

TRAFFIC COMMISSION MEETING

August 22nd, 2018

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

Meeting opened at 5:35 PM

I. Continued Business:

1. Approve minutes from June 20, 2018

John Vetere makes a motion to approve minutes. Alderman Boisselle seconds. Chief Lyle says that since this is a Special Meeting, we do not approve minutes from the previous meeting and that we should be approving them at the next quarterly meeting. John Vetere withdraws his motion. Alderman Boisselle withdraws his second motion. Motion withdrawn.

II. New Business:

1. Request by Melrose School Department to make parking regulation changes along the northbound lane of Tremont Street from Lynn Fells Parkway to Union Street Monday through Friday, 7:00 AM to 3:00 PM to allow for student parking

Chair Proakis Ellis provides some history on the item.

Chief Lyle makes a motion to amend the item to be six spaces on Tremont Street on one side of the Lynn Fells Parkway and six spaces on the other side of the Lynn Fells Parkway. Alderman Boisselle seconds.

John Vetere makes a motion to open public participation. Alderman Boisselle seconds. All in favor. Public participation opened at 5:38 PM.

Ben Allen from 130 Tremont Street is a trustee for the building and he is here as a representative for the entire building. He says that they are strongly opposed to changing the existing parking regulations on Tremont Street. He notes that the Planning Department has only allotted two guest spaces for their building,

which is not enough. He says that if they take away spaces on Tremont Street that it will decrease the value of their property. Sgt. Goc asks Ben if he knows who is parking there and Ben replies that the cars are coming and going on an hourly basis.

Kris Giles from A Better Companion says that she will speak on this item as a parent and a business owner. She explains that those spots are dangerous to have teenagers try to parallel park in and that the businesses need those parking spaces. She makes reference to cars being parked there in the early hours. Sgt. Goc asks her who is parking there at that time and she says that she is not sure but she sees Melrose Boot Camp people working out, so it could be them. She says that it would make more sense for the school's spots to go in front of the DPW on the other side of the Lynn Fells Parkway on Tremont Street.

Bill Giles is the general manager at Stephen's Auto Body at 140 Tremont Street with about 30 employees. He explains how the spots out front are used for customers and insurance appraisers. Then the other spots on their property are used for cars in progress. He says they have a full time lot attendant that moves cars around all day. He says they have rented spots from A Better Companion and they have a lot at 20 Tremont Street where they store totaled cars and police tow cars. He says that changing the parking will affect delivery trucks because they will not be able to turn into Stephen's property and they will have to live park on Tremont Street.

Stephen Longmuir, the owner of Stephen's Auto Body and his son, Scott Longmuir, pass around photos showing 32 spaces from Tremont Street to Lake Avenue that they are hoping we can utilize instead of the spaces in front of their business. They also propose the Knoll as a solution. Stephen says that any changes to the current parking regulations will impact his business negatively. He says that they have good relationships with the neighbors and that they personally maintain that area. He continues that the Police Department has only been down there four times in the past ten years.

Scott Longmuir says that they are very active in the community and points out that they own 140 to 156 Tremont Street. He continues to explain that they get along with all of their neighbors and that residents from 130 Tremont Street often frequent his business. He also mentions that in the winter the snow comes out four feet from the spaces in question on the agenda. He explains that they

bought heavy equipment to help clear the snow from that area. He says that it would be too dangerous for teenagers to park there. Scott continues to say that they are upset that they only received a few days' notice and that he feels that this is a personal attack. He says that he has not slept in four days because he has been so worried about this.

Sgt. Goc says that this is not a request from the Police Department. He explains that the school is an abutter and that they have made the request. He says that this is not a personal attack and points out that the police have not been enforcing the 1 Hour Parking 7:00 AM to 10:00 AM signs. He also mentions that Officer Brown went down to the area and that Stephen's Auto Body was occupying 33 of the 34 spaces on that block.

Scott Longmuir asks the Commission to consider taking the twelve spots from the Lake Avenue side of Tremont Street. He says that there are always empty spots on that side. Chair Proakis Ellis responds that we presented six spots on each side of the Lynn Fells Parkway as an option tonight to help split the burden. She adds that we will be discussing it further amongst the Commissioners once everyone from the public has had a chance to speak.

Warren Parece Jr. from 165 Tremont Street brings up the Merchant Parking Program as a way to help employees find a place to park. He also says that there are over twenty spots open on the Lake Avenue side of Tremont Street when he goes into work.

