

TRAFFIC COMMISSION SPECIAL MEETING

October 3rd, 2017

IN ATTENDANCE: Chair Elena Proakis Ellis, Police Chief Michael Lyle, Alderman Gail Infurna, John Vetere, Elizabeth Peart, Sgt. Jon Goc and Amy Heidebrecht – Clerk

ABSENT: Tom Rossi and Dan Krechmer

Meeting opened at 5:30 PM

I. Continued Business:

None

II. New Business:

1. Request for a 'No Parking Opposite Driveway' across from 22 Leonard Road

Alderman Infurna motions to open public participation. Chief Lyle seconds. All in favor. Opened at 5:32 PM.

Anita Fredericks from 22 Leonard Road explains that when she has two cars in her driveway and if there is a truck or van parked across the street, she cannot get out of her driveway. She mentions that she has to go over her lawn to get out because she is not allowed to go in the lot next to her house because it is conservation land. She said that if she goes on her lawn and maneuvers three or four times, she can get out. She submits pictures for the commission to review. She says that they hit cars that were parked there and her insurance rates have gone up because of it.

Julie Unger from 29 Leonard Road, which is across the street from 22 Leonard Road, speaks in opposition to the sign going up in front of her house. She explains that they use that spot from time to time because they have a tandem driveway. She says that people from the synagogue and from downtown park on her street as a spillover. She suggests adding a bullnose curb to her neighbor's driveway and/or making the street "3 Hour Parking" to help.

Janet Aucello from 31 Leonard Road is concerned that if we allow one house to add this sign that other houses will want that too. She suggests that the resident at 22 Leonard Road should back into her space to make it easier to get out. She also

suggests that the city add a curb cut to help the resident get out of her driveway but added that the way it is now takes some maneuvering, but it's not impossible to get out.

Jeanne Ryder from 32 Leonard Rd suggests taking down the 'No Parking' signs at the beginning of Leonard Road. Chair Proakis Ellis explains that this is something we could look into, but we cannot vote on it as it was not on the agenda.

Jim Taber from 26 Dell Avenue speaks against the item on the agenda. He explains that his street is a block over from Leonard Road and that he also is a member of the temple. He agrees that parking is challenging, but he says that the temple relies on the parking available on Leonard Road and it would make a huge difference to the members of the temple if they lose spots. He goes on to say that it is challenging to get out of your driveway when there are large events at the temple or on Main Street, but that is something you should be expect living so close to downtown. He believes that this is not a weekly issue and that there are maybe a dozen to fifteen events a year where parking can be an issue. He says that when there are City events on Main Street like the Victorian Fair and Home for the Holidays, there is no parking available on his street. He goes on to say that he has backed into another car trying to get out of his driveway. All that considered, he still does not support adding any 'No Parking' signs because he feels even though it can be tough to get around, it is a trade-off for living so close to Main Street.

Chair Elena Proakis Ellis reads an email from Elena Clouser from 31 Poplar Street (see attached) who is a member of the synagogue and is not in support of item 1 on the agenda.

Alderman Infurna motions to close public participation on this item. John Vetere seconds. All in favor. Public participation closes at 5:49 PM.

Alderman Infurna was able drive around Leonard Road on two different occasions in her big SUV and was able to get in and out of the driveway. She is not in support of this order. She said that you have to be careful, but it is doable.

John Vetere also drove down Leonard Road and did not have an issue either. He thinks that we should take a look at the 'No Parking' signs at the beginning of Leonard Road.

Alderman Infurna makes a motion to deny the request but offers to take a look at the signage in the area. John Vetere seconds the motion. All in favor, Chief Lyle is opposed. Motion denied.

2. Request for a 'No Parking Opposite Driveway' signs to be added on Trenton Street between West Wyoming and Hurd Street

John Vetere motions to open public participation. Alderman Infuna seconds. All in favor. Opened at 5:51 PM.

Sandra Bates from 117 Trenton Street explains that it is almost impossible to get out of her driveway. She says that has had to call the police in the winter because has not been able to get out of her driveway. She goes on to say that on one occasion, the police came out because there was a van parked across from her street and she could not get out. The police escorted her the opposite way on Trenton Street so she could get to work. She said that the issue is unbearable in the winter and asked if we could put a sign up at least for the winter.

