

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY, MAY 21, 2026, AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

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

1. PETITIONED ITEMS:

A. Revision to No Parking Regulation on Gardner Street (Councillor Logan)

Councillor Logan requested that Traffic Commission reduce the length of the newly approved No Parking area on Gardner Street. This mid-block crosswalk requires 60 feet of advanced clearance to provide adequate sight distance for this crosswalk. It is not acceptable to provide sub-standard sight-distance. **Voted to deny the request and maintain the vote from the March meeting, with the new crosswalk and the 60-foot No Parking zone, for safe sight distance requirements.**

B. STOP Sign Request, Thornton Road at Florence Road (Councillor Katz)

Councillor Katz requested that a STOP sign be approved for installation on Thornton Road westbound at Florence Road and Flagg Circle. **Voted to direct the Traffic Engineer to study the intersection of Thornton Road and Florence Road and determine whether a stop sign should be installed on the westbound approach of Thornton Road. The Fire Chief also requested that the intersection of Virginia Road and Florence Road be studied.**

C. Employee Parking Placard, Emilie Hirsch (Waltham Library)

The Waltham Library requested a parking placard for Emilie Hirsch, a new library employee, for use while on City business. **Voted to approve a parking placard.**

D. Waltham Lions Club Parade, Saturday October 24, 2026

The Waltham Lions Club requested approval for a parade on Saturday, October 24th commencing at 3:00 PM and ending at approximately 4:30 PM. The parade will be staged at 309 Waverley Oaks Road and will end at the intersection of Moody St and High St. It is anticipated that the parade will include approximately 500 participants, 50 truck/floats, and classic cars. The proposed route starts at 411 Waverley Oaks Rd. and proceeds westward on Waverley Oaks Rd. to Linden St. westbound, to Main St. westbound, to Moody St. southbound, terminating at the intersection of Moody St and High St. **Voted to approve the Lions club parade scheduled for Saturday, October 24, 2026. The applicant will request a Permit to Issue from the Police Department and arrange for the appropriate street closings as needed.**

E. Bentley University Area (Beaver St, Forest St, Linden St) Parking During World Cup

Police Chief O'Connell discussed anticipated parking conditions and security logistics for the upcoming FIFA World Cup temporary practice facility at Bentley University. **Voted to approve temporary no parking signs to be posted along Beaver Street, Forest Street, and Linden Street, along with installing concrete jersey barriers in the center left turn lane on Beaver Street at the Entrance of Bentley University to increase safety during practice activities from June 8 through July 30. Final restrictions will be coordinated between the Police Department and the Massachusetts State Police.**

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

- A. MBTA Better Bus Project Update (1/23) (1/24) (1/25) (1/26)
- B. Traffic Signal Inventory: Winter Street/First Avenue (1/24)
- C. Traffic Signal Inventory: Winter Street/Second Avenue (1/24)
- D. RRFB Request, Moody Street at Adams Avenue (9/24) (9/25)
- E. Beaver Street Railroad Crossing Design Modification (10/24) (6/25)

- F. Policy for Traffic Calming Requests (2/25) (3/25) (4/25)
- G. Wellington Street Speed Bump (Councillor Durkee) (4/25)

H. Cedarwood Avenue/Villa Street Intersection Improvements (Councillor Katz) (6/25) (9/25) (11/25) (2/26)

At the September 2025 meeting, it was voted to install a double yellow center line, a new stop stencil, and a refreshed stop bar at the existing stop sign on Villa St. at the intersection with Cedarwood Ave. Subsequently, at the November 2025 meeting, it was voted to install a stop sign with flashing LED lights to see if it would have any effect on motorists coming to a complete stop at this intersection. Several subsequent traffic studies were performed to quantify the effectiveness of these safety improvements. However, the data indicated that these safety improvements had very little effect on increasing safety. Approximately the same number of vehicles still roll through the existing stop. The data indicates that the stop sign with flashing LED lights had very little effect. Observationally, it is clear that drivers are aware of the stop sign; they are simply trying to “beat the light” at Weston/Cedarwood. Traffic Engineering has requested MassDOT replace the existing signal heads facing Cedarwood Avenue with programmed signal heads, so they would not be visible to a driver approaching on Villa Street. Now that the trial period is complete, Traffic Engineering will remove the stop sign with flashing LED lights and will replace it with a standard stop sign. **Voted to direct the Traffic Engineer to propose a conceptual plan to improve the geometrics at this intersection, with consideration of available sight distance from Villa Street.**

