

**MINUTES OF THE TRAFFIC COMMISSION MEETING
HELD: THURSDAY, SEPTEMBER 17, 2026, AT 10:00 A.M.
WALTHAM CITY COUNCIL CHAMBER, CITY HALL**

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

1. PETITIONED ITEMS:

A. Embassy Parking Facility Crosswalks (Councillor Logan)

Councillor Logan requested new STOP signs at the two egresses from the lower level of the Embassy Parking Facility, on the west side of the garage. The Traffic Engineer, Mr. Garvin, agreed that the request was reasonable given pedestrian safety and recommended the installation of the STOP signs. **Voted to approve new STOP signs at the two egresses from the Embassy Parking Facility.**

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

ADD:

Embassy Parking Facility, at two westerly egresses, facing exiting traffic

B. Pine Street Vertical Posts (Councillor Logan)

Councillor Logan requested vertical posts to be approved along the south side of Pine Street between Hall Street and Lowell Street. According to Councillor Logan, parking is occurring on this prohibited section despite pavement marking hatch marks. Traffic Engineer, Mr. Garvin, recommended denying this request as vertical posts are meant to be a temporary measure. The DPW director, Mr. Chiasson, also objected as the continuous replacement of these downed vertical flex posts can be costly and time-consuming. **Voted to have the Traffic Engineer review and study the problem and come to the next Traffic Commission meeting with potential permanent solutions.**

C. Newton Street/Pine Street Signal (Councillor Logan)

Councillor Logan requested revisions to the traffic signal at Newton/Pine to allow a protected left turn for Newton Street northbound traffic. Currently, there is only one lane in the northbound direction. Typically, for protected left turn movements, an exclusive left turn lane is present. In this case, introducing a protected left turn phase would only be beneficial if one of the first few vehicles happens to be turning left. Delays for southbound vehicles will naturally increase as they wait for the protected phase to complete. A traffic count from 2013 indicates that not enough vehicles turn left at this intersection to warrant an exclusive left turn phase. If the upcoming traffic count indicates that traffic patterns have changed considerably since 2013, then this item can be revisited. **Voted to Table and have Traffic Engineering obtain current vehicular volume and turning movement data (anticipated signal inventory to be presented to Commission in March 2027), and subsequently quantify the delays and overall effects that introducing a protected left turn movement will have on traffic operations at this signalized intersection.**

D. Moody Street/Crescent Street/Pine Street Signal (Councillor Logan)

Councillor Logan requested revisions to the traffic signal at Moody/Crescent/Pine to allow a protected left turn for Pine Street westbound traffic. Similar to the intersection at Newton/Pine, there is no exclusive left turn lane. Protected left turn movements work most efficiently when there is a dedicated left turn lane. The opposing approach, Crescent Street eastbound, already has an advance protected left turn phase (and an exclusive left turn lane). Therefore, if this change were to be implemented, one approach would need to be a lagging protected left turn phase. From the 2013 count, only 15% of Pine St westbound traffic turned left in the AM peak hour, while only 22% turned

left in the PM peak hour. Delays for other approaches will naturally increase. **Voted to Table and have Traffic Engineering obtain current vehicular volume and turning movement data (anticipated signal inventory to be presented in November 2026), and subsequently quantify the delays and overall effects that introducing a protected left turn movement will have on traffic operations at this signalized intersection.**

E. Beaver Street RRFB (Councillors LeBlanc and Durkee)

Councillors LeBlanc and Durkee requested an evaluation for a new RRFB at the crosswalk crossing Beaver Street at the Girl Scout Camp. **Voted to have the Traffic Engineer first ask the Councillors when the most appropriate time frame would be, and then conduct an RRFB warrant analysis for the crosswalk near the Girl Scout Camp.**

F. Adams Street Parking Lanes (Councillor Harris)

Councillor Harris requested that a review of the width of the parking lanes on Adams Street be conducted, as there have been some concerns from residents that the newly painted parking lanes are too narrow. **Voted to direct the Traffic Engineer to review the new parking lanes to see if they have been applied properly.**

G. Wadsworth Avenue and Fuller Street Speed Studies (Councillor Harris)

Councillor Harris requested that speed studies for Wadsworth Avenue and Fuller Street be conducted. **Voted to direct the Traffic Engineer to conduct a speed study for Wadsworth Avenue and Fuller Street, and report the results at a future meeting.**