Alderman Infurna motions to close public participation. John Vetere seconds the motion. All in favor. Public participation closes at 5:53 PM.

Alderman Infurna agrees that it is very hard to get out of the driveway and that she almost got stuck in her SUV.

Chair Proakis Ellis explains that she also tested it out in a smaller vehicle and could see the issues. She suggests that we place a sign across from 117 Trenton instead of the entire block. Chair Proakis Ellis mentions that no one else from that block on Trenton Street came in for the meeting to speak in support of the item for the entire block, which might mean they are not having the same issue as 117 Trenton Street.

John Vetere makes a motion to add a 'No Parking Opposite Driveway' sign across from 117 Trenton Street. Alderman Infurna seconds. All in favor. Motion passes.

3. Request for a 'No Parking Opposite Driveway' across from 74 Lake Avenue

Alderman Infurna motions to open public participation. Chair Proakis Ellis seconds. All in favor. Opened at 6:01 PM.

Cindy Luongo from 74 – 76 Lake Avenue speaks in favor of this item. She was here last year for 76 Lake Avenue, which was approved, and it is the same issue as last year and she wishes she addressed it then. She says that the street is very narrow and it is really difficult to get out of the driveway, especially in the winter time. She explains that people from the big apartment building at 66 Lake Avenue will park there and have trouble making the turn and they drive over her grassy patch in front of her house. She passes around pictures showing her driveway.

Joyce Lamb, the administrator from the Fitch Home at 75 Lake Avenue, speaks about how hard it is to find parking in that area because they get a lot of overflow from the church and the Public Library, especially when they have events. She is opposed to putting up more signs. She does not want more restrictions for Lake Avenue. She says that it is already really hard to find parking as it is and asks that Commission not restrict parking.

Marilyn Ferentinos from 89 Lake Avenue is not in support of adding more parking restrictions. She explains that the majority of the houses across the street from her are multi-families with multiple cars, which require more parking. She adds that the DCR Pool also causes overspill onto their street which limits parking for residents. She says that when her family comes to visit, they have a hard time finding a place to park.

Thomas Dick from 82 Lake Ave is opposed to the parking restrictions. He said he was in support of her request from last year for 76 Lake Ave, but is not in support for the one for 74 Lake Avenue when Cindy backed into a contractor van. It is his opinion that Cindy is asking for this for her son, Tom, who is an inexperienced driver. He brings up that her son has hit a neighbor's car and drove over a fence during construction. He attributes these incidents to him being a new driver. He says that his daughter had similar issues, but they get better over time with experience. He goes on to say that when she had a party, her guests parked all along Lake Avenue including the space in question. He suggests that they back into the driveway. He explains that the people at the DCR Pool use those spaces too and that he feels that putting up more signs make us look like we are not very welcoming. He goes on to say that the last time the sign was put in the wrong place and then Chief Lyle had it fixed. He thinks we are lucky to live in Melrose because there is a 19th century footprint and that there are trade-offs for that, but 'No Parking' signs are not the answer.

Kerry Burditt from 66 Lake Avenue owns the car that was hit by Cindy's son. She is against adding more 'No Parking Opposite Driveway' signs. She agrees with Thomas Dick that once Cindy's son is a more experienced driver this won't be an issue. She does not like the idea of adding signs to her street and mentions that that section of Lake Avenue is the only section with signs like that. She goes on to say that it might take a five point turn to get out, but that is the cost of living on a one way street. She adds that the nursing home and their vendors use the extra space on Lake Avenue and they need those spaces. She goes on to say that just because it is difficult to back out, that does not mean we should put up signs.

Sally Powers from 66 Lake Avenue says she is in and out of that driveway multiple times a day because she is a police officer in Winchester and has details. She is against adding more parking restrictions. She says that most of the time no one is

parked in that area, but sometimes there is no parking at all because of events happening at the church or the library, or deliveries at the Fitch Home.

Alderman Infurna motions to close public participation on this item. Liz Peart seconds. All in favor. Public participation closed at 6:18 PM.

