

TRAFFIC COMMISSION MEETING

December 21, 2022 (Virtual Meeting)

IN ATTENDANCE: Chair Elena Proakis Ellis, Commissioner Krechmer, Commissioner Peart, Commissioner Rossi, Councilor Eccles, Chief Kevin Faller, Former Mayor Infurna, Sgt. Goc – Technical Advisor, Jennifer Rosa – Clerk, Commissioner Parenti (joined at the start of Item #3)

The meeting is called to order at 5:33PM.

Tonight we are welcoming our new police chief, Kevin Faller. Elena explains the process of the meeting to the chief, so he understands how the meeting format works.

I. Continued Business:

1. Approve past meeting minutes (June 2022 and Sept 2022)

Elena states that we have distributed the meeting minutes from both June and September. Elena asks the commission if there are any questions or comments on the minutes. There are none, so motion is made by Commissioner Peart, seconded by Councilor Eccles to approve both the June 2022 and September 2022 meeting minutes. Elena calls the roll, all are in favor, so the minutes are approved.

Elena states that there were some questions from the public about the posting of meeting minutes. Elena informs everyone that Jenn Rosa has posted the last five years of minutes and agendas online. Elena explains that the minutes get approved at the following Traffic Commission meeting, as we need to review them and vote on them prior to posting.

II. New Business:

1. Resident request for a crosswalk across from Grove Street at Walnut Street

Elena states that the item should read “Resident request for a crosswalk across Grove St at Walnut St.

Jodi Dwyer is a resident of Lynde St and states that she lives very close to this intersection and was the one that requested this. She states that there is a bus stop for the 131 bus there. She takes this bus five days a week and states that it is very difficult to cross Grove St to get to the bus stop. She also mentions that she crosses regularly to get down to Main St, as do her neighbors who are also in support of this. She states that there is also a charter school bus stop right behind Santa Fe Restaurant and she regularly sees the kids in the neighborhood trying to cross Grove St to get to the bus and cars don’t stop for them.

Elena asks the commissioners if they have any questions for Jodi. Former Mayor Infurna states that she thoroughly supports this because of the 131-bus stop and charter school bus stop.

Commissioner Peart asks Jodi for clarification that it would just be one crosswalk that goes across Grove St because there is no sidewalk along the western side of Walnut St.

Elena states that if we aren't putting stop signs then we typically would put one crosswalk. She states that they would look in detail and determine what the most logical placement is for a curb ramp and make sure there aren't any other obstructions, which Elena does not believe there are. Elena mentions that the reason that we waited on adding this item to the TC Agenda was because we were waiting for the crosswalk at Linwood curb ramp to be put in. The crosswalk has not been striped yet because by the time the ramp was completed it was November and temperature was too cold.

Elena asks Jodi if she feels people will walk to the crosswalk at Linwood, thus making the one on the agenda tonight not needed. Jodi states that the logical place to stop for the bus stop would be at Walnut St.

Elena asks if there is anyone else from the public that wishes to speak on this item. There is no one wishing to speak, so public comment is not opened.

Commissioner Peart just wants to confirm with Elena that the bus stop location does need to be moved at all due to where the bus stop sign starts. Elena states that they would make sure that it all works out when the crosswalk goes in. She states we may need to move one of the signs. Elena then asks Jenn Rosa if we had received any other comment letters regarding this item. Jenn Rosa reads an email from Ellen Katz (Refer to TC Packet). There was no opposition to this item.

Elena informs the public and the commissioners that any of these crosswalk requests are pending funding and we need to be in an appropriate construction season to construct curb ramps. She states that we won't put in a crosswalk if we don't construct the compliant curb ramps. Any vote we take regarding implementation would be pending funding and appropriate weather.

Motion is made by Former Mayor Infurna, seconded by Councilor Eccles. Elena calls the role, all are in favor, so the motion is approved.

2. Resident request to add a stop sign at the end of Winter St. Ext; exiting onto Dell Ave

Elena states that this item was requested by a resident that does not live on this street but was driving with his son. The young driver didn't know to stop because there was no stop sign. Elena mentions that the residents that live in the area know to stop, however if you aren't familiar with the area, you may not. Elena states that she does not know if the neighborhood feels that it is an issue in any way. Elena asks if there is anyone from the public that wishes to speak on this item. No one wishes to speak and Elena confirms with Jenn Rosa that there were no comments sent in. Elena mentions that notices did go out to all of Winter St Ext, so they have chosen not to attend. Elena states that sometimes that is because they are in support.

Commissioner Rossi states that there is no reason to just have one of the four approaches to that intersection have a stop sign even though most of the people that are coming up to that stop sign are residents of that road and know what is going on. There is always that rare instance like we have with this

young driver that someone does not know to stop. Commissioner Rossi wants to know if the fact that Winter St Ext is a private way has an impact.