H. RRFB Requests Along Moody Street (Councillor Dunn)

Councillor Dunn requested evaluation for potential RRFBs along Moody Street (at Whitney Ave, Walnut St, or Chestnut St). The final recommendation for the Moody Street Pedestrian Feasibility Study has not been made. That project has been assigned to the Planning Department. Traffic Engineering's stance is to not recommend approval of any RRFB along this portion of Moody Street until the redesign project is completed. The Commission would like to see a pedestrian analysis independent of the Moody Street Pedestrian project being conducted by Planning Department. **Voted to direct the Traffic Engineer to conduct RRFB warrant analyses along Lower Moody Street.**

I. Angleside Road/Charles River Road Safety Review (Councillor Katz)

Councillor Katz requested a safety review of the intersection of Angleside Road and Charles River Road. Residents are concerned about the lack of visibility of pedestrians from drivers that are turning into the Edgewater Drive neighborhood. **Voted to direct the Traffic Engineer to meet with the ward Councillor, conduct a safety review of the intersection, and report the results at a future meeting.**

J. New MBTA Bus Shelters
Withdrawn prior to the meeting.

K. PayByPhone Contract

PayByPhone submitted a draft contract for continuing the service. The primary change is the SMS fee (paid by the user) is increasing from \$0.20 to \$0.25. **Voted to approve the proposed contract for PayByPhone service, increasing the SMS fee to \$0.25, and giving the Traffic Engineer the authority to sign the contract on behalf of the City.**

L. Permits for Parking on Main Street for Waltham Chamber of Commerce
Withdrawn prior to the meeting.

M. Petition to Modify Parking on Grant Street

A citizen petition was submitted requesting modifications to on-street parking on Grant Street. Residents expressed difficulty turning out of the parking lot adjacent to 25 Grant Street when large vehicles park in the designated on-street parking spaces. **Voted to direct the Traffic Engineer to review the on-street parking at 25 Grant Street and report results at a future meeting.**

N. Removal of Disabled Parking Space at 40 Clinton Street

Traffic Engineering received a request to remove the disabled parking space at 40 Clinton Street, since it is no longer needed. **Voted to remove the disabled parking space at 40 Clinton Street from the list of approved handicap parking spaces.**

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

DELETE:

Clinton Street, north side, 1 space, in front of #40

O. Waltham Open Studios, Parking Request (November 7)

Waltham Open Studios requested free parking for artists and vendors for their event on November 7th. **Voted to approve free parking for artists and vendors on Saturday, November 7 from 12PM to 6PM in the following lots, provided that the approved parking placard is displayed: Carter Street Lot, Embassy Parking Facility, Crescent Street Lot, and Railroad Lot.**

P. Main/Gore/Barbara/Warren Update

The final traffic plans for the reconstruction of the Main St/Gore St/Barbara Rd/Warren St intersection were presented. In general, the layout of the intersection will be similar to today's layout, but the traffic signal equipment will be completely upgraded and better placed, to reduce driver confusion. The signal phasing and timings will be optimized, pedestrian signals will be added on the easterly leg of the intersection to service pedestrians crossing Main Street, and a new raised island will be constructed at the end of the Warren Street approach. Construction will require the contractor to slightly modify the property at the gas station, as small pieces of the existing layout extend beyond the City's right-of-way. This sidewalk work which will blend the new with the existing, will require a Right of Entry Agreement, prescribed by the Waltham Law Department. The Law Department needs Traffic Commission to give the Traffic Engineer the authority to sign the Right of Entry agreement. **Voted to approve the final traffic signal plans for the reconstruction of the intersection of Main St/Gore St/Barbara Rd/Warren St and give the Traffic Engineer the authority to sign the Right of Entry document.**

Q. Linden Street RRFB

Bentley University completed the installation of a new crosswalk on Linden Street. They also installed an RRFB at this location, which needs approval by Traffic Commission. **Voted to approve the installation of a Rectangular Rapid Flashing Beacon (RRFB) on Linden Street.**

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

ADD:

Linden Street at Access Road from Bentley University

R. STOP Sign on Mokema Avenue at Seminole Avenue

The intersection of Seminole Avenue and Mokema Avenue was recently reconstructed. DPW requested approval of a STOP sign on Mokema Avenue. Upon review of the design of the

intersection, Traffic Engineering agreed that a STOP sign is warranted, a double yellow centerline should be painted, and the street name sign should be relocated on Mokema Avenue. **Voted to approve this recommendation and install a STOP sign on the Mokema Avenue approach to Seminole Avenue.**

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

ADD:

Mokema Avenue, at Seminole Avenue, facing eastbound traffic

S. Car Charger Modifications

Wires Department requested modifications to the car chargers that have been approved. Since the initial approval at the February 2026 Traffic Commission meeting, the following has changed:

- There are two new EV spaces in the Embassy Lot (space 1213 & 1214)
- Two EV-approved spaces moved in the Spruce Street Lot from space 194 & 195 to space 176 & 177
- Instead of charging customers a one-time overtime fee (in excess of the 2-hour parking limit), set the parking rate to be \$5/hr (for all hours) and give the parking control officers the authority to ticket for overtime violations

There is no contract between the City of Waltham and ChargePoint for their services and all the revenue is collected by ChargePoint. Traffic Commission would like Traffic Engineering to work with Purchasing Department to get a signed Agreement with the vendor.

Voted to approve the requested modifications to the car chargers in the municipal lots, and to direct the Traffic Engineer to work with Purchasing Agent to establish an agreed upon contract with ChargePoint.

In Schedule 26 (Electric Car Charging Stations) in the Rules & Regulations,

DELETE:

Spruce Street, spaces 194 and 195

ADD:

Spruce Street, spaces 176 and 177

Embassy Parking Facility, spaces 1213 and 1214

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

DELETE:

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

T. Bay Colony Phase 1A, 1000 Winter Street Residential Development, Traffic Study

VHB submitted a traffic study for a proposed 283-unit residential development at 1000 Winter Street, to replace existing office use. Phase 1A consists of the demolition of the existing 282,000 square-foot office building and constructing residential units with 342 parking spaces located within a proposed garage below the building and 50 surface parking spaces. It is the first development phase of the broader Residential Commercial Industrial Limited Concept (RCL) that includes a total of 1,150

residential units, a fitness/health club, together with other complementary uses to be developed. According to the traffic study for Phase 1A, the development will generate 1,270 vehicle trips over the course of a full day, with 112 vehicle trips in the AM peak hour and 106 in the PM peak hour. These values of vehicle trips are expected to increase with a full build-out. Several turning movements are projected to decline in the Level of Service (LOS) to LOS E or LOS F along the Winter Street corridor from First Avenue to Totten Pond Road during peak hours. The report claims the traffic impacts resulting from this development will be minimal, but as noted above, there will be noticeable degradations of traffic operations at some locations. \$15M were contributed by the developer towards the overall traffic infrastructure improvements around the Green Street Extension to offset the traffic generated from this project. However, none of those mitigation efforts will address the specific deficiencies that will be caused from this development at the following intersections: Winter/First, Winter/Second, and Winter/Totten Pond/Third/Wyman. All members expressed concern that the next phase should include a full traffic study for the entire development, so overall traffic impacts can be looked at cumulatively, instead of in phases. **Voted to accept the traffic study for Phase 1A of the proposed residential development at 1000 Winter Street. It was also required that the applicant include comparative analyses of conditions with the Transportation Master Plan concept in traffic studies for all subsequent phases, and use the pre-Phase 1A No Build volumes as the No Build for all subsequent phases. Furthermore, it was voted to have the Traffic Engineer submit a letter of concern on behalf of the Traffic Commission to the City Council regarding the larger traffic implications of the full build-out of the Bay Colony Development.**

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)

Traffic Engineering submitted comments to the MBTA for the Better Bus Project as follows:

1. Extending Bus Route 70 to terminate at Market Basket, rather than at Waltham Center
2. Revising Bus Route 61 to begin at Waltham Center (rather than at Market Basket), and to use Border Road/Fifth Avenue, rather than Bear Hill Road/Second Avenue
3. Consider providing service to Waltham neighborhoods slated to lose service, particularly along Trapelo Road to Waverley Commuter Rail Station in Belmont.

