

# **TRAFFIC COMMISSION MEETING**

**March 20, 2019**

**IN ATTENDANCE:** Chair Elena Proakis Ellis, Tom Rossi, Elizabeth Peart, Jeff Parenti, John Vetere, Dan Krechmer, Alderman Bob Boisselle, Chief Mike Lyle, Sgt. Jon Goc, and Tina Bright-Clerk

Meeting opened at 5:36 PM

**I. Continued Business:**

**1. Approve minutes from December 19, 2018 meeting**

A motion was made and seconded to approve the minutes from the December 19, 2018 meeting. All were in favor. Motion passes.

**II. New Business:**

**1. Request by resident to add parking restrictions to Cottage Street, between West Wyoming Avenue and Russell Street, to prevent all-day parking**

John Corbin, a 27 year resident of 28 Cottage St, speaks in regards to the fact of no restrictions of parking on Cottage St. Since there are no restrictions on parking, there are problems with parking along the street and sometimes even parking in his driveway. He has had cars towed for parking across his driveway. This has been a problem previously with teachers/etc., but he has been able to work out solutions over the past five years. Chair Elena Proakis Ellis asks if this is noticeably from MBTA users. John Corbin responded with maybe 5 or 6 with most being school employees. There is a concern with people parking all day long; people need spots all day. They have signage on Everett Street, restricted only during pick up and drop off. He is seeing the same vehicles day in and day out. Chief Lyle went by on Monday and took pictures as well.

Greg Wilcox from 27 Cottage St. agrees with John Corbin. He has noticed the many cars parked all day. He suspects it is due in part to the increase in parking costs at the MBTA. People are ignoring the signs and the street is shouldering the burden of the tot lot seven days a week. He suggested maybe educating visitors to tot lot may help. They could park in the school parking lot on weekends.

Margie Greenberg from 14 Cottage Street is closer to the other end of the street. She does not want signs in front of her home, feels it brings down the quality of homes and makes it look more urban. Sometimes she sees a car in front of her home and it doesn't bother her at all. She doesn't get her driveway blocked. Her concern is more with the speed on the street.

Mark Greenberg, a 25 year resident from 14 Cottage St., states that cars do sometimes park near his driveway. Maybe a police presence during pickup and drop off could deter some of the parking, but he does not want to see signs.

A motion was made to close public participation. All were in favor.

Chief Lyle states that there are several spaces available on Everett St. and agrees with the resident that it may be commuters.

A motion was made and seconded for signage of 1-hour parking, 7-10 AM, Monday through Friday, limiting it to in front of the problem areas on Cottage Street, from Alden to W. Wyoming.

Elena Proakis Ellis added that the Mayor expressed interest in more data. Chief Lyle stated that there was plenty of parking at the tennis courts and spaces available on Pleasant Street but when the MBTA price goes up we will see overflow.

A vote was taken on the motion to limit Cottage Street from Alden to West Wyoming to 1-hour parking, 7-10 AM, Monday through Friday. All were in favor. Motion passes.

## **2. Request by resident to add a stop sign on Temple Street where it meets Spear Street**

Scott Spencer, 12 Spear St., explained that Temple St. ends at his house. People come Down Temple and only slow down to turn. He would like the sign just for traffic safety.

Motion to open public participation; all were in favor.

Motion to close public participation; all were in favor.

Nothing says it's illegal not to stop approaching another street, just to yield. There is no requirement for a complete stop. Sgt. Goc also stated people who use that road most likely are residents or people dropping kids off at the Hoover School. It is a very blind hill and therefore he thinks he is in favor. There have been no accidents there in the last five years.

A motion was made to approve a stop sign on Temple Street at Spear Street. Chief Lyle added this will not solve the problem of the hill still being a blind spot. Commissioners stated that there is no safety harm to putting up the sign in this location. Scott Spencer agrees that there is a blind corner. Chief Lyle opposes, all others are in favor. Motion passes.

The Commissioners also recommended the placement of an advisory sign on the curve.