Elena states that her understanding was that to put a sign on a private way we needed the residents of that way to petition the city, but from prior discussions with Chief Lyle it seems that if the sign is going to be at the public way, then it's a little more in our purview. She mentions that on Patrick's Pl and Maple St where both streets are private ways, we didn't want to act on anything without the owners of the way requesting it because it becomes an enforceability issue for the Police Department. Where this is at the public way, we can go either way on it.

Commissioner Rossi makes a motion to approve a stop sign on Winter St Ext at Dell Ave, seconded by Former Mayor Infurna.

Commissioner Peart makes a comment that there appears to be a stop line there on the pavement, which usually indicates that there perhaps used to be a sign there.

Former Mayor Infurna states that when she came down Winter St and got to the stop sign at Winter St and Dell Ave there is shrubbery on the Northeast side of the corner. She states that she had to drive out a little far to be able to see.

Chief Faller states that from the police side there is no crash data meaning that there have been no crashes in the past three years. He also points out that this request came from someone that does not live in the area and since there is no outcry from the residents, he is going to vote no.

Elena calls the roll; all are in favor except for Chief Faller who votes no. The motion carries and we will put in the work order to put the sign in.

3. Resident request for a four-way stop at Tappan St and Sanford St

Elena asks if the proponent for this item is on the call. Jenn Rosa states that the resident's name is Christine Bard and that she had brought this item up to Mayor Brodeur at the Senior Resource Fair. She is not on the call. Elena asks if anyone is on the call to discuss this item and Jenn Rosa confirms that we did not get any calls or emails regarding this item.

Commissioner Parenti has now joined the call at this item. Commissioner Rossi asks if there is any crash data for this site.

Sgt Goc states that he has one crash from 2020 and his data goes back to 2012. He states that he did notice that the intersection is not aligned perfectly when you pull up to it, however data shows just one crash. Sgt Goc states that he is not aware of any sight line issues.

Elena states that her impression from this request was that it was more of a traffic calming need than the need for a four-way stop. Elena asks the commission if they see any reason to consider this item.

Former Mayor Infurna states that this is like the Russell St and Trenton St intersection that has come to the TC meeting a couple of times and that has been denied. She doesn't think the numbers would show the warrants for a four-way stop.

Councilor Eccles asks Sgt Goc if the crash at this intersection in 2020 was a two-vehicle crash that could have been prevented by a four-way stop.

Commissioner Parenti states that he has the state data with the details of the crash. It was a one vehicle crash and the driver was between the age of 18-20 years old. There was another one in 2018 that was a two-car crash and that is all we have.

Motion is made by Former Mayor Infurna, seconded by Commissioner Rossi to deny this item. Commissioner Peart would like to mention to the folks on the call that even though there were two crashes, in taking that data and calculating the crash rate the numbers are low.

Elena states that even with the traffic volume we would not be close to the warrants for a four-way stop. Elena calls the role and states that a yes vote is to deny. All are in favor, so the motion carries to deny. Elena asks Jenn Rosa to circle back with this resident and let her know the results.

4. Resident request to reduce the speed limit and the volume of commercial trucks/commuter traffic on Ravine Rd

Elena states that for this item we had a petition that was sent out in the TC packet.

James Martens is the proponent of this item and states that Ravine Rd is a very narrow, short road and is widely known as a cut through. There are 22 residential homes on the road and in 2012 there was a traffic study done and there were 2,000 cars that went through a day. In a recent study done by the Stoneham Police Department, the number of cars daily has increased to 3,500. He states that there are over 10 trucks that are over 40 ft. long that go down this road daily even though there are "No Truck" signs on both the Melrose and Stoneham ends. He mentions that Ravine Rd is unique since the W. Wyoming end is Melrose and the Fellsway end is Stoneham, which is also controlled by DCR. The noise from the trucks shakes the windows, scares his cats and is a nuisance. When trying to back out of his driveway, he often must wait several minutes and if you go out at the wrong time, people yell, curse, and honk. He states that it is an unreasonable intrusion to their daily lives. He mentions that his neighbors that have children do not allow them to play in the front yard because of the traffic. Pets have been killed, cars have been side swiped and additionally he states that he has PTSD from loud noises from being at the marathon bombings. Additionally because of the amount of traffic, the road is incredibly pot holed and is very noisy. He states that the road traffic is out of control with the number of non-residents that come down it to avoid a stop light. James states that him and his neighbors would appreciate any help that they could get and would also like to praise the Melrose PD for helping them and for issuing tickets to truckers. The residents would love some help to make their lives better.

Elena asks James about the Stoneham Traffic Study and what their reasoning was for the study. She asks if Stoneham plans on doing something there.

James Martens states that he believes the study was done by Stoneham because he raised some noise and brought the problem to their attention. He believes the results were 25,000 cars a week, mostly Monday through Friday. He doesn't exactly know what caused the study, but he had made calls to Sgt. Goc, Robb Stewart, and Stoneham to get some kind of action. He states that this has been a well-documented problem and he found an article from 2012 stating that this street was a problem.