Chair Proakis Ellis asks Joyce Lamb from the Fitch Home if there are any large trucks making deliveries and whether they pull in the driveway or park on the street. Joyce explains that there is only one large delivery a week and where they park depends on the time of year. She explains that sometimes they can pull into the circular driveway, but sometimes there is not space available. She goes on to say that all their residents, employees and guests park off street. Chair Proakis Ellis asks if she can request the large trucks not to park on the street. Joyce agrees to ask them to park in the driveway.

Chair Proakis Ellis says that she visited the site and the driveway at 74 Lake Avenue. She feels that it is a different scenario than the 76 Lake Avenue request from last year where the driveway was narrow. 74 Lake Avenue is wide and you should be able to back out of it with some wiggle room. She goes on to say that the Traffic Commission typically only wants to approve these signs when someone can literally not get out of their driveway because otherwise we would have these signs all over the City.

John Vetere asks Alderman Infurna if she tested this driveway with her SUV. She says that was able to get in and out in her big SUV. She said that it takes some maneuvering, but that it is possible to get out.

John makes a motion to deny. Alderman Infurna seconds the motion. Chief Lyle is in support of the item. He said that he parked a cruiser directly across the street and that he had a very difficult time getting out of the driveway. He went on to say that he measured the road and it is 18' wide. He said that the other streets on the agenda for 'No Parking Opposite Driveway' were over 19' wide. He said that he feels bad for everyone in the neighborhood and asks if there are parking spots in the rear of 66 Lake Avenue. John Vetere asks how many units are in the building. Cindy Luongo answers that there is 14 units in that building and 14 spots.

Chief Lyle says that he is in support of the item and adds that he can only imagine what it is like in January trying to get out of the driveway. Chair Proakis Ellis explains that the request last year was basically extending the parking restrictions that were already in place and that this request was more right in the middle of the curb outside the Fitch Home. Cindy Luongo comments that the Fitch Home has two parking lots, one that is used and one that is hardly used.

Chair Proakis Ellis says that there is a motion to deny request. John Vetere, Liz Peart, Alderman Infurna and Chair Proakis Ellis are in favor. Chief Lyle is opposed. Motion is denied. Closed at 6:24 PM.

4. Request to make Ashcroft Road a one way during school hours at Winthrop Elementary School

John Vetere motions to open public participation. Alderman Infurna seconds. All in favor. Opened at 6:25 PM.

William Petrino from 207 First Street asks if the one way is from Upham Street to First Street or from First Street to Upham Street. Chair Proakis Ellis answers that it is during school hours from Upham Street to First Street. He adds that the after school program should be included in the time needed for the one way. Chair Proakis Ellis explains that there is not as much traffic during the after school pick up as during the regular school pick up and drop off hours. Mr. Petrino adds that he is in favor of making Ashcroft Road a one way.

Mark Garipay of 71 Mooreland Road is in favor of making Ashcroft a one way. He explains that if you are doing a pick up or drop off and you are coming up Upham Street, traffic can back up on Upham Street and cause a lot of congestion. He thinks it is unsafe for the crossing guard there because people do not stop. He also mentions that if you are coming north off of First Street towards Upham Street, there are cars parked there from roughly 7:15 AM on, so it is really a one way already.

Ed Marchont from 1 Ashcroft Road compares that area to a foreign country. He said that when they moved there 43 years ago, it was a one way street. He thinks it should be one way from Upham to First Street. He believes it will help with parking and traffic.

Alderman Infurna makes a motion to close. John Vetere seconds. All in favor. Public participation closes at 6:28 PM.

Chair Proakis Ellis explains that there is a lot of traffic at drop off and pick up. She mentions that Ashcroft Road currently presents a stand-off area where someone has to move in order to let someone else go by. She is in support of this item. Alderman Infurna is also in support of this and thinks it will help with all the congestion in that area. Her only concern would be the Fire Department and whether this might impede their route. She goes on to say that as long as the Fire Chief is in support of it, she is in full support. Chief Lyle and John Vetere discuss Geneva Road.

Chair Proakis Ellis reads emails from Eric Doyle from 201 First Street, Mark Morgan from the Winthrop PTO, and Rachael Bowling who is a parent and is PTO Treasurer. They are all in support of item 4 and item 5 on the agenda (see attached).