- I. Potential Traffic Signal at Lexington St/Pond St (Mayor McCarthy) (10/25) (11/25)
- J. West End Traffic Study Evaluation (Councillor Katz) (10/25) (11/25)

K. Southside Safety Plan, Lowell Street (Mayor McCarthy) (11/25) (4/26)

Several safety improvements, including traffic control devices and traffic calming measures, have been requested by Mayor McCarthy, along with Ward 8 Councillor Harris and Ward 9 Councillor Logan along the Lowell Street corridor. Traffic Engineering met with these three city officials in early May and walked the entire length of Lowell Street to address each safety concern, intersection by intersection. Specific requests include rumble strips, speed bumps, sidewalk bump outs, improved pavement marks and signage, proposed all-way stops, relocating existing stop signs and stop bars closer to the intersections, the implementation of a safety zone, etc. Because the scope of this item was very large, the recommendations were approved on an intersection-by-intersection basis, as stated below:

1: Pine Street Intersection:

Voted to allow DPW to install a “rumble strip” along the double yellow center line on Lowell Street approaching Pine Street.

2: Taylor Street Intersection:

This intersection does not meet the warrants for an all-way stop. **Voted to approve the installation of a full corner curb extension in the northwest corner of the intersection of Lowell Street and Taylor Street.**

3: Cushing Street Intersection:

Voted to direct the Traffic Engineer to install a supplemental STOP sign on the left-hand side (north side of street) Cushing Street approach to the intersection with Lowell Street, approved the removal of the unnecessary blank signal head facing Cushing St westbound, since Cushing Street is one-way, and approved the installation of a full corner curb extension in the northwest corner of the intersection of Lowell Street and Cushing Street.

4: Chestnut Street Intersection:

This intersection does meet the warrants for an all-way stop. **Voted to add stop signs on Lowell Street at Chestnut (creating an All-Way Stop control intersection) and approve installation of a full corner curb extension in the northwest corner of the intersection of Lowell Street and Chestnut Street.**

In Schedule 11 (Stop Signs) of the Traffic Rules & Regulations:

ADD:

Lowell St (2) at Chestnut St, facing northbound and southbound traffic

5: Block Between Chestnut and High Street:

Voted to allow DPW to install a “rumble strip” along the double yellow center line on Lowell Street approaching High Street.

6: Block between High Street and Alder Street:

Voted to allow DPW to install a “rumble strip” along the double yellow center line on Lowell Street approaching High Street.

7: Myrtle Street Intersection:

Voted to direct Traffic Engineering to apply missing parking lane pavement markings on the west side of Lowell Street between Myrtle and Brown Street, and to also eradicate the existing stop line on Myrtle Street, apply a new stop line four feet in front of the crosswalk, and relocate the stop signs accordingly.

8: Ash Street Intersection:

Voted to direct Traffic Engineering to apply missing parking lane pavement markings on the west side of Lowell Street between Myrtle and Brown Street, and approved the installation of a full corner curb extension in the southwest corner of the intersection of Lowell Street and Ash Street.

9: Brown Street Intersection:

Voted to direct Traffic Engineering to apply crosswalks pavement markings on all four legs of the Lowell Street/Brown Street intersection.

10: Robbins Street Intersection:

Voted to direct Traffic Engineering to eradicate the existing stop line on Robbins Street, apply a new stop line four feet in front of the crosswalk, and relocate the stop signs accordingly.

11: Wadsworth Avenue / Fuller Street Intersection:

Voted to direct Traffic Engineering to apply crosswalk pavement markings of the Lowell Street/Wadsworth Avenue/Fuller Street intersection.

