

TRAFFIC COMMISSION MEETING

March 16, 2022

IN ATTENDANCE: Chair Elena Proakis Ellis, Councilor Eccles, Commissioner Peart, Chief Mike Lyle, Commissioner Krechmer, Commissioner Parenti, Former Mayor Infurna, Sgt. Jon Goc – Technical Advisor, Jennifer Rosa – Clerk

Meeting is called to order at 5:36pm.

I. Continued Business:

1. Approve minutes from October 28, 2021, November 29, 2021, and December 15, 2021, Traffic Commission meetings

Elena states that she has not had a chance to review the two older meeting minutes, however the December minutes are ready and asks if the Traffic Commission (TC) would like to vote on those. Chief Lyle makes a motion to accept the December 2021 meeting minutes, seconded by Councilor Eccles. Elena calls the role, all are in favor. Commissioner Peart abstains from voting as she was not in attendance at the December meeting.

2. Update on Franklin Street at Vinton Street intersection

Elena gives a quick update and states that we did not provide notice to that neighborhood because it wasn't going to be a discussion. There have been a lot of meetings regarding this intersection, and there has been some new striping done. There are now arrows on the street and the word "slow" on the approach to Vinton St on either direction from Franklin St. This will hopefully help with safety at this intersection. There will also be some additional signage, possibly putting some chevron signs on the approaches to the curve to further emphasize that the curve is coming up. Commissioner Peart asks if the city would do a traffic count at this intersection as things get back to normal to see if a signal is warranted there. Elena states that we do have pre-covid counts and this intersection will likely be revisited.

II. New Business:

1. Police Department request to modify Traffic Code Section 220-8, Schedule of Parking Fines, Item B.3(h) to read: "Parking so as to block or obstruct a crosswalk or within five feet of the outer limits of a crosswalk" or similar language

Elena states that this is the section of the code that deals with the ability of the Police Department (PD) to write tickets. It's a \$25 fine. The language listed is existing item B.3 (h), so we want to add to it "or within five feet of the outer limits of a crosswalk" such that this becomes a fineable offense that you can't park within five feet of the edge of the crosswalk. This helps daylight crosswalks more. It is standard practice anyway that people realize they shouldn't be parking that close. In areas where we have marked parking spaces, we do not mark all the way up to the

crosswalk. This helps in areas where we don't have marked spaces to cut down on crowding the crosswalk.

Elena states that there is one virtual hand raised for public comment. Motion is made by Chief Lyle to open public comment, seconded by Former Mayor Infurna. All are in favor, so by unanimous consent public comment is open.

Resident Finn McSweeney of 160 W. Wyoming states that he endorses this and is not convinced that all the marked spaces within the city are further than five feet. He encourages the TC if this gets approved to restripe a couple of spaces or remove some. This would be a new standard for the city for any new striping. He would like the commission to consider making it 10 or 20 ft. In the parking code he believes that you cannot park with 20 ft. of an intersection and 10 ft. of a fire hydrant. He does not feel that 5 ft. is sufficient distance from a crosswalk where cars are going 25mph. It can be extended to 10 ft. or more and pedestrians will become safer, and drivers are made no less safe. It is an improvement to safety, and he also thinks that MUTCD favors 20 ft. as well. If we are creating a new standard in the city, then he encourages discussion on making it something more appropriate. He prefers safety rather than parking spaces.

Elena states that there is no one else present from the public. Motion by Chief Lyle to close public comment, seconded by Former Mayor Infurna. All are in favor, so by unanimous consent public comment is closed.

Elena asks Chief Lyle for his thoughts, as he brought this item forward. Chief Lyle responds that he would have to look at all the areas that are heavily filled with vehicles. He is all about safety and would like to look at other communities and see what their distance is. He states that 5 ft is a start, as some places downtown have zero. He has no problem if the commissioners wanted to change it to 10 ft., 12 ft. or even 15 ft. There is an expense, but so be it. Elena states that from the DPW's perspective most of our parking spaces are 18 – 20 ft. so a five-foot distance wouldn't impact those if the striping was only a couple feet off. If it is more than five feet, then we will lose some parking spaces and that would be a bigger discussion. She is not against it, but her impression of tonight's vote was something more minor and procedural to give more flexibility to the PD in ticketing. If it was more than five feet, then she would want to do more research; however 5 ft. is a good start. There is no reason we can't approve 5 ft. and come back and approve something different if there is a different request to the commission down the road.

