

# TRAFFIC COMMISSION MEETING

June 20th, 2018

IN ATTENDANCE: Chair Elena Proakis Ellis, Alderman Bob Boisselle, Dan Krechmer, Elizabeth Peart, Jeff Parenti, Chief Lyle, Sgt. Jon Goc and Amy Heidebrecht – Clerk

Meeting opened at 5:33 PM

I. Continued Business:

1. Approve minutes from March 28, 2018

Alderman Boisselle makes a motion to approve minutes. Liz Peart seconds. All approve. Minutes from March 28, 2018 are approved.

2. Review data collected for Franklin Street at Greenwood Street, Franklin Street at Vinton Street for possible traffic signal, and Nason Drive cut through

Sgt. Goc says that there were eleven accidents recorded from 2015 to 2018. In 2015 there was only one accident, in 2016 there were five accidents, in 2017 there were six accidents and there was nothing from July 7, 2017 to now. He finds it odd that there was nothing in eleven months. Chair Proakis Ellis notes that eight of the eleven accidents were caused by a car turning off of Greenwood Street onto Franklin Street. Jeff Parenti comments that one accident was from an unlicensed driver, one did not have a registration, one was during the rain and for the other the driver accidentally pressed the accelerator instead of the brake. Liz Peart asks if removing one spot might help. Chief Lyle comments that they tried to cone off the first space to see if it would help and someone kept removing the cones. Chief Lyle suggests that we try to cone off the first space again before the next meeting and add police presence to help keep the cones there. He says that parking is limited in that area, but safety should come first. Chair Proakis Ellis adds that there is parking behind the building too.

Chief Lyle makes a motion to leave Nason Drive as is and not restrict through traffic. Liz Peart seconds. All in favor. Motion carries.

Chair Proakis Ellis reports that according to volume data, there are four times more cars going from Franklin Street toward Warwick Road as opposed to going in the other direction on Vinton Street. Sgt. Goc explains the data in more detail for Franklin Street at Vinton Street. From January 2015 until April 2018 there were thirteen accidents total. There were two accidents in 2015, seven in 2016, three in 2017 and one so far in 2018. He adds that he did a Monday to Monday study in April 2018 which showed that there were 10,600 cars traveling down Franklin Street towards Warwick Road. He estimates the average being 1,300 a day and more than 400 in the morning. Jeff Parenti says that 400 vehicles is a lot for that small intersection. Liz Peart asks if we can do a traffic study that includes turning movements and whether a traffic signal is in our purview. Chair Proakis Ellis says that we do not have the money in the budget to do a study at this time and confirms that it is within our purview to add a traffic signal because it is a regulatory item. Liz Peart asks that we do a study in September when school is back in session. Chief Lyle asks if there is any information regarding turning movements from when that area was rebuilt. Chair Proakis Ellis says she will look into it. She also mentions that the Pedestrian and Bicycle Advisory Committee has been doing some design work and they have some recommendations for the Vinton Street intersection that might help pedestrians cross. We are working with Stantec to review all their recommendations.

Chief Lyle makes a motion to do a traffic study including turning movements once funding is available on Greenwood Street at Franklin Street, as well as on Franklin Street at Vinton Street. Jeff Parenti seconds. All in favor. Motion carries.

3. Review data collected for Woodland Avenue for speeding and possible curbs to be added

Chair Proakis Ellis updates the Commission that we will be adding some curbing and repairing sidewalks to the Woodland Avenue area. Sgt. Goc refers to data sent in April to the Commission. The data is from Tuesday April 3<sup>rd</sup> to Wednesday April 11<sup>th</sup> and the data box was located on a telephone pole at 40 Woodland Avenue. He adds that the box has a laser that goes across the road and notes that the average person would not notice it or be slowing down because of it.

Sgt. Goc explains that there were 4,818 cars recorded over the course of the eight days, which breaks down to an average of 600 cars a day and approximately 25 vehicles per hour. The average speed recorded was 24 MPH, the 85<sup>th</sup> percentile was 29 MPH and 9% of the cars were going 30 MPH to 35 MPH, which is 417 cars. Then 31 cars out of 4,818 were going 36 MPH to 40 MPH, which is 0.6% and he agrees this way too fast for that road. He adds that only five cars were going over 40 MPH during the eight days of the study.

