

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY, APRIL 16, 2026, AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

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

1. PETITIONED ITEMS:

A. STOP Sign Request, Sherwood Lane at Temple Road (Mayor McCarthy)

Mayor McCarthy received a request from a resident to install a STOP sign on Sherwood Lane at Temple Road. Traffic Commission member Mr. Kelly agreed with the petitioner that a Stop Sign is required at this location. **Voted to install a Stop Sign at this location without performing a field study.**

In the Traffic Rules and Regulations, Schedule 11 (Stop Signs):

Add: Sherwood Lane at Temple Road, facing southbound traffic

B. RRFB Placement Along Riverwalk (Councillor Logan)

Councillor Logan asked for a review of the placement of the RRFB's along the Riverwalk (Charles River Greenway), due to some of the pushbuttons not being placed in ideal locations for people, particularly those on bicycles. The RRFB's are located at Prospect St, Moody St, Elm St, Newton St, and Farwell St. **Voted to direct the Traffic Engineer to study the placement of the RRFB pushbuttons and make any recommendations for potential relocation.**

C. Revision to Definition of Commercial Vehicle (Councillor Logan)

Councillor Logan requested that the Traffic Commission revise the length of a Commercial Vehicle, and decrease it to 18 feet from 24 feet, currently. The average length of a standard pickup truck is approximately 19.8 feet, which raised concerns, as a standard Ford F150 is longer and would technically be considered a violation if the 18-foot length was adopted. **The Commission voted to compromise and set the length to 20 feet.**

In Article 1, Section 2 (Definitions) of the Traffic Rules and Regulations, under "Commercial Vehicles"

Delete: is more than twenty-four (24) feet in length or seven (7) feet in width

Add: Is more than twenty (20) feet in length of seven (7) feet in width

In Article 5 (Stopping, Standing, Parking), Section 18 (Commercial Vehicle Parking Prohibited)

Delete: 24 (before "feet in length")

Add: 20 (before "feet in length")

D. Revision to Parking Regulations for Driveways (Councillor Logan)

Councillor Logan requested that Traffic Commission approve a regulation prohibiting on-street parking within five feet of any driveway. According to the Councillor, residents have a hard time entering and exiting their driveway when vehicles park right up to the curb cut. The Councillor is looking to amend the parking regulations and create a 5-foot buffer zone on either side of a driveway. Councilors Harris, Katz, and Durkee all concurred that there is a problem with parking close to driveways. The intent is to make it easier for residents to enter and exit. However, instituting a parking regulation like this would introduce significant consequences, as it would severely decrease the

amount of available on-street parking on the South Side, which is already at capacity. Mr. Vizard questioned how residents would be notified of this regulation. Chief Mullin requested that the appropriate distance from fire hydrants also be included in any potential study. Mr. Kelly suggested that three feet should be considered. **Voted to have the Traffic Engineer conduct a survey of representative South Side streets to quantify the number of parking spaces that would be removed if parking were to be prohibited within five feet, or two feet, of any driveway.**

E. Signs Indicating 24-Hour Parking Limit (Councillor Harris)

Councillor Harris requested the installation of signs that indicate the 24-Hour Maximum Parking regulation. It was agreed that this is a problem and needs to be addressed. Traffic Engineering suggested posting this regulation on major street entrances to the city. In addition, it was suggested that the Police Department's social media be utilized, and that a parking regulation memo be attached to the Excise Bill. **Voted to table and come up with a comprehensive placement of signs at various city entrances on major roads.**

F. Blind Driveway Sign Request, Bacon St at Totten Pond Rd (Councillor LaFauci)

Councillor LaFauci requested a "Blind Driveway" sign for vehicles that turn right from Totten Pond Road onto Bacon Street. **Voted to approve the installation of a "Blind Drive" sign without a field study.**

G. No Parking Across From 141 Hammond Street (Councillor Durkee)

Councillor Durkee requested that parking be restricted across the street from the driveway at 141 Hammond Street. **Voted to direct the Traffic Engineer to study and make a recommendation at a future meeting.**

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)
- 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)

Councillor Harris spoke to the following concerns regarding the Lowell Street corridor:

- 1: Moving stop lines forward – stop lines must be placed before crosswalks; otherwise vehicles will encroach into the crosswalks and block them
- 2: All-way Stop control – warrants are not rigid and are subject to engineering judgement
- 3: Authority to designate Lowell Street as a "hazardous or dangerous" way
- 4: The existing report does not include the previously approved curb extensions (Myrtle Street, Ash St., and Wadsworth/Fuller St.) where there are no catch basins
- 5: Inconsistent crosswalk markings – all markings should be in thermoplastic
- 6: Incremental measures have not resolved ongoing safety concerns
- 7: Understudied speed humps are not a sound alternative
- 8: Urged the Commission to designate Lowell Street as a dangerous roadway; direct the Traffic Engineer to update the study; implement all-way stop controls at Washington/ Lowell Sts. and

Wadsworth/Lowell Sts.; reinstate and include previously approved curb extensions; use thermoplastic pavement markings.

Mayor McCarthy spoke opposing the Traffic Engineer's report for not containing sufficient data to reach a reasonable conclusion. All accident data for the five years that were reviewed need to include more specific information so a reasonable and more accurate conclusion can be reached.

Voted to table this item and have the Traffic Engineer provide all the data that was studied to support the recommendations that were made.

L. Car Charger Upgrades (1/26) (2/26)

M. Parking Regulations on Private Ways (2/26)

The Traffic Engineer, Mr. Garvin, recommended various parking regulations on the following streets, based on private roads (some sections of which are public) that allow on-street parking that are 25 feet in width or less. This is to ensure that all streets provide proper clearance for large emergency vehicles, such as fire trucks, to traverse narrow roadways.