Commissioner Parenti states that he is in support of what Finn McSweeney stated. The manual on uniform traffic control devices does recommend 20 ft. He found it in section 3b.19 and that refers to the uniform vehicle code. He states that 5 ft. doesn't get you very much in terms of the sight lines. He points out, though, that Main St would look a lot different if we changed all of these to 20 ft. and we would lose a lot of spaces. His thought is that we can strive for 20 ft., which is what the manual recommends, and do our best. If anything new comes up we can strive for this standard, but it would be hard to do it all at once. Elena asks Commissioner Parenti if MUTCD has

it listed as 20 ft. in both directions and Commissioner Parenti confirms that it does. In some cases, they recommend 30 ft. The idea is to create that open space. Commissioner Peart is in favor of this, however, does not feel it can be addressed tonight without further information.

Former Mayor Infurna makes a motion to approve, seconded by Commissioner Krechmer.

Chief Lyle states that he would like to place this on file until we have more time to look at other crosswalks across the city to see what the impact is. He would rather not approve five feet, then go back and revisit it. He prefers to vote just once.

Commissioner Krechmer asks Chief Lyle if we don't pass this tonight will this make it more difficult to ticket those up against the crosswalk.

Chief Lyle responds that it is a stretch using no obstructing the crosswalk. He states that he is most concerned about the crosswalks on Main St because you need to come out about 10 ft. into the road before a vehicle can see you.

Councilor Eccles states that if the Chief thinks that this is something urgent then we can vote on this tonight but will defer to him.

Former Mayor Infurna withdraws her motion to approve and the second is also withdrawn.

Chief Lyle makes a motion to place on file, seconded by Former Mayor Infurna. All are in favor, so by unanimous vote the item is placed on file, and it will be on the June TC agenda.

City staff will do some research before then to see how other communities are doing this and do a GIS exercise to see how many parking spaces would be impacted. It should be minimal effort, as we only have marked spots on the major roads and could be a good intern project. Commissioner Krechmer asks if we see 10 or 20 ft. as options. Elena states that we can look at scenarios using 5, 10, 15 and 20 ft.

Chief Lyle then asks Elena when we are striping lower Main St. because he wants to make sure that we start with that area. Elena confirms that we are not doing marked spaces in that area.

2. Consideration of stop signs at the intersection of Maple Terrace and Patrick's PI (both private ways)

Elena explains that this item is possibly going to need to be continued to the next meeting. Elena states that Patrick's PI is a new sub-division off Maple Terrace, and we already voted previously to put a stop sign at the intersection of Swains Pond and Maple Terrace on Maple Terrace. The planning decision had requirements for two stop signs. Typically, we are not able to approve/enforce a stop sign on private ways unless we are petitioned to do so by the abutters. Since the planning decision requires it, Elena wanted to open that discussion tonight and get feedback from the abutters, which we did, and then discuss what to do. For us to take a formal vote we do need to have a formal petition from the abutters. If we come to a consensus as to

what everyone thinks the plan should be then it would be more efficient for the residents to then petition for that and formally vote at the next meeting.

Jay Coy from the Engineering Division discusses the planning decision which called for two stop signs, one on Maple Terrace at the intersection with Swains Pond which was already installed and the other one on Maple Terrace at the junction with Patrick's Pl. It does not specify which side. The residents were concerned about having a stop sign on Maple Terrace because that is the straight through road, so they suggested putting one at the bottom of Patrick's Pl and will stop cars from just going right onto Maple Terrace. The concern with that intersection is if you are coming from Swains Pond and on Maple Terrace you could go straight up to Patrick's Pl. There could be a collision with traffic coming from the other way heading towards Swains Pond coming around that corner. If you read the letter, that concern is spelled out (refer to letter in folder). Jay states that when cars come off Swains Pond onto Maple Terrace there is nothing stopping them from going straight up to Patrick's Pl. Cars coming from the other way on Maple Terrace could potentially have an impact coming around that corner because it is almost a 90-degree corner on Maple Terrace.

Elena asks if anyone has questions for Jay before we open public comment. Motion to open public comment is made by Chief Lyle, seconded by Councilor Eccles. All are in favor, so by unanimous consent public comment is open.