Sgt. Goc talks about what he recorded volume wise. For example, on Thursday from 7:00 AM to 8:00 AM there were 68 cars and from 8:00 AM to 9:00 AM there were 51 cars coming up the hill from Greenwood Street, which is a total of 119 vehicles in two hours. The next day there were 87 cars and the following day there were 121 vehicles, then there were 116 and 118 cars for the next two days for that two hour morning period. From 2:00 PM to 3:00 PM on Woodland Avenue in both directions we had the following: on Wednesday there were 102 vehicles, on Thursday there were 68 cars, on Friday there were 97 vehicles, on Monday there were 77 and on Tuesday there were 69 cars.

Liz Peart points out that the percentage of cars going over 30 MPH is small, but the majority of them are speeding during the commuting time in the morning and after school. Liz adds that the average household makes 9.44 trips per day which could be 4.5 trips out and 4.5 trips back. Based on there being roughly 100 houses in that area, that would be approximately 900 trips per day. Chair Proakis Ellis says that if we loosely estimate that half of those trips cross through the area of the study, that would amount to 450 trips a day which still leaves potentially 150 cars cutting through their neighborhood. She continues that 100 to 150 cars is significant for a small neighborhood and that this is consistent with Sgt. Goc's data. Jeff Parenti adds that we need to make sure we are making the situation better for the neighborhood and reminds the Commission that the turning movement restrictions would apply for the residents, too.

Dan Krechmer makes a motion to open public participation. Liz Peart seconds. All in favor. Public participation opened at 6:15 PM.

Chair Proakis Ellis reads a letter (see attached) from Julia Chen from 39 Woodland Avenue. She is in support of adding sidewalks and curbs to her area.

Richard O'Gara from 68 Woodland Avenue asks Sgt. Goc if the majority of the traffic is coming from Franklin Street to Woodland Avenue, then over to Greenwood Street during the 2:00 PM to 3:00 PM timeframe. Sgt. Goc replies that it appears that the majority of cars are heading that direction with 81 cars going that way and 21 going in the opposite direction. The next day was 70 cars headed in that direction and 27 heading in the opposite direction.

Debra Newman from 8 Clifton Park asks about curbs. Chair Proakis Ellis explains where there is not curbing we would like to put granite curbing or berm. She says that because of ledge in that area, we might be doing more berm. Debra asks for more details on the proposed sidewalks where there are currently none on Woodland Avenue. Chair Proakis Ellis says we are trying to add a sidewalk at a minimum to one side of the street for the entire length of the street and put curbing or berm on both sides of the street if we can. Debra asks how a curb can help with speeding and cutting through. Chair Proakis Ellis says that it will not help with cutting through, but it will help with pedestrian safety. She explains that other residents have expressed that drivers do not know where the road stops and where the sidewalk starts; this will help with that. In addition, people tend to go slower when the road visually looks narrower. Debra expresses her disappointment that it has taken the City five and half years to come up with this plan.

Rhonda McLeod from 46 Clifton Park is in favor of the turning movement restrictions in the morning and asks about speed bumps. Chair Proakis Ellis says that speed bumps have not been looked upon favorably in the community for traffic calming. She says that they are problematic for snow plows, they present issues for the people living next to them because they hear a lot of brakes screeching and banging from car parts as they go over the bumps. Dan Krechmer makes some other suggestions like chains and planters in the middle road so the road is not a straight away. Chief Lyle asks if we are going to have a neighborhood meeting. Chair Proakis Ellis says that we will be having a neighborhood meeting before we pave and do the sidewalks to discuss these issues that are not regulatory items. Rhonda adds that there is a blind curve on Clifton Park towards the Greenwood Street side that she says is very dangerous for pedestrians and cars. Chair Proakis Ellis comments that she has always felt that Clifton Park should be a one way so that no one is ever coming out on that side, but that this would only become an agenda item if the neighbors wanted it to be.

Charles Serpa from 65 Clifton Park comments that the City has speed bumps on Dell Avenue and asks the Commission to look at that request for some history before considering to add them in his area. Regarding Woodland Avenue, he explains that trucks cannot make a right hand turn from Greenwood Street onto Franklin Street and the bump outs have forced more traffic up the hill. He is in support of the turning restrictions.

Chair Proakis Ellis asks the residents if anyone would be opposed to adding turning restrictions from Greenwood Street onto Woodland Avenue during morning commuter hours. No one from the public objected to turning such restrictions.