Antico Circle – No Action

Bishop Terrace – No Action

Charlesbank Way – Have apartment complex submit formal request to Traffic Commission requesting no parking on either side of the street, pending residents' endorsement

Circle Drive – Prohibit parking on the public section of the street (where curbing exists) on the eastern side; recommend no parking on the north or east side of Circle Drive, between Marguerite Avenue and Trapelo Road

Daniels Court – No Action

Drew Street – No Action

Evergreen Ave. – Recommend no parking on the west side of the street along the entire length, pending residents' endorsement

Exchange Court – No Action

Falconer Circle – No Action

Farnsworth Ave – Recommend no parking on the east side of the street along the entire length, pending residents' endorsement

Gregory St. - No Action

Hawthorn Road – Recommend no parking on the east side of the street, from Sartell Rd to 145 ft north of Sartell Rd, pending residents' endorsement

Helen Street – Recommend no parking on Helen St, south side, from dead end to Emmeline Ave, pending residents' endorsement

Hibiscus Ave. – No Action

Indian Road - No Action

Keach Terrace – No Action

Lincoln Woods Road – No Action

Marguerite Ave – Recommend no parking along the west side of Marguerite Ave, from Trapelo Rd to Circle Dr

Morris Street - No Action

Mount Walley Road – Recommend no parking on west side of Mount Walley Rd, from College Farm Rd to Piedmont Ave; also recommend no parking on the east side of Mount Walley Rd, from Piedmont Ave to a point 220 ft towards the south, pending residents' endorsement

Muldoons Court – No Action

Prospect Hill Road – Recommend no parking on east side of Prospect Hill Rd, from 95 ft south of Summit St to Summit St, pending resident's endorsement

Robbins Place – No Action

Royal Street – No Action

Sagamore Way – Recommend having the apartment complex submit a formal request to Traffic Commission requesting no parking on the west side of the street, pending residents' endorsement

School Avenue – No Action

Seminole Ave. – No Action

Spencer Street – No Action

Stone Road – No Action

Summit Avenue – Recommend no parking on east side of Summit Ave between Rockridge Rd and Weston St, pending residents' endorsement; also recommend no parking on west side of Summit Ave between Rockridge Rd and Villa St, pending residents' endorsement

Totten Circle – No Action

Wight Street – Recommend no parking on Wight St, south side, from dead end to Emmeline Ave, pending residents' endorsement

Traffic Commission voted to approve the proposed regulations on public ways and voted to have the Traffic Engineer work with the Ward Councillors to engage affected residents and attempt to get approval from property owners along the proposed parking regulations on the following private ways:

- **Charlesbank Way, Evergreen Avenue, Farnsworth Avenue, Hawthorne Road, Helen Street, Mount Walley Road, Prospect Hill Road, Sagamore Way, Summit Avenue, and Wight Street.**

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

Add:

- Circle Drive, north and east side, from Marguerite Avenue to Trapelo Road, No Parking
- Marguerite Avenue, west side, from Trapelo Road to Circle Drive, No Parking
- Mount Walley Road, west side, from College Farm Road to Piedmont Avenue, No Parking

N. Parking After Snowstorms (Councillor Harris) (3/26)

O. Blind Driveway Sign on School Street at Mt. Pleasant Street (3/26)

Traffic Engineering determined that a "Blind Driveway" sign is not the appropriate sign as Mt. Pleasant is not a driveway. There is already a "No Parking Here to Corner" sign placed 30 ft before the intersection with Mt. Pleasant Street. Traffic Engineering suggests that the Police Department enforce this regulation when possible. Further, Traffic Engineering recommends adding pavement markings that reinforce that parking is prohibited within 30 feet of this intersection. **Voted to direct Traffic Engineering to apply no parking pavement markings on School Street at this intersection.**

P. National Grid Gas Line Replacement, Main Street (3/26)

Q. Adams Street and Walnut Street All Way Stop (Councillor Harris) (3/26)

3. DEPARTMENT REPORTS:

A. Parking Meter Report:

Parking collections through the end of March totaled approximately \$130,000. At the same time last year, parking collections were approximately \$121,000, showing a roughly \$9,000 increase in parking revenue from this time last year.

B. Traffic Commission Status Report:

List of completed items: Trapelo Rd @ Berkley St (No Engine Braking sign); Elson Rd parking regulations; permits for outside dining along Moody Street in the parking lanes

C. Traffic Signal Inventory: School St/Common St:

- Traffic volume is down
- Voted to remove the crosswalk on the easterly leg, and add missing pedestrian signal heads to the intersection

D. Traffic Signal Inventory: Moody St/Carter St/Felton St:

- Traffic volume is down
- Voted to update signal timings, fix detection, switch Phase 2 from a lagging to a leading left, relocate the crosswalk pushbutton in the SW corner closer to the crosswalk, increase the minimum walk time to 7 seconds and increase the flashing don't walk time to 22 seconds, only assign one phase to the Carter St movement, and find/create an associated traffic signal plan for this intersection

Adjourned @ 12:05 PM

Attendance: All members present

Respectfully Submitted,
Frank S. Lombardo, Clerk

WALTHAM TRAFFIC COMMISSION

Off Committee Speakers

Date of Meeting: April 16, 2026

Name of Speaker	Address	Item of Interest	Affiliation i.e. Attorney Abutter Traffic Engineer Petitioner
Jeanette A McCarthy	610 Main Street	1A – 2K	City of Waltham Mayor
Sean Durkee	610 Main Street	1C-1D-1G-2M – 2O	Self (City Councillor
Robert Logan	109 Taylor Street	1B – 1C - !D – 2K	City Council
Paul Katz	89 Cedarwood Ave	1M	City Council
Cathyann Harris	42 Hovey Road	Ward 8	City Council