Sherri, a resident of the neighborhood, asks about the stop sign coming from Swains Pond to Maple Terrace. She asks where the positioning is? Elena pulls up the map and states that we have already placed a stop sign at the end of Maple Terrace at Swains Pond Ave. Elena explains that with the new configuration, the entrance to Patrick's Pl is much straighter than the old curve of Hillside Park making us question if there should be a stop sign at the bottom of Patrick's Pl. This would make people coming down the hill have to stop before turning onto Maple Terrace. The issue that Jay Coy has raised is that for people coming on Maple Terrace to go up to Patrick's Pl, the road feels straight however it is technically a left-hand turn. The people coming down Maple Terrace from Iverson Road would have the right of way. Options that we have are to put in two stop signs, so cars must stop at the end of Patrick's Pl and on Maple Terrace before turning left. A three-way stop sign seems excessive for this area. We could also put a stop sign on Maple Terrace, so that cars coming from the Iverson area must stop. Sherri feels that it would be excessive to have a stop sign for people coming down Maple Terrace heading towards Swains Pond to stop twice. She suggests that we could just add one stop sign on Maple Terrace, so that cars stop to make the left-hand turn onto Patrick's Pl.

Elena then brings in resident Paul Brett who states that he feels that the stop sign coming down Patrick's Pl makes sense because if you are coming down Maple Terrace heading toward Swains Pond you may not see the cars coming down the hill. He also agrees that having one on Maple Terrace makes sense too as you come in from Swains Pond.

The next resident Carly Rose submitted a letter (refer to letter). She states that living up there and dealing with the traffic on a day-to-day basis she has noticed that people shoot right up from Swains Pond to Patrick's Pl. She believes it would make sense to have a stop sign on Maple Terrace prior to Patrick's Pl to slow cars down. In addition, she states that the cars coming down Patrick's Pl onto Maple Terrace are not yielding to the right of way. A three-way stop sign seems excessive, and her preference would be two stop signs, one at the end of Patrick's Pl and one on Maple Terrace prior to Patrick's Pl.

Elena states that she has spoken with the developer, as he is considered an abutter right now. He is fine with whatever the TC and neighborhood decide.

Elena does not see any more virtual hands raised, so Councilor Eccles makes a motion to close public comment, seconded by Former Mayor Infurna, all are in favor, so by unanimous consent public comment is now closed.

Elena states that this is a tricky one with no clear-cut answer, however it would be great if we had a recommendation as to what makes sense. If the residents agree, that guides the decision of what to bring back to us for a petition. Then we would just vote to continue the item to the next meeting.

Commissioner Krechmer is wondering if there is a way to put a medium berm or a rumble strip to force the traffic going up to Patrick's Pl to make more of a 90 degree turn; that would solve a big part of the problem. Elena states that they have not put their curbing in yet, so things could be adjusted. Elena thinks that realignment is the best option, however, we would need to be mindful of utilities. Commissioner Parenti asks if any of these roadways would be accepted by the city? Elena states that she does not know, but states that they had them designed in a way that could potentially be accepted. The slope on Patrick's Pl is 12 % which exceeds our standards. Patrick's Pl is tricky and is accessed through another private way so she thinks that we would have to take that portion of Maple Terrace as public.

Commissioner Parenti asks Chief Lyle about enforcement by the PD once people start running the stop signs. Can they do so on a private way? Chief Lyle states that the city has adopted traffic code for that and is able to enforce. Councilor Eccles states that he likes Commissioner Krechmer's idea of the reconfiguration and is concerned about no stop sign. Making it a 90 degree would be helpful but if not, two stop signs. Commissioner Peart shares her screen and shows the street layouts again. She agrees that something needs to be put in because it is such a straight route up to Patrick's Pl. Elena states that looking at the layout, it would probably be safest to have a stop sign for residents coming from Iverson heading towards Swains Pond to stop at Patrick's Pl. Elena also states that due to the steepness of Patrick's Pl, cars might not be able to stop in the icy months causing a false sense of security thinking that they are stopping.

Jay Coy comments regarding the driving activity now and states that currently these are construction vehicles. In the future it will be nine families in that neighborhood that hopefully will be considerate when driving in their own neighborhood. Elena states that there is still curbing and sidewalks to be added. Chief Lyle mentions that there is a blind spot for anyone coming up in a northerly direction off Maple Terrace and feels that if the developer agreed to put a stop sign heading west bound on Patrick's Pl, we should put one. There is a fair amount of traffic up there and Chief Lyle feels that there should be a stop sign on Patrick's Pl.

