

## **TRAFFIC COMMISSION MEETING**

**December 15, 2021**

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

Meeting is called to order at 5:37pm.

### **I. Continued Business:**

#### **1. Approve minutes from October 6, 2021 meeting**

Elena announces that the first order of business is to approve the meeting minutes from the October 6<sup>th</sup>, 2021 Traffic Commission (TC) meeting. Elena states that she sent the TC the minutes the day before and asks if there are any questions.

Motion is made by Councilor Eccles to approve the meeting minutes, seconded by Commissioner Rossi. Elena then calls the role; all are in favor.

#### **2. Resident request for No Parking Opposite Driveway sign across from 20 Felicia Road**

Resident Karen Rogers introduces herself to the commission and states that they have had a couple of issues backing out of their driveway at 20 Felicia Rd. They also have a neighbor with similar issues. The road is very narrow so if anyone is parked on the opposite side of her driveway they cannot get out. When someone does park out there they have tried to make sure to go outside and tell them and/or ask them if they can move their vehicle but it's been an ongoing issue. It happens about once a week where someone is parked out there and they can't get out of the driveway. It's gotten to the point where even a few months ago her husband was backing out of their driveway and had a bike rack on the back of their car and didn't see a car that was parked there and hit the parked car. That was the final point of frustration, knowing that they didn't have a sign or anything to protect them. She states that they had to pay the person that was parked there for the damage that was done to their vehicle. Her biggest concern, as well as her neighbor's, is the landscaping trucks that park out there with their long trailers and equipment. She mentions that a lot of folks in their neighborhood have landscapers, so when they park out there it's nearly close to impossible to back out of their driveway. She is just asking for the town to consider some sort of signage or maybe a spot that would block off someone from parking adjacent to those two driveways on Felicia Rd.

Elena thanks her and asks the commission if they have any questions and there are none.

Motion is made by Former Mayor Infurna, seconded by Commissioner Krechmer to open public comment. Unanimous consent is made to open public comment.

Kyle is a resident at 15 Felicia Rd. where the sign would go. He states that he is not super excited about a no parking sign going right in front of his house. He mentions that he recently moved into the house about the same time this incident occurred and states that he has made efforts to make sure that no one parks in front of their

house. When their windows were replaced about a month ago he made sure that all of their trucks were parked down the street to be a good neighbor and not have issues. He feels that this proposal seems like a bit of an extreme solution to what he thinks is an infrequent situation. He is however trying to be cognizant of his neighbor's concerns and obviously is new to the neighborhood. He doesn't want to ruffle feathers or create issues, but just wants to have it noted that he is not a big fan of this.

Elena brings in Councilor Stewart. He states that in general he is not supportive of no parking signs in residential areas because it sets precedent. In his ward there are a number of narrow streets with driveways that are pretty much opposite of curbs all up and down the streets. He has encouraged other residents to work as best they can with their fellow neighbors to try to avoid the situation. That being said he states that he is familiar with Felicia Rd, which is a narrow short street. He mentions that if there is any question that you have regarding this you should take a trip out there to really understand and see the situation at hand. He discusses how there is kind of a tight turn where we are talking about which can make it difficult especially when cars are parked there. He just wanted to provide his perspective that if we are setting precedent we can get a barrage of these types of requests. He thinks that if you are going to make this decision for this resident, he would be very careful of understanding the true impact and if this makes sense.

Karen Rogers speaks again and states that she does understand the sign piece of it. The one thing that she wants to mention is that there is a telephone pole that is directly between the two driveways, her yard and her neighbor's yard, so it makes it virtually impossible if there is a car that's parked in that spot to back out of the driveway. This is because the telephone pole runs in the middle of the property, so that is why she is proposing if there is something that could be put out there, especially if there is a landscaping truck. A few her neighbors have landscaping trucks that park out there. If someone is parked there, especially at night with the time change and it getting dark earlier, she can't always get out there and ask someone to move their vehicle. Having something there that would let them know would help her and her neighbor for backing up.

Elena asks if she has seen an improvement since the new neighbors moved in and Karen states that she has. She points out that Kyle has done a good job, but it's not hers or Kyle's job to make sure that someone doesn't park there. The problem is that all of our driveways are tandem driveways, so if someone is parked in a driveway and they need to move their vehicle out on the street they tend to put it in that spot. Everyone on the street does this shuffle every night where they are parking cars all along the driveways. At that point they can't possibly be running out there every single night to ask someone to move their vehicles. It's not Kyle's fault or issue it's just where people end up.

Elena has a motion from Former Mayor Infurna, seconded by Councilor Eccles to close public comment. By unanimous consent public comment is closed.

Sgt. Goc would like clarification on whether Kyle is objecting to just the physical sign or objecting to having cars parked there.

Elena states that from a comment letter that we also received in writing from him that he is objecting to not being able to park in front of his own home. Kyle responds that his main concern is the no parking sign in front of the house. He states that with the placement of that, depending where that goes he wouldn't want to take away a parking spot especially if it's not even directly behind one of his neighbor's driveways. Again the sign is his main issue. Regardless he mentions that whenever he can help it if it's a guest or a contractor he will not have them park behind his neighbors. He just wants to prevent a sign from popping up there.

Elena proceeds to ask Karen if it is worse going one direction or the other out of her driveway and asks if there are certain places across the street where it's okay when someone parks, but bad when they park in one exact spot.

Karen states that it is bad when they park directly behind her driveway which is kind of to the right of Kyle's property. If someone parks on the left hand side closer to the Longfellow intersection its fine. It's just when they park directly behind her driveway, it is virtually impossible to back out. She states that an issue happened the other night where they had to run out at 5pm because her husband was trying to back out of the driveway and someone was parked outside in front, therefore they couldn't get out of their driveway again. She states that she knows it is tough and you can't police everybody.

Elena asks if it is worse when you are going towards Longfellow versus heading towards the Parkway. Karen states it doesn't matter, either way you can't back out. There is not enough room and states that it is almost like a fifteen point turn because of the way the telephone pole is in the middle of their driveways, so either way is bad.

Elena asks Karen if she has ever considered widening the driveway opening at the street. Karen states that she didn't know that it was an option. Elena states that it is however it would be at the homeowner's expense to move the curb stone so you have more room to maneuver and thus not drive over the curbs if you are trying to pull out at a certain angle. Karen states that that is something that they could look into however is not sure it would work because of the placement of the telephone poles. Even if they widen the driveway, if someone parks adjacent to that widened driveway it's still going to be the same issue.