Trish Osborne from 40 Clifton Park comments on Liz Peart's counting of the houses. She points out that people from the West Hill Avenue area would not be using Woodland Avenue to get to Stoneham and Wakefield, so she thinks we could reduce Liz's estimate by a third. She adds that the Stoneham High School traffic is an issue because they drive very fast.

Paula Byrne from 88 Woodland Avenue agrees with everything that her neighbors have said. She would like to add turning restrictions. She asks the City to contact Stoneham High School to communicate that their students are speeding. She also adds that this meeting was the first time she left the house all day.

Carol Alton from 21 Woodland Avenue states that many of the residents are retired and do not leave the house on a regular basis or drive. She passes out pictures of her front lawn showing that vehicles drive up on her lawn.

Rita Dale from 865 Franklin Street says that she is 80 years old and is retired. Her arborvitae bushes have been destroyed by cars speeding down Woodland Avenue. She adds that parked cars have been hit and run at her house too.

Chief Lyle makes a motion to close public participation. Liz Peart seconds. All in favor. Public participation closes at 6:41 PM.

Sgt. Goc points out that Vinton Street has significantly more traffic than Woodland Avenue. Chair Proakis Ellis suggests that the difference may be that

Vinton Street and Greenwood Street are the most direct routes from point A to point B, while Woodland Avenue is used if you are just trying to avoid traffic. Sgt. Goc says that there is a "Do Not Enter from 7:00 AM to 9:00 AM" on West Highland Avenue because cars were using that to avoid the Franklin Street. He continues that Greenwood Street does not have a light, but people are using Woodland Avenue to avoid the Franklin Street intersection.

Dan Krechmer makes a motion to request the Town of Wakefield to install a sign at the entry of Woodland Avenue at Greenwood Street restricting cars from turning 7:00 AM to 9:00 AM Monday - Friday. Chief Lyle seconds. All in favor except Liz Peart. Motion carries.

## II. New Business:

### 1. Election of Chair for the Traffic Commission

Chief Lyle makes a motion to elect Elena Proakis Ellis. Dan Krechmer seconds. All in favor. Motion carries.

### 2. Request to add a crosswalk across Sylvan Street between Main Street and Lebanon Street (request was in the vicinity of Ryder Avenue) and to add a crosswalk across Lebanon Street in the vicinity of Park Street

Dan Krechmer makes a motion to open public participation. Alderman Boisselle seconds. Public participation opens at 6:59 PM.

Richard Plati from 25 Ryder Avenue is requesting the addition of a crosswalk to his area. He has been told that it is not the proper location for a crosswalk but adds that there was a crosswalk there before and it was not reinstalled after Sylvan Street was paved. He has called the State House and they told him it is a local issue. He says that he has lived there for over 50 years and picks up trash in that area because people litter. He also says that he prefers the other side of Sylvan Street because it is plowed well and he walks his dog.

Ryan Williams from 88 Malvern Street speaks in favor of a crosswalk on Lebanon Street in the area of Park Street. He says that there are a lot of people who live between Grove Street and Sylvan Street and they need a safe place to cross.

Chief Lyle makes a motion close public participation. Alderman Boisselle seconds. Public participation closes at 7:07 PM.

Regarding the crosswalk request across Sylvan Street around Ryder Avenue, Dan Krechmer says that there is a slight visibility issue. Alderman Boisselle asks if there are some local, state or federal regulations for crosswalks. Jeff Parenti says that depends on the available sight distance that you have, and the sight distance depends on the speed that you are assuming for the vehicles traveling on the road. If you assume that vehicles are traveling 30 MPH, you would need a much longer sight line than if you assume the vehicles are traveling 25 MPH. He says that there is a chart that they use based on the speed. Based on instincts, he is comfortable with a crosswalk across Sylvan Street in the vicinity of Ryder Avenue. He suggests that we do a measure of the sight distance and says that he thinks it is close. Alderman Boisselle asks if the crosswalk needs to be illuminated by any standards. Jeff Parenti says that it is good practice.