Councilor Eccles states that after looking at the map again he has changed his mind a bit. He thinks that there is one potential conflict point from Iverson approaching Swains Pond and from Swains Pond going through Patrick's Pl. He feels that this would be 100% solved by one stop sign as you approach Patrick's Pl from Iverson.

Former Mayor Infurna agrees that having three stop signs at this intersection is too much. She didn't notice a blind spot, but maybe it would be easier to just clean that up. Elena states that after reading the comments from the neighborhood she felt that the residents on Maple Terrace, being that it is through street, shouldn't have to stop. After discussing all the potential conflict points though, that one stop is the only way to stop all conflict points. Two stop signs would be confusing and three is excessive. Chief Lyle reminds the TC that nothing is going to happen on Maple Terrace unless 100% of the residents agree. Elena states that it was interesting that it was included in the planning decision as a requirement for the developer to put one in even though it is not enforceable if not everyone supports it. As a commission though we can recommend that this proposal addresses the safety issues and then it is up to the residents to petition for a stop sign. Chief Lyle asks about how many houses are sold on Patrick's Pl. Jay Coy states that he believes that only one house has sold, but that the others will come on soon. Chief Lyle asks Elena if it makes sense to have another meeting in a month on this one subject since they are all coming on-line. This way we can have all the commissioners go up and have a look. The commission discusses the residents that would need to sign the petition which would be the residents on Maple Terrace and Patrick's Pl who are the abutters. Residents along Iverson and Hemingway do not need to sign. Further discussion about a raised cross walk is brought up. Elena feels that we have discussed this enough and it is now up to the residents to return with a petition.

Former Mayor Infurna makes a motion to place this on hold, seconded by Chief Lyle. Elena calls the role. There are six yes votes and Commissioner Parenti was not available to vote.

3. Resident request to prohibit parking from 11 Worth Street to the driveway of 30 Swains Pond Avenue, which is on Worth Street

Qi Mai of 10 Worth St is the project proponent for this item that was also on the December agenda. She states that when people park opposite her driveway, she is still having difficulty backing out. She is a nurse and needs to leave frequently to visit patients. Her neighbors are in support of this and have signed a form for her (see packet). There is no one from the public for comment. Elena states that we have received a letter from Qi which includes the signatures of

the five abutting properties and an email from 30 Swains Pond stating that they are in support. Sgt Goc asks the petitioner if since the last meeting this has come up and how has she handled it? She responds that it has still been happening. If the person is still in the vehicle, she asks them to move up a little to allow her to get out, but a lot of the times there is no one there. Sgt. Goc asks if she has ever called the police about this, and she states that she did not think that was an option. Former Mayor Infurna asks about the width of the street and putting in signs. She states that Qi's driveway is very tight, and it is hard to make a cut out of the driveway. Qi states that her neighbor is also having difficulty backing out. Elena states that she supports this item because we asked the resident three months ago to come back with a petition signed by everyone that abuts this area and she did. We also have a specific letter of support from the person whose property abuts where the sign would go, and we have not heard from one person in the area against this. Elena states that she personally does not like no parking opposite driveway signs, but this is an instance where there is unanimous support, and it is not right in front of anyone's house. It would have a significant benefit to the owner. It would only block one spot on the street. Councilor Eccles would like this to set the precedent of how requests like this should be brought forward, whereas the resident has obtained all the signatures in support.

Former Mayor Infurna makes a motion to approve, seconded by Councilor Eccles. All are in favor, so the motion passes.

4. City request to restrict two parking spaces in the vicinity of 521 Main Street seasonally for the purpose of parklet installation

Elena states that she is the project proponent for this item, and it is for the parklet outside of Starbucks. This has been there for the past two summers; however, the city does not have the authority to temporarily restrict parking by putting something in the roadway for a lengthy period. Since we would like to put this back in this location, we felt we should formally restrict those two parking spaces seasonally for the parklet installation. Elena states that there is no one from the public present to speak.

Councilor Eccles states that he is excited to have parklet spaces seasonally. Commissioner Krechmer asks if there will be other spaces or just the two that we are voting on tonight. Elena states that the others have been moved around and are not definitive locations, so she did not feel the need to vote yet on those. The fourth one was on Franklin St, but it really wasn't used so we may try to move it elsewhere. We won't bring any before the TC until we know the permanent homes for the additional parklets. Former Mayor Infurna thinks that the parklets are a great asset to Main St and are well used especially outside of Starbucks. She states that the one in front of Petrone's was a very popular spot as well.