Chair Proakis Ellis explains that the City of offers two types of Merchant Permits to Melrose business owners and employees in order to help open up prime spots in front of downtown businesses. The permits allow parking in designated areas without needing to adhere to the posted maximum time restriction. The restricted permit is free and offers parking in limited areas and the floating permit is \$600 and offers more flexibility.

David J. Wood Sr., owner of LBJ Acura & Honda at 165 Tremont Street, says he has limited parking and it will hurt his business if they take away the spots. He says he has a lot of customers who are senior citizens and need to park close. He asks the Commission to consider making the area over by the DCR pool student parking instead of near his business.

Sandy Brown from 130 Tremont Street supports the businesses 100%. She asks that we put the twelve spots elsewhere. She says that Stephen's Auto Body is a fabulous neighbor. She adds that they are better neighbors than the high school, who have bright lights that shine in their condos, loud music that plays late in the evening, and baseballs that hit their building. She says they put up with all of that, were aware of it when they moved in, and they do not complain about it. She asks the Commission not to take the spots away in front of their building and away from the local businesses.

Lauren Grymek is the Executive Director of the Chamber of Commerce, a resident and a customer. She is representing many of the businesses we heard from already tonight and several others. The Chamber of Commerce does not support any proposal to remove parking from the northbound side of Tremont Street to add student parking. She says that the number one challenge for our local businesses is parking close to their businesses.

Alderman Tramontozzi thanks the Commission for the opportunity for the public to discuss this item. He says that he posted this item on his Facebook page and did not receive any comments in support of the item, only comments that objected the proposal. He thinks there is more parking available on the West Emerson Street side of Tremont Street. He suggests the reconfiguration of the Knoll for more parking or we could ask the DCR for some spaces on the Lynn Fells Parkway. He also encourages students to walk or bike to school.

Jason Merrill is Principal of Melrose High School and also lives at 50 Brunswick Park. He says that all the businesses on Tremont Street have been great neighbors. He adds that he has not asked anything of the businesses. He is going into his sixth year at the high school and says they were short on parking when he started. Since 2013 they have welcomed over 200 additional students. With that comes more staff and 100 of those students potentially getting their licenses. Some of the students drive, some carpool, some walk and some cannot walk because it does not work for their family dynamic. He says that he likes Stephen's suggestion of using the Lake Avenue side of Tremont Street. He says they have needed parking from long before he started and that they will take what they can get. He continues to explain that they will take six spots if that is all the City can manage. Any additional spot is not going to solve the problem, but it will help.

Superintendent Cyndy Taymore provides some background on the subject. She says that they are up 200 students on campus in two years and 500 students across the district. That wave of students will eventually be making their way to the secondary campus and we will need even more parking. She says she has approximately 225 staff on campus. That staff includes teachers, cafeteria workers, paraprofessionals, van drivers, secretaries and central office personnel. She also hosts a number of student teachers.

In the six years that Superintendent Taymore has been with Melrose Schools, John Scenna, the Director of the DPW, has been reconfiguring the parking to try to squeeze more spots in for her. The study they did last year allowed them to add six more spots in the upper lot, but even with that included they are still eight spots short for the start of school for staff. She continues to explain that adding more parking to the Knoll would be ideal, but this is a \$30,000 expense, which we do not have the money for. She further explains that the Knoll is owned by the City and is shared; it is not owned by the school. The lot is shared with the public, the dog park and the food co-op, which has a storage bin parked over two parking spots. She says that this request was not meant to be punitive to the neighbors because they are good neighbors and they put up with a lot during football season. She reminds the Commission that parking is an issue with all the school buildings, not just the high school. She refers to the work done at the Winthrop School and says they will probably be doing some work at the Horace Mann with signage and police details. She says that this is going to be a continued problem as the district grows.

Dan Krechmer asks what the historical change is in staff. Superintendent Taymore answers that the staff has increased by eight, but that does not include van drivers, cafeteria workers or student teachers that have been added. Alderman Boisselle asks what prompted this. Superintendent Taymore replies that a study was done by Walk Boston and Watson Active to assess safety and traffic, and parking was also discussed.

