

TRAFFIC COMMISSION MEETING

June 21, 2023 (Virtual Meeting)

IN ATTENDANCE: Chair Elena Proakis Ellis, Commissioner Krechmer, Commissioner Parenti, Commissioner Peart, Commissioner Rossi, Councilor Eccles, Former Mayor Infurna, Sgt. Goc – Technical Advisor (voting designee for Chief Faller), Jennifer Rosa – Clerk

The meeting is called to order at 5:33PM

Former Mayor Infurna asks Elena when we will be returning to in-person meetings. Elena states that we can do it at any time but has felt that public participation has been easier for people virtually. We can go back to in-person if it is preferred. Commissioner Rossi states that some places have been using a hybrid approach. He feels that one of the advantages to being online is being able to share things on screen, however it is nice to have in-person interaction. Elena states that the chamber can accommodate the hybrid approach. Former Mayor Infurna worries about accessibility to the on-line meetings. Elena states that if the committee wants to go back to in-person meetings we can discuss it at the end of the meeting.

I. Continued Business:

1. Approve December 2022 meeting minutes

Elena has not had a chance to review them, so we will vote on them at the next meeting.

2. Update on resident request to reduce the volume of commercial trucks/commuter traffic on Ravine Rd and consider one-way traffic (No Vote Anticipated)

At the December meeting we heard from the neighborhood that they were interested in having us consider a one-way street. Our hope was by this meeting that we would have some traffic counts. Unfortunately, our traffic count equipment was not working properly and we had two other locations that had been committed to prior to Ravine Rd. The equipment is currently on Lynde Ave and will then be moved to Ravine Rd. We need to collect the data between now and September, so it can be discussed at the next meeting. Ideally, we would not want to collect the data over the summer, but the only other option would be delaying getting the counts. This item was added to the agenda so that we could talk through what we think the other steps are that we need to take to have a full conversation about a one-way street. We previously discussed the hurdles, which include DCR and Stoneham and the fact that we do not have jurisdiction over the entire street. It would have to be a coordinated effort. We did list on the agenda that no vote was anticipated tonight, so that residents knew.

Commissioner Peart asks Sgt Goc to explain exactly what equipment is used to collect the traffic data. Sgt Goc states the equipment is very good and that it is a black box that he can hook up to a telephone pole. It goes across the road and no one is aware it is there.

Elena states that the idea with getting the traffic counts is that we want to understand the volume better, how the morning differs from the afternoon and if there is one time of day that is worse. This would play

into any consideration of restricting traffic to certain hours or making it a one-way street. We need to understand what information we need to consider these options.

Commissioner Parenti states that he has worked on projects like this before and that it is a huge undertaking. The right way to do it is to take counts on the parallel streets at the same time. In this case it would be Felicia Rd, Phillips Rd, and Glen St. The reason being is that some of the displaced traffic from Ravine Rd will carry over to these other streets and we need to be prepared to answer questions because neighboring streets will ask for something similar. Elena states to Commissioner Parenti that if she had to guess this sounds like it would be around a \$15,000 effort. Commissioner Parenti states that you can just ask a consultant to give you the data and it would be a little bit less than half of that. It really depends if the residents on Ravine Rd are saying that it is bad on the weekends as well because we would want to capture that data too. If you are considering a one-way then that's effective all days of the week. It would roughly be about \$5-\$7K if we just had the consultant provide us with the raw data. Without the analysis it's affordable, if we want to undertake that. It doesn't mean that the data gives us the answer. Collecting the data may invite more questions, but at least it gives us the factual basis to have the conversation.

Commissioner Peart agrees and states that she would volunteer to look at that data if the city can get it. Elena wonders what the actual volumes are on Ravine Rd because that answer may steer us in a different direction if we deem the volumes and speeds are not inappropriate for a street this size. If there is still benefit to us gathering the data in house first, then we can decide if what we find is enough to warrant paying the \$5-\$7K to have all the streets collected at once. That might be step two. Elena worries if the conclusion is going to be to consider this a potential pilot project for the neighbor ways project. If we think that is where it is going to end up then she would hate spending the money to collect data. She doesn't know if maybe we should gather everything that we can in house in July, see what our first take is on the data and then decide if we want to hire someone in September to do the larger scope of data.

