were accepted.

1. PETITIONED ITEMS:

A. 15-Minute Parking on Church Street (Mayor McCarthy)

Mayor McCarthy requested converting more spaces on Church Street to 15-Minute parking. Traffic Engineer Garvin recommended conducting a survey of each business on the block to see if there is agreement in limiting parking to 15 minutes at this location. The motion was made to approve the 15-minute parking spaces without conducting a survey of the businesses. **Voted to approve expanding the length of the 15-minute parking on Church Street to accommodate three vehicles total.**

B. 84 Gardner Street, Removal of Disabled Parking Space (Councillor Logan)

Councillor Logan, at the request of the resident, asked for removal of the disabled parking space at 84 Gardner Street, as it is no longer needed. **Voted to remove the disabled parking space intended for #84 Gardner Street.**

In Schedule 6 (Disabled Parking) of the Traffic Rules & Regulations, amend the following:
Delete: Gardner St., west side 1 space opposite #84 Gardner St. Unit #1

C. 5th Annual Moody Street Car Show (Councillor Harris)

Councillor Harris requested approval of closing Moody Street during the day on Saturday, August 15, for the Moody Street Car Show. Closing Moody Street to traffic requires Traffic Commission approval. Councillors Harris, LeBlanc, and Logan appeared on behalf of this request. Moody Street would be closed to traffic between Pine Street and High Street, from 8:00am to 5:00pm and each side street would also be closed during that time. DPW would be responsible for installing barriers and "Road Closed" signs during this event. **Voted to approve the Moody Street Car Show on Saturday, August 15.**

D. Home Depot Parking Evaluation

The Home Depot, on First Avenue, proposed to remove some parking spaces in their lot to make room for a drywall shelter. VHB prepared a Traffic and Parking Evaluation Memo to support this request. The existing lot contains 608 parking spaces and the proposal would eliminate 53 of those spaces in the underutilized northern end of the parking lot. The peak hour demand is 174 or 29% of the existing spaces. The parking supply far exceeds the peak demand. **Voted to accept the Traffic and Parking Evaluation Memo, as prepared by VHB, documenting the parking impacts expected for the construction of a drywall shelter in the northern end of the Home Depot parking lot.**

E. Traffic Signal Improvements (Tim Kelly)

Tim Kelly (Wires Inspector) presented a list of costs for various traffic signal improvements throughout the city. The list below outlines each individual intersection that requires an upgrade and the associated estimated cost:

- 1: Lexington @ Wal-Lex/Brookway – detection repairs - \$25,000.
- 2: Lexington @ Ridge/Lionel- detection repair & signal head relocation - \$25,000.
- 3: Beaver @ Waverley Oaks – backplates needed; rewiring & new detection camera; updated pedestrian signal heads - \$200,000.
- 4: Main @ Stow – detection repairs (camera, processor, & cabling) - \$20,000.

- 5: Lexington @ Lake - detection repairs - \$25,000.
- 6: Lexington @ Stearns Hill – detection repairs - \$25,000.
- 7: Main @ Prospect Hill – new camera, processor, & cabling - \$20,000.
- 8: Main @ Prospect – new detection camera - \$20,000.

Additionally, the list below outlines other traffic signals that the Traffic Commission voted to improve, but are not on the above cost list (or the two signals the Mayor stated the Wires Department will fix on their own):

- 1: Main @ Bacon – permanent detection needs to be installed
- 2: Lexington @ School – pedestrian signal phasing needs repair
- 3: Lexington @ Jack's Way – detection repairs & pedestrian signal heads
- 4: Lexington @ Kennedy Middle School Egress – signal head repair
- 5: Beaver @ Bentley University- install signal visors on nearside signal head exiting Bentley
- 6: Main @ Willow – detection needs repair
- 7: Weston @ Eddy/Cabot – height of signal pole to be corrected, pedestrian pushbutton to be moved
- 8: South @ Wheelock - detection needs repair
- 9: South @ Highland – signal timings need to be corrected
- 10: Main @ Appleton – detection needs repair.
- 11: Lyman @ Summer – needed repairs
- 12: Main @ Linden – needed repairs

The Wires Department also provided a list of traffic signals with issues regarding the Opticom system, but no approximate repair costs have been assigned to these intersections. They will be revisited before requesting specific funding for those repairs.