Chair Proakis Ellis says that she is not in favor of adding a crosswalk at Ryder Avenue because she does not think the sight lines are good. She mentions that any crosswalks that we add would have to be ADA compliant and be pending funding. She adds that the Mayor's Office has expressed concerns about the location at Ryder Avenue, but is in support of adding a crosswalk at Linwood Avenue and potentially also at Mt. Vernon Avenue. Linwood Avenue would take you right to Wyoming Cemetery's gates and Mt. Vernon would take you right to Pine Banks at a gate. Of all the locations, Chair Proakis Ellis thinks that the Linwood Avenue location makes the most sense, but adds that it is not that far from Lebanon Street so she is not sure if it adds enough benefit. Dan Krechmer says that it would be nice to have one more crosswalk in the middle with the added developments along Sylvan Street. Chief Lyle has his concerns about a crosswalk at Ryder Avenue. He says for cars going eastbound there is an S turn and mentions that we have Dangerous Curve Ahead and Limited Sight Distance signs there. He is not opposed to a crosswalk somewhere where there are good sight lines, like the west entrance to Sylvan Street area from the cemetery and then maybe another one down by the gates at Linwood Avenue. Sgt. Goc agrees with the Chief and does not think that a crosswalk at Ryder Avenue is safe. Liz Peart adds that when we do the measurements it is not just sight distance, it is also called stopping sight distance for the driver to stop at different speeds. She says that the speed limit may be 25 MPH, but vehicles are traveling at a faster speed than that.

Chief Lyle makes a motion to table the item pending doing the sight line measurements. Alderman Boisselle seconds. All in favor. Motion is tabled at 7:19 PM.

Chair Proakis Ellis says that Lebanon Street at Park Street is the next crosswalk up for discussion.

Dan Krechmer says that Park Street is definitely not the best place for a crosswalk, between Appleton Street and Park Street seem to be a better location. Chief Lyle says that there is a blind rise in the Park Street area and that we can revisit it at a different location if they come back to us with a new request.

Chief Lyle makes a motion to deny the crosswalk across Lebanon Street at Park Street. Jeff Parenti seconds. All in favor. Motion is denied at 7:27 PM.

3. Request by residents to add a "No Parking Opposite Driveway" across from 43 Waverly Place

Jeff Parenti makes a motion to open public participation. Alderman Boisselle seconds. All in favor. Public participation opens at 7:28 PM.

Kate Slanina from 43 Waverly Place reads a letters of support (see attached) from Melinda Cook, the landlord of 43 Waverly Place and another resident, Leah Fishback, also a resident of 43 Waverly Place. She speaks about the issues she has been having along with her neighbor, Mary Kay Tkachuk. Kate explains that when exiting the driveway they have to swing left in order to avoid their stone wall and their neighbor's fence. She brings up that there is another No Parking Opposite Driveway sign down the street across from someone that has a double wide driveway, and her driveway is a single width driveway. Chair Proakis Ellis explains that the sign she is referring to might not have been approved by the Traffic Commission. Mary Kay works at 2:00 AM sometimes and there is a car parked there. Kate says she has done over \$1000 worth of damage from hitting snow banks trying to get out in the winter. Kate also informs the Commission that the resident across the street, Colin Bray, at 40 Waverly Place is in support of the sign in front of his house. She says that he does not want strange cars parked in front of his house. Sgt. Goc asks who is parking in front of his house. Mary Kay says that it is random cars that are visiting people in the multi-families and brick apartments on West Wyoming Avenue. Chief Lyle says that he will look into the cars that are parking on their street during the overnight parking restriction.

Alderman Boisselle makes a motion to close public participation. Dan Krechmer seconds. All in favor. Public participation closes at 7:36 PM.

Sgt. Goc asks if a No Parking Anytime sign with arrows makes more sense than a No Parking Opposite Driveway sign since there is a hydrant there. Chair Proakis Ellis clarifies that the No Parking Anytime sign with arrows would cover five feet to the left of the hydrant and all the way to the driveway apron to the right of the hydrant.



Alderman Boisselle makes a motion to approve a No Parking Anytime sign across from 43 Waverly Place. Liz Peart seconds. All in favor. Motion passes at 7:38 PM.

Chief Lyle asks what the turnaround time is for the sign to be installed. Chair Proakis Ellis explains that they are still installing signs from the December meeting. She says that the delay was originally weather related, but now it is because of a staffing issue. She continues that we only have one person installing signs at this time and some signs involve drilling, which requires two people.

4. Resident request to add a stop sign heading west on Sherwood Road at the Orchard Lane intersection

No one from the public is here to speak on this item. Alderman Boisselle submitted this request for one of his constituents. He explains that at the corner of Orchard Lane there is a rise in the road and that you have to move out approximately 10 feet into the intersection in order to see what is coming up Orchard Lane on the north side. He is requesting a stop sign on the west side of Sherwood Road area.