Commissioner Rossi worries about a lot of the locations being in Stoneham. The biggest intersection is West Wyoming Ave at the Fellsway, which is also Stoneham. Adding more traffic to that intersection is a concern. He asks if we are in conversation yet with Stoneham about getting data. He mentions that it is not just the volume, but also the turning movements which we couldn't get from just putting the equipment down. Elena states that we should reach out to Stoneham to see what data they already have. We should also see what DCR has and we can collect the data on Ravine Rd and see where all of this gets us. Elena asks if this is a reasonable to-do list between now and September.

Commissioner Parenti states that he agrees that this is the smart thing to do before spending any money. Elena states that maybe we target for the end of July, first week of August to have everything to share with the commission. We can't make any formal decisions outside of this forum, however maybe we can get a sense as to whether we want to hire someone to do the traffic counts for the four streets.

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

Resident James Marteen of 31 Ravine Rd thanks the commission for continuing to look at this issue as it has been causing problems for everyone on the street for many years. His first question is regarding the

data collection and asks Sgt Goc about whether we use the same system as Stoneham. Sgt Goc believes that we do. As far as spreading the traffic around, he states that they are looking for just that. He feels that Ravine Rd bears the brunt of the traffic, especially since Phillips Rd became a one way. He mentions that they are still having problems with the trucks and the road condition. He would love to see the road paved, but then maybe the cars would speed more. He asks if anyone on the commission uses Ravine Rd and has seen the condition of it. Elena states that she has and that the city does a condition assessment of all the streets every three years. It was just done this past winter, but the assessments are still being processed. James' wife asks the commission about what was stated about a traffic study. We are a residential street of about 20 houses. Is anyone able to provide a number that would deem the study appropriate?

Commissioner Parenti states that every street in the network has a classification. It depends on the length and the size of the road within the network. There are three basic classifications. The lowest one is local which has the most streets. The next highest is a collector. An example might be West Wyoming Ave. The highest is arterial. An example of this would be Main St. Ravine Rd falls into the local classification. With the volume of traffic driving down Ravine Rd it falls into the high side of the local classification. We will have to see what the numbers come back with. James' wife asks Commissioner Parenti to confirm that 3,000 to 4,000 cars daily on a road would classify it as local and he confirms that is correct. He states that local streets make up about 70% of the roads and that 23,000 vehicles a week on Ravine Rd is not alarming but will have to see the collected data. The great thing about getting good raw data is that it gives you a count per hour.

Resident Janine Venuti states that she does not live on Ravine Rd however she wants to mention that when the city paved her road it increased speeding. She states that she has been on Ravine Rd and it is a cut through due to people wanting to avoid the light on West Wyoming Ave. She thinks that Elena's idea about making it a safe streets pilot program is a great idea.

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

Motion by Former Mayor Infurna to place this item on hold until further data is collected, seconded by Commissioner Krechmer. All are in favor, so the item is placed on hold.

Elena states that we now have a plan of action and asks Sgt Goc to place the equipment on Ravine Rd around the second week of July. We will see what data we can collect over the summer and then reach out to DCR and Stoneham and move forward from there.

3. Resident request to provide an exception sign for bicycles on Waverly Pl for contraflow cycling

Elena states that the signage would be at Waverly Pl but it would apply to both Waverly Pl and Derby Rd because it is one continuous road.

Resident Janine Venuti states that she knows last time that there was a little hesitation because the city didn't want to be the first to allow this. She did research on other communities such as Somerville which

has a number of these streets doing this safely. She states that a lot of people bike for enjoyment, for commuting and others do not like the risk of being near cars. One-way streets have a lot less traffic than two-way streets. Bike lanes are nice but it's even better to be further removed from cars. The less interaction a bike has with a car the safer it is and a one-way street is ideal for this. It won't cost the city a lot of money because we are not asking for painted bike lanes, we are just asking for an exception sign.

Elena asks Janine if the assumption is that the cyclist would ride on the side of the street that they would normally be going. If they are going contra-flow they would still be going on the right between the curb and the traffic going the other direction? What if there was a car parked between the car and the traffic going in the other direction? Janine responds that she can't speak for everyone but she would be inclined to follow the rules of the road.