Chair Proakis Ellis makes a motion to approve making Ashcroft Road a one way, from 7:00AM to 3:30PM Monday through Friday, from Upham Street to First Street pending confirmation from the Fire Chief that this will not impede their operations. All in favor. Motion passes at 6:36 PM.

5. Request to modify parking restrictions on First Street between Ashcroft Road and Sixth Street on the North (school) side of the road

Chief Lyle motions to open public participation. Alderman Infurna seconds. All in favor. Opened at 6:37 PM.

Chair Elena Proakis Ellis explains some of the changes made during construction at the Winthrop School to give everyone an idea of what is being proposed. The new drop off area has shifted to be off the street, which changes some of the parking restrictions.

William Petrino from 207 First Street explains that there are too many signs in the area. He says that the parents park there for a half hour and that there should be no parking on the right hand side from Ashcroft Road to Geneva Road.

Principal Maynard from the Winthrop Elementary School speaks regarding the item. He says that approximately 202 students have to be picked up in person and require a parking spot in order to pick up. He explains that Winthrop School has grown by 70 students in the five years that he has been there. He goes on to say that it has been common practice for families and staff to use First Street, between Ashcroft Road and Sixth Street, to park. He said that families need that parking and there is no other option.

Chair Proakis Ellis motions to close public participation. Alderman Infurna seconds. All in favor. Public participation closes at 6:45 PM.

Chair Proakis Ellis explains that the 'No Parking or Standing' areas were not being followed, but they are in the books as such so we would need to make a motion to remove the restrictions. She presents some options like '2 hour Parking' or removing all restrictions. Principal Maynard explains that it is currently '1 hour Parking' on Ashcroft Road. Liz Peart asks if we are being asked to make what is already being done official. Chair Proakis Ellis agrees that this is the intention.

Alderman Infurna makes a motion to lift parking restrictions on First Street from Ashcroft Road to the driveway to the Winthrop School. John Vetere seconds. All in favor. Motion passes at 6:53 PM.

Chair Proakis Ellis asks Sgt. Goc for his opinion on this. He is in support of lifting the restrictions if no one is complaining about it. He just wants to make sure Sixth Street is open for emergency vehicles.

6. Request to add stop signs on West Emerson Street at Wentworth Road, east and west facing

Chair Proakis Ellis motions to combine public participation for items 6 through 9 on the agenda. Alderman Infurna seconds. All in favor to combine items 6 through 9 on the agenda.

Chair Proakis Ellis motions to open public participation. Alderman Infurna seconds. All in favor. Opened at 6:55 PM.

Chair Proakis Ellis reads a letter from Linda O'Koniewski from 280 West Emerson Street who is not in support of adding more signs and would like the police department to monitor the street (see attached). She also reads emails from Tony Haenn from 346 West Emerson Street, Karen Symond from 46 Poplar Street, and Elena Clouser from 31 Poplar Street who are all in support of all of the items proposed to try to slow down cars in their neighborhood (see all three attached).

Susan Gerson from 219 West Emerson Street has seen a big increase in traffic on the street, especially commercial trucks. She asks for help slowing down traffic in that area. She points out that there are no stop signs between Lynn Fells Parkway and Main Street.

Jim Chew has lived at 12 Owego Park for 15 years and has adopted a dog that he walks twice a day. He goes on to say that it is almost impossible to get across the street during commuter hours. He explains that he yells at cars to slow down and that he has been in contact with the police departments five or six times regarding this issue. He is in favor of adding three stop signs and anything else we can do to slow cars down in this area.

Ann Jackman from 198 West Emerson Street agrees that people speed down the street and that it has gotten out of control. She is in support of stop signs at Poplar Street. Holland she does not feel is necessary because it is a one way and is concerned about stop signs at Wentworth Road. She is in favor restricting commercial vehicles and trucks too.

Paul Flaherty from 40 Poplar Street explains that they are part of a cut through during the commuting times. He would love to see the traffic reduced. He explains that there is new construction and lots of commercial vehicles going through their neighborhood. He is concerned that if we put stop signs on West Emerson Street, it will increase cars cutting through Poplar Street. He suggests that if we do that, he would like to add the stop signs to Poplar Street to deter cars from using that. He also suggests making it a one way during morning and evening rush hour. Chair Proakis Ellis explains that sometimes having a one way increases speed.

