

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY, JUNE 18, 2026, AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

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

1. PETITIONED ITEMS:

A. STOP Sign on Farnsworth St (“Taddeo Way”) at Bacon St (Mayor McCarthy)

Mayor McCarthy requested the installation of a STOP sign at the exit from the Plympton Elementary School onto Bacon Street. Bacon Street is designated as a “through way” for its entire length and it is the policy of the Traffic Commission to have all unsignalized side streets come to a STOP control when approaching a through way. The Traffic Rules & Regulations book already has an approved STOP sign at this location. **Voted to direct the Traffic Engineer to install a STOP sign on “Taddeo Way” approaching Bacon St.**

B. Do Not Block Intersection, Newton Street at Barton Street (Councillor LaCava)

Councillor LaCava requested approval to paint a Do Not Block Intersection box at the intersection of Newton Street and Barton Street. This intersection often experiences long queues from the signal at Main Street/Newton Street and will continue until such time that the parking on the north side of Main Street is removed. **Voted to approve the installation of “Do Not Block Intersection” pavement markings on the northbound lane of Newton Street at Barton Street, along with the installation of a “Do Not Block Intersection” sign at this location.**

In Schedule 28 (Do Not Block Intersection) of the Traffic Rules & Regulations,

ADD:

Newton Street at Barton Street

C. Green Street Extension Construction

Rob Nagi of VHB presented the design plans for the Green Street Extension project, including signal plans for three new or revised traffic signals. The construction of the extension of Green Street to the Route 20 rotary, the first phase of the overall project, is expected to begin this year. The following are included:

- A new RRFB at crosswalk crossing I-95 southbound ramp at the Rte 20 rotary
- A new RRFB at crosswalk crossing I-95 northbound ramp at the Rte 20 rotary
- Revising the traffic signal at Main St. with Bear Hill Road and Green St., including signal coordination with Main St./Stow St./Tower Rd. and Main St./Border Rd.
- Revising the signal timings and detection at Main St./Stow St./Tower Road, including signal coordination with Main St./Bear Hill Rd./Green St. and Main St./Border Rd.
- Revising the signal timings and detection at Main St. with Border Rd., including signal coordination with Main St./Stow St./Tower Rd. and Main St./Bear Hill Rd./Green St.
- New Signal at Rte 20/Green St (video detection & signal coordination)
- New Signal at Rte 20 WB/Rte 20 EB to WB Connector (video detection & signal coordination)
- Prohibition of left turns from Main St WB to Green St

Voted to approve the traffic design plans for the Green Street Extension project and amend the Traffic Rules & Regulations.

Approve five new crosswalks (I-95 SB ramp at Rte 20 rotary, Green St SB at Rte 20 rotary, Green St NB at Rte 20 rotary, 9-39 Green St Connector, and I-95 NB on-ramp at Rte 20 WB)

Approve revised signal timings at the existing traffic signals of Main/Bear Hill/Green, Main/Stow/Tower, and Main/Border.

In Schedule 10 (Approved Traffic Signals) in the Traffic Rules & Regulations,

ADD:

Weston St (Rte 20 WB) at Green St

Weston St (Rte 20 WB) at Rte 20 EB to WB Connector

In Schedule 11 (Stop Signs) in the Traffic Rules & Regulations,

ADD:

Green Street Connector (from #9-39 Green St) at Green St, facing southbound traffic

In Schedule 18 (Turns Only As Designated) in the Traffic Rules & Regulations,

DELETE:

Bear Hill Road: All vehicles traveling southbound in the right lane approaching Main St MUST TURN RIGHT

ADD:

Green Street: All vehicles traveling southbound approaching Weston St (Rte 20 WB) in the left lane MUST CONTINUE STRAIGHT onto I-95 SB

Green Street: All vehicles traveling southbound approaching Weston St (Rte 20 WB) in the right two lanes MUST TURN RIGHT onto Rte 20 WB

Green Street: All vehicles traveling northbound approaching 40 Green St in the left lane MUST TURN LEFT

Green Street: All vehicles traveling northbound approaching 9-39 Green St in the left lane MUST TURN LEFT

Green Street: All vehicles traveling northbound approaching Main St in the left lane MUST TURN LEFT

Main Street (Rte 117): For all vehicles traveling westbound approaching Green St/Bear Hill Rd, LEFT TURN PROHIBITED