Chair Proakis Ellis drove the area and agrees that it could be confusing for drivers to know who has the right of way at that intersection. Chief Lyle says that he would prefer two stop signs versus one stop sign. Chair Proakis Ellis comments that there is no one here from the neighborhood and that normally if anyone was strongly opposed, they would come to the meeting to express that.

Jeff Parenti makes a motion to install two stop signs, east bound and west bound on Sherwood Road approaching the Orchard Lane intersection. Dan Krechmer seconds. All in favor. Motion carries at 7:43 PM.

5. Resident request to amend the Traffic Code to prohibit "engine braking" on City roads

Chief Lyle makes a motion to open public participation. Dan Krechmer seconds. All in favor. Public participation opens at 7:44 PM.

Ryan Williams from 88 Malvern Street speaks in favor of this item. He explains that the only reason to engine brake is to reduce stress on your brake pads. He says that this is a quality of life issue and that it would be good to see this move forward. He continues that with a few exceptions in Melrose, there are not a lot of roads where trucks are traveling at such a velocity and decline where they would need to maintain brake pads like that.

Dan Krechmer makes a motion to close public participation. Chief Lyle seconds. All in favor. Public participation closes at 7:47 PM.

Chair Proakis Ellis provides some history on this item and reviews the memo sent by the City Solicitor, who determined that it is the purview of the Traffic Commission to vote on this item. Dan Krechmer asks some follow up questions regarding the memo. Chair Proakis Ellis clarifies that the memo also states that this agenda item could be enacted by the Police Department and/or Health Department as a noise ordinance, without the Traffic Commission but that the City Solicitor told her verbally to keep it on the agenda.

Liz Peart asks how we would convey this and how it would get enforced. Chair Proakis Ellis says that signs would need to be installed at the entrances to Melrose. Chief Lyle spoke to the Town of Boxford Police Department and they have a truck team to police this issue. The specific person he spoke to has worked there for 12 years and has never written a ticket for it. In addition, he spoke to a Captain and a Lieutenant in the City of Salem Police Department. They passed a similar ordinance in September 2017 and they have not issued any violations yet. He explains that it is very difficult to enforce. He uses an oil truck on Park Street as an example. He says by the time someone calls about it and the police go to check, the truck is gone.

Chair Proakis Ellis says that she will read the emails into record and adds that she does not believe that many of the trucks that have been complained about actually have Jake brakes. Chief Lyle says that our DPW, recycling center trucks, D&R paving and numerous sump pump contractors have compression brakes. Through his research he found that the noise often is coming from a bad muffler on the truck. He adds that this is something that the Department of Transportation should regulate during inspection.

Chair Proakis Ellis says that the state has laws against the bulk of the noise that is created and that the vehicles that make that noise often do not have the proper muffling equipment or are out of inspection. She reads three emails from residents that are in support for this item (see attached). Dan Krechmer asks Chief Lyle if the Town of Boxford told him why this ordinance was implemented. Chief Lyle explains that they received complaints about noise from Route 133.

Jeff Parenti asks how many signs we would need. Chair Proakis Ellis says it would be approximately 15 for the major entrances to the City. Jeff comments that there are already several signs at the borders. He also has reservations on how to police it and adds that the truck problem is a regional issue, not a local one.

Chair Proakis Ellis comments that the vast majority of the residents also came out last time when we discussed this item were complaining about speed, not engine braking. She says that we already get complaints about sign pollution and does not believe that this is the best way to spend our time and resources. She adds that speed enforcement slows trucks down more and makes them not have to worry so much about braking because they are already going at a moderate speed. Chair Proakis Ellis says that she is leaning towards not enacting this.

Dan Krechmer asks Chief Lyle and Sgt. Goc if they can enforce this while they are already out there for speeding as a noise violation. Chief Lyle says that if someone is burning their tires they would. Sgt. Goc says that they are not particularly trained on that equipment. He has worked on individual muffler cases in neighborhoods with cars. He says that it is extremely time consuming. He adds that he has the ability to write a violation for harsh and objectionable noise, but it would probably be an add-on for something else, like a speeding violation.

Ryan Bagwell from 444 Upham Street asks if he can address the Commission. He says that we received about 15 emails from the last meeting in support of this agenda item. He says that adding the signs alone will be a deterrent for the trucks. He adds that the City of Cambridge has advisory signs which he used as an example in his letter to the Traffic Commission.