John Goodman from 264 West Emerson Street speaks in favor of trying to slow down cars on his street. He did his own study and passes out a graph (see attached). He mentioned that there was a temporary sign there that seemed to help. He brings up that he is the one who suggested an illuminated sign, which is under the discussion items. He says that Charles Street is a dangerous intersection. He says he has a speed gun that has captured that most people are driving faster than 25 miles per hour. He says it is not the volume of traffic that he is concerned with, it is the speed. He says that he rarely sees that area policed and when it was, people received warnings, not tickets. He does not think that speed bumps are the solution.

Chuck Bookman from 338 West Emerson Street is not in favor of any of this. He disagrees with adding stop signs or speed bumps. He has two teenage sons that he has raised there and a dog and feels that back-ups would be created by putting up stop signs. He agrees that people do speed, so slowing them down would be good but doesn't think that stop signs are the solution. He also disagrees with John Goodman on the police enforcement in that area. He has seen police in that area and cars receiving tickets. He talks about how he used to live on Winter Street and Dell Avenue and that the speed bumps did not work in that area. He also brings up the point that it is dangerous to have stop signs in that area in the winter time because people are not going to be able to stop their cars in time.

Caroline Turcotte of 265 West Emerson Street explains that it is not a matter of desire, it is a matter of life and death. She goes on to say that she has two small children and she fears for their safety.

Adam Blanchard from 272 West Emerson Street says he is very concerned for safety of his children too. He is in support of any low cost, low support measure to slow people down except for stop signs. He thinks that they could be dangerous.

Heidi LaPlante at the corner of 367 West Emerson Street explains that the stop sign request is for the bottom of Holland Road on the other side of the 'Do Not Enter' signs. This was not meant for cars going along West Emerson Street, it was meant for cars going down Holland Road, on that one way, into the intersection. Chair Proakis Ellis explains that this territory is actually in Stoneham and belongs to DCR. Heidi LaPlante asks how we added the 2nd 'Do Not Enter' sign to that intersection

last year if it is DCR territory. Chair Proakis Ellis further explains that it is not a regulatory sign, so the Commission does not need to vote to put that up. Chief Lyle adds that the 2nd 'Do Not Enter' sign is on the Melrose side of the DCR property. Alderman Infurna suggests contacting State Representative Paul Brodeur and Senator Jason Lewis.

Barbara and Brian Musselman of 318 West Emerson Street do not believe that stop signs are the solution and that in the winter you could get stuck or it could be icy. Brian mentions that they used to live on West Wyoming Street and there were speed bumps and it did not help. He sees some dangerous practices, but does not feel that stop signs or speed bumps are the solution. He suggests a stop sign at Vinton Street and he is in support of restricting commercial trucks from that area. Barbara says that Poplar Street is more dangerous than West Emerson Street.

Seamus Kelley of 258 West Emerson Street said that he would not have moved there knowing how fast cars drive down West Emerson Street during commuter hours. He thinks the illuminated signs could be a good solution. He says that when he drives around and sees them it results in slowing down. He says that he does not see police presence in that area and mentions that they would collect a lot of municipal revenue if they handed out tickets to speeding drivers on his street.

Cynthia Dodick Seyffert from 277 West Emerson Street says that it is a public safety issue that people are not adhering to the speed limit on that street. She explains that coming off the Lynn Fells Parkway onto West Emerson Street is a significant turn onto a broad street with a turn sign and 'Melrose Cares' sign. Then she further explains that the street then narrows at Wentworth Street. She does not think it is reasonable for a driver to drive the speed limit there. She said that it is hard to be aware because of all the changes in that street and you are going downhill. She believes that adding stop signs will help get drivers to go the speed limit. She continues that you have to jut out of Charles Street to turn onto West Emerson Street, and you have to jut out of Vinton Street to turn onto West Emerson Street or to make it across the street. She also mentions that there are no crossing guards in that area. She said she almost got hit on West Emerson and her luggage got hit instead. She really wants the speed limit to be enforced and to restrict commercial trucks.

