

## TRAFFIC COMMISSION MEETING

September 21, 2022 (Virtual Meeting)

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

Elena calls the meeting to order. She states that the city handed out over 300 notices to residents rather than doing an Everbridge call and that we have about seven attendees currently on the call.

### I. Continued Business:

#### 1. Approve past meeting minutes

The minutes to be voted on are from the March 2022 meeting. The June 2022 meeting have not been reviewed yet. Motion to approve is made by Chief Lyle, seconded by Councilor Eccles. Elena calls the role, all are in favor, so the March 2022 minutes are approved.

### II. New Business:

#### 2. Resident request for signage on Penney Hill Road (private way) at the intersection with Penny Road (private way), with a City recommendation to consider a Yield sign within the abutting City property.

Elena states that the proponent for this item is not on the call but sent an email about their concern at the intersection of Penny Hill Rd and Penney Rd. Although that intersection is a private way, half of the intersection is on the golf course property which is city owned. The city thus would have the authority to put a sign up if we wanted to. Sgt Goc had suggested a yield sign for those coming down Penny Hill Rd. The resident's concern, however, seems to be the residents driving down Penny Rd and taking a right turn onto Penney Hill Rd too fast. Adding a yield sign on Penney Hill would keep people from jutting out into the intersection, however it does not necessarily fix the problem.

Sgt Goc states that this request came in because of an accident that happened there. It is the only accident that he can recall there in his career. He advised the person that if she was looking for something to do, potentially you could put a yield sign at the bottom of the hill. Sgt. Goc however sees no need for it, as there is no data to support it. He knows of no other issues where people are taking wide turns up that hill coming off the road. Sgt. Goc would not suggest anything here.

Elena asks if there is anyone in the public that wishes to speak. There is no one from the public, so public comment is not opened.

Motion to place it on file is made by Former Mayor Infurna, seconded by Commissioner Rossi. All are in favor, so the item is placed on file. Elena mentions that other suggestions were included in

the email about possibly adding a caution slow sign or intersection ahead sign. If we saw a need for these however, they would not be required to go before the TC. The DPW and Police Department will follow up to discuss possible advisory signage.

**3. City request for No Turn on Red signage at the intersection of Main Street and Sylvan Street**

Elena states that we are striping in the next week from Sylvan St north, as part of the lower Main St project. This had come up as a recommendation from Stantec when they had done an analysis of the intersection. Elena is not sure that we need it in all four directions but left it open so that we can discuss all location options.

Motion is made by Chief Lyle, seconded by Former Mayor Infurna to open public comment. All are in favor, so by unanimous consent public comment is open.

Councilor Williams suggests that we do consider an all way, no turn on red at this intersection. He states that when certain sections of the road are marked as no turn on red and others are not, it gets confusing. He feels that it should be universal across the intersection especially with the bus stops and new bike lanes.

Resident Finn McSweeney states that he is speaking on behalf of the ped-bike committee. The members support this request for all four directions. Prohibiting right turn on reds is a low-cost intervention that's proven to improve pedestrian safety and especially important to consider in an area where there are multiple transit stops, daycares and Pine Banks Park. The ped-bike committee believes it is warranted on those terms. Vehicles are getting larger and are causing more serious injuries and death in collisions. He states that when we can take these low-cost interventions to increase pedestrian safety, the committee is very much in favor of that and feel that the pedestrian activity here more than warrants that.

There are no more virtual hands raised, so motion to close public comment is made by Former Mayor Infurna, seconded by Chief Lyle. All are in favor, so public comment is now closed.

Commissioner Peart would just like to confirm that there are currently no "No Turn on Red" signs on any of the approaches today. Elena states that there is nothing in the traffic code that there is and the aerial view does not show any as well.

Commissioner Peart asks if there is a possibility if this gets approved to put the signs on the light signals, rather than creating a new signpost on all four approaches. This is a wide, open intersection space, so it would help on visibility, so that the signs aren't missed. She feels that it is more likely to be adhered to if it is on the signal head itself.

Elena states that on the Main St approach it would be easy to put them up on the signal, however on the side street approaches they could maybe be on the back of the signal head or we could put up a new signpost.