Alderman Boisselle asks how many seniors are asking for parking. Superintendent Taymore says that there are approximately 280 seniors, but there is no permitting system. She adds that they cannot do a permit system for the Knoll because the public is allowed to park there. Alderman Boisselle suggests that the seniors and those with medical needs should get priority to park in order to encourage fewer students to drive. Superintendent Taymore says that she would

welcome any feasible solution by the Traffic Commission. Principal Merrill says that telling fewer students to drive is not a solution. He also says that the permitting system and the Knoll reconfiguration are a future conversation.

Director of Public Works, John Scenna, says that this is not a knee jerk reaction by the School Department. They are not attacking businesses, he cares about the businesses, too but this is a glaring need that is only going to get bigger. They have tried to manage the staff parking as aggressively as they can. He explains that the Knoll is on a flood plain and a veteran memorial site with memorial trees and dedicated plaques in some of the green areas. He says that the members of the Park Commission are doing a West Knoll feasibility study. They will be asking for help from the Veteran's Board and the Ell Pond Committee. They will be looking at the West Knoll parking lot, and improving the open space trails at the West Knoll and the playing fields. He explains that they are looking at long term solutions, but those take time. Right now they are looking to help alleviate some of the parking issues. He says that they are not looking to take an entire run from the Lynn Fells Parkway to Union Street, they only asking for six spots in that area. He reminds the Commission that the School Department is part of that neighborhood, too - close to half of that neighborhood. He says that in downtown Melrose many of the businesses have their employees park in the outskirts to open up downtown parking for turnover. He does not think that six spaces on the Union Street side of Tremont Street is a lot. He offers that we do it for a year and hopefully by then the Knoll will be reconfigured to add more parking. He also says that this will only be during the school year and during school hours.

Chief Lyle asks how many spaces are on campus. Principal Merrill says that with every spot full they have six visitor spots total for parents to come in the middle school and high school. Chief Lyle says that would be approximately 225 spots. Superintendent Taymore says that they also have the two special education vans.

Ben Allen asks to come up to public participation again. He says that 130 Tremont Street stands united with Stephen's Auto Body. He says that the six spots closest to the Lynn Fells Parkway are occupied most of the day, but they are constantly turning over. He says that if there is a personal vendetta against Stephen's Auto Body that he hopes that it would not be taken out on the condos at 130 Tremont Street. He also references the cost of the Knoll reconfiguration

being \$30,000 and says that the financial impact on their condo values will be greater than that if they lose parking in front of their building.

Chief Lyle makes a motion to close public participation. Alderman Boisselle seconds. Public participation closes at 6:39 PM.

Chair Proakis Ellis reads a letters from Katy Kennedy and Ruth Clay (see attached). They are both opposed to the agenda item as written. She reminds the Commission that there is a motion on the floor made by Chief Lyle to create six student parking spots on Tremont Street on one side of the Lynn Fells Parkway and six on the other side of the Parkway.

John Vetere makes a motion to deny the request to make modifications to the parking regulations on Tremont Street. Dan Krechmer seconds.

Chair Proakis Ellis says that there are two motions on the floor right now. One that Chief Lyle presented and was seconded at the beginning of the meeting to amend the item to be six spaces on Tremont Street on one side of the Lynn Fells Parkway and six spaces on the other side of the Lynn Fells Parkway. The second motion is from John Vetere to deny the request to make any changes to the parking regulations on Tremont Street. She asks Alderman Boisselle if we take a vote in the order that the motions were proposed. Alderman Boisselle says that if the first motion fails, you do not need the second motion for denying it.

Jeff Parenti asks how the spaces in the Knoll parking lot are currently regulated. Chair Proakis Ellis says they are not regulated. Jeff follows up by asking about the regulations on Tremont Street. Chair Proakis Ellis explains that Traffic Code describes Tremont Street between the Lynn Fells Parkway and Union Street as One Hour Parking from 7:00 AM to 10:00 AM Monday through Friday. Tremont Street between the Lynn Fells Parkway and Lake Avenue is One Hour Parking from 6:00 AM to 10:00 AM Monday through Friday. She says that this allows turnover in the morning and discourages all day parking.

Dan Krechmer says this is a two mile by two mile city and that even though the percentage of students walking is high, we should still be encouraging students to walk and ride bikes more. He also says that we should be managing the Knoll and instituting some sort of permitting regulations. He says he has a hard time seeing how giving spots to kids to park at the high school, when we have a two by two mile community, is a benefit for the greater community. He says a lot of

schools have permitting fees and that would help with the supply and demand. He adds that it also would help generate money for the Knoll improvements. Overall he says that other options should be explored before adding student parking to Tremont Street and taking spots away from the businesses and residents in that area.