Traffic Engineer Garvin recommended seeking funding for each of the items that Director Kelly provided costs for, except for the intersection of Beaver Street and Waverley Oaks Road. For that intersection, Traffic Engineer Garvin recommended putting the full redesign of the signal, with mast arms, out to bid instead. The motion was made to request the funding as presented by Director Kelly, and not to put the redesign of the signal at Beaver Street/Waverley Oaks Road out to bid. **Voted to direct the Traffic Engineer to request funding for the eight intersections provided by Wires Department, in the amount of \$365,000, and to seek updates from the Wires Department on the other twelve intersections.**

F. BBJI 5K Road Race and Walk (Saturday May 16, 2026)

Approval was requested for a 5K road race on Saturday, May 16th.

Voted to recommend a permit to issue.

G. Boston Brain Tumor Ride (Sunday May 17, 2026)

Approval was requested for a bike ride event on Sunday, May 17th.

Voted to recommend a permit to issue.

H. PTO Annual Fitzgerald Fun Run (Thursday May 28, 2026)

Approval was requested for a road race on Thursday, May 28th.

Voted to recommend a permit to issue.

I. Flight Performance Road Race (Saturday May 9, 2026)

Approval was requested for a road race on Saturday, May 9th.

Voted to recommend a permit to issue.

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

A. Elson Rd. Parking Study (Councillor Durkee) (6/19) (9/19) (6/23) (3/24) (12/25)

Traffic Engineering reported the street widths vary from 26.5 feet to 30 feet wide. If cars park on both sides of the street, in some areas, it will only leave 12 feet of clearance which is not sufficient for two-way traffic. At a neighborhood meeting, residents agreed that parking should be allowed on one side only. Traffic Engineering had a recommendation that limits parking to one side of the street and alternates the parking between the north and south side, accommodating the requests of the residents. Fire Chief Mullin suggested that a "buffer zone" should exist that would restrict parking on both sides where parking transitions from the north side to the south side, to allow fire trucks ample room to maneuver. **Voted to table and have the Traffic Engineer come back with a revised plan to incorporate "buffer zones" of no parking on both sides where parking transitions from the north side to the south side. It was also voted to have the Councillor relay this new concept plan back to the residents.**

In Schedule 6 (Disabled Parking) of the Traffic Rules & Regulations, amend the following:

Delete: Elson Rd., south side, 1 space in front of #25 Elson Rd.

- B. MBTA Better Bus Project Update (1/23) (1/24) (1/25) (1/26)
- C. Traffic Signal Inventory: Winter Street/First Avenue (1/24)
- D. Traffic Signal Inventory: Winter Street/Second Avenue (1/24)
- E. RRFB Request, Moody Street at Adams Avenue (9/24) (9/25)
- F. Beaver Street Railroad Crossing Design Modification (10/24) (6/25)
- G. Policy for Traffic Calming Requests (2/25) (3/25) (4/25)
- H. Wellington Street Speed Bump (Councillor Durkee) (4/25)

I. Cedarwood Avenue/Villa Street Intersection Improvements (Councillor Katz) (6/25) (9/25) (11/25)

Traffic Engineering reported that regardless of the safety measures that have been implemented, whether it be a freshly painted double yellow centerline and stop bar, or a flashing LED stop sign, the percentage of vehicles that do not stop at this intersection is roughly the same (between 41% and 44%). A stop sign with flashing LED lights is typically installed when it is not very apparent to drivers that the stop regulation exists, as opposed to installing it at an intersection where many motorists knowingly roll through the stop sign to make the green light at the Weston St/Cedarwood Ave intersection. It was requested that MassDOT replace the existing signal heads facing Cedarwood Ave with programmed signal heads, so they would not be visible to a driver approaching on Villa Street. Councillor Katz asked to extend the trial period of the flashing LED stop sign for another 3 months, as the flashing stop sign was inoperative for much of the time in the original trial period. **Voted to extend the study for another 3 months and for the Wires Department to find a flashing stop sign product that is more reliable.**