Commissioner Parenti asks if he could see the traffic study and asks James if the town of Stoneham made it available to him. James states that they did and he has it on his phone. If he can figure out how to share it with everyone he will. He states it is a very basic study. He also mentions that they obviously still want the fed ex and amazon deliveries for residents, however they do not want the cut through traffic and large box trucks.

Sgt Goc states that when he went up there several months ago, he chatted with the Stoneham Police officer that was handling the traffic study. He was able to get some basic data at that time. There were 23,962 cars in an eight-day period, so roughly 3,000 cars a day. He mentions that we don't have peak volumes, but the peak speed was 22mph. He states that at a later time he can probably get more specific data from Stoneham. The data showed around 43 large trucks, so basically around five a day. He mentions that he is not sure how accurate the machines are in measuring the lengths of vehicles though. The neighborhood understands that there is not a lot of speed but would love to do something about the volume which he states will be tough. The Melrose Police Department is happy to do some truck enforcement to the best they can. It would be sporadic and they would cite vehicles and talk to drivers as best they could. Sgt Goc states that a lot of these vehicles are potentially coming from Medford down the hill from Malden from the Fellsway. He mentions that the state police have been notified on this and from a police perspective at this point we are willing to continue with truck enforcement, but not sure what can be done about volume.

Commissioner Parenti asks about what exactly the residents hope to get from the agenda item because the road is already clearly marked regarding trucks and we can help with the speed but it doesn't seem to be the problem. He mentions that it is disappointing that we don't have the traffic study, however his question is what exactly the petitioner wants the TC to do.

Commissioner Krechmer asks about the direction of the traffic and whether most of it is coming from the Fells. He states he is trying to get an idea for traffic calming.

Ann Panopoulos states that in 2012 there was a traffic study done. They have not been able to access it but wonders if Sgt Goc has access to it. In that study they found that the bulk of cars in the morning were coming from Melrose heading towards the Fells and the reverse was true in the evening. There was at that time, a very brief period where Philips Rd and Ravine Rd were both one-way streets. During that time it was wonderful because it cut down significantly on traffic. Mayor Dolan opposed this during his time

and Ravine Rd went back to two-way traffic. She states that since that last traffic study there has been an increase of about 1,500 cars on the road. She reiterates what her husband had mentioned, which is that they are a 22-home residential road that is 700 yards and cars coming in both directions. She mentions a study that they had sent in with the petition (Refer to packet). She states that they are a tiny street that gives the illusion of being a quiet street. The street has become a cut through and their opinion is that it should be local traffic only. The request the residents want that was stated in the petition is a "Do Not Enter, Local Traffic Only" sign at West Wyoming and Ravine.

Commissioner Parenti states that he saw that quotation in the petition that was sent in and he has never seen or heard of anything like this and the numbers are oddly low. He states that very few streets in Melrose are not residential. The Federal Highway Administration traffic engineers have a way of classifying streets which they call functional classification. They are classified by their role in the roadway network. Most streets are classified as local streets and mostly all of those have residential use. Generally local streets carry 3,000 to 4,000 cars per day. Larger streets such as Wyoming Ave and Upham St, those are characterized as collectors and can average around 8,000 to 10,000 cars per day. Other streets such as Main St carry more than that however these streets are all residential. Commissioner Parenti states that Ravine Rd falls into the 3,000 to 4,000 vehicles today. If we were to take some of the traffic off Ravine Rd, what would we do with it? Where would it go? It would go to someone else's street. We can talk about a one-way street, but we would need a full traffic study and more information in the local neighborhood. The next question would be how many cars is tolerable? What is considered a cut-through trip? He states that all the streets that we live on have some measure of cut through traffic. His concern is when people are driving on his street are those people behaving properly. If they aren't then traffic calming measures should be discussed. A one-way is not on the agenda tonight, so he does not feel that we should deliberate it. If we want to discuss a one way then we should gain some more facts and put it on the agenda for next time.

Motion to open public comment is made by Former Mayor Infurna, seconded by Commissioner Rossi. By unanimous consent public comment is opened.

Resident Kasey Moffat states that he lives on Ravine Rd on the Stoneham side. He reiterates what James and Ann have stated about how busy the street is. The behavior of the drivers is not always the best either. Cars do not yield to let residents back out of their driveways as they are usually speeding to avoid the light on West Wyoming by JJ Grimsby's. Residents would like to request to have a one-way street as other streets are in the area to help with the reduction of traffic. He states that the purpose of the petition was for a one-way street, so he is not sure why it was not worded on the agenda as such.

Elena answers the question about the wording on the agenda. She states that because there were several items mentioned in the petition, we were deliberately vague because the request was to reduce the speed limit and the volume of commercial trucks and commuter traffic. With something as major as making it a one-way street, that would require more than one meeting.

The resident Kasey Moffat appreciates the clarification and states that they would be looking to see how they would proceed with these different items.