Motion by Former Mayor Infurna to approve, seconded by Commissioner Parenti. Elena confirms with Jenn Rosa that no one has sent in a letter or email regarding this location. Elena also states that all the local businesses had received notices as well.

Elena calls the role, all are in favor, so the motion passes.

5. City request to restrict two parking spaces in the vicinity of 131 West Emerson Street seasonally for the purpose of parklet installation

Elena asks if anyone wishes to speak to raise their virtual hand. Motion to open public comment made by Former Mayor Infurna, seconded by Councilor Eccles. All are in favor, so public comment is opened by unanimous consent.

Resident Finn McSweeney of 160 W. Wyoming states that he is in favor of this parklet location and uses it all the time. His only suggestion would be to have it on the side of the road where the businesses are, as opposed to the side where the church parking lot is. There are always a lot of people outside of Bohemian and they frequently set up stuff on the sidewalk, so it can become impassable. Having the parklet on the same side would allow people to sit there while they wait.

Motion by Former Mayor Infurna to close public comment, seconded by Chief Lyle. All are in favor, so public comment is closed.

Elena states that the reason the parklet is installed across the street is because there are four businesses along that stretch and people just want to park in front of the business and run in. Parking is limited in this area, so we didn't want to restrict it and impact their foot traffic. Chief Lyle states that he spoke to Perella Jewelers and that there are seven businesses in this area with a total of eleven parking spaces. This would be taking two of them away. Mr. Perella stated that the parklet is underutilized and Chief Lyle finds it concerning when there is limited parking to begin with. Former Mayor Infurna states that she is also concerned about the safety of this location and thinks that sun plays a role in people not using it because there is no shade. She wonders if it could move East past the Trinity Church to make it safer. Elena points out that the parklet is not right at the intersection and that there is a buffer and then a whole parking space before it. Elena does not feel that the parklet impacts the intersection operation and that it is being used. Commissioner Krechmer feels that this parklet is being used a lot with Bohemian and the farmer's market. He worries if we move it down towards that Church that people would not use the crosswalks and just run across the street. Commissioner Peart states that she generally likes parklets and likes the location of this one because it forces cars to slow down due to the stop sign being there. Councilor Eccles states that he uses this parklet quite frequently and that not everyone using the parklet drives there. A lot of people are walking or catching the train. He would like to see this parklet come back personally and for the city.

Former Mayor Infurna makes a motion to approve, seconded by Councilor Eccles. Elena calls the role. There are six yes votes and one no vote from Chief Lyle. The motion is approved.

6. City Councilor request to change parking restrictions on Sylvan Street between Mt. Vernon and Main Street to short-term parking allowed 6am-10am (e.g., 1-hour parking), to better accommodate the local businesses and users of Pine Banks Park

Elena states that we received one letter from Andrea the owner of Simple Fitness on Main St. across from the track. She commented that with the change to the bike lane that we restricted parking in front of her business. Elena states that we did not make any changes to parking on northbound Main St. When we piloted the striping and striped the legal parking spaces, she was surprised to find that the parking in front of her building was and always has been prohibited. Elena brings in Councilor Ryan Williams because he requested this item. She doesn't know if he has anything to add, however states that this would bring some relief to the handful of businesses in that corner area that have never had parking and now it is more known and better enforced.

Ryan states that there is currently parking on both sides of Sylvan St. Ryan went out to the location with Chief Lyle who had the idea of lessening some of these restrictions for the businesses and for residents that use the track. In speaking with residents, it has traditionally been considered a zone to park to commute to avoid paying at Oak Grove. Adding the two-hour parking between 6am – 10am would give people enough time to exercise and take classes at the fitness center. Elena states that she had talked to Chief Lyle about one hour parking because it makes it easier to enforce, although this makes it hard to take a class. Ryan states that one-hour is too short. Elena asks if we do two-hour parking from 6am – 10am and then someone parks there at 8am does that imply that they can stay there all day? Sgt. Goc states that two-hour parking is needed with soccer matches and softball games. He wonders if we make it uniform like Main St has it as two-hour parking 8am – 6pm Monday thru Saturday. That still allows the PD to ticket commuters that are there all day. Currently it is unrestricted after 10am and the police wouldn't go up there unless they received a call from a resident/business owner about a vehicle being parked all day. Elena asks if there is anyone that parks there after 10am for long periods of time that live there that this time restriction would impact as she does not want to be overly restrictive?