Former Mayor Infurna states that she went down there and because it is a corner lot, suggests putting a sign that states no parking from here to the corner. She mentions that she pulled up to the house and there is room for one car there and then you could put the no parking sign from here to corner directly behind her driveway. The telephone pole is a bit of a problem, but at least if there was car or a truck there she could back out towards the Fellsway. It may help stop someone from parking there if they think they can't fit. Former Mayor Infurna also suggests going out to measure and check the codes to do a no parking from here to the corner, which is a rule anyway. She states that these were her thoughts and mentions that if Karen was ever in a predicament she could just go around the block.

Commissioner Rossi states that he has two questions. The first is do we know how wide Felicia Rd. is at that point? The second is in regards to the intersection itself. The curve to go onto Longfellow in front of Kyle's house is a wide curb and the street opens up there. As Former Mayor Infurna said that you can't park within 20 feet of an intersection. Where does that 20 feet start? Beginning of that curve or toward the center line?

Elena states that Felicia Rd is 22 feet wide and that the start of where the 20 ft. begins is a gray area due to the angles. One interpretation is to go from the property line (so back of sidewalk on Longfellow) and then go 20 ft. in from there, but the way that this intersection curves if you were to do that you wouldn't even be at the edge of that curve. You would already be in the curve. If you went 20 ft. from where the curve ends, basically where the grass strip ends, you would be sort of right across from the middle of Karen's driveway, but the sign would be right in line with the front walk of 15 Felicia Rd. which sounds like Kyle is against the sign and the appearance of the sign so this is not desirable. Elena states that this is what she has measured.

Commissioner Rossi asks another question in regards to one of the photos that showed a landscaping truck parked. He states that obviously landscaping trucks need to park reasonably close to the property, but asks if they have

anything on the books about parking commercial vehicles or vehicles with trailers differently than parking any other vehicle just like a regular car other than of course they have to follow the rules and not block a driveway. Is that accurate? He states that he doesn't know if there is anything we can do about it because people have landscapers and we can't tell them that they can't park anywhere near the property.

Elena states that she has not seen anything in the traffic code. She also knows that if you think about a lot of the streets or more major roads that aren't wide enough for someone to park and go around, but where parking is not restricted, like say Upham St or others like it, if we were to say that a landscaping truck couldn't park in a manner to block traffic or block people getting in and out of their driveways it would cause a lot of problems. There are people that live on certain streets with landscapers and they don't have any other options other than they throw some cones out and they park in the street.

Elena asks Chief Lyle if he is aware of anything different. Chief Lyle states that he is not.

Councilor Eccles has a question for Elena. He states that she mentioned 22 feet. It's narrow but is that pretty standard? He knows that generally speaking he thinks that we have rejected every single one of these requests since he has been on the TC. He asks if this an unusually narrow street and asks if Elena can recall where we've allowed one on a 22 ft. street?

Elena states that she recalls approving two. One was on Waverly which she believes is 17 ft. wide and the other is on the really narrow section of Trenton on the north side of Wyoming which is 19.7 ft. wide. Councilor Eccles asks if the reasoning was because it was narrower than other streets and Elena responds yes.

Chief Lyle asks if Elena has measurements for Cottage St, near Foster because there are a number of addresses over there with no parking opposite driveway. Elena asks if he means along Levi/Gould and he responds yes. Elena states it is 19.6 ft. and that these are not exact, but pretty accurate and measured off the GIS.

Former Mayor Infurna states that she doesn't totally want to deny the request. She understands that Kyle doesn't want a sign there, but wants to help out 20 Felicia Rd. which is probably very difficult to get out of. If we just want to get out and look at it and measure it for a no parking sign from here to corner to see what that gains if anything. She knows Kyle might not be happy with the sign in front of the house, but he will least have a space for a car in front of the house if it measures out well. Then Karen can still get out of her driveway even if it is going in the other direction of the way she really wants to go, but anybody on a one-way street would do that. She doesn't know however, if the commission feels very strongly about total denial.

Commissioner Rossi states that Felicia Rd seems to be the same width all the way except for where it widens at both ends, so this issue should be the same for anyone with a driveway coming out. He knows that the pole is a little bit of an impediment. He worries that if you put it there then the next person down could say that they have the same issue and is worried about setting a precedent. There are a lot of other streets as narrow as or narrower than Felicia Rd. He worries that we may end up with a lot of these requests and end up with a lot of parking prohibitions that inconvenience people.

Former Mayor Infurna responds that she understands and states that is why she recommended the no parking from here to corner sign. It doesn't start a precedent for the no parking across driveway situations.

Commissioner Rossi states that because it is on a corner we do have that option that you wouldn't have further up on Felicia Rd, although you could put a sign no parking here to the corner the next driveway up if someone asked for it. He states that he is still concerned about the precedent.

Former Mayor Infurna asks Elena if to do a no parking from here to the corner if the TC has to approve it. Elena responds that they do not, however with the configuration of this intersection we would have to decide what that means. She then pulls up the map to show the driveway being discussed and the corner. She shows that however you interpret it can lead to so many different things. The 20 ft. does not get you enough benefit; you would have to go further. You can go further, but then you get more into the whole no parking opposite driveway type situation.

Commissioner Rossi asks about where landscaping trucks would go. Elena states that she shares Commissioner Rossi's hesitation about setting precedent when the whole street is in the same situation. She knows that in the last meeting they did recommend to someone to widen their driveway opening. She knows that with the pole it doesn't help, but at least if you move the curbstone it gives a little more room to swing when you pull out towards the Parkway. It gives you more room to swing out before you back up. Also, backing into the driveway might be helpful. Or where the driveway widens out to a two car garage you could also probably do a multi-point turn in the driveway and then pull out forward which might make things a little more manageable.

Councilor Eccles states that he shares the hesitation and remembers the Waverly one now and that is a one way there and that they only had one option to come out if someone was parked there which can be problematic. He reiterates that he shares the same hesitation because it goes down the street and many of the people on the street are in the same situation.

Elena states that we did deny one on Alden which she believes is even narrower of a situation, but that driveway was a little bit wider. That might be why we denied that, but again the driveway could be widened here. It is not without cost, but is feasible.

Commissioner Parenti states that he is also nervous about setting precedent. Cars are getting bigger every year. Pickup trucks are getting taller. We are choosing bigger vehicles. He states that a Chevy suburban is 18 ft. long and as we just heard Felicia Rd is 20 feet wide. A Honda Civic is 13 feet wide and has an excellent turning radius. We have trucks that are not built for the city but we have city dwellers that somehow choose to use them and our streets don't get any bigger, so these are two competing problems and on occasion they are difficult to maneuver on our tiny streets. If we start doing it, we are going to be seeing it often. With that he would hesitate to take this action.

Former Mayor Infurna makes a motion to deny, seconded by Chief Lyle. Elena asks if there is further discussion.

Elena calls the role; all are in favor so motion is denied.

Elena concludes by explaining to Karen how to move forward with widening her driveway if she chooses to do so.