This was for information only. **Voted to Table.**

- 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)

A Diagnostic Team Review was conducted by MBTA and DPU at the Beaver Street At Grade Railroad Crossing on July 8. As part of the review, MBTA requested a queue-cutter with concerns of vehicular backup from the Beaver/Waverley Oaks intersection that may spill beyond the crossing. In order to properly coordinate the proposed four-quad gate system and queue-cutter light with the existing signalized intersection at Beaver/Waverley Oaks, Nitsch Engineering will require a contract amendment to incorporate this unintended coordination. Waltham City Council approved additional funding for the extra design work in August. **For Information Only.**

- F. Policy for Traffic Calming Requests (2/25) (3/25) (4/25)
- G. Wellington Street Speed Bump (Councillor Durkee) (4/25)
- H. West End Traffic Study Evaluation (Councillor Katz) (10/25) (11/25) (6/26)

- I. Parking Regulations on Private Ways (2/26) (4/26)
- J. Parking After Snowstorms (Councillor Harris) (3/26)

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

Traffic Engineering completed a study that looks into potentially converting the intersection of Adams Street and Walnut Street into an All-Way STOP. The study indicated that speeds and the number of accidents are not a concern at this location. There were only an average of 0.7 crashes per year, and the prevailing speed on Adams Street is only approximately 22 miles per hour. However, due to parking vehicles along Adams Street, the available sight distance for motorists on Walnut Street are severely limited. Additionally, the traffic volumes on all three approaches are relatively balanced, which can support the installation of an All-Way STOP control. **Voted to convert the intersection of Adams Street and Walnut Street to All-Way STOP control.**

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

ADD:

Adams St (2) at Walnut St, facing northbound and southbound traffic

3. DEPARTMENT REPORTS:

A. Parking Meter Report:

Parking collections through the end of August totaled approximately \$366,000. At the same time last year, parking collections were approximately \$354,000, showing a roughly \$12,000 increase in parking revenue from this time last year.

B. Traffic Commission Status Report:

List of completed items:

- Main/Bacon – detection fixed
- Whittemore School Crosswalks – completed
- Crescent St – funding and installation of 14-foot-long speed cushions
- South/Bedford – optimized signal, Wires Department to install missing visors
- Charles River Greenway – rotate ped buttons on posts at Newton St (east side), rotate position of controller cabinet on posts at Newton St (west side) and Farwell St (east side)
- City-Wide 24-Hour Parking Limit – 17 signs installed along various entrances into Waltham
- Lexington/Pond/Summer – no left turn posted (both signs and pavement markings)
- Thornton Road – Stop sign installed
- Taddeo Way – stop sign installed at Bacon Street
- Newton/Barton – painted Do Not Block Intersection
- 9 Circle Drive – Handicap parking sign installed
- Hammond/Columbus School – optimized signal

C. Status of 2023-2026 Traffic Commission Votes for Traffic Signals

Traffic Engineering reported on the status of outstanding signal deficiencies that are waiting to be fixed at various intersections across the City. The following list are items that were approved by Traffic Commission between September 2023 and June 2026 that have still not been fixed or implemented.

- 1: Lexington/Brookway/Wal-Lex – detection
- 2: Lexington/Lionel/Ridge – detection
- 3: Lyman/Summer - detection
- 4: Lexington/School – pedestrian signal repairs

- 5: Beaver/Bentley University – missing visors or louvers
- 6: Beaver/Waverley Oaks Rd – signal redesign RFP
- 7: Main/Willow - detection
- 8: Weston/Eddy/Cabot/Vernon – fix controller panel
- 9: South/Wheelock – missing pedestrian signal heads
- 10: South/Highland – fix pedestrian indicator tone
- 11: School/Common – install two pedestrian signal heads and one pushbutton
- 12: Moody/Carter/Felton – detection + optimize signal timings + SB leading left turn
- 13: Prospect/Crescent/Maple – detection & optimize signal timings
- 14: South/Vernon – mast arm + Green Ball + Opticom + pedestrian signal heads

Voted to reaffirm that the approved improvements for the above 14 intersections are still needed.