Weston Street (Rte 20): All vehicles traveling westbound approaching Green Street in the right lane MUST TURN RIGHT

In Schedule 27 (Rectangular Rapid Flashing Beacon – RRFB – Locations) of the Traffic Rules & Regulations,

ADD:

I-95 SB Off-Ramp at Rte 20 Rotary

I-95 NB On-Ramp on northern side of Rte 20 Rotary

D. 719-723 Main Street, Proposed Residential Development, Traffic Assessment

TraflInfo submitted a Traffic Assessment for the conversion of office space into four residential units at 719-723 Main Street. According to the study, the proposed conversion from office to residential will result in a reduction of trips generated at this site and will have a net traffic benefit compared to the existing uses. The site will provide five on-site parking spaces through a tandem parking arrangement. **Voted to accept the Traffic Assessment for 719-723 Main Street, as prepared by TraflInfo and forward it to the City Council for their deliberation.**

E. REACH Beyond Domestic Violence Race/Walk, Saturday October 17, 2026

Approval was requested for the road race on Saturday, October 17th. The race will begin and end at the Waltham Common. **Voted to approve the road race and recommend to the Mayor to issue a permit.**

F. Waltham Independence Day Fireworks, Sunday June 28

The Waltham Police Department requested traffic restrictions for the annual Fireworks on Sunday, June 28 (rain date Monday, June 29). During the event, the Moody Street Bridge will be closed to all traffic. Barriers or other means of blocking traffic will be installed on the north and south sides of the bridge.

Voted to approve the following restrictions:

1: Moody Street – Closed from Pine Street to Carter St. all day Sunday, June 28 (Enterprise Rental Car, Stazione di Federal restaurant, and the Railroad Parking Lot will still be accessible to vehicles). Traffic will be detoured around the closure.

2: Elm Street driveway to the Mill housing complex will be open to provide access and egress into the site; the Moody St driveway will be closed.

3: Parking on Moody St. will be prohibited on both sides, from Carter St to Pine St., on Saturday, June 27 and Sunday, June 28.

G. Proposed Hotel, 220 Moody Street, Transportation Impact Assessment

Vanasse & Associates submitted a revised traffic study for the proposed hotel on Moody Street. MICOL., LLC is proposing to construct a 42-room boutique hotel at 220 Moody Street. The existing building will be demolished. The hotel will include a 3,100 square foot restaurant on the ground floor (open to the public), a 12,600 square foot banquet hall, and an owner's apartment. The Traffic Commission accepted the Transportation Impact Assessment for this project in 2024, but several new modifications to the project have been incorporated, including:

- The size of the banquet hall has increased from 6,800 square feet to 12,600 square feet
- The curb cut on Moody St is proposed to be for entering traffic only, and no longer for entering and exiting traffic
- The street address has been redesignated from 210 Moody Street to 220 Moody Street
- A request for a "drop off area" in front of the hotel

The Commission voted to accept the revised traffic impact study and approved the following:

- **Creating a new loading zone on Moody Street located just south of the Moody Street bridge over the Charles River, on the east side of Moody Street**
- **Rescinding the previous regulation requiring all vehicles exiting the hotel driveway to turn right and replacing it with a regulation that the driveway is for entering traffic only, with no exiting traffic allowed**
- **Approving the reconstruction of the surface municipal parking lot behind the building (at the expense of the applicant), with a two-foot-wide concrete island for the installation of parking space number signs, and allow for space number signs to be**

affixed to the hotel wall for the newly created parking row adjacent to the building (8 additional spaces)

In Schedule 5 (Service Zones/Loading Zones) of the Traffic Rules & Regulations,

DELETE:

Moody Street, east side, in front of #210

ADD:

Moody Street, east side, in front of #220, loading zone or hotel drop-off area

In Schedule 18 (Turns Only As Designated) of the Traffic Rules & Regulations,

DELETE:

Moody Street: All vehicles exiting the driveway for #210, traveling westbound MUST TURN RIGHT

ADD:

Moody Street: EXITING TRAFFIC PROHIBITED from driveway for #220

H. Proposed Disabled Parking Space, 9 Circle Drive

A disabled parking space was requested at 9 Circle Drive. Mark Johnson of the Disability Services Commission recommended approval. **Voted to approve a new disabled parking space at 9 Barton Street.**

In Schedule 6 (Disable Parking) of the Traffic Rules & Regulations,

ADD:

Circle Drive, west side, at #9 – 1 space

I. South Street RRFB Revision at Brandeis University

Brandeis University proposed changes to the existing RRFB on South Street. They have proposed replacing the existing RRFB with an RRFB-XL2 unit, which features extra large beacons. **Voted to approve the replacement of the existing RRFB on South Street by Brandeis University, at the expense of Brandeis.**

J. Residential Development at 51 Bacon Street, Traffic Impact Memo

A traffic impact memo was submitted for a residential development at 51 Bacon Street. The applicant is proposing to replace a single-family dwelling unit with a three-unit residential development. Three units require a Special Permit. According to Transportation Engineering Planning and Policy LLC (TEPP LLC), the impacts from this proposed development will have minimal impacts, resulting in only one additional vehicle trip in the PM peak hour (and no projected increase in the other peak hours). **Voted to accept the traffic assessment memorandum, prepared by TEPP, for the proposed residential development at 51 Bacon Street.**

K. Proposed Credit Union, 995 Main Street, Traffic Impact Study

A traffic impact study was submitted for a proposed credit union business at 995 Main Street. The property borders Main Street, Prospect Hill Road, and Prospect Hill Avenue. Access to the site will be provided via a single driveway on Prospect Hill Road. The parking lot will provide parking for 18 cars, and a drive-up ATM will be included on the northern end of the lot. The traffic study indicates the Level of Service (LOS) at the intersections will remain the same except for Main/Prospect Hill, as it will decline from LOC C to LOS D (creating an additional six second delay in the PM peak hour).

The traffic impacts for this proposed development are minor. **Voted to accept the traffic impact study, prepared by Solli Engineering, for the proposed credit union business at 995 Main Street.**

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) (5/21)

Traffic Engineering was directed to develop a concept plan for geometric improvements to this intersection. The existing corners at this intersection have very large radii which encourage higher speeds for vehicles that are turning from Villa Street onto Cedarwood Avenue. The proposed radii will be reduced to 10 ft in the northeast and southeast corners. Furthermore, a sidewalk should be constructed at the new curb line. This will allow the existing crosswalk and stop line on Villa Street to move up closer to Cedarwood Avenue, and will force vehicles on Villa Street to slow down as they complete the turn onto Cedarwood Avenue. **Voted to direct the Traffic Engineer to work with the Purchasing Department to develop and bid an RFP for the redesign of the intersection of Cedarwood Avenue and Villa Street, to incorporate corner radii of 10 feet.**

I. Potential Traffic Signal at Lexington St/Pond St (Mayor McCarthy) (10/25) (11/25)

The Traffic Commission directed Traffic Engineering to conduct a traffic signal warrant analysis for the intersection of Lexington Street and Pond Street/Summer Street in October 2025. None of the traffic volume warrants were met at this location. However, Traffic Engineering was directed to collect additional traffic data, assuming that the volumes collected during the week of October 20, 2025 were low and not representative. Traffic Engineering collected almost two additional weeks' worth of data, and the result remained the same. Neither the average weekday nor the average weekend day met the requirements for the traffic volume warrants for signalization; no single day of data comes close. Adding a traffic signal at this location would have a significantly negative impact on overall traffic delays and would result in much longer queues on Lexington Street. Alternatively, forcing vehicles to make only right turns from Summer onto Lexington Street would increase safety by reducing the chances for angle crashes. The diverted traffic (vehicles looking to turn left from Summer onto Lexington) would be forced to use School Street. Of the eight angle crashes over the past three years, five of them occurred at Lexington/Summer and three occurred at Lexington/Pond. The alternatives that restrict turns to be right-only result in the fewest number of diverted vehicles, but have the greatest safety improvement potential. Traffic Engineering recommended prohibiting left turns from Summer Street westbound onto Lexington Street southbound. **Voted to restrict the Summer Street westbound approach to Lexington Street to be right-turn-only.**

In Schedule 18 (Turns Only As Designated) of the Traffic Rules & Regulations,

ADD:

Summer Street: All vehicles traveling westbound approaching Lexington Street MUST TURN RIGHT