Commissioner Parenti states that in the manual on traffic control devices regarding no turn on red signs section 2B54, it states that no turn on red should be considered when an engineering study finds one or more of the following conditions exist:

- *Inadequate sight distance to vehicles approaching from the left (or right, if applicable);*
- *Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;*
- *An exclusive pedestrian phase;*
- *An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;*
- *More than three right-turn-on-red accidents reported in a 12-month period for the approach; or*
- *The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.*

Commissioner Parenti states that some are a little subjective but wanted everyone to know what the criteria were before this item is discussed.

Former Mayor Infurna states that her only concern on this item is that there is a lot of traffic heading west on Sylvan St to Main Street that backs up all the way past the track and although most of the cars are probably taking the left, she wonders what kind of line would build up if they weren't able to turn on red.

Elena states that Stantec had gathered traffic data in peak hours in the morning and it appears that there are 406 cars turning left onto Main St that are headed down Sylvan St from Lebanon St, 52 cars that took a right and 6 went straight. Coming north on Main St, 5 took a left, 218 went straight up Main St and 146 took a right at peak hours onto Sylvan St. During peak afternoon hours heading north on Main St, 430 went straight and 383 took the right onto Sylvan St. Coming from Sylvan St onto Main St, 69 took a right and 212 took the left. The other two approaches had hardly any right turns.

Former Mayor Infurna states that what she finds confusing when you are going south on Main St and want to take a left to go the track, some people don't make that a double lane, so people can't get by. This will hopefully change once the lanes get painted, which Elena confirms will be happening soon.

Elena mentions that on the right hand turns from Sylvan St onto Main St, you would be crossing the bike lane, whereas coming up Main St going north, you have already crossed the bike lane before the intersection, so for those folks turning right on red you would already be out of the way.

Former Mayor Infurna states that if you are going west on Sylvan St and you want to take the right onto Main St, that you would also be clear as well. Elena states though that for this turn you would be crossing over the bike lane.

Sgt Goc asks Elena what we have for bike and pedestrian data in this area being discussed.

Elena states that for bikes in peak afternoon time we had 8 cyclists that went straight, 2 went right that were heading north on Main St, 1 came from Sylvan and took a left, 1 came from Sylvan and took a right and 5 people rode south on Main St through the intersection.

Commissioner Peart asks Elena what time of year the counts were taken and Elena confirms that it was in October 2019, so pre-covid. Elena states that for the morning hours we had 15 that went south on Main St, 3 went North on Main St, nobody turned in either direction from Main St, 7 went left from Pine Banks Sylvan side going south onto Main St, 2 went straight through and 1 person took a right from the short leg of Sylvan onto Main. Most people are going straight. She states that she can't confirm however if these are bikes or pedestrians.

Former Mayor Infurna states that she suspects that these are bikes because there are not a lot of people walking down there. Elena agrees that the numbers seem more like bike numbers.

Elena's one concern is if people can currently turn right on Main St going north at afternoon rush hour and there are 383 cars going that way, are we going to see a backup all the way down to Banks Place on Main St during rush hour? That is the area where the cyclist is already to the left when you approach that intersection. It is an exclusive pedestrian phase, which is one of the things that Commissioner Parenti mentioned.

Former Mayor Infurna suggests placing this on hold, so that we can see what it looks like once the road gets striped.

Commissioner Krechmer states that when the painting is done you have five new crosswalks and bike lanes, so if anything there will be more pedestrian and bike activity. He states that if you just look at the approach of Main St turning right onto Sylvan St, cars do not stop before turning right. He feels that this alone justifies this and does not see the striping as a need to delay.

Chief Lyle states that his concern is that because Sylvan St is very narrow in that area, if we add a no turn on red at the intersection from Sylvan St turning right onto Main St, that people are going to start cutting down Mt Vernon St. Then we will have a potential problem in that area.

Councilor Eccles asks Elena to pull up the configuration that was voted on for lower Main St.

Elena pulls up the configuration which shows that the intersection will also have the bike boxes which will make it more difficult to turn on red.

Councilor Eccles asks if it is illegal to drive through a bike box? Elena states that it's not. Cars would treat it as a crosswalk, stop where the stop bar is and then proceed with caution if you can turn on red.