Resident Janine Venuti states that she sympathizes because Ravine Rd is a cut through and she uses it herself. She states that the DPW did a great job re-engineering that area. She asks if it would be possible to add speed humps such as the ones on Dell Ave? She states that she has seen rubber ones up in Salem that can be removed in Winter. It may not reduce the volume of traffic; however it may greatly reduce the speed.

Elena states that with the traffic calming toolkit we did receive a grant to purchase some temporary speed humps to use in conjunction with the toolkit. We certainly can put Ravine Rd on the list for evaluation for that project. Elena then asks Jenn Rosa to add Ravine Rd to the list.

Resident Lisa Trager would like to address Jeff Parenti's comments because she states that she was around for the first traffic study as well. She states that it is a busy and unsafe street that she did buy into. She often walks with her child and states that no one stops at the crosswalk by West Wyoming. The bigger concern is that when you are going towards the Melrose side and you want to turn into your driveway from the left-hand side, the cars come on the inside (left side) and honk. You have to refrain from getting in an accident and it happens regularly. It isn't even that they are using it as a cut through, they are not even respecting our space.

Resident Lisa Howitt states that she lives at the Apex on West Wyoming and Ravine Rd and has been here for more than thirty years. Her garage is on the West Wyoming side of the street and the rest of the house is on the Ravine Rd. She states that you might think that she would not want to encourage more traffic on West Wyoming, however she does because Ravine Rd is considered a secondary road. We need to look at the width and length of Ravine Rd. The noise on Ravine Rd has increased dramatically and she believes a big part of it is the stop light at West Wyoming. She states that something needs to be done on Ravine Rd, as it is noticeable and impactful. She commends the officers that have gone out to patrol the area, but states that because of the curve on the road it is difficult to get accurate radar data for speeding cars. She also mentions that truck traffic has increased dramatically. A traffic study would be helpful because something needs to be done.

Resident Marge Powers states that she is on the Stoneham end. If she is coming in from the Fellsway end and takes a left to go into her driveway, cars are passing on the left-hand side completely ignoring her traffic signal. This is something very serious that happens regularly. She mentions the traffic study that was done ten or twelve years ago and states that at that time, the residents had a hard time coming up with an agreeable solution because the street is made up of both Stoneham and Melrose residents. The traffic is heavy and something needs to be done. She mentions that it is up to Stoneham and Melrose to come up with a solution. She also mentions that the signs are being ignored by the large trucks.

Resident Sangeeta Goswami lives on the Stoneham end. She feels that everything that needs to be said has been said in terms of the state of their road. She mentions that as a parent she lives with constant

anxiety about her children in the front yard and fears being hit by a speeding vehicle. If for nothing else, for the safety of everyone's children something needs to be done.

Motion to close public comment is made by Former Mayor Infurna, seconded by Commissioner Rossi. By unanimous consent, public comment is now closed.

Elena asks for everyone's thoughts. This is a road that has had these complaints for a long time. There are several possibilities, however any major change needs to come with a traffic study. Chief Faller states that he sympathizes with the residents. Sgt Goc is on top of this. He would like to ensure residents that they will enforce truck violations and speeding as best as they can. He cautions the local residents only signage, as it is hard to enforce that signage from the police side of it and is not sure that it is even allowed.

Elena states that this is consistent with what we have done as a commission in the past when we have had resident only requests. We traditionally have not allowed it because how do you enforce it? If you have people coming over to visit, how do you monitor this? Elena states that Ann is clarifying that the residents are asking for Ravine Rd to be a one way. Elena states that would need to start with a traffic study.

Former Mayor Infurna wonders if it would make sense to just place this item on hold and then come back after we do a traffic study? Elena states that is fine and that we do have some money in the budget for traffic studies. If we do decide to do a traffic study then the question becomes what are we looking at?

Councilor Eccles states that it sounds like the local traffic only is not an enforceable item, so could we possibly take that off the table tonight and then talk about other options. He then asks Chief Faller to confirm that it is not something that could be enforced. Chief Faller responds that he wouldn't want his officers just pulling people over on a guess. Legally it is just not the thing to do.

Elena asks Councilor Eccles if he suggests making a motion to deny that request? We could deny this one and come back after we do a traffic study. He is open to anything as long as there is some follow up. Commissioner Rossi states that he thinks it would be a good idea since so many residents are on the call, to explain what the commission can and can't do. We just discussed one thing. What are we allowed to do in terms of speed limits? We would want to do a study. In terms of a one-way that would need to be coordinated with Stoneham. If we do a traffic study, what will it entail. We will need to look at the intersection of the Fells and W. Wyoming and Felicia Rd and Glen Rd. The fact that when Stoneham made Phillips Circle do not enter it put more traffic on Ravine Rd. If we move it off Ravine Rd then we are just moving the problem to another street. He states that we need to see the traffic study. He was not surprised to hear that there were 3600 cars on Ravine Rd, he was however surprised to hear that there were 2,000 cars on that road ten years ago. Right now we have a lot of conflicting data and incomplete data and we really need to think about what would work.