Jeff Parenti asks if the request would remove the one hour parking regulations from Tremont Street. Chair Proakis Ellis says it would only remove it from the designated student parking spaces. Jeff follows up by asking how that would be regulated. Chair Proakis Ellis says that the police department would enforce it and presumably the school department would administer the permits. John Vetere says it seems far more complicated to implement the twelve spots than it would be assigning twelve more spots at the Knoll. He points out that some sort of permits would need to be issued for the twelve spaces, and Chair Proakis Ellis notes that if they were not designated for particular students, all students would need permits.

Chair Proakis Ellis asks the Commission to take a vote on the first motion to create six student spaces on the Lake Avenue side of Tremont Street and six student spaces on the Union Street side of Tremont Street from 7:00 AM to 3:00 PM Monday through Friday while school is in session. Everyone is opposed to the motion as stated, except Chief Lyle who abstains. Motion is denied.

Chair Proakis Ellis asks the Commission if they would like to consider an alternative. John Vetere makes a recommendation to wait until the Knoll park study is complete. Dan Krechmer agrees with John Vetere. Chair Proakis Ellis says that if no one wishes to offer any alternatives, we should move onto agenda item 2.

2. Melrose School Department request to make Albion Street a One Way and/or Do Not Enter from Melrose Street Monday through Friday from 7:00 AM to 9:00 AM and 1:00 PM to 3:00 PM

John Vetere makes a motion to open public participation. Jeff Parenti seconds. All in favor. Public participation opened at 6:45 PM.

Chair Proakis Ellis clarifies that the agenda says Albion Street in the "north" direction and it should say Albion Street in the "south" direction. She also adds that after further discussion with the schools, public works and others, the

afternoon pick up time is not as big of an issue as the morning drop off timeframe. She further explains that there are more cars during the 7:00 AM to 9:00 AM compared to the 1:00 PM to 3:00 PM timeframe because many students get dropped off in the morning and then walk home in the afternoon. She explains that the one way option would not allow you to turn onto Albion Street from Melrose Street towards Franklin Street between 7:00 AM and 9:00 AM. It would also mean that residents living on Albion Street would not be permitted to drive in that direction towards Franklin Street. She goes on to say that the alternative is the Do Not Enter from 7:00 AM to 9:00 AM which does not allow cars at the school drop off to go down Albion Street, but residents of Albion Street are allowed to come out of their driveways and head in either direction.

Superintendent Taymore asks if the School Department can speak first so that the public will have a full understanding of this request. She says the City undertook an extensive study through Kara Showers, from Mass in Motion. She continues to explain that the people that did the study were very concerned about the safety of students on Melrose Street. She adds that we cannot control the Lynn Fells Parkway because that is controlled by the DCR. She says that they have so many students that walk and bike, that they have added two bike racks and they are adding one more. She explains that it is quite precarious coming up Melrose Street to get into the campus. Parents will pull over anywhere and let their children jump out and cross the street. Safety is their main concern and as a result of the study they have created a larger drop off area for parents to pull in. She asks that we make Albion Street a Do Not Enter from 7:00 AM to 9:00 AM, that way the residents of Albion Street are not inconvenienced by the change. She reminds everyone that this is all about student safety, avoiding accidents in that area and it is based on what the experts have recommended and what the School Department witnesses on a daily basis.

Liz Peart asks if you are currently allowed to turn left onto Melrose Street from the drop off area. Chair Proakis Ellis says that they are allowed to turn either way. Liz says that restricting the turns out of the drop off area to be a Right Turn Only would be nice because we would reduce conflicts of cars taking a left back into the fray. Chair Proakis Ellis explains that the issue with making it a Right Turn Only is that traffic heading towards the Lynn Fells Parkway gets backed up. She adds that by extending the drop off, they have shifted the crosswalks down so that students should not be crossing close to the exit of the drop off.

Jason Merrill says that there is just as much traffic going up and down Albion Street as there is on Melrose Street. He says that the Do Not Enter proposal will benefit the residents and help with congestion in that area.

Sgt. Goc asks about the No Left Hand Turn sign that was up when leaving the drop off area. Chair Proakis Ellis says she was not aware that there was a sign there, but she can look into it if they feel they need to add a sign to the area. Superintendent Taymore says that they added the sign because cars were pulling into the faculty parking area even though it said Do Not Enter. She says that the new cutout is over twice as long, so it forces people further down Melrose Street. Jason Merrill says that the old drop off area was basically a U-turn and that people would use it and then try to take a quick turn onto Albion Street. Chair Proakis Ellis adds that the newly configured drop off area should help with this issue.