J. West End Traffic Study Evaluation (Councillor Katz) (10/25) (11/25)

Traffic Engineering was directed to prepare an RFP to implement coordinated traffic signals, under adaptive signal control, along Prospect Street at the following intersections: Prospect/Felton/Highland, Prospect/Charles, Prospect/Russell, and Main/Prospect/Hammond. However, the Purchasing Department informed Traffic Engineering that this request cannot proceed until additional progress is made on other projects, namely the redesign of the Beaver Street Railroad crossing, and the redesign of the intersection of Main St/Gore St/Barbara Rd/Warren St. Councillor Logan requested consideration for a No Left Turn restriction on Prospect Street NB onto Highland Street WB. After some deliberation, this suggestion was approved. **Voted to keep the West End Traffic Study evaluation on the table, until such time that the Beaver Street Railroad Crossing and Main/Gore/Barbara/Warren projects are completed, and to restrict left turns from Prospect St NB to Highland St WB.**

In Schedule 18 (Turns Only As Designed) of the Traffic Rules & Regulations,

ADD:

Prospect Street: All vehicles traveling northbound approaching Highland Street MUST CONTINUE STRAIGHT. LEFT TURNS ARE PROHIBITED

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

The Traffic Commission approved installing new electric vehicle car chargers across the City parking lots under Traffic Commission jurisdiction. These new chargers will, for the first time, require users to pay for the charge they are getting for their vehicles. There are 31 parking spaces throughout the municipal lots that have been approved for new EV car chargers. Traffic Commission voted to reduce the fee for parking in an electric vehicle space from \$3 per hour to \$1 per hour, effective once the new car chargers are activated. The maximum time a vehicle may be parked in one of these spaces remains two hours. After some initial discussion and deliberation, it was agreed that the new rate for EV charging will be \$5.00 per hour, for 2 hours maximum. **Voted to approve the following:**

- **Revenue from electric vehicle charging will be collected by the Traffic Engineering Department (a new revenue account will be created)**
- **It will cost \$4.00/hr to charge, and \$1.00/hr to park, for a total of \$5.00/hr**
- **There is a 2-hour maximum limit for electric vehicle charging**
- **Violators staying in excess of 2 hours will be charged an automatic overtime parking violation fee from the electric vehicle provider, to be collected by the City**
- **PCOs can continue enforcing and issuing tickets to non-EV vehicles illegally parked in EV designated spaces and vehicles parked in an EV space that are not actively charging**

In Schedule 8 (Parking Fees) in the Rules & Regulations,

DELETE:

Electric Vehicle Spaces, \$3.00/hr.; 2 hr. limit

ADD:

Electric Vehicle Spaces, \$5.00/hr.; 2 hr. limit, Parking & Charging to be paid at EV charger

In Schedule 9 (Parking Fines) in the Rules & Regulations,

ADD:

FINE \$25.00 EACH: Overtime – Metered for Electric Vehicle Spaces (monitored and charged via ChargePoint)

L. Parking Regulations on Private Ways (2/26) (4/26)

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

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

DDS Company submitted the Traffic Management Plan for the required replacement of the National Grid gas line along Main Street, between Banks Square and Exchange Street. The proposed plan is split into 18 distinct phases, with various lane closures in each. Many of these phases will prohibit on-street parking, and police details will need to alternate traffic in each direction in the phases near Prospect Street and Harvard Street. The proposed work hours will only occur between 9:30am and 4:00pm and no overnight equipment storage will be allowed on the street. **Voted to approve the Traffic Management Plan prepared by DDS Company for the gas line replacement project along Main Street. Require that this work is not allowed to be done at a time when traffic is not being detoured onto Main Street from the Felton Street project.**

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

P. STOP Sign Request, Thornton Road at Florence Road (Councillor Katz) (5/26)

Traffic Engineering reviewed this location and agreed that a stop sign is warranted, given that it comes to a four-leg intersection. **Voted to approve the installation of a STOP sign on Thornton Rd westbound at Florence Road. It was also requested to reposition the stop sign on Virgina Road to be closer to the intersection with Florence Road.**

In Schedule 11 (STOP Signs) of the Traffic Rules & Regulations,

ADD:

Thornton Road at Florence Road, facing westbound traffic

3. DEPARTMENT REPORTS:

A. Parking Meter Report:

Parking collections through the end of May totaled approximately \$227,000. At the same time last year, parking collections were approximately \$211,000, showing a roughly \$16,000 increase in parking revenue from this time last year.