## **II. New Business:**

- 3. City request to update language in Traffic Code section 220-10(B), to replace the entire section with the following text: "Failure to pay a motor vehicle violation notice within 21 days will automatically increase the fines by \$5.00 for each offense plus any applicable Registry of Motor Vehicles fines."**

Elena states that she put this on the agenda, so considers herself the proponent. She mentions that in working with the Police Department in her review of the traffic code and performing updates a few months ago, she sent the whole ticket section to Sgt. Goc and Chief Lyle and asked if this is consistent with what we actually do. There was language in the code about escalating fees/fines for tickets that aren't paid that was not consistent with what's in our ticket books. With that the Police Department provided this language to match what's in their ticket books, so this is actually what happens if you don't pay a ticket as opposed to whatever it says in the Traffic Code which was a \$20 fine or similar. It was a much higher number and is just not consistent with reality.

Elena then asks if there is anyone in the public that wishes to speak about this item. No one wishes to make a public comment so they do not open it.

Elena asks if the TC has any questions and Councilor Eccles asks about whether this is a moving violation and a parking ticket as well. Elena states that she does not believe so and Chief Lyle confirms that this is strictly for parking enforcement only.

Former Mayor Infurna makes a motion to approve, seconded by Chief Lyle.

All are in favor. Motion carries by a unanimous vote to update the code as described.

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

Qi Mai lives at 10 Worth St. and states that she has a similar situation to what Karen mentioned earlier about Felicia Rd. With people parking right in front of her driveway she is actually not able to pull in or out and the difficulty is because the parking area is small with a high retention wall. When cars are parked in front she states that she cannot get out without scratching her or her neighbor's car. She is a registered nurse and has to answer patient visits and during the day when working. It happened more within the last year and this year. Before was never a problem because her neighbors knew that she was working as a visiting nurse. They never blocked her. Now more cars not from her neighbors are there; they are actually from Swains Pond Ave - people visiting people. Those are the people on other streets. She is stressed because it is causing problems with school pickups and also her job. Some people park and take the 106 buses and leave their car there. She just needs about 10 ft. She would like a sign for people to be cautious when they park to try to avoid parking behind the driveway.

Commissioner Rossi mentions the landscaping truck that blocked her and Qi Mai responds that the truck parked there was her breaking point. The landscaping truck was doing some work at Swains Pond Ave and parked there and that was one of the times that she was unable to get out of her driveway. She was able to call the company because they had a phone number on their truck, however that is not always the case and she winds up knocking on people's doors to find out if they know whose vehicle it is. She states that she is frustrated because she doesn't know how she is going to be able to handle this when she needs to go out and visit patients more frequently. She

mentions that while that was a truck doing work, there are tons of visitor cars that park there as well. She has many pictures to show that there is always someone parking there and is happy to send them to the TC.

Former Mayor Infurna wants to confirm which house she lives in and Qi Mai tells her the house and how it is difficult backing out due to the retaining walls. Former Mayor Infurna also asks if she has two driveways. She states that there is a little driveway where she parks and there is also a cut out on the other side where her husband parks his truck.

Elena asks if it was a recent change about the parking spot for her husband's truck. She states that they put the permit in a couple of years ago.

Chief Lyle asks if this is a 24\7 problem during the daytime hours and if vehicles are parked overnight. Qi states that it is only during the daytime that there has been a problem. It starts at 7am daily and the nighttime is fine.

Commissioner Krechmer makes a motion to open public comment, seconded by Commissioner Parenti. There is unanimous consent to open public comment.

Resident Susan Stoker states that Qi is a very good neighbor. She has lived here 30 years and has not witnessed people parking to go up to the Richdale to catch the bus, however she states that the landscaping trucks did cause a problem recently. Susan states the street is a dead end and thinks that any parking prohibiting is just going to push people further up to the dead end portion of the street. She brings up the discussion that the commissioners just had about setting precedent. She thinks that most of the problem is that people have parties or gatherings on Swains Pond and everyone pulls up on their street to park. As neighbors they are very aware and try to be kind to each other and work around not blocking people in. She's wondering if maybe the answer to this is to possibly put a resident parking sign at the end of the street that would alleviate people that don't live here. Maybe that's a different answer. She states that with the landscaping trucks it's just something they deal with when it happens. She reiterates that it is already a dead end and they already have very limited parking. She does understand that others have better driveways than Qi and that she doesn't have as much area. She would like to support her; however, she just wants to make people aware of other issues that could end of happening from this.

Elena asks if anyone else wishes to speak and there is no one else.

Motion is made by Commissioner Rossi, seconded by Commissioner Krechmer to close public comment. All are in favor to close public comment.

Elena states that she has shared pictures with the TC showing the parked vehicles. Elena shares her screen to show the driveway in question. There is the difference of the retaining walls and stairs which make it a bit constrained. She shows the additional driveway for Qi's husband's truck. The curb stone is as far back as it can go.

Commissioner Rossi states that one thing we generally try to discourage is commuters parking on residential streets and leaving their cars there all day. He doesn't necessarily know how big an issue it is; however, it is affecting some people. In that case you can restrict time for parking which we do in other areas that are near transit stops. It may not help with the landscaping trucks though. He states that he likes the idea of not giving commuters a place to leave their car all day. He states that we didn't really put that on the agenda, so doesn't know if it would be supported by the other residents.

Elena states that one thing that sets this apart a little bit from some of the others that we have heard is that the parking that would be restricted is not in front of somebody else's home. It is basically the side yard of 30 Swains Pond Ave. The area that would potentially be restricted is this sort of no man's land on the side of that house. She states that they did give an Everbridge call and a hand delivered notice to them. She mentions that they did not comment and do not appear to be in attendance tonight. It might be a little different in that it's not an area right in front of someone's home. It's about 530 ft. to the intersection at Lebanon where someone could potentially take a bus.

Councilor Eccles comments on the bus component and states that there are a lot of side streets in that area and a lot of side streets along the 131 and 136 buses as well. That wouldn't be a compelling enough reason for him to restrict parking near a bus stop because we can't do it alongside every bus route. Elena states that Councilor Eccles makes a good point.

Commissioner Parenti states that he feels the same as last time. This like all the others in Melrose is a public way. It makes him uncomfortable to set any policy that benefits a single home owner. He would like to take a more systematic approach to these types of requests and wonders if the neighbor that is impacted could get together with his/her neighbors and come together as a group and state this is where we want to restrict/allow parking. He would feel more comfortable supporting something like that. He mentions that looking at Worth St it is very difficult because the driveway frequency or the density is very high and before commenting he thought about alternating parking on the left side or the right side and that could also reduce speeding, but being that it is a cul de sac that is not a concern. Just in general we are better served and the public is better served if we have proposals supported by more than one home owner. If that were possible he would be willing to entertain it. It is a lot more work, but thinks it would be more successful.