Commissioner Peart reiterates what Commissioner Parenti stated that we need fact-based deliberation. We need some data and we need a traffic study vs. observations. We need some thoughtful, multiple

locations to do a study out here. We need to do more than just counting cars because there are many residential roads in Melrose that have 3,000 cars a day. It needs thoughtful analysis done in order to make any changes. She also brings up the idea of adding speed humps. She states that the downside to this is the noise it creates.

Commissioner Parenti discusses the residents only signage and how it is difficult to enforce this. This is also prohibited by Chapter 90 of MA general laws. Any city or town that takes Chapter 90 funding which is all of them and uses them to rebuild a road, those roads are available for public use. It is illegal to post a sign that states residents only. What complicates this street is that it is in both Stoneham and Melrose. We are going to need not only the residents on this street, but also the City Hall in Melrose and the City Hall in Stoneham. Philips Rd is completely in Stoneham; however they will have an interest on what is going to be decided on Ravine Rd. Commissioner Parenti advises the Ravine Rd residents to reach out to the residents on Philips Rd because if they do not, they will go to their town hall and get support. He states that we not only need a traffic study, but we should also do a crash study. Additionally we need to understand where we expect this traffic to go and whether its acceptable. There is a lot of work to be done. We should start thinking about traffic calming. He advises residents to reach out to DCR about the Lynn Fells Pkwy.

Elena agrees that if you are on the Fells, Ravine Rd has such a wide entrance so it appears that you should turn down there. Elena then states that a traffic study costs around \$10,000. This might even be more. Do we feel that we are going to arrive at a solution doing this because we also have a traffic calming toolkit that we can utilize.

Commissioner Rossi feels that we should do the traffic study and the cost should be split between Melrose and Stoneham. It would help to see traffic counts, speed, and crash data.

Commissioner Krechmer states that since a traffic study could take some time, we should use the traffic calming toolkit to get some measures.

Councilor Eccles states that if we do a traffic study, we should really take the whole section over near Grimsby and see the daily flow of traffic in an out of Melrose. Elena states that we should try to get a hold of the traffic study that was done and maybe it will help identify which roads we should be looking at. Commissioner Rossi states that he has the study. Elena states this will require some follow up that we can talk one on one about ideas we have.

Elena states that she feels that this is the direction that everyone wants to go in and she is not sure if we need to vote on this. She asks if there is anything else we need to vote on. A resident asks if they will be kept informed of the decisions being made and Elena confirms that they will. Once the data is received, it will be brought back to the Traffic Commission to discuss. Any proposed changes would be communicated via notices like today's notice.

Motion to place on hold is made by Former Mayor Infurna, seconded by Commissioner Peart. Commissioner Parenti asks if we place this item on hold, does it appear on a future agenda in the same exact form or can the form change? Elena states that if we were to place it on hold then we would probably bring it back in the same form, so maybe we should be placing it on file and then we would propose something new when we have something to discuss. Former Mayor Infurna states that she is concerned that if we place it on file, it would be forgotten and it would be best to table it. We can amend the wording at some point when we have further information. With that the motion stays as is. Councilor Eccles states that it would need to come before us, we would amend it and then wouldn't be able to vote until the following meeting.

Elena states to everyone on the call that even with this appearing on the next meeting agenda, if we don't have anything substantive, its up to you to know when the meeting is because we won't be hand delivering notices. A question is asked on-line regarding the timeline and Elena states that these things can take months because you need to gather the data, work with the consultant to discuss the data/next steps, getting a report is usually around six months.

The vote to place the motion on hold continues and the motion passes unanimously.

5. Resident request that a "No Parking Here to Corner" sign be placed on Hesseltine Ave eastside near Howard St (opposite current same sign on westside) and change the current city code to allow parking on Hesseltine Ave eastside.

Elena thinks that the proposal is to switch parking from the westside to the eastside.

Sgt Goc states that this stems from the resident that moved in at #15 Hesseltine. As you come off Howard St onto Hesseltine, you have #3 which is right past the no parking here to corner sign, then you have #15 and #21. There was a handicap sign that was removed on that sign because the person had moved out. This area of Hesseltine opens up to some kind of circle because you have Farwell on the left side. It was a request from the homeowner to be able to park in front of his home, so Sgt Goc reviewed the city ordinance and it restricts parking on the entire eastside. With that Sgt. Goc states that for clarification purposes he feels that the agenda item should read, "Parking on the East Side just from the No Parking sign at #3 to the driveway cut at #21." After that you get down towards the Horace Mann school area. He thinks that you can still have parking on the west side and fit in some parking on this part of the east side.

Resident Jennifer Milligan is the resident at #15 Hesseltine and would like to mimic the eastside to be as the westside is. This street has become a cut through because of the school. There are a lot of families parking and crossing the street. The road gets a little narrower after #21. She states that she has taken photos and shared them with Sgt. Goc, so her request would be to allow parking on that side of the street.