12: Washington Avenue Intersection:

This intersection does not meet the warrants for an all-way stop. **Voted to relocate the stop line on Washington Avenue to be closer to Lowell Street, once DPW constructs new ADA ramps.**

13: Block Between Crafts Street and Laurel Avenue:

Voted to direct Traffic Engineering to relocate the stop line and stop sign on Crafts Street to be closer to Lowell Street.

14: Derby Street Intersection:

Voted to approve the installation of a “rumble strip” along the double yellow center line on Lowell Street approaching Derby Street by DPW, and to also install No Parking signs on the south side of Derby Street, on the section within the Lowell Street/Derby Street intersection, reinforcing that parking is prohibited within the intersection.

15: Lowell Street Corridor (entire length):

- 1. Voted to direct Traffic Engineering to add No Parking This Side signs where needed, to reflect existing parking regulations (on the block between Fuller St and Robbins St, between High St and Chestnut St, and between Cushing St and Taylor St).**
- 2. Voted to suggest to the DPW to investigate narrowing the existing sidewalk width where appropriate, to widen the existing parking lane (while still maintaining a minimum travel lane width of 10 feet in each direction).**
- 3. Voted to have our thermoplastic contractor refresh all pavement markings on Lowell Street in thermoplastic once able to.**
- 4. Voted to designate Lowell Street as a Safety Zone, for the entire length. The Traffic Engineer will notify MassDOT of this designation and will install Safety Zone/20 MPH signs.**

In Schedule 17 (Speed Regulations) of the Traffic Rules & Regulations:

ADD:

Lowell Street, from Pine Street to Derby Street, Safety Zone 20 MPH

- L. Car Charger Upgrades (1/26) (2/26)
- M. Parking Regulations on Private Ways (2/26) (4/26)
- N. Parking After Snowstorms (Councillor Harris) (3/26)
- O. National Grid Gas Line Replacement, Main Street (3/26)
- P. Adams Street and Walnut Street All Way Stop (Councillor Harris) (3/26)

Q. RRFB Placement Along Riverwalk (Councillor Logan) (4/26)

A review of all RRFBs along the Charles River Greenway was conducted. All of the RRFB's are within the standard 10 feet distance except the one on the west side of Moody Street (12 feet from the ramp). Ideally, the post should be located on the right-hand side for a person approaching the crossing along the path on that side of the street. The pushbuttons should be angled and unobstructed.

Voted to suggest that the Wires Department relocate the RRFB on the west side of Moody Street to the right-hand side of the ramp within 10 feet of the ramp, rotate the controller cabinet boxes at Newton Street (west side) and Farwell Street (east side) so that they do not obstruct access to the pushbuttons, and rotate the angle of the pushbutton at Newton Street (east side) so it is pointing towards the path.

R. Revision to Parking Regulations for Driveways (Councillor Logan) (4/26)

The current parking regulation states that parking is prohibited “in front of any private road or driveway without consent of the owner thereof”. The request was to change the language to “in front of or five feet on either side of any private road or driveway without consent of the owner thereof”. Such an amendment would decrease the existing on-street parking by 23% on the South Side and 20% near Banks Square, when looking at the effects on representative residential streets. An

amendment of two feet would result in a 10% reduction of parking on the South side and a 9% reduction near Banks Square. Either amendment will have an effect on the availability of on-street parking. Both Councillors Logan and Harris agreed that a two-foot restriction is an acceptable compromise. **Voted to approve the change in the regulations so that parking within two feet of a driveway is prohibited.**

In Article 5 (Stopping, Standing, Parking), Section 1 (Where Prohibited – Generally), Subsection 7 of the Rules & Regulations:

DELETE: In front of any private road or driveway without consent of the owner thereof.

ADD: In front of or withing two feet of any private road or driveway without consent of the owner thereof.

S. Signs Indicating 24-Hour Parking Limit (Councillor Harris) (4/26)

Voted to direct Traffic Engineering to install “Citywide Parking Regulation Maximum 24 Hour Continuous Parking on All City Streets” signs at 17 locations throughout the City.