With that Elena asks if he is proposing tabling this request. Commissioner Parenti states that if the petitioner is willing to do this, he would support tabling it until another meeting to see if they are successful. Elena asks Qi if this is something that she would be willing to pursue.

Qi is willing, but is nervous because she doesn't know who to ask. Elena explains that she would have to reach out to 30 Swains Pond Ave, 11 Worth St, 14 Worth St and the other neighbor of hers on the side of Swains. Qi wants clarification on whether she just needs signatures or if her neighbors need to attend the meeting.

Elena states that it would be ideal if the neighbors were willing to attend the meeting and speak on behalf of themselves, but if they were not, if they could at least submit something in writing from them, not just a petition. This would be comments from them specifically in support and with a specific solution. Elena states that there would be no guarantee it would be approved, but she agrees with Commissioner Parenti that it would make a big difference knowing that all of the immediate abutters were in support.

Qi states that she can ask her neighbors and see how they feel about it. Elena states that they can email Jenn Rosa with their comments/support.

Commissioner Krechmer agrees with Commissioner Parenti and states that maybe some physical standards would help us with these cases where if the road is beyond a certain width then the answer is no unless there is some extenuating circumstances. He doesn't know what the standards would be or if they exist, but then we wouldn't be spending so much time in meetings. It would simply be, no we have a standard and it doesn't meet that.



Former Mayor Infurna asked if we provided flyers to the neighborhood and Elena responds that we did flyer the neighborhood as well as an Everbridge call. Elena states that we usually hear from the ones that are opposed, so in this case there were none.

Councilor Eccles comments that he wants residents to feel like they can petition the TC, but really likes the idea of having some sort of standard because it's being respectful of everyone's time including a potential petitioner to come before us to understand the result isn't likely. He is wondering if there is anything we can do in more formal way to let them know what they expect.

Elena states that former clerks were pretty good about telling people too that we denied most of these requests, so they would be aware before attending the meeting.

Motion is made by Commissioner Krechmer, seconded by Commissioner Rossi to table this item. All are in favor. Item has been tabled and moved to the March TC meeting.

#### **5. Resident request to modify or restrict parking from 50 and 72 Lincoln Street on both sides due to visibility concerns**

Elena discloses that our former clerk had something on the draft agenda that pertains to Lincoln St. and Elena went searching for emails to try to determine what item she was referring to. In speaking with Chief Lyle they were aware of a resident that commented on potentially restricting parking near the blind rise that they felt was dangerous on Lincoln St. After the agenda was finalized and issued, Elena found another email from a resident that who was commenting on a different issue which was a parking issue on Sawyer Rd. but the resident's address is on Lincoln. Elena opted to keep this on the agenda, but says that the resident that pointed out the blind rise issue did not necessarily feel strongly that this was the solution. The resident was Paul O'Hern. Elena allows Paul to speak on the issue.

Paul states that he wrote a letter that he would like to read to the TC. My name is Paul O'Hern and I am a lifelong resident of Melrose. My wife Mary and I have lived at the corner of Country Club and Lincoln St for 40 years. We have heard and seen many accidents at the intersection of Lincoln St. and Fells Parkway. We would like to request that Lincoln St. become a one-way street from Upham St. to the Fells Parkway. Our reasoning is several-fold. Lincoln St. is one of the two streets that connect Upham and the Parkway, Bellevue being the other. Lincoln St has 54 homes that have landscapers, masons, service people, painters, carpenters and other trades including deliveries from Prime, FedEx, UPS and so forth. Some park all day on Lincoln St., a street that is only 22 ft. wide in comparison to adjacent streets like Larchmont Rd which is 30 ft. wide and Burrell which is 32 ft. wide. Lincoln St has a hill in the roadway where Sawyer St intersects at the apex of the hill. The hill causes a blind spot going south and north and when cars are parked anywhere near the hill and it makes it extremely dangerous for driving. The other option is to keep it a two-way street and make Lincoln St a no parking either side of the street. Obviously this option is dead in the water. Restricting parking on Lincoln St. between #50 - #72 on both sides is helpful, but not the solution for the entirety of Lincoln St. problems which run from Upham to the Parkway. When trucks large and small and cars park sometimes on both sides of the street it is precarious in passing the parked vehicle when vehicles are coming from the opposite direction. Some days it makes Lincoln St an obstacle course to drive. What Councilor Jeffrey McNaught and the TC has recently done by putting up the no parking on either side of the street on Lincoln at the Parkway is excellent and very helpful, but only solves another single problem of several. Instead of doing the Lincoln St problem piecemeal let's get to the real problem and make Lincoln St a one-way street in its entirety for the benefit of all drivers and pedestrians. Because Lincoln St is a cut through street for Upham and

Lynn Fells Parkway it makes it a very heavily traffic street in both ways. At a minimum the TC might want to make Lincoln St a one-way street on a temporary basis for six months to see how it works out then reevaluate the situation.

A motion is made by Chief Lyle, seconded by Commissioner Rossi to open public comment. All are in favor.

Elena reads three emails that were received during the meeting. She states that all other emails were provided in the TC packet before the meeting.

First to speak is Ann McCarthy who resides at 72 Lincoln Street which is exactly at the top of the rise. Her husband is Don Lehman; he sent an email stating what their argument is and that parking is actually a speed deterrent. Speed has been the most prevalent problem on the street and in that particular rise area, so she would oppose taking away and inconveniencing the residents of Lincoln St by removing parking.

The next resident to speak is Annie Lin. She resides at 59 Lincoln St which is directly at the blind rise on the corner of Lincoln St and Sawyer Rd. She states that she is newer in the neighborhood and that she sent a letter to the TC to state that they are opposed to the parking restrictions, however is in strong support of lowering the speed limit at the blind rise. She feels it is a very simple solution that could happen immediately and is easy to do. She states that it should have been done when the entire city's speed limit dropped to 25 mph. This was previously 25 and never dropped in parallel. Additionally, she mentions that the resident notice received was purely about a parking restriction proposed in this section of Lincoln St and did not say anything about the idea of making this a one-way street. Since this is a completely new idea that residents have heard nothing about, she feels that the residents in this area need a lot of time to talk about that. They need time to consider it and weigh that information and what it would do for benefit or for drawbacks to the traffic flow in this area. If that is actually what is up for consideration as Mr. O'Hern was mentioning and when he commented, she would ask the TC to table this discussion. The TC should do some traffic studies and speak to residents and hold some comments because that is a very different thing then what we were commenting on initially.