Motion to open public comment is made by Commissioner Krechmer, seconded by Former Mayor Infurna. By unanimous consent, public comment is now opened. Elena states that the traffic commission has received all the emails that were sent in on this item, so please avoid repeating comments.

Resident Ajey Pandey lives at 119 W. Wyoming St and is right next to this route. He feels that this would be a great street for the contraflow set up because it is just wide enough for two-way bike traffic and one-way car traffic. It will allow him to have an extension of the bike path down Main St if you want to go fast and then another route through quieter streets if you don't want to deal with Main St. It's a valuable option especially for kids.

Resident Finn McSweeney of 160 W. Wyoming Ave states that he had submitted a letter the first time on behalf of the ped bike committee that included a lot of data from other cities that have implemented these bike lanes. It is just simple signage and wants to stress that everyone knows that this is already happening. People on bikes tend to bike the way they feel safest and Waverly Pl feels safe. He encourages the commission to put signage to alert motorists.

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

Elena states that we have all the data and were able to review some of the information that was sent by the proponent and the ped bike committee. Our summer interns did go out and observe Waverly Pl and there are pros and cons. Elena states that she has gone back and forth on this item especially if we can't stripe a contraflow lane and worries about condoning this and the city's liability.

Former Mayor Infurna asks Elena if the intent was to do a bike lane down Waverly Pl onto Derby Rd. Elena states that the request was not for that and was only to put up a sign that states "except bicycles" wherever there is a one-way sign. If we were to go one level up on this, we could put a green box with a double yellow stripe on the corner, that is no parking anyway and that reminds people that bicyclists are allowed to make that turn. Anything further than this would require parking changes and she feels we shouldn't do anything with that.

Former Mayor Infurna states that when she grew up it was common practice to ride against the traffic driving, however now bikes are considered part of the traffic. She has no issue with this request. She saw the photo with the green box but wonders how that helps a driver understand that bikes are coming. Elena states that because of the double yellow lines it would force the driver to give the cyclist room. Commissioner Krechmer states that he has ridden on Hancock St in Somerville and they do it with very little signage. It seems to be effective even with more cars.

Commissioner Parenti fully supports bike lanes in Melrose and pretty much everywhere. He states that there is nothing wrong with contraflow bike lanes. He feels though that if we are going to act on this tonight and we post a sign with a condition for bicycles it must be done to established engineering standards and guidance. He states that the National Association of City Transportation Officials (NATCO) has excellent guidance for designing contraflow lanes. The idea is that with the contraflow lane, the bicycle has a designated space, a five feet wide area with the bike symbol, and the vehicles coming in the opposite direction. Somerville has done it with just signs. When we take action like this it needs to be right for everyone and the cyclist must expect a certain level of safety. The Ped-Bike committee pointed out that the street curb to curb is 17 ft and parking is allowed. There is no place for a bicycle to go if there is an oncoming car due to street parking. Parking would need to be removed to make the five feet for contraflow traffic. If the proposal is only to post the "except bicycles" sign, then he will be voting no.

Sgt. Goc states that he agrees a lot with what Commissioner Parenti said. He mentions that most of the emails that he read state how Waverly PI would be a safer road for kids and families to bike rather than Main St. If we do this without any changes as Commissioner Parenti stated then it would not be safer.

Elena states that she thinks the point is that if people are going to do it anyway then it's not any less safe, it's just perhaps a little safer because we are alerting drivers that it is allowed.

Sgt Goc believes that W. Highland Ave is significantly wider and wouldn't have the situation that Commissioner Parenti was speaking to in theory. Elena states that it was a very different case over there because the infrastructure fit perfectly, whereas there was already no parking. This isn't the case on Waverly PI and residents emailed stating they don't want to lose the parking and didn't want this.

Commissioner Krechmer doesn't feel that there is a need to change anything as people are already doing it. It seems to be relatively safe, or at least people perceive it to be safe. The police chief has said that he is not going to enforce it, so he doesn't see why we just don't hang the signs. Is it just a liability issue?

Commissioner Parenti states that regarding liability, how would he explain his vote to a jury. There could come a time when there is an injury and a lawsuit. If we leave it alone, he thinks it will be fine.