Commissioner Parenti states that if we are concerned with the no turn on red prohibition that there is another sign that we can use here which is "Right Turn on Red After Stop" which doesn't

change the regulation but it does remind drivers of the law as very few drivers come to a complete stop before turning. He also states that if we add a no turn on red sign on Main St turning onto Sylvan St, that the traffic will back up through the bike lane. On the other side of Main St the traffic back up will impact the bus, causing possible delays in service.

Commissioner Peart asks Elena if Stantec had done an intersection capacity analysis since they are recommending this. Elena states that she will look for the memo that Stantec sent while discussion continues for this item.

Sgt. Goc asks Elena about the history of this intersection and if it is fair to say that these signs have never existed. Elena states that to her knowledge that is correct. Sgt Goc is asking because he is interested in finding out what prompted this item to be on the TC agenda, as he is not aware of any safety concerns or accidents. Elena states that she believes that Stantec recommended it and continues to look for their memo.

Former Mayor Infurna suggests that maybe Finn McSweeney could send out some information on the bike boxes to educate the public.

Elena states that she is not finding it in their memo, however she thinks that this is something that was discussed on one of the calls they had with Stantec to review their findings. Elena believes it was the approach from Sylvan St onto Main St where you would need to cross the bike lane and was mainly discussed as maybe this would add some safety. She also hears Chief Lyle's concerns about if it backs the traffic up on Sylvan St and people start turning down Mt. Vernon St, as we don't want that.

Councilor Eccles states that he feels most strongly about that intersection heading west from Sylvan St onto Main St because it does cross the bike lane. Visibility will be a concern. He would be fine with all four ways though.

Commissioner Krechmer states that the numbers making the right from Sylvan St onto Main St were small, so there is little chance of a backup and Commissioner Peart agrees.

Commissioner Rossi points out that most of them aren't going to be able to make that turn anyway because they will be stuck behind someone turning left onto Main St. Realistically there would have to be two or fewer cars in front of you to make this turn.

Motion is made by Former Mayor Infurna, seconded by Councilor Eccles to add a no turn on red sign on the westbound approach on Sylvan St heading towards Main St. Elena calls the roll, all are in favor, so the motion passes unanimously.

Motion by Former Mayor Infurna, seconded by Commissioner Parenti, makes a motion to add a no turn on red sign going northbound on Main St at the intersection of Sylvan St.

Elena calls the role. Mayor Infurna, Commissioner Krechmer and Councilor Eccles vote yes, Chief Lyle, Commissioner Peart, Commissioner Rossi, Commissioner Parenti and Elena vote no. The motion fails.

Commissioner Krechmer requests that we see a queuing analysis before the next meeting because if queuing is not an issue, then we may want to revisit this.

Elena states that we can send out the Stantec report which includes the data on the intersection with the volume of traffic.

**4. City request to consider changing the Tremont/W. Emerson/Essex intersection to a four-way stop as recommended by Stantec's engineers**

Elena states that we sent out a memo and Vonnie will speak on this item. Stantec's memo concludes that it is warranted and that with changes to pavement markings that it is likely appropriate, however they do leave it a little open-ended that they recommend additional engineering analysis before any changes are made. We also reached out to them with additional questions today.

Vonnie states that we did contract with Stantec to do an analysis on this intersection. They did traffic counts and reviewed crash data. Currently it is a three-way stop and although it is well signed, it is not always clear to vehicles that eastbound W. Emerson does not have a stop sign and has the right of way under all conditions. The memo discusses what Stantec determined. Between 2012 and 2021 there were 28 crashes reported. The majority were due to motorists assuming it was a four-way stop. 3,900 vehicles a day go through this intersection. The average speed is 23 mph and the 85<sup>th</sup> percentile is 29 mph. This is a little higher than the posted speed limit of 20 mph. Vonnie states that the one concern about adding a stop sign on the eastbound approach is that is close to the train tracks. Due to this there was a discussion with Stantec to see what we could do for safety so that cars are not queuing up on the tracks. The question that was posed to Stantec today was to inform them that Melrose is a no horn city, therefore there is no warning besides the gates going down. We could however put up additional signage, to make drivers aware of not stopping on the tracks. We do know that there is no prohibition that you can't have a stop sign within a certain distance from active train tracks. We believe that putting a sign would not violate any railroad rules, but we still have concern of it being close to the tracks.