Elena confirms with the resident that she is proposing to keep the parking on the west side but allow parking on the east side just for that stretch. The resident confirms that is correct.

Former Mayor Infurna just wants to clarify that we want to have parking on the east side of Hesseltine between #3 and up to #21 and then install a no parking here to corner sign from #3 to Howard St. She does agree with a lot of the residents that commented via email that parking should not be allowed on the entire eastside due to the location of the playground, as it would be a safety issue. She states that she could support parking on the eastside to #21.

Resident Jennifer Milligan agrees with Former Mayor Infurna because she states by having the parking on both sides it slows the cars down that are coming off Howard St.

Motion to open public comment is made by Commissioner Rossi, seconded by Former Mayor Infurna. By unanimous consent public comment is open.

Resident Eric Jordan lives at 36 Hesseltine Ave and feels that it would be a safety concern to allow parking on that part of the east side as it would be too narrow for trucks to get down.

Resident John DeCecca lives at 30 Hesseltine Ave and states that he submitted an email and his basic concern was that there was going to be parking on both the east and west side and during the months with little league baseball and soccer the whole west side is already full. Now that he understands what the proponent is requesting and no parking would not be allowed on the east side from #21 down still then he is satisfied with that. He also agrees that there should be a sign added to the east side at #3 that states no parking to corner.

Resident Gerald Levinson lives at #61 Hesseltine Ave and was concerned with the initial wording on the agenda item but now he understands it. His concern is that emergency vehicles would not be able to get down the street if parking was allowed on both sides towards the Howard St end.

Resident Gail Williams states that she sent an email and strongly objects to parking beyond #21 because of the entrance way to the elementary school. She states that the volume and the speed of traffic has increased as the street has become a cut through and worries about the foot traffic to the elementary school.

Elena informs the resident that her email was received and that all emails received prior to the meeting are shared with the members of the traffic commission. Elena then reads a message that is typed in from a resident named Wendy that lives at #40 Hesseltine Ave and when rounding the corner she encounters cars parked in front of #3, #15 and #21 and two cars cannot get around in this area. She also mentions that she wrote an email as well.

Elena states that there is no one else wishing to speak. We had a motion to close public comment made by Former Mayor Infurna, seconded by Chief Faller. All are in favor, so by unanimous consent public comment has been closed.

Elena states that someone had submitted a video of turning onto Hesselstine from Howard St and what happens when cars are parked at the beginning of the street. There was a similar situation that happened on Sargent St turning on from Franklin St where we ended up not allowing parking too close to the intersection because traffic gets backed on the major road when they can't make the turn. We ended up restricting parking to one side for the beginning. If we were going to have a no parking here to corner sign on Hesselstine Ave then it should be quite a ways in. Elena states that the road does widen up in front of #15 to 45 feet. She also mentions that that intersection at Farwell and Hesselstine is on her list to close in a bit when they have some traffic calming funding.

Former Mayor Infurna asks about the street width and Elena confirms it is 23 ft and Elena states that at #31 is 23 ft as well. Elena states that is a typical width for a street with parking allowed on both sides.

Sgt Goc states that he agrees with everything Elena has stated and that maybe we can bump the no parking here to corner on the east side up a little further. He mentions that he has only spoken to the resident at #15 however there is plenty of room in front of #15 and #21.

Elena looks at the map and states that about 160 ft from Howard St is where the street widens up, so we can even do 150 ft and just allow parking in front of #15 and #21.

Chief Faller states that as long as emergency vehicles can get down the street, then he is all for adding the parking. He also states that although people have driveways, they also have guests at times.

Elena revises her original statement to state that 163 ft is the actual number.

Commissioner Krechmer makes a motion to allow parking on the east side of Hesselstine Ave from a point 163 ft. north of the Howard Intersection to a point north of #21 Hesselstine Ave to be determined by the DPW and Engineering Dept.

Commissioner Rossi was going to second the motion but wants to clarify that the way that this would be put up is a no parking sign at the 163 ft. spot with an arrow pointing towards Howard St and then an arrowed sign beyond #21 Hesselstine Ave. Elena confirms that this is correct.

Commissioner Rossi seconds the motion and all are in favor, so it passes unanimously.

6. Treasurer Collector and Parking Clerk request for consideration of updates to the City's three commuter rail parking fees and hours, as well as consideration of increasing the overnight parking sticker fee

Elena states that we did receive a memo on this item. Kathryn Armata states that they have gone over the parking rates because they have not been reviewed in a while to determine if we were competitive with like type communities. They have come up with some recommendations based on their findings. The first fee that is discussed is the overnight sticker fee which they would like to recommend increasing from \$80 to \$120 a year. To offset it this fee would be billed on a tiered basis which would decrease per quarter.