Former Mayor Infurna states that this is her neighborhood, and it is a heavily used area, however the neighbors tend to patrol it. With Pine Banks being there and soccer games taking place, one hour is not enough time and feels that two hours would be enough. Elena states that it is currently no parking from 6am to 10am. Elena suggests two-hour parking from 6am to 12pm. Ryan also points out that the current restriction is only Monday thru Friday, so it wouldn't affect Saturdays which he would like to keep. Councilor Eccles states that we have talked about this neighborhood before, and the consensus is that we don't want commuters. He feels that two-hour parking from 6am to 12pm Monday to Friday works. Sgt Goc just wants to reference where the signs would go, and it mentions Mt. Vernon Ave. When you are on the north side of Sylvan there is a cut out that extends further up to the condo that has about 3 or 4 spots that is eligible for parking. Right now, it has the no parking 6am - 10am sign, so he is wondering if we can extend that all the way to where the 6am to 10am was. Elena thinks that this sounds reasonable. The south side does not have parking along the park side in this area and then the road narrows. Ryan mentions that there is a pole on the south side with an old no parking sign and then there is fire hydrant. He states that it is worth noting this for a future meeting if it's not already restricted then a sign that restricts parking from Pole# 3374 forward as the road narrows in that location. Sgt Goc also states that

there are signs further down the road that state no parking, but they are faded and will need to be replaced.

Former Mayor Infurna makes a motion to change signage on Sylvan St. up to 42 Mt. Vernon Ave. to make it 6am to 12pm two-hour parking Monday thru Friday on both sides of Sylvan, seconded by Councilor Eccles.

Elena states that she has someone from the public that wishes to speak. Motion to open public comment by Commissioner Krechmer, seconded by Former Mayor Infurna. All are in favor, so public comment is open.

Resident Gail Cassese of 14 Sylvan St, who is also with Lisa Landry of 24 Sylvan St, states that her concerns are at the end of Sylvan St. where there is the light on Main St, cars would get really backed up on Sylvan St if there was parking on the right-hand side. She is concerned that we would be allowing parking on both sides of a narrow street and has trouble backing out of her driveway due to all the cars parked on the weekend. She feels that allowing people to park during rush hour traffic is a bad idea and mentions that there are three parking lots at Pine Banks Park that all have about 30 -35 spots. She feels that it is just the Fitness business and that those people can walk from the parking lot. She feels that a good compromise would be to only allow morning parking on the side of Sylvan St. that abuts Pine Banks Park.

Motion to close public comment is made by Former Mayor Infurna, seconded by Councilor Eccles. All are in favor, so by unanimous consent public comment is closed.

Elena states that she had not thought about the traffic impacts and asks if anyone wants to modify the motion or keep it the same. Chief Lyle states that this area came up a couple of years ago when cars were parking on both sides and the PD wasn't issuing tickets. When he looked at it, he found that those people were using the track and did not feel like the PD should penalize them. When Pine Banks was refurbished, this should have been addressed and states a simple solution is to eliminate the gate on Sylvan St which directly accesses the track. Taking it away forces people to either jump the fence or park in the parking lot. Elena states that when she looks at the map it doesn't look like parking starts at the intersection on the south side of the street and she doesn't see an impact on allowing parking with the hours we discussed before on that side. After listening to the residents, she does see an issue allowing it during rush hour on the north side. Councilor Eccles asks if the parking starts right at Main St on the north side. Elena states that it does but if cars are queuing up to the intersection they could easily go back to where that parking starts. He asks if the concern is that we would want to leave space for two lanes of traffic for the people turning right onto Main St. Elena states that it sounds like that is what is happening in the morning. Councilor Eccles doesn't know how much we want to encourage two lanes of traffic queuing up. It may make the line of traffic longer on Sylvan St. but essentially the same amount of people gets through the light. Commissioner Krechmer thinks that you can queue quite a few cars before the parking starts, roughly 6 – 8 cars. Elena states that we need to figure out what problem we are

trying to solve with this item because Chief Lyle thinks it's a good idea for the people going to Pine Banks which would only be the south side and Councilor Williams was requesting this to help the businesses on the corner of Main St. The businesses wouldn't be impacted if we only allowed it on the south side. There is also parking further up Main St. about 100 yards up. Elena states that she doesn't want to change anything in front of the residents' homes if they don't want it changed.