B. Traffic Commission Status Report:

List of completed items: Warren St. - 15-minute parking spaces painting completed; School St @ Mt. Pleasant – pavement markings completed

C. Traffic Signal Inventory: Hammond St/Columbus Ave/School St

- Traffic volume is slightly down
- Voted to update the signal timings, and adjust/straighten Signal Head N

D. Traffic Signal Inventory: South St/Vernon St

- Traffic volume is down
- Voted to update the signal timings, replace the missing mast arm, replace the green through arrow with a green ball, install emergency preemption at the intersection, fix pedestrian signal head P1, install pedestrian signal heads across Vernon St on the westerly side of the intersection, and increase the walk time to 7 seconds and the don't walk time to 10 seconds in the exclusive pedestrian phase

E. Status of Traffic Signal Funding Requests

Traffic Engineering requested \$365,000 to address signal deficiencies at numerous signalized intersections. As of the printing of the May report, Traffic Engineering did not receive a response from the Mayor's office. **Voted to submit a new funding request to pay for the traffic signal repairs from the March 13th list that the Wires Department is unable to fund.**

F. Stow Street/Tavern Road Traffic Regulations

Traffic Engineering recently reviewed existing signage on Stow Street and Tavern Road. To match current conditions on these streets, Traffic Engineering recommended adding regulations to the Traffic Rules & Regulations book. **Voted to add traffic regulations on Stow Street and Tavern Road to the Traffic Rules & Regulations.**

In Schedule 12 (Yield Signs) in the Traffic Rules & Regulations,

ADD:

Stow Street (Right turn channel from Weston St westbound) at Stow Street (Left turn channel from Weston St eastbound), facing westbound traffic

In Schedule 18 (Turns Only As Designated) in the Traffic Rules & Regulations,

ADD:

Stow Street: All turns prohibited at junction between Left Turn Channel from Weston St eastbound and Right Turn Channel from Weston St westbound

Stow Street: All vehicles traveling northbound approaching Tavern Road in the left lane **MUST TURN LEFT**

Stow Street: All vehicles traveling northbound approaching Tavern Road in the right lane **MUST TURN RIGHT**

Tavern Road: All vehicles traveling southbound approaching Weston Street in the left lane **MUST TURN LEFT**

4. LATE FILES:

A: CAVA Restaurant 1265 Main Street, Traffic Study

VHB submitted the Traffic Impact Study for this 2,724 square foot fast food restaurant within the existing shopping plaza. It will generate approximately 50 new peak hour trips. The capacity analysis indicates that the added traffic will not create a noticeable impact on traffic operations. The project will result in relatively minor parking demands with an estimate of 21-30 new cars parking during the midday and evening periods. **Voted to accept the traffic impact study, prepared by VHB, for the proposed CAVA restaurant at 1265 Main Street and forward it to the City Council for their deliberations.**

B: Sweetgreen Restaurant 1265 Main Street, Traffic Study

VHB submitted the Traffic Impact Study for this 2,463 square foot fast food restaurant within the existing shopping plaza. It will generate approximately 46 new peak hour trips. The capacity analysis indicates that the added traffic will not create a noticeable impact on traffic operations. The project will result in relatively minor parking demands with an estimate of 19-27 new cars parking during the midday and evening periods. **Voted to accept the traffic impact study, prepared by VHB, for the proposed Sweetgreen restaurant at 1265 Main Street and forward it to the City Council for their deliberations.**

Adjourned @ 12:42 PM

Attendance: All members except DPW Director Mr. Chiasson

Respectfully Submitted,
Frank S. Lombardo, Clerk

WALTHAM TRAFFIC COMMISSION

Off Committee Speakers

Date of Meeting: June 18, 2026

Name of Speaker	Address	Item of Interest	Affiliation i.e. Attorney Abutter Traffic Engineer Petitioner
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Cathyann Harris	42 Hovey Road	220 Moody Street	Ward 8
Paul Ktaz	89 Cedarwood Ave	W7	City Council
Joey LaCava	11 Kenmore Terr	W5	City Council
Robert Logan	109 Taylor Street	Ward 9	City Council
Dan Tress	415 South Street	Crosswalk	Brandeis University
Jeannette McCarthy	91 Hamilton Road		Tadeo Way
Paul Finger	14 Spring Street	220 Moody St	
Jeffery Dirik	Andover Ma	220 Moody St	Traffic Engineer
Robert Nagi	VHB	Green St	
Paul Yu	719-723 Main St		
Kim eric Hazarvartian	TEPP LLC	51 Bacon Street	
Jared Hile	Solli Engineering	995 Main Street	