Most people renew in January, however if someone were to purchase a vehicle or move in later in the year, they would not incur the full fee. The last thing is that they have found that renters from out of state do not update their vehicle with the registry, so we miss out on excise tax. The collector's office would like to make this a requirement to get an overnight parking sticker as Malden does this. She mentions that they met with the Planning and Development office, as well as the Mayor's office to get some numbers. They found that there were not a lot of comparisons to Melrose, so they did not want to give residents sticker shock. This would add an estimated \$6,100 - \$6,200 of revenue per year.

Commissioner Rossi asks if we have an idea of what residents are obtaining the stickers now? She states that any renters that don't know about the parking regulations and they also have many regulars that purchase every year. Year to date today we have sold about 251 stickers. Commissioner Rossi asks if this is a burden for the folks that are getting the stickers. Andrea states that it is mostly renters.

The next fee item is regarding the train stations. We have a different type of pricing structure and it is very inexpensive at \$3. We do not charge anyone until after 12pm. It is very hard to do an analysis because people in the afternoon can park for free. They are recommending bumping the fee up from \$3 to \$5 a day. Having that in play until 5pm so that the people that have overnight passes will not have to pay if they park in the lot. Holidays and weekends would be free.

Lastly increasing the monthly parking pass from \$50 to \$80 as it has been this amount for quite some time. Kathryn states that this still is relatively inexpensive, but it brings Melrose closer to our neighboring towns. She states that if you look at the comparative pricing for other train stations, we are still a great deal for commuters. We feel that the pricing is fair.

Former Mayor Infurna goes back to the first recommendation regarding the overnight parking fee increasing from \$80 to \$120 and wonders if there was any discussion about going higher? She states that in her building if they rent to an outsider, it is \$100 a month. She is not advocating for that but wonders if we can go higher. Regarding the train station she supports this to a point. She wonders about the Cedar Park area with the farmer's market. She wonders where the farmer's market traffic is going to park. Kathryn states that they had discussed this and they can communicate with the Police Department not to ticket during this time.

Councilor Eccles wants to make the distinction about what are overnight parking pass is because it is different then comparing it to a renter's space because you need to be out by 6am. Elena states that the time has been changed to 7am in the commuter lots, so we need to update this on the website.

Elena states that she is still up in the air about changing the noon to 5pm. She wonders if it causes more complications then benefits. The farmer's market is one issue, people may come home at school time, or people that come home from work earlier than 5pm. She wonders if we will gain that much more revenue from people who are commuting vs creating hardship for people who plan on parking overnight.

Kathryn states she was looking at it more on equity between people that maybe have a 2pm appointment and how they would be free and the earlier folks would have a fee. She sees Elena's point.

Elena does not feel strongly about it but worries about the unintended consequences. Elena asks Sgt Goc if has any information and his response is that ticketing typically would happen before noon.

Commissioner Peart states that she recently parked for free around 2:30pm and mentions what a convenience it was. She shares some MBTA boarding data from 2018 and states that the riders peak in the am hours. She feels that we should leave the fee change to the am and keep it free after noon.

Former Mayor Infurna asks what the fee is at Oak Grove fort he day and Andrea Nichols states that it is \$9 a day.

Commissioner Rossi states that most of the people parking at the lots after noon are most likely going to local businesses and if they have to pay to park, they may go somewhere else or park on the street. He does not feel there is a benefit in moving it to 5pm.

Councilor Eccles asks if Elena wants us to vote on these two items separately or if we are going to amend it. Elena states that we listed it together, so we can go either way.

With that Councilor Eccles makes a motion to approve everything in the memo submitted by the Treasurer, Collector and Parking Clerk with regard to commuter rail lots and overnight parking passes with the exception of the change from 12pm to 5pm for the commuter rail lots. The motion is seconded by Commissioner Krechmer.

Former Mayor Infurna asks Kathryn if she had thought about keeping the time at 12pm and upping the fee to \$6 to sort of make up for the little revenue that we would have made by changing it to 5pm or increasing the overnight fee? Kathryn states that it was their initial recommendation however they did not know how the community would feel for a doubling of the price.

Elena states that it didn't sound like the revenue was that huge, so we should just stick with the numbers that were presented because they have reviewed by the Mayor and others.

Kathryn states that regarding Former Mayor Infurna's comments about the overnight parking, they are going to suggest reviewing these rates in another two years as a slower adjustment may be more amenable to the community.

Elena states that this makes sense because her feeling on the overnight parking is that we are charging a fee to have the ability to ticket and control what is going on. She feels that the overnight parking permits go hand and hand with the overnight parking restriction for on street parking. When we did the public hearing the vast majority of residents wanted to keep the overnight parking ban but there were a handful of people that stated it caused a hardship. Those are the same people that are purchasing the overnight stickers. They tend to be lower income or renters and to her that is why the fee is so low as opposed to an actual paid for parking space that is yours.

Commissioner Peart comments on the price increase and states that she feels that \$5 is fine. She feels that if you go any higher you start to affect people's choices.