Sgt Goc asks if the signs are up and it is lawful, who has the right of way? Does the cyclist yield to the car? Former Mayor Infurna asks if we should reach out to the city solicitor about whether a sign should be hung up that says, "contraflow at your own risk."

Commissioner Rossi is having trouble understanding what the benefit of this sign is. It seems like people are already doing it, so putting up the signs doesn't necessarily achieve anything. When we take an action, he likes to see that there is a benefit to it and he doesn't see that here.

Elena states that she is rule follower on her bike, so she would feel better if there was a sign.

Councilor Eccles states that he feels it is safer to take a right on Waverly Pl and go down the wrong way than to go onto Main St, so he would be fine with the sign.

Former Mayor Infurna and Commissioner Krechmer are curious to hear the city solicitor's take on liability regarding having a sign or not. Elena states that she can ask the solicitor for her opinion. Sgt Goc also mentions that it would be difficult to do an investigation if there was an accident, as both parties have the right of way. Sgt Goc would not feel comfortable voting for this as it stands right now.

Elena states that we have three options. We can approve it, deny it, or table it pending further discussion with Shannon Phillips the City Solicitor.

Motion to table this item is made by Commissioner Krechmer, seconded by Councilor Eccles. Elena calls the role. Former Mayor Infurna votes no, Commissioner Krechmer votes yes, Commissioner Parenti votes no, Commissioner Peart votes no, Councilor Eccles votes yes, Commissioner Rossi votes no, Sgt Goc votes yes, and Elena votes no. The total is five no votes and three yes votes. Therefore the motion to table has failed.

Motion to deny the signage for the contraflow is made by Former Mayor Infurna, seconded by Commissioner Parenti. Elena calls the role. Former Mayor Infurna votes yes, Commissioner Krechmer votes no, Commissioner Parenti votes yes, Commissioner Peart votes yes, Councilor Eccles votes no, Commissioner Rossi votes yes, Sgt Goc votes yes, and Elena votes yes. The total is six yes votes and two no votes. The motion passes to deny and the request fails. The signage stays as in. Elena states the discussion can be reopened if the national guidance for this item changes.

II. New Business:

4. Business and Ward Councilor request to increase 1-hour parking time limits on Main Street from Upham St to Emerson St to a longer time period

Elena states that the request came in from a few different angles, so Elena asks the proponent to speak. Michael Stankavish, the business owner at 610 Main St states that he had requested this. He has been a business owner on Main St for over 12 years and is an elder law attorney. He mentions that a lot of his clients are elderly and have walkers or wheelchairs, so they park in front of his building as there are no dedicated handicap spaces and parking in the rear is not feasible. Over the last six months there has been an uptick in ticketing for his clients and he has spent roughly \$5,000 in tickets for them. The building also has a couple of law offices and a mental health office and typically the appointments last more than an hour. Parking is not an issue on this end of Main St and typically when they are ticketed there are still spaces available for other vehicles. From a business perspective it just makes sense to extend the parking to either 2 or 3 hours.

Councilor Eccles mentions that Councilor Garipay, who is the ward councilor, is in full support of this.

Commissioner Peart asks Elena if the regulation for one hour parking is on both sides. She states that a two-hour time limit along this stretch seems reasonable. Elena states that we did receive a lot of feedback from people that were in favor of longer, some that were in favor of shorter, and then some folks that were concerned about behavior that would require some police intervention. The concern is that some business employees are parking in the time limit spots for the duration of their workday. Elena states that we have the merchant parking program and there is plenty of parking. If this behavior is happening then we need to crack down on it.

Former Mayor Infurna agrees that a two-hour time limit would work due to Molly's Bookstore having story time and Follow Your Art having one-hour classes.

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

Deanna O'Dwyer is a business owner at 653 Main St. There are three doctor's offices at her location. There are patients that are coming in and out and are unable to park far away. If someone is parking for two-hours then the patients have nowhere to park. She feels that parking has gotten congested due to the events/classes taking place at other businesses that are longer than one hour. She mentions that maybe we should have handicap spaces for people. Elena states that handicap spaces do not have time limits, so this could result in someone parking there all day that lives in the area. Ms. Dwyer mentions possible having signs like they have in some other towns that state that the parking spot is for the dr's office only. Elena states that we have not done this in Melrose and it is not something the commission would vote on.