Elena states that in terms of a potential one-way street, the city is not in a position to want to initiate making something a one-way street. Unless the city is doing a project in an area and we have a specific reason for it like Willow St when we redeveloped that area and the end of Clifford when we were doing the roundabout at Howard and needed to reconfigure that. Elena does not envision any scenario in which the city is recommending that Lincoln be a one-way street. If the residents of Lincoln St themselves got together and wanted it to be a one-way street and petitioned the TC that's how an item like that would get on the agenda. Typically, the City would not put a request to make something a one-way street on the agenda based on the request of one resident and especially on the request of a resident who doesn't live on the particular street that would be one-way. That is not the subject of our vote tonight. We looked at the issue in the immediate vicinity of the blind rise and Chief Lyle proposed a potential solution which is what we put on the agenda for discussion. It was put on for discussion because it was raised by a resident. The TC will deliberate and vote at the end of public comment and she hopes that that answers her question about the one-way.

Jim O'Loughlin states that he is against the parking restrictions for the reasons mentioned in his email. He also feels that any changes that happen out on Lincoln St whether it be parking restrictions, additional traffic control devices or whatever the case may be, needs to be based on an updated speed/volume survey. He thinks that the last one was done in 2016. Most importantly he thinks that needs to be based on a participation process that includes all of the residents on Lincoln St.

Resident Laura Brown speaks next and states that she resides at 65 Lincoln St, which is on the corner of Lincoln St and Sawyer Rd. She is directly at the top of the blind rise right in front of the crosswalk. She states that she is completely against putting no parking on the street. She echoes what her neighbors have stated, that the parking on the street is what keeps the speeding down, which still isn't down. She mentions that she has three very small children and the street is terrifying. The speed is the problem on the street. She grew up in Melrose and Lincoln St has always been an issue. The parking is not the problem it's the speed.

Russell Ingersoll who resides at 83 Lincoln St speaks next. He is about four houses down from the rise towards Porter St. He states that he is in support of not having a parking restriction on the street as other residents have said. Parking on the street is actually the only way we have a deterrent to the two core problems on Lincoln that have been known for decades without any action from the TC. There is too much speed and there is too much volume. It's that simple. It's a cut through and when this street was paved, they addressed it and had committee meetings to talk about how it could be managed and nothing was accomplished from those meetings. They have talked about enhanced enforcement. He states that for the last two years he has been able to work from his front porch and he states that the enforcement on this street is nonexistent. He has never seen a cop. He feels that people should really sit down and engage the community and take the problems on Lincoln St seriously or just move on.

Councilor Garipay speaks and states that he appreciates the phone calls and emails from the residents in regards to the change in the parking. He understands Mr. O'Hern and why he is petitioning. He understands from being on the call tonight, the residents' concerns about the speeding. He states that he will reach out to Chief Lyle and try to come up with some other solutions in order to address both sections, the one in Ward 4 and Ward 2 that heads down toward the Fells. He mentions that he will get the new city councilor involved too with Mr. O'Hern's concerns in that section as well.

Motion is made to close public comment by Commissioner Rossi and is seconded by Former Mayor Infurna. All are in favor to close public comment.

Elena states that where the entire neighborhood is against this item, she is also wholeheartedly against this item. She thinks that it was good to look at it to see if there was something different we could do with the blind rise. The city staff can look at what the advisory speed limit regulations are for a blind rise. For example, the advisory speed limit coming into the roundabout at Howard Street, although it's not a blind rise but given the angle of the roundabout is 15 mph. If there is a speed limit on curves or on things you can post lower speed limits which we have in some places. If there is an option of posting an advisory speed limit of 20mph, Elena sees no reason not to swap that sign out. It's not enforceable because you can't enforce the advisory signs, but we have no option because the speed limit on Lincoln is not going to get below 25 mph, in fact it might go up because the street is wide. Elena also mentions that in 2014 when the neighborhood was meeting with Mayor Dolan and Mike Lindstrom from the Mayors' office there was an agreement with the neighborhood on several items. Elena would like to let everyone know what the items were that did come out of that discussion. There was some mention that we did nothing. Elena mentions that while she was not working for the city at the time, her predecessors did do something. The first was creating a 3-way stop at Lincoln and Burrell which happened and was approved by the TC. There was an increase in police presence which sounds like could happen again. The third item was coordinating with the DCR to reconfigure the intersection of Lincoln St and the parkway which has happened. The fourth was increasing curb reveal as part of the roadway reconstruction. If it's harder to negotiate typically drivers will have slower speeds. The curb reveal is now higher than it was. No parking here to corner was posted at the intersections of Upham, Emerson and Sawyer. She believes these have been done and creating ADA accessible curb ramps and cross walks at Sawyer and Emerson at the corner of Sawyer and Emerson. She believes that those

were also done. So there is a long list of mitigation and the city has fulfilled those commitments to the neighborhood. Elena also states from her own personal opinion, she lives on a street, with a curve and on a blind rise. Her house is right at the blind rise and when people do park in front of her house it does make it more difficult for people to negotiate the curve and the blind rise. She definitely thinks people that drive through here and who use her street as a cut through, they recognize that sometimes there are cars parked there and it makes them drive slower and hug the side of the road more and are less likely to drive down the middle of the street. She agrees that parking calms traffic and that people just need to drive slower.

Sgt Goc states that there were three accidents at Lincoln St and Sawyer Rd in seven years. Only one in 2015 was where a car was parked causing another to move over causing an accident. The other accident was with a single car potentially speeding into a tree in 2016 and in 2021 a car backed out of a driveway and hit a parked car. He states that there is no accident issue there in that immediate area. He would point out also that they just discussed the ability on Worth Street to petition the neighborhood, he states for a point in the future, that if someone is going to put an agenda item or request an agenda item, that doesn't even live in the vicinity, then perhaps those people should be responsible for polling the vicinity and finding out if this is even a relevant topic to bring to the meeting.

Elena states that she agrees and that part of this being on the agenda was confusion on her part as to what our former clerk was referring to in having it on our draft agenda. It turned out she was referring to something different. We did have an email from Mr. O'Hern requesting this area to be looked at, but Elena agrees.

Councilor Eccles states that having heard from all of the residents being opposed and generally not in favor of this also, he has heard from residents over the past few years that speeding is an issue on Lincoln St. He is of the opinion that a few parked cars will make people go slower to get around them and to maneuver. He thinks that creating a place where there are no parked cars just creates a way for people to speed up so he will vote no on this.

Elena states that she has comments from Adrienne Moore. There is a longstanding speed and volume issue with all of Lincoln St as others have said and Adrienne looks forward to addressing this soon.

Former Mayor Infurna states that she does remember getting numerous requests in her past history with the TC on this and also knows that the parked cars do slow down the traffic. Speed is an issue so she agrees with the other commissioners. She states that the only observation that she made when she was up in that area is that there are signs stating a blind rise coming ahead and it looked to her that once the leaves were on the trees that that could be a little blinded and maybe that should be addressed. Right now you can't tell, but in looking at it maybe when those trees are full those signs aren't quite as noticeable. She thinks that we have heard loud and clear from the residents that they want more notice, so that they can have the time to think about this and address that. She hopes in the future they get more notice. We have heard that no one wants that restriction on Lincoln St. She is just going to make a motion to deny this request.