David McCaldon from 192 West Emerson Street talks about how they lowered the speed limit from 30 to 25 miles per hour but believes that cars are going closer to 40 miles per hour. He has a hard time pulling out of his driveway and gets honked at when trying to get out. He says that West Emerson Street is a straight shot from one end of the city to the heart of the city without any stop signs. He thinks that cars are directed there through GPS applications, like Waze, and suggests that adding stop signs might add time to the commute and therefore cut down on the number of people going that way. He encourages the Commission to study the Vinton Street

and West Emerson Street intersection. He says that the sight lines are terrible and you cannot see cars or pedestrians. He goes on to say that it is very dangerous with the commuter rail dropping off hundreds of people, children crossing on their way home from school, the Farmers Market in that area, a five way intersection and there is solar glare. He says that he has talked to Sgt. Goc before and was told that there are not many accidents in that area, but he disagrees and says that he cannot go 10 minutes without hearing screeching tires or horns honking. He also says that it is an issue with people parking their cars on the sidewalks, so people are forced to walk on the street.

Kathy Locorno of 39 Poplar Street says that when she moved in Poplar Street and West Emerson Street were quiet streets and it has changed dramatically. She said that her street is extremely dangerous and narrow. She said that it is really hard to get out of her driveway because cars fly down the street speeding. She mentions that the area has quite a few heavy trucks that go through, too. She suggests adding a stop sign on Poplar Street, but is against adding them to West Emerson Street because she thinks that will increase traffic on Poplar Street.

Lisa Byrnes lives at 241 West Emerson Street with her husband and three daughters. She is strongly opposed to all the stop signs, especially the one on Poplar Street. She thinks that there is already congestion in that area and a crosswalk at Poplar Street and that cars stop when there are pedestrians in the crosswalk. She offers the solution of a crosswalk in the middle of the hill or lowering the speed limit to 20 mph and adding some police to enforce it.

Kathy Locorno mentions that the crosswalk that was added has not helped at all or the '20 miles per hour' signs. Jim Chew agrees and says this has been an issue for 20 years. He says that we need to do something different, like adding the stop signs.

Matthew Starr from 11 Holland Road is opposed to the stop signs but would like to have police enforcement and illuminated speed signs. He asks about the commercial trucks and what would happen if they restrict them from West Emerson Street. Multiple residents mention that they go down Warwick Road instead.

Ken Randolph of 21 Holland Road has lived there for 19 years and raised three children there. He is not in favor of the stop signs or speed bumps. He is in support of the illuminated signs and giving out tickets.

Michael Smolinski of 212 West Emerson Street has lived there for 44 years and he is opposed to the stop signs and speed bumps. He goes on to say grew up in Chicago and as a child they learned to stay out of the street. He agrees that speed is an issue on West Emerson Street and that police enforcement is the issue, not more signs or speed bumps. He suggests putting a speed trap on the street so that they get a

reputation for having police in that area. He comments that parents should teach their children to be safe and not to protect their kids from everything.

David McCaldon comments that a four way stop sign is a better solution than a two way stop sign. He suggests that we add a four way stop sign to Vinton Street on the December agenda.

Chair Proakis Ellis motions to close public participation. Alderman Infurna seconds that motion. Public participation closes at 7:58 PM.

Liz Peart asks Sgt. Goc if there has been a study done on West Emerson Street. Sgt. Goc says that the last study was done in 2012 at 264 West Emerson Street and there was less traffic then. He said that speed is an issue and they have added signs and crosswalks to try and help with that. He says West Emerson Street is a cut through street like Howard, Pleasant, Washington, and Upham Street, but it only has 10% of the volume of those streets. He mentions that they average less than one accident a month there, which is not a lot. He goes on to say that there are not unsafe conditions there relative to accidents. He continues to explain that the Essex Street and Tremont Street intersection is where most of the accidents would be, which is not relevant to this discussion. He adds that overall there is only one accident every forty days through that entire area, but there are some near misses.