**3. Request by resident to add a stop sign on Bellevue Avenue heading south, at the intersection of the other leg of Bellevue Avenue, after turning left from Lynn Fells Parkway westbound**

Russ Husbands, 148 Bellevue Ave, states that he is new to the neighborhood, just over a year. His driveway is on Beverly Street where he noticed confusion on who has the right-of-way from Bellevue and the Lynn Fells Parkway Extension at that intersection. He feels there is a missing defined right-of-way on the three way stop and would like a stop sign on Bellevue. He also stated that at the section of Bellevue where they had just fixed the park, there is no cross walk. He would like a stop sign at the bend of Bellevue, add a crosswalk, and make the section from the Fellsway to Green St. a one-way. He was asked if he had observed any accidents and he stated “no, its busiest just before and after school.” Alderman Boisselle suggested crossing at the light and then crossing over. The City is not allowed to add a crosswalk because it is DCR’s jurisdiction. The City agreed to make a suggestion to DCR to add a crosswalk at that location. The Commissioners discussed the possibility of making that leg one-way by suggesting it to the DCR, or perhaps adding a yield sign. We can make DCR aware that it’s an issue and ask for crosswalk.

A motion was made to add a stop sign at the location noted. Four Commissioners were in favor (Vetere, Peart, Parenti, Boisselle); the remaining four were opposed (Lyle, Proakis Ellis, Krechmer, Rossi). Motion did not pass.

Russ Husbands added that as people are turning, they sit and this is causing confusion as they don’t know who has right-of-way.

Further discussion was held between Commissioners about whether to install a yield sign at this location to clarify who has the right-of-way. A motion was made to add a yield sign. Sgt. Goc was not comfortable with a yield sign because we do not have many, if any, in Melrose. Jeff Parenti raised additional concerns about a yield sign at this location. The yield sign motion was withdrawn.

**4. Resident request to restrict parking on Ashland Street just north of the intersection with Franklin Street to improve sight lines for making turns**

Brian Antonelli has noticed in a five-minute time-frame at about 5:30 PM, seven cars that had to maneuver through Ashland Street. He thinks a solution with restricted parking would work best especially during peak times for the entire street or maybe even restrict access during peak times. Cars are not going fast but cars coming off of Franklin are going faster. This is believed to be similar to the Sargent St. problem. Traffic was less when it was a nursery school on Franklin, now it tends to be an issue during 7-9 and 5-6 because it is a daycare with longer hours. It is felt to be a direct result of drop-off and pick-up.

A motion was made and seconded to open to public participation. All were in favor.

Monica Mederios thinks that all concerns are very valid.

A motion was made to close public participation. All were in favor.

Sgt. Goc thinks that Public Works could put a no parking here to corner sign and move it back about 50 ft. It was also suggested to put up signs on Franklin Street and then about 40 ft. in on Ashland. The Commissioners discussed the best placement of a no parking here to corner sign for the west side of Ashland Street near the intersection with Franklin Street to improve the ability for cars to turn both on and off of Franklin Street at busy drop-off and pick-up times.

A motion was made and seconded to eliminate parking on the west side of Ashland Street from Franklin Street to the paved church walkway (approximately the first 50 feet) with “No Parking Anytime” signs. All were in favor. Motion passes.

The Commissioners also recommended installing No Parking Here to Corner signs on Franklin Street to reinforce the existing 20-foot restriction from the intersection at Ashland Street.

**5. City request to update the traffic code to reflect current parking regulatory signage along the proposed north/south bike routes**

Elena Proakis Ellis stated that the updates to the traffic code required to have the code match the parking regulation signage on the northbound bike route on Main Street alone is six pages. The Commissioners were provided copies of these changes. She would like to make changes to the ordinance to match the signage, as there have been no issues or complaints with the current signage, and changing the signage to match the code would cause far more concerns for residents and businesses along the route. Even though the analysis was only completed thus far for the northbound side of Main Street, the Commissioners agreed it made sense to update the code along the entirety of the proposed north/south bike route on Main Street between Wyoming Avenue and the Wakefield town line.

A motion was made and seconded to have the Traffic Code changed to match the signage on both sides of Main Street from Wyoming Avenue to the City limit with Wakefield. All were in favor. Motion passes.

Meeting adjourned at 8:53 p.m.