Sgt Goc states that he read the summary and looked at the numbers, but notices that there is no mention by Stantec of a signalized intersection. Vonnie states that we didn't ask them to look at that. Due to the volume of traffic that goes through this intersection, we felt it works well with the stop signs except for the confusion of it being a three way stop.

Elena states that this intersection volume just met the 80% criteria for the warrants for a four-way stop, so she does not feel that it would meet the warrants for a traffic signal.

Sgt Goc states that it seems important because the debate is going to be about the safety of the stop sign and the train tracks. By putting a traffic signal you avoid all this. The red light would be on the west side of the tracks near Cedar Park. Elena states that the light would have to be coordinated with the train signal, however asks Commissioner Parenti and Commissioner Peart if they reviewed the memo and whether it met the criteria?

Vonnie shares the memo which states that this site meets the criteria for a four-way stop sign, but not a traffic signal based on crash data. Additionally the volume didn't meet the criteria either. Elena also mentions that we don't have the funding either for a signal which would make this a million-dollar project.

Sgt Goc asks about the notes from Stantec discussing the Vinton/W. Emerson intersection and if that is funded. Elena confirms that there is a \$79,000 grant for that project.

Elena asks Commissioner Parenti if he knows the cost of the Melrose St/Lynn Fells Parkway signal project is and he states that it is \$1.2M. The work is expensive and if you wanted to add a signal to this intersection at the train tracks you would have to pay construction and design costs coming in at around \$1.5M.

Vonnie reiterates that the main concern is that when the cars are queuing up and the gates are up, that cars don't stop on the tracks. She states that we can help prevent this by using paint and signage in the area.

Commissioner Krechmer asks if Stantec had provided any other examples where there is a track near a four-way stop.

Commissioner Peart states that in Wakefield on Greenwood Ave there is a signal there but that queue often backs up over the tracks, but people know not to block the tracks.

Commissioner Parenti states that the eastbound queue on W. Wyoming Ave backs all the way up to Berwick and as the station is full of people and the train is about to arrive, you can see people stopped on the tracks. For the item we are discussing tonight we need to decide what the risk is and how likely it would be that the queue would extend back that far.

Mayor Infurna makes a motion to open public comment, seconded by Commissioner Rossi. All are in favor, so public comment is opened by unanimous consent.

Resident Teresa Riley-Singh asks if there has ever been an accident on W. Wyoming with trains and cars? Sgt Goc states that he believes there was possibly one accident around a decade ago. There have been some close calls though due to the backups that Commissioner Parenti had mentioned.

Resident Finn McSweeney states that the ped bike committee did want to register their support for this item. He states that the confusion level at this intersection is very high especially if you are not familiar with the intersection.

Motion to close public comment is made by Councilor Eccles, seconded by Chief Lyle. All are in favor, so public comment is closed.

Elena mentions that she and Chief Lyle met with the mayor to discuss the agenda items and there was some discussion of possibly trying this. If we were to do a trial, we would want to do all the paint and signage anyway because the risk of someone stopping on the track is there. She states that when the farmer's market is going on there are cars backed up all over the place. Elena states that it doesn't require a TC vote to put the "Do not stop on tracks" paint. If we wanted to do a trial and could get everything painted this fall then maybe we could test it out with a trial.

Councilor Eccles states that he walks or drives through this intersection every day and it has always been a confusing intersection. He states that even with it not being a four-way stop we need to make it clearer for cars not to stop on the tracks.

Commissioner Rossi states that this is the third time that this intersection has come up in his time on the commission. This intersection is confusing and always has been. He states that when he goes through the intersection, he doesn't really see a long queue and he goes through it a lot. He feels that safety should be number one and thinks that that four-way stop is a way to remedy that.

Commissioner Peart states that she appreciates the traffic study that was done because it gives us the data and the analysis. She mentions that the counts were done in January, which was still during Covid, however she does not feel that if we went back out and counted again that things would change much. She mentions that the longest queue of 4 to 5 cars only happens for a few minutes. She states that being on the commission, this is the intersection that is brought up the most to her by residents and she is in favor of doing a trial to make it safer for everyone.

Former Mayor Infurna states that she fully supports this, however her only concern is about making sure that the signage and paint in the area is very clear. She also mentions that she sees people on the tracks at West Wyoming, so she thinks that it would be a good idea to put whatever signage we put on W. Emerson in other train locations throughout the city. This signage consistency will hopefully change people's behavior.