Liz Peart explains that the graph provided by the resident at 246 West Emerson Street shows that there are three vehicles per minute. Sgt. Goc comments that that is roughly 2000 a day, which has increased from 1800 a day five years ago. They both agree that that number of cars does not show West Emerson Street to be a highly travelled arterial. Liz Peart suggests putting tubes out on West Emerson Street to do more recent counts so we have current data. Chair Proakis Ellis says that she would support gathering more data, too.

Liz explains that according to the MUTCD and Federal Highway Administration, stop signs are not intended to slow down traffic. She says that these locations do not meet the warrants for stop signs and that there are other solutions, but not speed bumps either. She suggests illuminated signs and Chair Proakis Ellis mentions that we have money in the budget to purchase more. Liz asks Sgt. Goc if we can get a percentage on how many vehicles are commercial trucks. Sgt. Goc says that he has a laser box that can track speed. John Vetere agrees that stop signs and speed bumps are not the answer and thinks that illuminated signs would be beneficial. He also mentions that there are more residents here against stop signs than there are in support of stop signs.

Chair Proakis Ellis has some serious concerns about the stop signs. She believes that they could be dangerous in bad weather and give a false sense of security for people crossing. Alderman Infurna concurs with her comments and asks what else they

could do. She agrees with adding illuminated signs and asks about crosswalks to calm traffic. Alderman Infurna would like to see another study done by the police department and the addition of illuminated signs. She mentions that the Traffic Commission does not need to approve crosswalks and asks that the City consider adding one or two and a sign.

Chief Lyle says that they tried to add a 4 way stop sign at Vinton Street and West Emerson Street and a traffic light at Tremont Street and West Emerson Street, which were both denied. Alderman Infurna mentions that it is because of the train tracks. Chair Proakis Ellis suggests we look at the Vinton Street intersection and possibly reconfiguring that area.

Alderman Infurna makes a motion to deny item 6. John Vetere seconds. All in favor. Motion denied at 8:11 PM

7. Request to add stop signs on West Emerson Street at Poplar Street, east and west facing

Alderman Infurna makes motion to deny item 7. Chief Lyle seconds. All in favor. Motion denied at 8:12 PM.

8. Request to add stop signs on West Emerson Street at Holland Road

Regarding item 8, Alderman Infurna suggests contacting to contact Jason Lewis in support of adding a stop sign to Holland Road where controlled by the DCR and town of Stoneham. All in favor at 8:15 PM.

9. Request to restrict large trucks/commercial vehicles from West Emerson Street

Sgt. Goc makes the suggestion to restrict commercial trucks from West Emerson Street, Poplar Street and Warwick Road. The Commission agrees to look into this further, including talking to the DCR about better enforcement of the truck restrictions on the Parkway.

Alderman Infurna makes a motion to table item 9. All in favor. Motion tabled at 8:19 PM.

Chair Proakis Ellis explains what the illuminated signs do and how they collect the data. Sgt. Goc has pulled data from a couple of locations but he says it is not as good as the tubes or the laser that the Police Department has.

Ryan Bagwell from 444 Upham Street asks if the data is available from the signs. Sgt. Goc said that he pulled the data from Upham Street and Franklin Street.

Chair Proakis Ellis recapped by saying that we will be purchasing one or two illuminated signs, adding crosswalks, do a study and look into restricting trucks on West Emerson Street, Poplar Street and Warwick Road.

Chief Lyle asked if we should add fog lines. Chair Proakis Ellis explains what that is and says that that it is something we could approve internally outside of the Traffic Commission if deemed beneficial. Only one resident was opposed to that for visual pollution. Another resident said she had to think about it because she believes it decreases the value of your home. She suggests painting the curb.

III. Discussion Items:

1. Request to add speed bumps throughout West Emerson Street

Several residents spoke in opposition of speed bumps during public participation for items six through nine. Liz Peart and John Vetere also added that they are not in support of speed bumps.

2. Request to install illuminated speed signs on Sylvan Street and West Emerson Street

The Commission briefly discussed the need for illuminated speed signs on Sylvan Street and West Emerson. Alderman Infurna and Chair Proakis Ellis agree that they are needed and will be included in the next round the City purchases.

Alderman Infurna made a Motion to adjourn. John Vetere seconded. All in favor.

Meeting adjourns at 8:33 PM