Elena states that we have a motion on the floor by Former Mayor Infurna, seconded by Commissioner Parenti. Elena asks if there is any further discussion. She states that the motion on the floor is to deny the request to restrict parking between #50 - #72 Lincoln St. Elena calls the role. All are in favor; however Chief Lyle stepped away from his desk. Gail states that we do have the majority of the votes, so it is a unanimous vote of those present. The motion was approved to deny the request to restrict parking.

**6. Resident request for reconsideration of a four-way stop at Baxter and Whittier based on new information including crash data**

Lisa Halloran speaks as the proponent for this item. She appreciates the committee listening to their concerns about this intersection. She had addressed this four or five years ago and it was denied. Hearing you say this evening that many of these get denied first shot, hopefully it won't get denied this time. She states that there have been many accidents. She has a clear view of this intersection from her kitchen window where she does a lot of work. It is difficult to see the stop sign because it is behind a tree behind a sign. So there is the tree, the sign and then the stop sign. It is not extremely visible. There have been many people that have just gone right through it and don't even see it. She remembers a couple of years back there was a gentleman with a white van and a BMW. The BMW hit the van. Both parties got out of their vehicles. The BMW driver asked the other driver why he didn't stop and the gentleman in the white van replied that he didn't have a stop sign, but you do. So this is an ongoing problem. She mentions that a young boy that lives across from her was on his bicycle and it was a hit and run. It broke his arm and his jaw. He's been in the hospital a couple of times for repeated surgery. Now on September 24, 2021 we probably had the worst accident where neither party slowed down and one went into the other coming from Whittier and hit the other man on Baxter. Four people are now affected by this. She doesn't understand why there seems to be rejection of putting a four way stop sign. We have as many other streets that have said tonight a lot of people that are cutting through to get to other streets and the traffic has increased, people are getting frustrated because W. Wyoming is backing up and they just cut down the side streets and they don't see the signs. Could the sign be moved? Probably, but she really feels that a four-way stop would bring everyone to a halt.

Also, when she is backing out of her driveway she pretty much has to look at least three times. The reason is because she will be backing out and somebody will come right around the corner because they know they don't have a stop sign and she has almost gotten plowed into a couple of times. Fortunately, they see her in time, but she does not want it to be an unfortunate situation. She does know that the neighborhood, she believes you can ask Liz, she has been one that has come around the neighborhood asking people to sign a petition. She doesn't believe that they had one person that was against it. With having 67 people in the neighborhood wanting to have this done, she is hoping this can go forward. Elena asks if there are any questions.

Commissioner Krechmer asks Lisa about the stop sign that she described in the beginning of her discussion and asks if it is the south bound or north bound stop sign. She states that it is coming from Wyoming going towards Baxter.

Elena then asks if there are any other questions or do we have a motion to open public comment. Motion made by Councilor Eccles, seconded by Chief Lyle to open public comment. All are in favor; public comment is opened by unanimous consent.

Elena states that as she mentioned before with the last item if you have something new to say please do so and if you just want to concur with others who have spoken already if you could just briefly state that we would appreciate it.

Resident Cathy Wu speaks next and states that she lives across the street from Lisa and can describe the same thing. She states that she sits at her window and works from home and she watches people drive along very quickly on Whittier with the stop sign and they barely stop. A lot of times they just do the rolling stop. Just the day before yesterday she came out in the morning to take her dog out and she almost witnessed another near accident. She knows that there may not have been many accidents on the record, but she has witnessed many near accidents. She is absolutely in favor of adding the stop signs on Baxter St.

Elizabeth Bettini speaks next and concurs with everything that Lisa and Cathy have said. The neighborhood was absolutely unanimous. There wasn't a single person opposed to adding a stop sign. She would like to add one thing that is distinct to what others have said that is that when you pull up from Wyoming heading towards Baxter and you pull up to that stop sign, because of the turn in Baxter, visibility is actually quite low to see the cars on Baxter. And to know whether or not there is a car coming from the east, west bound towards the intersection. That further makes it important that if there is a car coming from that direction that they are required to stop. There are so many kids in this intersection that all walk everyday on their way to school. If that accident had happened when there were kids walking it and there were kids on that corner Sept. 24<sup>th</sup> it could have been a much worse accident then it was, and it already was pretty awful.

Erica Gonzalez speaks next and states that she is in complete agreement with what everyone has already said. She states that she was not aware that there had been a petition; she absolutely would have signed it. She lives at 43 Baxter and is just one house down from that intersection. The addition that she would make is that because they are so close to Conant Field, the foot traffic with children is pretty high in the evening hours which is when they are out walking around with their own daughter and that's when they are seeing the highest number of people sort of rolling through that intersection or just not stopping at all. Since there are no crosswalks printed in that intersection there are really very few visible cues to any drivers coming through that there is an absolute need to stop. Because it does seem like those two stop signs are more or less suggestions as opposed to requirements.

Councilor Stewart speaks next. He states that as councilor for this ward he received numerous requests to support this. He concurs and will be advocating for this on behalf of his constituents. As you heard 65 or more constituents signed on to this petition. There have also been several residents that reached out to him personally in addition to that petition. He thinks that some of the information that Lisa and Liz have both collected is valuable input to this committee including a couple of serious accidents. Given the recent trend of traffic and the apps that provide and direct people to different ways contributes to the cause of this situation. He just wants to wholeheartedly encourage this committee to approve this measure and please move forward with this.

Elena states that she does not seeing any other virtual hands raised, however will read one email that came in after the packets went out.

Elena then asks if we have a motion to close public comment. Motion is made by Chief Lyle, seconded by Councilor Eccles. All are in favor and public comment is closed by unanimous consent.

Elena would like to give a little history on this. She asked Jenn to include in the packet our discussion from three years ago when we considered this item. At the time we did vote it down and to refresh everyone's memory and for those on the call that are new to the neighborhood, our reasoning was that it does not meet the warrants for a stop sign. As far as she can tell that has not changed. At the time of the last meeting she believes the vote was six to one. One person wasn't here or maybe 7/1. Chief Lyle voted in support of the stop sign request and the remainder of the committee voted with the warrants not to approve it. Elena asks Chief Lyle if his thoughts are similar now as they were then. She notes his feeling was that sometimes the neighborhood, despite the warrants, knows best about certain situations and having driven this intersection, she personally thinks that. Elena voted against it the first time. The only four way stop sign she voted for that didn't meet the warrants was the second time we heard the request at Dell and Foster and that was based on crash data showing that we had four crashes in a twelve-month period and we were one crash away from meeting the warrants. She does think having driven through this intersection quite a few times since this new request that there is something awkward about it that makes you think that people on Baxter might be stopping. She doesn't know if it's because Baxter has a stop sign at the next street up or if it is because of the several large trees in the intersection which just make the site lines

not great. She personally thinks that the signs they added that say cross traffic does not stop are bright and reflective and visible. If those aren't solving the problem and people are still confused, then she doesn't know what other option we have besides a four-way stop. She states that she usually likes to vote with the warrants, but personally she is on the fence with this one.