Commissioner Krechmer states that it's a risk analysis and there is risk both ways, but it's a virtual certainty that another accident is going to occur if we don't change this intersection. He feels that a car getting hit on the tracks is a low risk if we implement all the signage and painting that was discussed, so he supports this.

Chief Lyle states that he is concerned about the pedestrian counts down there since this was done in January. Chief Lyle is in favor of this. He mentions that if you ever look at the drivers coming down the road approaching the intersection that they look puzzled because they are uncertain about whether they are supposed to stop or go causing a lot of near misses.

Commissioner Parenti states that there is no solution that will give us zero crashes. The group needs to think about what kind of crash could happen and how likely is it? He locates information about West Wyoming and states that there was one crash in 2013 and none at Cedar Park. A three-way stop is strange, it should be a four way stop or a two way stop which would eliminate the train discussion all together. He states that he is not comfortable with any of the options, however we do need to pick the least worst one.

Commissioner Rossi states that he was on the commission when this intersection was a two-way stop and was then voted on for a three-way stop because the intersection wasn't working.

Sgt Goc states that he is favor of the four-way stops based on the risks. He mentions that he really likes the LED study that was done in Belmont and states that if we are going to move forward with this that he would like the city to commit to that type of signage. Its very effective. It's solar powered and lit up. Ideally it would be placed at all three train stations. Elena asks what the signage says and Sgt Goc confirms that it is an LED sign that says do not stop on tracks. Elena states that if the price is comparable to the RRFBs then we could afford this for W. Emerson.

Motion is made by Chief Lyle, seconded by Councilor Eccles to approve a four-way stop at the Tremont/W. Emerson/Essex intersection. Elena comments that she feels that this should be contingent on all the paint and signage taking place first. Chief Lyle asks if the painting can be done before the end of October? Elena responds that she is not sure if we need permission from the MBTA.

Elena calls the role; all are in favor so this item passes unanimously.

**5. City request to consider a four-way stop at the Vinton/W. Emerson intersection based on a warrant analysis performed by Stantec's engineers**

Elena asks Vonnie to share the sketch of what we are purposing to do with our grant money and states that with the recommendation, the city also recommends that we implement the four-way stop once intersection is reconfigured. The reason being is that the reconfiguration really tightens up the intersection and makes it so the four-way stop has good visibility and people understand where they need to stop. The intersection as it is now does not do that which the sketch shows.

Vonnie states that in addition for the requests for the stop signs, the sight lines are problematic. The grant is part of our effort to tighten up this intersection, improve sight lines and make pedestrian crossing safer. During their analysis, Stantec looked at the turning movements. We are

thinking about tightening up the crosswalk on the Vinton St southbound side and pulling it out. On W. Emerson St, we would push it back a little bit so that it squares up. On the Vinton St northbound side, we would be shortening up the opening and having a right turn only for large vehicles. It would be a textured road surface, additionally pulling the crossbar going westbound up a little bit as well. These changes would make the intersection smaller and safer for pedestrians. Nothing has been approved yet, but the sketch outlines what we are working towards. We are hoping for this fall, but if not next Spring. The four-way stop requests are hand in hand with this. Cars coming from W. Emerson St between the Fells and Main have no reason to stop, which contributes to high speeds and drivers not paying attention. There is a crossing guard there in the morning. There is a lot of foot traffic with the school and commuter rail. It is a heavily used intersection by users other than cars and our goal is to make it safer for all that use it.

Chief Lyle asks Vonnie if a warning sign of a four-way stop ahead was considered for the intersection towards Stoneham. Vonnie states that it wasn't in the memo; however if we make changes to this intersection, we will need to make it clear that the condition at the intersection has changed.

Former Mayor Infurna asks if we make these improvements as shown in the diagram, is there still a need for a four-way stop sign or would it be okay with it all just tightened up. Does it meet the criteria and is it necessary?

Vonnie feels that even with the changes it would meet the criteria for a four-way stop and it still would improve safety especially on the eastbound approach if traffic was stopping at that location.

Elena states that she believes Stantec may have had comments about the sight lines because of the angles of the intersection. Vonnie confirms that they did. Elena mentions that the configuration doesn't really change the odd angle, therefore a four-way stop would help. The crossing on Vinton is still going to be a diagonal crossing. We are eliminating some pavement and redoing all the handicap ramps. It will make a difference even though it is a very limited construction process. Vonnie states that there will still be sight line issues.