Chair Proakis Ellis reminds the Commission that we can speak to Shaws and the Chamber of Commerce to ask for their help speaking to their delivery trucks.

Alderman Boisselle asks if we can post advisory signs in six locations to see how the truckers respond to it instead of amending the traffic code. He suggests one at the Wakefield line, one at the Malden line, one on Franklin Street, one on Wyoming Avenue, one on Howard Street and one at Upham Street. He says that there would be no enforcement at this point except for noise. Chief Lyle asks if we can post advisory signs without having the Commission involved. Chair Proakis Ellis says that we can just post the advisory signs without the Commission.

Chief Lyle makes a motion to deny the request to amend the traffic code. Liz Peart seconds. Motion carries.

Chair Proakis Ellis asks if there is anyone who wants to add to the record that they are not in favor of the advisory signs. Chief Lyle adds that we do not have any jurisdiction over advisory signs. She clarifies that she does not want the record to reflect that the Commission recommends the signs, if they do not recommend the signs. Liz Peart is not in favor of adding the advisory signs.

### III. Discussion Items:

1. Review data collected and discuss the 25 MPH Citywide speed limit per MGL c. 90 Section 17C

Chair Proakis Ellis asks the Commissioners if anyone would like to change anything in regards to the 25 MPH speed limit. No one has anything they would like to change at this time. Sgt. Goc did a summary of the speed signs and some tube studies that he had previously done. Chair Proakis Ellis goes over the data which shows that vehicles are slowing down.

Alderman Boisselle makes a motion to open public participation. Dan Krechmer seconds. All in favor. Public participation opens at 8:17PM.

Alice Golub from 15 Howard Street, which is at the intersection of Clifford Street and Elm Street, speaks in favor of keeping the 25 MPH as is. Alice disputes some of the data, she says that cars do slow down but not until they are closer to the sign. She asks that Chief Lyle send more enforcement out on Howard Street. Chair Proakis Ellis informs the resident that we will be having a neighborhood meeting soon to discuss reconfigurations to that area. She adds that we have the funding through Complete Streets to add a rapid flashing beacon on Howard Street to assist pedestrians crossing at Nelson Road.

Chief Lyle asks if there if we require the new developments to include the crosswalks to the area they are building in. Chair Proakis Ellis responds that we have been considering Complete Streets in all of our reviews of development projects, but we are not requiring them to do anything outside of their immediate area. Chief Lyle suggests that the project by Eastern Bank should help with a solar crosswalk by Mexico Lindo. He adds that the development on Tremont Street should include one too. Chair Proakis Ellis replies that neither of those locations have been identified as an area we were prioritizing for a rapid flashing beacon crosswalk light, but it is something to consider.

2. Set date for September meeting and Special Meeting

Chair Proakis Ellis notes that Yom Kippur falls on the date of our next Traffic Commission meeting, September 19<sup>th</sup> 2018. She suggests we cancel that meeting and schedule a special meeting for the following Wednesday, September 26<sup>th</sup> 2018. The Commission agrees on the new date of September 26<sup>th</sup>, 2018.

Chair Proakis Ellis also adds that there is a request to remove the overnight parking ban from the traffic code. This would require a special meeting since this is a major item for the City. We want to give people time to discuss it with the community. She adds that there will be some follow up about this, but that there would be a meeting this fall.

Liz Peart asks if there will be input from other entities. Chair Proakis Ellis says that there will be. Jeff Parenti says that he used to work for the Town of Brookline and that this was hot issue there. He continues that there is a lot of information to collect before we could meet. Dan Krechmer says that we should get some public input before voting on anything. Chair Proakis Ellis says that we can always table the item if we are not ready to vote at the meeting.

Alderman Boisselle says that he thinks this would need to be approved by the Board of Alderman. Liz Peart asks who has requested this. Chair Proakis Ellis says that it was a resident in attendance tonight, Ryan Bagwell. She continues that he was informed that the Mayor's Office, Police Department, Fire Department and other City departments did not support this item and would be speaking in opposition to it if it ended up on the agenda. She followed up asking him if he would like to withdraw his request knowing that, and he still wanted to pursue it.

Alderman Boisselle makes a motion to adjourn. Liz Peart seconds. Meeting is adjourned at 8:37 PM.