T. No Parking Across From 141 Hammond Street (Councillor Durkee) (4/26)

The width of Hammond Street in front of 141 Hammond Street is 27 feet wide. Parking is allowed only on the west side of the street at this location. If a vehicle is parked across from the driveway of #141 Hammond Street, there is still 20 feet of roadway for a vehicle to safely enter/exit the driveway.

Voted to deny this request.

3. DEPARTMENT REPORTS:

A. Parking Meter Report:

Parking collections through the end of April totaled approximately \$170,000. At the same time last year, parking collections were approximately \$168,000, showing a roughly \$2,000 increase in parking revenue from this time last year.

B. Traffic Commission Status Report:

List of completed items: Main St/Linden St signal phasing completed; Farwell St @ Riverwalk – RRFB installed; Sherwood Lane – stop sign at Temple Road installed; Bacon St @ Totten Pond Road – blind driveway sign installed

C. Traffic Signal Inventory: Prospect St/Crescent St/Maple St

- Traffic volume is down
- Voted to update the signal timings, repair the detection, and fix the pedestrian signal heads P3 and P5, so they display countdown clocks like the rest of the pedestrian signal heads

D. Request for Additional Funding for FY26

There is an estimated shortfall of approximately \$18,000 in the Parking Division of the current FY26 budget. This is namely due to the dramatically increased lighting costs (which pays for the lighting of the municipal parking lots). **Voted to direct the Traffic Engineer to submit the letter requesting an additional \$18,000 into the parking division general expenses account, to cover the projected expenses for lighting for the remainder of the current fiscal year.**

E. Parking Regulations on Weston Street

The Traffic Rules & Regulations have no mention of restricted parking along Weston Street west of Everett Street. Since Weston Street (west of Everett St) is under jurisdiction of MassDOT, it is appropriate to amend the regulation to comply with State Law that prohibits parking on a State Highway. **Voted to accept this recommendation and amend the Traffic Rules as follows:**

In Schedule 1 (Parking, Standing, & Stopping Restrictions) of the Traffic Rules & Regulations:

DELETE:

Weston Street, north side, Eddy St. to Everett St, No Parking, Exc. Sun, Holi
Weston Street. South side, Fiske Ave to Vernon St., No Parking

ADD:

Weston St. north side, Eddy St. to I-95 Interchange, No Parking (State Highway)
Weston St. south side, Eddy St. to I-95 Interchange, No Parking (State Highway)

F. Parking Regulations on South Street

Based on Traffic Engineering's review of South Street, it does not look safe to park a vehicle on either side of the street at any time for the entire length of South Street. Current regulations allow parking on South Street for certain sections or during certain times. Traffic Engineering recommends prohibiting parking on both sides of South Street along the entire length at all times. Cars don't tend to park today, so this simply updates the Rules & Regulations to reflect what exists on the street.

Voted to accept this recommendation and amend the Traffic Rules as follows:

In Schedule 1 (Parking, Standing, & Stopping Restrictions) of the Traffic Rules & Regulations:

DELETE:

All existing parking regulations along South Street

ADD:

South St, both sides, entire length, No Parking

G. Lexington Street/Beaver Street Accident Rate Comparison

Prior to last year, the traffic signal on Lexington Street at Beaver Street provided a "leading left" interval for the southbound Lexington Street approach. In April 2025, after a serious traffic accident, the Traffic Commission voted to update the signal phasing to have a "lagging left" for the southbound Lexington Street movement. A year has passed, and the crash statistics show the crash rate has increased from 13.5/year to 19/year. It appears that changing the "leading left" to a "lagging left" was not successful in lowering the crash rate. **Voted to have Traffic Engineering monitor the intersection and collect 1 additional year of data to see if there is a clear trend in the increased accident rate, before voting to revert the "lagging left" back to a "leading left".**

Adjourned @ 12:12 PM

Attendance: All members present

Respectfully Submitted,
Frank S. Lombardo, Clerk