Councilor Eccles states that he thought he had read in the meeting that the councilor at the time also voted for this. Elena states yes that Councilor Boisselle did vote with the neighbors. Councilor Eccles states that he is going to stick with him. He drove through it and he thinks that he agrees with the overwhelming support of the neighbors and especially after having seen that one accident. He's convinced that a four-way stop could be helpful here. Chief Lyle brings up some additional information but he is absolutely supporting this. He will make the motion on it. He mentions that one neighbor brought up the fact about the stop sign and that hasn't changed. It is still harshly obscured by a tree and a bent parking sign. That has not changed in three years. Additionally, as you travel down that roadway towards Conant Park there are no sidewalks. There are kids that come in and out of that park and it wasn't brought up last time. That should be some real consideration for all board members here, that there is a park 125 yards away from that intersection.

Commissioner Krechmer states that he knows that it is pretty low volume and those warrants aren't met. He thinks that you can make a case though. He went down Whittier and looking down Baxter to the east, you have a big tree and a rise and not real great site lines there. He thinks given that and everything else that has been brought forward, it's one of those intersections where it is not clear what the main street is. He is positive about adding a four-way stop.

Commissioner Parenti states that his opinion hasn't changed since last time. He states that to boil down the discussion that we have heard, the stop signs aren't working, people are blowing through them, so give us more stop signs. He states that Commissioner Krechmer had it exactly right. The reason why intersections like this don't work is because it is difficult to understand which the main street is. He mentions that he lives on an intersection just like this. A cross intersection of two streets that have low classification to use a transportation planning term. What that means is that both streets have very low volume. When you approach the stop sign it is very unlikely that someone is going to be on a cross street. So, when that happens what do you do. Why am I stopping? So, you just roll through. The same thing is going to be the case if we have the new stop signs on Baxter. Clearly the commission seems to be in favor of the change and that's okay, he just wants everyone in the room to understand that when we add the new stop signs on Baxter the behavior is not going to change that much and unfortunately the compliance will be low for that reason. The downside of that is the noise right around that intersection will get worse, especially if we have cut through problems, the people that are on Baxter will speed up to the stop sign, hit the brakes. Someone that doesn't take care of their car will have squeaky brakes, they will look left and right and then hit the accelerator and go away from the intersection. This is going to be annoying to the immediate abutters. He is a little nervous that we are going to be left after we make this change in a worse place than we are today. It feels good to add the new stop sign because we are taking action. In practice he doesn't think that we will get very far. He thinks that there are other tools that we can use here to improve the compliance on the existing signs which we can go through, and he thinks we already tried one. He thinks that there are other devices that we can use. He just wants everyone to understand what the limitations are of this action.

Elena asks Commissioner Parenti to comment regarding what other tools are at our disposal. He states that we have heard and that you can also see if you drive it that both signs are obscured by a tree trunk. Which is unfortunate because we don't want to remove a tree, but he has found if you use the stop stencil on the pavement that can be very effective. We do not have that now; we have a stop bar. He thinks it's a 12-inch stop bar, which is good, but if you add some text that can help. He does not believe that we have stop ahead signs either which can

be very effective as well. Elena states that we actually do have them. We suggested it last time and we found that we already had one. There is one coming from Wyoming. Elena does not know about the other side, but definitely from Wyoming. Commissioner Parenti still thinks that there are some things that we can try first before we go with an unwarranted four-way stop. The warrants exist for a reason, and he thinks unfortunately that we are going to find out why. If you look at the crash history, for some reason the crash from September 24, 2021, is not in the state database and from what people are saying it sounds severe enough that it would have been reportable, but it's not there. The previous crash was in 2017. He understands that there are a lot of near misses, that is true of any intersection in town. Melrose averages about one crash per day and sometimes they are in your neighborhood. We can not prevent all crashes and if we put the new stop signs in there will be more crashes at this location unfortunately. We can't erase all crashes with actions that we take as a commission. He just wants to make sure that we don't walk away from this meeting thinking that we are all done, and that the intersection is perfectly safe. He doesn't think that will be the case, he hopes that is the case. He hopes he is wrong and that this action does work, but he would advocate for some other actions before adding new stop signs that in his opinion don't belong there.

Former Mayor Infurna states that she agrees with all of Commissioner Parenti's comments. She states that she was quite impressed when she went down there of the little yellow signs underneath the stop sign saying that the cross traffic does not stop. She states that she had never seen that before. She tends to go along Baxter as opposed to Whittier, so she wasn't aware of the yellow signs. She thinks that one of the things that we can do since we don't want to remove a tree but be cognitive come springtime, we trim some lower limbs that could be blocking the sign a little bit. You have another stop sign at the next intersection up Baxter/Cutter. There is a stop sign there. Prior to the TC Melrose became known or certain neighborhoods became known as a neighborhood of stop signs. Because the aldermen were in charge of it and they would put the request in, and the Board of Alderman would approve them. If you go up East Foster St, Laurel St, Beech and First, they are all there. She thinks having the TC having the expertise of real traffic engineers on it as well as setting and going completely with the DOT and their standards, she thinks that would be setting a precedent if we do this. She thinks there are probably other actions that we can take on this, but she does not support this.

Councilor Eccles asks if we have a report in the crash data of the boy on the bicycle being hit. Sgt Goc states that it is not in MADOT that he is aware of because we certainly don't have a report on that. He did do a 10 year look back and as Commissioner Parenti already said we had the meeting in 2018 and it was denied and since that there has been one crash. The crash was serious and was in September. He knows that he doesn't get a vote, but it would be interesting to put up a four-way stop sign just to prevent people from getting hit that are actually going to stop on the other sides that we are going to put it up on because we are afraid that people aren't going to stop at the ones that already exist now. That is essentially what we are going to be doing. We are just going to put up two stop signs because we are afraid that someone else isn't going to stop at the existing stop sign. The accident in September was a permit driver. He should have never been driving, he had no adult in the car. He was with three other teenagers. They were not from the city; they were not familiar with the area. They completely blew the stop sign, probably going 40 plus mph and that is the only accident since 2018. Prior to that we have 2017 and prior to that we have nothing in the ten years that he is aware of. He states again that while he doesn't have a vote, we would be putting a stop sign up because we are afraid that the people that have a signal aren't going to stop. Also, one thing he did notice coming down the road northbound obviously the tree, but prior to the tree there is a no parking here to corner. It's on a grass strip and we can probably move it one foot to the right and it would allow for a little bit more of the red stop sign to show up. Also, he mentions Elizabeth Bettini's email that states that there are two two-way stop signs in that neighborhood and the rest of them are four-way stops. The other two-way stop in that area is Sanford at Tappan. Just a note that there was one accident at Sanford/Tappan in 2020. He doesn't



believe it was serious but would like to point out that this is the same number of accidents that are at the intersection we are discussing tonight.