Commissioner Rossi asks if there is any parking elimination with this plan and Elena states that there is not.

Councilor Eccles asks if the pedestrians would still have the right of way where the raised pavement is and Vonnie confirms that they do. He also asks if we designed this to optimize still using the handicap ramps that are there or can we make the southeastern most crosswalk more of a 90-degree angle? Vonnie states that she believes that angle is due to a driveway being there. Elena states that the angle looks a little bit greater than before and would prefer it to be more parallel with the stop bar if possible. There is also a utility pole nearby.

Former Mayor Infurna asks about the southeast corner where the raised pavement will go and asks if we are sure that a car won't go there as she is concerned with pedestrians. Elena states that it will be very visible to a car that they shouldn't go there because it will look like you are driving over a sidewalk. It would be similar to what is on Green St.

Vonnie states that Stantec provided data that showed there were very few trucks taking a right on Vinton northbound during peak hours.

Motion to open public comment is made by Commissioner Rossi, seconded by Commissioner Parenti, all are in favor so by unanimous consent public comment is open.

Resident Teresa Riley-Singh asks about Vinton St and the sight lines. She doesn't know if what has been proposed will help that sight line coming from Vinton stopping there. It is hard to see people coming down. You have to go over the crosswalk to see people coming down from W. Emerson. She wonders if there has ever been discussion about enlarging the sidewalk or moving it.

Elena states that this is the reason the four-way stop was recommended, because the sight lines still would not be improved with the reconfiguration of the intersection. We are limited to what we can do due to the angles because we would have to get into the private property to fix that.

Resident Zach Veaner of 175 W. Emerson St speaks next and states that his driveway is in the middle of this intersection. He feels that tightening up this intersection and slowing people down is a high priority. He shares the concerns about the sight lines not changing coming southbound on Vinton. Where the stop bar currently is and where it is being proposed, still encourages someone to inch forward until they can see up W. Emerson. He feels that slowing people down at this intersection is a good thing however worries about the back up if we have a four-way stop here and then we just approved one down the street. He states that no one has mentioned making any geometric changes to this intersection that would force people to slow down. A stop sign on its own can suggest a change, but if people can't see each other its still going to be an issue. He states that an offset intersection wouldn't be the end of the world for Vinton.

Elena asks Jenn to read an email from resident Seamus Kelley that came in late (refer to email)

Motion is made by Former Mayor Infurna to close public comment, seconded by Commissioner Krechmer. All are in favor, so public comment is closed.

Commissioner Rossi asks if there are concerns about inclement weather and cars not being able to stop because of the hill coming down W. Emerson St. Elena states that she is less concerned based on the grade and the placement of the stop sign if we pull that corner in, allowing the stop bar to be a little further out.

Chief Lyle makes a motion to approve the four way stop (upon completion of the roadway reconfiguration), seconded by Councilor Eccles. Elena calls the role. All are in favor, so the motion passes unanimously. Elena states that this will be implemented once the intersection gets reconfigured.

Former Mayor Infurna needs to depart from the meeting; however the Traffic Commission still has a quorum.

**6. City Sustainability Manager (Martha Grover) request to install two EV chargers on one pole in the Wyoming Hill Commuter parking lot - pole #3932-1. The pole is solely owned by National Grid. Parking restrictions to EV-only while charging are also requested.**

Elena states that one of the charging stations located on Belmont St that we voted on previously was hit by a truck. Since then we have learned that residents were not thrilled about people parking in this spot because no one ever parked there prior and it was creating problems at the intersection. We are now eliminating that charging spot and are proposing putting one at Pole #3932 in the Wyoming Hill commuter parking lot. In addition to restricting this one space next to the pole, Martha would also like to add a space to the lot. We reviewed this with the DPW Operations Division today and they do not have a problem with striping one more space, so we would add a space and restrict both of those spaces to EV only while charging. Martha is unable to join the meeting, however Elena recommends that we move forward with this because it is a good location and it would be nice to have it in one of the commuter rail lots. Elena states that one of the big needs where there is multi-family housing and where people park in public lots overnight is for charging stations to allow those residents to buy EVs. This area has quite a lot of multi-family housing that does not have dedicated parking.