Elena looks at the traffic code and confirms that the entire area that we are looking at tonight is all currently one-hour parking.

Charles Gill is a business owner at 608-612 Main St. He states that it is very rare to have no parking in front of his business. He mentions that he has a merchant sticker and will park behind City Hall. He states that occasionally, he has meetings that are longer than 2-3 hours and he needs to park in front of his building. He feels that the parking limit should be changed to two hours at a minimum but prefers three hours.

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

Elena reminds the commission that it is a fairly long block from Upham St to Emerson St and there is nothing that prevents us from doing different parking regulations in different areas or on one side of the street or the other. Elena is in support of changing something, as certain businesses need longer than one-hour parking. Sgt Goc states that the police will enforce anything that the City or Commission wants.

Commissioner Rossi states that typically the shorter time limits are to ensure sufficient turnover. He states that he walks this area and does not see a high demand for parking in the area. It would make sense for some of these businesses to increase the time limits. In some cases however, the time limit isn't as much a problem as the ability for some people to walk great distances. Commissioner Rossi states that

maybe we can discuss specific spots for handicap spaces and Elena mentions that handicap spots do not require traffic commission approval.

Elena asks if anyone was against increasing the time limits other than 653 Main St and Jenn Rosa confirms that there were no others. All other businesses were in favor of it or just did not respond.

Elena mentions that she does like the one-hour parking in front of City Hall because the turnover in these spaces is helpful for people to just run in and out.

Former Mayor Infurna makes a motion to change parking restrictions on the east side of Main Street to two-hour parking from 135 ft. south of Ingalls Ct to the parking prohibition across from Central Fire Station and to change parking restrictions on the west side of Main Street to two-hour parking from the south side of Memorial Hall going north up to the current parking prohibition prior to West Emerson Street. The motion is seconded by Commissioner Rossi. Elena calls the roll, all are in favor, so by unanimous consent the motion is approved.

5. Resident request to restrict access to lower Youle St

Elena states that this wasn't a very detailed request in terms of requesting a specific one-way in a particular direction. The request is an attempt to curb some of the cut through traffic on Youle St. We did notify the entire neighborhood because typically when streets want to be restricted in one way or another the traffic would spill over to adjacent streets.

Resident Marianna Stewart speaks on behalf of the resident Rebecca Eudy that submitted the request, as she is away. She states that there is concern regarding the increase in vehicles using the street as a cut through to get to Vinton St and the Lynn Fells Parkway. When the bridge work was being done on the Fellsway, Youle St was used as a detour for cars, which now are continuing to use it. There have been some traffic incidents on the street due to high speeds and it is a concern because there are a lot of small children in the area. There is signage to alert drivers of kids in the area, but it has not seemed to help. She mentions that the residents have started to park their cars on the street to slow cars down. It is more noticeable between 7am – 9am and 4pm – 7pm. The concern is that this is only going to get worse if the proposed construction of the apartment building on Tremont St gets approved. She states that in their email they did list options in order of preference. The first option would be a resident's only sign to help deter cut through traffic, the second option would be speed bumps, third option would be a temporary radar sign and lastly increase police presence. She states that the neighborhood ultimately just wants to see what kind of options are available to them.

Elena states that before we open public comment, that the traffic commission does not approve residents only signage because it is nearly impossible to enforce. She states that the temporary speed sign is something that we can do if Sgt Goc agrees. If the speeds are really over the speed limit, then enforcement will take place. Elena thinks that this street seems like a good street to add to our traffic calming toolkit pilot program where if it meets the criteria, we could look at potentially adding the temporary speed

humps. That is probably more likely than anything else the commission could vote on. Elena states that having restricted access during certain times poses a problem because we do not have jurisdiction over the Lynn Fells Parkway as that is DCR. We do have the ability to look at restricted access coming from Vinton St.

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

Resident Alex Haney has been a lifelong resident of Youle St and states that he has seen the street change quite a bit. He mentions that years ago, kids could play in the street and if a car came you had time to move out of the way. Now with speeding that is not a safe option. Being that Youle St is such a straight road, people just see it as a cut through and fly down the road. He states that he doesn't feel safe having his kids cross the road on their bikes. He states we just need to do something to make it safer. He mentions that years back Youle St had become a one-way street for a short period of time, but then it changed back and he never really knew why.