Commissioner Rossi states that he feels that it is appropriate to revisit this because there was a serious accident. He mentions that we did revisit Dell and East Foster and the main reason we did that was because there were several accidents that happened between the time we denied the four-way stop and the time we eventually approved it. In this case it looks like there has only been that one accident. It was a bad one, however it was someone that ran a stop sign. The biggest issue for him is that the stop sign is not very visible. This was reflected in the minutes from three years ago as well. There is a stop ahead sign that is quite visible, but the stop sign and the cross traffic does not stop sign is partly obscured by the tree. That needs to be fixed either way. Not sure if we would consider putting an additional stop sign on the left-hand side because more visibility is better. He likes the idea of a stencil that Commissioner Parenti mentioned because the more you make it apparent that you need to stop then you will stop. You would have a stop ahead sign, a less obscured stop sign, another stop sign to the left and then the stencil on the road. That is a lot of information for the people that aren't deliberately trying to run the stop sign. There are probably a lot of people that don't stop there, and they will continue to do this whether it is a two or four way stop. He agrees with Commissioner Parenti that the warrants are there for a reason. One of the reasons is that the more stop signs you put up the more people realize that there are stop signs there that aren't really needed. The one accident that was caused by a driver that was clearly in the wrong and didn't stop at a stop sign, putting up stop signs is not a way to prevent that type of accident. He can see how it is a sort of a feel-good thing because everyone who has spoken from the public is in favor of this, but it is the TC's responsibility to make the hard decisions if we think something is right to do to do the right thing. He has a hard time being able to vote for a four-way stop.

Councilor Eccles has a question about the stop sign stencil. He asks Elena if that is something that we do frequently and is there a priority set by DPW that we do it? Elena responds that it is not something that they do frequently, but it is something that they can do. Councilor Eccles then asks if we have ever talked about a crosswalk there being that it is a route to school. There are four sidewalks on either side. Has it ever been discussed?

Elena states that typically we don't do painted crosswalks like that in these real residential areas. That is not to say that we can't. A lot of times when we pave, we end up marking more than we marked before. In fact, the council might be hearing from her come budget time about increasing our line painting budget because we have added so much paint on the projects that we have done in the last five years. Elena states that they would have to look at it because she doesn't want to commit and say that they would paint for sure at that location. She would want to look at the curb ramps and see what we were connecting and if there were even sidewalks.

Commissioner Rossi asks if we end up denying the four-way stop, those other actions don't need our approval, such as making the signs more visible and putting the lines? If we do approve those actions, it still makes sense though due to visibility issues.

Elena states that she is not a fan of a stop sign on the left-hand side because it implies a one-way street, and you will get people driving on the wrong side of the road. That would be the only case when you would have a stop sign facing you on the left side. However, all the other items she thinks the administration would be open to doing.

Elena asks if we have a motion on the floor to approve the four-way stop sign. Chief Lyle makes a motion, seconded by Councilor Eccles. Elena calls the role. Commissioner Krechmer votes yes, Former Mayor Infurna votes no, Councilor Eccles votes yes, Commissioner Parenti votes no, Chief Lyle votes yes, Commissioner Rossi votes no and Elena votes yes. The vote is 4 to 3 and the motion carries. She recognizes that this a departure from our typical four-way stop request. She does not feel that it is precedent-setting due to the unusual circumstances in this

intersection such as the stop sign on Baxter just one block down that she feels adds confusion. She states that this is the closest vote we have had in a while.

**7. Housekeeping vote to approve all updates to the Melrose Traffic Code through the October 6, 2021, meeting based on all votes taken by the Traffic Commission to amend rules and regulations up to and including the October 6, 2021, meeting**

Elena explains that this was brought to our attention in conjunction with the Main St discussion that our enabling legislation requires us to publish any changes to rules and regulations in the newspaper for two weeks prior to the regulations taking effect. The legality of our decisions at our October 28<sup>th</sup> meeting was called into question because we did not put them in the newspaper. Then we subsequently put them in the newspaper for two weeks and she had one typo and we had to put one item in the newspaper again for two weeks. Since we are just now publishing the updated traffic code with all our votes since 2009, we want to prevent anyone challenging any one of those votes because it has not been in the newspaper. At the suggestion of the city solicitor this item allows us to publish this item in the newspaper which then validates all our votes in the updated traffic code since 2009. This item will then get published for two weeks in the newspaper. Then when the updated code is posted we are in compliance fully with having posted the changes.

Chief Lyle makes a motion to approve, seconded by Commissioner Rossi. There is no further discussion. Elena calls the role; all are in favor. The motion passes unanimously.

Elena states that this rule does apply to everything we voted tonight, so we will have to post those in the newspaper for two weeks. We missed the deadline for this Friday, so it will come out next Friday and the Friday after that. Then we can post signage and the rules would take effect following those two postings. We will get it out as soon as we can after the votes have been validated through the newspaper posting. Elena states that they will not post the entire traffic code, they are going to post the wording exactly as it is in this vote and then we make the updated traffic code available online.

Former Mayor Infurna asks Elena if it is going to be posted in the Melrose Weekly. Elena confirms that yes it will be in the one that is still in print.

Commissioner Krechmer asks if it has been established that online is okay because there won't be print papers much longer. Elena states that the enabling legislation just says in a newspaper, so we didn't want to potentially subject ourselves to any further legal questions on the recent votes. We opted to go with just the traditional newspaper. We will continue to do so until there is no longer that option. If there comes a time that it is no longer an option, she thinks it would require an act of legislation to change our enabling act. We may have to seek it someday.

Commissioner Krechmer states that it might be a good question to ask them in the short term just in case. Elena states that it is a question that she can ask her delegation. She doesn't know if there is anywhere in the state legislature and regulations that defines that a newspaper now includes an online newspaper. That is something that is maybe stated somewhere, because she is sure it's an issue in all sorts of different regulations. Our advertising requirements for bids still require us to put them in the physical newspaper because the wording is that it is published in the newspaper for two weeks, and we don't want to take any chances.

Commissioner Krechmer makes a motion to adjourn, seconded by Commissioner Rossi. The meeting is adjourned by unanimous consent at 8:03 PM.