Commissioner Rossi asks a question about whether a car could stay parked there while they are charging because if they are taking the commuter rail, then the car will be done charging before they return. Elena states that Martha can set that to meet our parking restrictions, so in our lots that have three-hour parking if you are there longer than that you are hit with a surcharge, or after you are done charging. She can set that surcharge time, so she can possibly set it to 10 hrs. The surcharge fee is only \$5, so maybe people wouldn't mind that as it is cheaper than gas prices. Elena does not like the surcharge fee however, so she will recommend that Martha set it for a full commuting day.

Commissioner Rossi states that after you pay to park in that lot, he does not think there is a time limit. Elena wonders if she can set it for 12 hours, so you can park and charge all night, or park and charge all day while at work.

Chief Lyle asks how long it takes to charge a vehicle? Elena states that it depends on the car, however it typically takes 2-3 hours. Elena doesn't feel that if it takes 3 hours to charge and then we charge them a surcharge that it's fair, however Chief Lyle states that by doing so you prevent someone else from charging. Elena states that the same car wouldn't be charging every day and

mentions that it used to be entirely free in the city hall lot and we didn't really get complaints from people. Chief Lyle states that they get complaints in Dill's Court. Elena states to Chief Lyle that if a resident complains about the Dill's Court lot, we can explain to them that although we are not ticketing them, the person is still getting a surcharge and being penalized.

Councilor Eccles would like clarification about us wanting the surcharge in Dill's Court, but not at the Wyoming commuter rail lot. Elena states that we want the surcharge to match what is allowed for parking. Elena feels that for the Wyoming lot it's a bit of a different target audience charging. Councilor Eccles states that in all our conversations the charging stations were supposed to be there for people to use while getting something done, not meant for just parking.

Commissioner Rossi makes a motion, seconded by Commissioner Krechmer, to approve the new EV-only charging spaces at the Wyoming Hill lot. Elena calls the role; all are in favor. The motion passes unanimously.

**7. Resident request to restrict or prohibit parking on the southbound (west) side of Pleasant Street from Gould Street to Washington Street. Currently there is two-hour parking from 8am – 6pm Mon – Fri. The northbound (east) side is presently restricted as No Parking 8 AM to 6 PM except Sundays and holidays. The requestor suggested possibly switching the restrictions to the opposite sides of the street.**

Jenn Rosa states that the proponent is not able to join and we did not receive any emails from any residents in that area.

Elena states that this is a major change on this street. We would be taking parking away from in front of a whole row of people's houses and putting the parking in front of Town Estates instead. Elena feels that the intent of the proponent of this item is that he feels that most of the people that park there are going to Town Estates instead of parking in the parking lot. This then makes it harder to pull in and out of driveways. This is 2-hour parking, so Elena feels that if the complaint is that someone is parking all day in front of someone's house and going to Town Estates, then maybe some patrolling and ticketing of long-term parking on Pleasant St solves the problem. Elena finds it interesting that we did not have a single comment or single attendee. Does that mean that people think that this is a good or bad idea?

Sgt. Goc spoke this resident a month ago and advised him that he is the only one complaining. He advised him to reach out to the Traffic Commission if he was inclined to do so. This is an ongoing issue down there with Town Estates. The people that rent there having one spot with two cars.

Elena is inclined to place it on file, rather than table it. Chief Lyle asks if Council McMaster was aware of this meeting, which he was because the meeting agenda and information went out via the meeting notices email distribution list which he is on.

Commissioner Parenti is concerned that if the proponent didn't have access to a computer to attend the meeting, that it is not fair to table it. Parking is a tough one, but maybe it is better suited to wait until the proponent can speak to this.

Commissioner Rossi states that there are never more than four or five cars parked over there. He also states that there is enforcement there because he has seen tickets on cars down there.

Motion is made by Councilor Eccles to table this to the December meeting, seconded by Chief Lyle. All are in favor, so this item is tabled for the December meeting.

Elena asks Jenn Rosa to reach out to the resident and when doing so inform him that we did not get any letters of support or opposition. If he does want to bring this to the next meeting, he is going need to speak to his neighbors and petition.

Motion to adjourn is made by Chief Lyle, seconded by Commissioner Parenti, all are in a favor.

Meeting is adjourned.