Commissioner Rossi reiterates what Commissioner Peart stated and that he feels we should be encouraging transit use. If we go too high on the pricing then people might just start driving. He is not comfortable with the increase in the overnight parking fee, commuter rail parking fee and the time change at the commuter lots. He is in favor of the prorating.

Elena states that the motion encompasses the change to the overnight parking to \$120, the change to park at commuter rail lots from \$3 to \$5 and the prorating of fees and excise tax requirement. All in favor, except for Commissioner Rossi, so the motion carries.

7. Resident request to provide an exception sign for bicycles on Waverly Place for contraflow cycling

Janine Venuti is the proponent for this item. She states that one-way streets are ideal for bicyclists due to the low volume of automobile traffic. She mentions that many young families already use this street to reach the YMCA daycare with their children on bikes and Oak Grove Station. She comments that this is her preferred route because it is safer and quieter than being on Main St with cars speeding by. She points out that they are not asking to change the character of the street because it is already a one-way, but rather use it more fully for folks to get around. That is why we are asking the TC to allow bicycles to go both ways on this one-way street.

Former Mayor Infurna comments that her only concern would be that we had such a neighborhood issue on Main St with bike lanes and now we would be allowing it to go both ways on Waverly Pl.

Motion from Commissioner Parenti, seconded by Commissioner Rossi to open public comment. All are in favor, so by unanimous consent public comment is opened.

Resident Jane Gillis states that she has lived on Waverly Pl for 25 years. She mentions that she is a little concerned for the bicyclists because of the one-way. She mentions that there is parking on both sides of the road and the road becomes very narrow. She mentions that Waverly Pl goes into Derby and that there are five streets that go into Derby, so she asks if there would be signs to inform drivers that it is two-ways for bicyclists? She also mentions that a lot of residents on the street are used to it being a one-way street and those that are elderly may accidentally hit a bicyclist. She states that she has witnessed people encouraging their children to ride in the middle of the street, which is problematic, so she wonders if they do want contra-flow then maybe they should put designated bike lanes.

Resident Finn McSweeney that lives at 160 W. Wyoming mentions that he did submit a letter from the ped bike committee (refer to packet). He states that Janine had brought this to the committee a couple of times and the ped bike committee fully supports this. The committee did submit a couple of studies regarding this item as well (refer to packet). He states that these types of conditions are relatively uncommon regionally but are becoming more common due to how low cost they are. In other parts of the world where they exist, they have been extremely well studied and when they look at implementations there is either no difference in crash rates from those going contra-flow or with the traffic or an improvement. Finn states that he does this route everyday with his three-year-old son that

bikes himself. He states that this is truly an all ages and all abilities route. He mentions that he sent in a video in the packet for the commissioners to view.

Motion to close public comment is made by Commissioner Krechmer, seconded by Commissioner Parenti. All are in favor, so by unanimous consent public comment is closed.

Elena mentions that the commission had this discussion when the Highland Ave contraflow bike lane was approved. She states that at the time the commission felt strongly that we needed to stripe with a double yellow line, an actual contra-flow bike lane. In the case of Highland, there was no parking allowed on that side of the street, so it was very easy. She mentions that they had a neighborhood meeting before doing anything, explained to them the proposed plan. They then put the bicycle stop sign in and striped with the double yellow lines right along the curb because parking was not allowed. This item tonight is very different than what they have done before. Elena states that she did read through all the material that was submitted by the ped bike committee stating how this works with just the signs and no striping, however she is still concerned. She feels that if people choose to ride down the wrong way that is their choice. She would suspect that the Police Department is not actively seeking people doing this. Her concern is that of the people that will not be expecting to see a bike coming down the opposite direction. She feels that it does not fit on this road and is not comfortable without bike lanes.

Commissioner Krechmer states that the Tufts Study had some interesting facts about low volume roads and just adding signage. Waverly and Derby would probably meet these standards. He understands everyone's concerns and understands that this is new, so maybe give people more time to read through all the material.

Councilor Eccles states that he read through some of the material and feels that people are already doing it anyway. He feels that this option is better than heading up to W. Wyoming Ave.

Commissioner Parenti states that he used to use this route as well and mentions that it is a perfect route to get to Oak Grove. He is not ready to vote however because he would like to visit the area in Somerville that is currently doing this. He feels that if we want to put a contra flow lane then we need to address parking. Maybe the parking goes to one side. He would like to know all the logistics, what signs are going up, what striping is going in. He feels that it needs to be more than just a sign.

Jenn Rosa reads in emails in support of the contra flow lanes that came in late (refer to packet).

Chief Faller states that he needs more information and is not in favor of this right now from a public safety perspective. He is unable to approve it as it is asked for tonight.

Motion to place this item on hold is made by Councilor Eccles until some more due diligence can be done, seconded by Commissioner Rossi. Elena calls the role, all are in favor, so the motion is placed on hold. Elena states that she understands the residents desire to do this, so we will look into what Somerville is doing and revisit this item.

The meeting is adjourned at 8:41PM.