- J. Crosswalk Across Gardner Street at Spray Park (Councillor Logan) (6/25) (9/25)
- K. Potential Traffic Signal at Lexington St/Pond St (Mayor McCarthy) (10/25) (11/25)
- L. West End Traffic Study Evaluation (Councillor Katz) (10/25) (11/25)
- M. Southside Safety Plan, Lowell Street (Mayor McCarthy) (11/25)

N. Proposed Crosswalk on Linden Street (1/26)

The Traffic Engineer, Mr. Garvin, reviewed the request and recommended a crosswalk at the Bentley Access Road be approved. The location, just east of #3 & #11 Linden Street, has adequate sight distance for the motorist and an overhead street light directly above this location. Furthermore, ADA compliant ramps will be installed. **Voted to approve a new crosswalk on**

Linden Street at the intersection with the Bentley University Access Road, with the condition that Bentley University pays for the installation of the curb cuts, curb ramps, and crosswalk.

O. Car Charger Upgrades (1/26)

The existing car chargers do not cost money for the customer to charge their vehicles. However, the cost for a vehicle to park in the space is increased to \$3 per hour (only Mon-Sat 8am-6pm) as a means to offset the extra cost to the City. Parking is free overnights and on Sundays, so the customer does not need to pay anything during those times. There is also a 2 hour limit for any electric vehicle to park in an electric vehicle parking space. The new chargers will, for the first time, require users to pay for the charge they are getting for their vehicles. Therefore, it is necessary to modify the electric vehicle parking rates in the municipal lots, so customers aren't paying for both an increased rate to park in the EV space, along with paying for electricity to charge their vehicles too. **Voted to approve reducing the cost for parking in an electric vehicle space to be \$1 per hour, matching the cost of parking in other spaces in the municipal lots, and to maintain the two hour maximum time a vehicle may be in one of those spaces.**

In Schedule 8 (Parking Fees) of the Traffic Rules & Regulations, amend the following:

Change: Electric Vehicle Spaces = \$3.00/hr; 2 hr. limit to Electric Vehicles Spaces = \$1.00/hr; 2 hr. limit

3. DEPARTMENT REPORTS:

A. Parking Meter Report:

Parking collections through the end of January totaled approximately \$47,000. At the same time last year, parking collections were about equal, showing approximately the same parking revenue from this time last year.

B. Traffic Commission Status Report

List of completed items:

Beaver St/Warren St, new traffic signal – accepted final signal timing plans, prepared easement plan

C. Parking Regulations on Private Ways – Update

At the February 2nd Ordinance & Rules meeting, it was voted to file the item regarding parking regulations on Private Ways. According to discussion at that meeting, the City Solicitor explained that it can not be done, due to the Mayor's concern of liability the proposed ordinance would introduce to the City. As a result, the draft ordinance is no longer before City Council. Traffic Engineering asserts that the ability for Traffic Commission to regulate parking on narrow streets is critical to public safety. Restricting parking to one side of a street is sometimes necessary to ensure access by emergency response vehicles (particular fire trucks). Traffic Engineering recommended to be directed to review the 32 private ways that meet the following criteria: street width of 25 feet or less, has curbing, and allows on-street parking. If 100% of the abutting residences along the private way agree with proposed parking regulations, Traffic Commission does have the authority to enact the regulation. **Voted to direct the Traffic Engineer to conduct a review of the 32 Private Ways that meet this criteria, and make a recommendation as to what, if any, parking regulations should be enacted on each street, and present to Traffic Commission for consideration.**

Adjourned @ 11:05 AM

Attendance: All members present

Respectfully Submitted,
Frank S. Lombardo, Clerk

WALTHAM TRAFFIC COMMISSION

Off Committee Speakers

Date of Meeting: February 19, 2026

Name of Speaker	Address	Item of Interest	Affiliation i.e. Attorney Abutter Traffic Engineer Petitioner
Cathyann Harris	42 Hovey Road	Ward 8`	W C C
Eric Kraus	71 Border Road	Road Race	
Frank Bourgeois	Bentley College	Linden St Crosswalk	
Paul Katz	89 Cedarwood Ave	Ward 7	W C C
Jeanette McCarthy	91 Hamilton Rd	Church Street	Mayor
John Allen	7 University Pk	Linden St	Concerned citizen
Robert Logan	109 Taylor St	Gardner St Moody St	W C C
Matt Kealry	VHB 260 Arlington St	Home Depot	Consultant