D. Prospect Street Update

The Purchasing Department informed Traffic Engineering that the Prospect Street Signal Upgrades RFP is not authorized to be released until the construction contracts are out to bid for the Beaver Street Railroad Crossing and for the intersection reconstruction for Main/Gore/Barbara/Warren. **For Information Only.**

E. Villa Street/Cedarwood Avenue Update

Mayor McCarthy requested the installation of a left-hand side Stop Sign on the Villa Street westbound approach (on the southerly side of Villa Street facing westbound traffic), an advanced warning sign on Weston Street concerning the prohibited left turn onto Villa Street between 8am and 9am, and an additional Villa Street sign above the turn restriction sign reinforcing the No Left Turn between the designated times. These requests were completed and the Traffic Engineer requested to move forward with the proposed geometric improvements to force vehicles turning right at this intersection to slow down. **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.**

F. STOP Sign Regulations on Various Streets (Colburn St, Dorchester St, Keach St, Milton St, Shakespeare Rd).

Most of these STOP signs exist, but they are not listed in the Rules & Regulations.

Voted to approve these STOP sign regulations and add them to the Traffic Rules & Regulations book.

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

ADD:

Colburn St at Stow St, facing eastbound traffic
Dorchester St at Stow St, facing eastbound traffic
Keach St at Stow St, facing eastbound traffic
Milton St at Stow St, facing eastbound traffic
Shakespeare Rd at South St, facing eastbound traffic

G. Remove Disabled Parking Space on Colburn Street.

The resident who originally requested the handicap parking space no longer lives at this address, so the handicap space is no longer needed. **Voted to approve the removal of the disabled parking regulation on Colburn Street from the Traffic Rules & Regulations book.**

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

DELETE:

Colburn St, east side, one space, along side of #98 Stow St

H. Lane Use Regulation, Weston Street/Cedarwood Avenue/Tavern Road

Voted to approve the addition of lane use regulations at the intersection of Weston Street with Cedarwood Avenue and Tavern Road to the Traffic Rules & Regulations.

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

ADD:

Cedarwood Avenue: All traffic traveling northbound in the left lane approaching Weston Street **MUST TURN LEFT**

Cedarwood Avenue: All traffic traveling northbound in the right lane approaching Weston Street **MUST TURN RIGHT**

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

Weston Street: **LEFT TURN PROHIBITED**: Eastbound at Cedarwood Avenue

Weston Street: All traffic traveling westbound approaching Cedarwood Avenue/Tavern Road **MUST CONTINUE STRAIGHT**

I. Parking Regulation Correction in Rules & Regulations for Wheelock Road

Voted to change the parking restrictions in the Rules & Regulations for Wheelock Road to match what is posted on the street signs.

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

DELETE:

Wheelock Road, south and east sides, entire length, No Parking

Wheelock Road, north and west sides, entire length, No Parking 9AM-4PM, exc Sat/Sun/Holiday

ADD:

Wheelock Road, south and east sides, entire length, No Parking 9AM-4PM, exc Sat/Sun/Holiday

Wheelock Road, north and west sides, entire length, No Parking

4. LATE FILES:

A: Washington Avenue at Lowell Street (Councillor Harris)

The intersection is scheduled for sight distance and curb ramp improvements, but the Councillor requested interim measures until the construction is completed. **Voted to direct the Traffic Engineer to study the intersection of Washington Avenue and Lowell Street to determine**

whether interim safety measures are recommended until such time that DPW constructs the ADA ramps.

Adjourned @ 11:59 AM

Attendance: All members except Chief O'Connell (Mr. Magno, Vice Chairman, chaired this meeting)

Respectfully Submitted,
Frank S. Lombardo, Clerk

WALTHAM TRAFFIC COMMISSION

Off Committee Speakers

Date of Meeting: September 17, 2026

Name of Speaker	Address	Item of Interest	Affiliation i.e. Attorney Abutter Traffic Engineer Petitioner
Robert Logan	109 Taylor Street Waltham	1A-1B-1C- 1H – 1N	City Council
Cathyann Harris	42 Hovey Road	Ward 8	City Council
Paul Katz	89 Cedarwood Ave	1I & 3E	Ward 7 Councillor
Matt Kealey	VHBV 101 Walnut Street	Bay Colony	Traffic Consultant
Chris Carr	8700 Boylston Street Boston	1000 Winter St Bay Colony	BX8