Former Mayor Infurna withdraws her motion and makes a motion for two-hour parking from 6am – 12pm Monday – Friday on the south side of Sylvan St and the same on the north side of Sylvan St from Mt. Vernon Ave heading East. Nothing would change on the north side from Mt. Vernon Ave to Main St. where those residents live. The motion is seconded by Commissioner Peart. Elena calls the role; all are in favor. The motion carries unanimously to have two-hour parking 6am – 12pm Monday thru Friday on Sylvan St from wherever the parking starts on Main St. on the south bound side to where the parking presently ends and on the north side from Mt. Vernon Ave to 42 Sylvan St.

7. City Councilor request for a crosswalk at the top of the Hoover School access road at Glendower Road to the three-seasons path to the Hoover School, at the existing stop signs

Elena states that Councilor Ryan Williams is the proponent for this item. Ryan pulls up a street view to show the area being discussed up at the Hoover School exit. He states that kids walk up the sidewalk on Glendower and then cut across to the path in the woods that leads directly to the school rather than taking the long way down the hill. The path in the woods is a very popular route for the kids. The issue is the stop sign for this curve, which is a blind spot, is far back. By the time the cars get up to it they just roll right through it and there are kids dashing across the street. Ryan's request would be to have a marked crosswalk to provide visual contrast and to signal to the families where a safe spot to cross is. It appears that there used to be a speed bump, however it is worn down. Ryan would like to have the stop sign moved over, so that it is more visible to drivers, as well as a formal stop line and a marked crosswalk. There have been a few close calls. Councilor Eccles asks for clarification on the request and asks if he wants the stop sign moved too. Ryan states that he thinks it could be moved. The crosswalk and stop line are the most important though. Elena states we don't need approval by the TC to move the stop sign over if it is staying at the same location. Commissioner Parenti states that we would need to get an ADA compliant wheelchair ramp on the sidewalk side and is unclear as to what we would need on the other side. He doesn't know what the city would require here and if we would need a ramp on both sides. He doesn't know how we feel about the sight distance. We have already established that the sight lines are not very good and wonders how much we should discuss those two things before moving forward. Elena concurs with those concerns and does not feel that putting compliant curb ramps in this location makes sense but feels it would be required. We can accommodate a portion of Councilor Williams' request by putting in a stop bar that extends from one stop sign to the other without a crosswalk and it will at least give a visual cue. She states that they can also move the stop sign over to make it more visible. Elena wants to point out that we have had a lot of complaints this year about snow and ice on paths leading to schools that are not intended to be used as accessible walking paths - paths that the city does not provide snow clearing for. She

thinks putting a crosswalk leading to this path implies that there is a legitimacy to it and if a family decides to walk this route, that's their decision. Elena states that at another school this year some people got injured walking on paths that weren't intended as walking paths. They then complained about the city not maintaining these areas, so Elena has a lot of concerns about a crosswalk at this location. Chief Lyle asks Commissioner Parenti what the exact width of a crosswalk is. Commissioner Parenti confirms that it is 8 ft., and we would need to shift it over because you can't use a driveway as a wheelchair ramp. Jenn Rosa states that as a parent of a child currently at Hoover School, she doesn't feel that we should promote people to walk the path, as the bigger issue that first needs addressing is getting people to stop at the stop signs that are currently there. Ryan states that the major concern is people not stopping at the stop sign. There will always be people that choose to use the path, but he is open to further discussion. Elena states that we have a grant in to potentially buy some speed hump equipment that we can try out in locations and suggests that as an option by the stop sign.

Motion by deny is made by Chief Lyle, seconded by Former Mayor Infurna. Councilor Eccles states that it seems like we have a goal to get people to stop there. He asks if we try out a temporary speed hump and shift the stop sign is that something that can be done without the TC. Elena confirms that we can pilot things on our own. Elena calls the role, all are in favor, so motion is denied by unanimous vote, but we will investigate the other items as noted.

Motion to adjourn is made by Former Mayor Infurna, seconded by Councilor Eccles. All are in favor.

The meeting is adjourned by unanimous consent at 8:09 PM.