Resident Candice DiMaso states that she was in the area during the one-way change on Youle St and there was a petition to not have it be a one way due to the increased traffic it was causing on the surrounding streets. She states that speed is the number one issue. She thinks that the speed humps would make a huge difference and mentions the increase in volume since the bridge project on the Lynn Fells Parkway.

Resident Joel Nordberg of 18 Charles St states that he too lived in the area when Youle St was temporarily a one-way and noticed the impact it had to the surrounding streets. He is relieved to hear that a one-way is not an option. He hopes that we can find a solution to Youle St that doesn't impact the other streets in the area.

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

Elena states that based on what we have heard, we could place Youle St on the pilot list for the traffic calming toolkit and put the speed sign out on there for a bit. These seem like viable options that would not require a vote. Elena asks Sgt. Goc if he has anything to add on this. He states that the police department can put the speed trailer out, however it is difficult to have a cruiser sitting out there. Sgt Goc asks Elena about the traffic calming toolkit and wants to know if there is a minimum volume or speed on a particular road that would warrant potential speed bumps in the future. Elena states that our consultant is providing us with a prioritization tool that asks if it makes sense to do further traffic calming on this street and volume is taken into consideration as well as if it is a cut through. If a street does meet the requirements, then we use their tool kit which provides a variety of different options. Then it would be piloted and if it helps, we see if it were something that we would keep in place. Then we would decide on a permanent solution. Elena explains that the volume is one factor that is considered, but speed is also considered. Sgt Goc asked about everyone wanting speedbumps because Woodland Ave has low volume and no speed. Elena explains that Woodland Ave and Lynde St are two streets that Neighborways is going to help us pilot to teach us how to use the toolkit and prioritization kit. From there we will look at the

seventeen streets that we have on the list and see what the toolkit advises us on. The streets that shouldn't be on the list will be weeded out by the process of the toolkit.

Commissioner Peart asks Elena if the toolkit also does traffic counts. Elena confirms that for the two streets in the pilot, data will be collected before and during to see how it compares.

Commissioner Peart discusses the traffic counts that she collected over a two-hour evening peak period. She was curious about what was considered cut through traffic. She states that traffic has gone up on all streets over the last 40 years. Her counts show a total of 45 vehicle trips from 4:15pm to 5:15pm and then 56 vehicles for the following hours. With this data she can calculate that there are approximately 600-700 vehicle trips in a day. Her opinion is that these volumes are not very high compared to some streets that we have in the city. As far as speed, she did not observe what she thought to be speeding. The on-street parking seems to help with speeds. When school is in session, these numbers could change.

Elena states that she doesn't know what the tool kit will show, but hopefully it will provide a variety of options for neighborhoods such as Youle St. Elena recommends placing this item on file, placing it on the list for the toolkit and putting the speed trailer out for a while. Elena feels that this can be placed on file, because we can accomplish what the residents want without a vote of the traffic commission because it can be done without a regulatory change. Elena states that the pilot won't be done right away as we need to sort through the list and prioritize.

Commissioner Parenti praises the traffic commission, especially Commissioner Peart for taking two hours out of her time to analyze the traffic data. He mentions that speeding is a problem throughout the city, not just those that come to the traffic commission.

Motion to place this on file is made by Former Mayor Infurna, seconded by Commissioner Rossi. Elena calls the role and all are in favor. By unanimous vote this item is placed on file. Elena states that they will follow up with the residents of Youle St when there is more information on the toolkit and asks Jenn Rosa to add Youle St to the list of streets.

6. Reappoint the Chair

Elena states that this is done every June and she is happy to continue serving as the chair unless anyone else is anxious to do it. Former Mayor Infurna makes a motion to open the floor for discussion. Commissioner Rossi nominates Elena, seconded by Commissioner Krechmer. There is no further discussion, so by a show of hands, Elena is unanimously reappointed. Elena states that she is happy to continue to serve on the committee.

Motion to adjourn is made by Former Mayor Infurna, seconded by Commissioner Rossi. All are in favor, so the meeting is adjourned at 8:26 PM.