Josh Robbins from 18 Albion Street is in support of putting the No Left Hand Turn sign back up at drop off and adding the Do Not Enter sign at the entrance to Albion Street. He asks how we will enforce the Do Not Enter. Sgt. Goc says that they will have an officer present for the first three to five days to direct traffic. Josh also mentions that many parents pull down Albion Street and park to let their kids out.

Beverly Mercer from 51 Albion Street says she is in support of the Do Not Enter from 7:00 AM to 9:00 AM, but she is not in support of making Albion Street a one way.

Brooke Sulahian and her husband, Timothy Sulahian, from 58 Albion Street are both in full support of adding the Do Not Enter sign, but are opposed to making Albion Street a one way. Brooke says that they have a seventh grader who walks to school and they are appreciative of anything the Commission can do to relieve some of the congestion in that area. She also asks about adding a stop sign at the bottom of Day Street as it enters Albion Street. Chair Proakis Ellis informs her that she can submit a request in writing to the Clerk, Amy Heidebrecht, for an upcoming meeting.

Roger Georgette from 36 Albion Street is opposed to making Albion Street a one way. He is in support of the No Left Hand Turn at the drop off area and adding a Do Not Enter from 7:00 AM to 9:00 AM sign to Albion Street.

Ken Foster from 41 Albion Street is strongly opposed to making Albion Street a one way. He says that it would be a burden for the residents of Albion Street.

He is in favor of adding a Do Not Enter from 7:00 AM to 9:00 AM sign to Albion Street.

Mike Savage from 48 Albion Street says they do not allow parking in the morning on Albion Street and if he has guests over they sometimes get a ticket. Because of this, he thinks that Albion Street as a whole has already given something up to the City. He is not in support of making Albion Street a one way.

Joe Pelrine from 70 Howard Street says that either of these options will push the issue onto the surrounding streets. He continues to say that if we do not allow cars to turn down Albion Street, that will result in more cars turning onto Ashland Street. He says that there is a hump in the middle of Ashland Street and that it is difficult to pull out onto Franklin Street going north because the curb on the right hand side sticks out. Chair Proakis Ellis says that we did notify all of Ashland Street about this meeting. She adds that if we implement this for Albion Street and it becomes an issue on Ashland Street, we can always implement turning restrictions for Ashland Street in the future. This would help direct traffic to Tremont Street, which is less of a small residential road.

A resident asks if residents will be able to turn down Albion Street during the 7:00 AM to 9:00 AM. Chair Proakis Ellis says that the restrictions would also pertain to the residents because it is too difficult to enforce and determine who is a resident and who is not. She clarifies that the residents are allowed to go either direction out of their street, but they cannot turn onto Albion Street from Melrose Street from 7:00 AM to 9:00 AM if the Commission implements this restriction.

Liz Peart points out that on Ashland Street heading north towards Franklin Street, the sight distance is difficult on the right because of some landscaping on the corner. She says that the sight distance is better to the left where there is a chain link fence. She asks if there is an ordinance that we can look into. Chair Proakis Ellis agrees to take a look.

Christine Griecci from 51 Albion Street is deeply opposed to the one way proposal for Albion Street, but she is in support of the 7:00 AM to 9:00 AM restriction.

Chief Lyle makes a motion to close public participation. Jeff Parenti seconds. All in favor. Public participation closes at 7:12 PM.

Chief Lyle makes a motion to make Albion Street a Do Not Enter from Melrose Street north bound Monday through Friday from 7:00 AM to 9:00 AM. Liz Peart asks if this also applies to summer. Chair Proakis Ellis points out that the signs on First Street near the Winthrop Elementary School do not specify when school is in session. Chief Lyle says we would need to bag the signs if we decided to do that. Sgt. Goc says that the First Street and Ruggles Street signs do not address seasons and he requests uniformity.

Chair Proakis Ellis asks if we have a second for the motion made by Chief Lyle to institute turning restrictions from Melrose Street to Albion Street on weekdays from 7:00 AM to 9:00 AM. John Vetere seconds the motion. All in favor. Motion carries.

3. Elimination of traffic signal on Warwick Road at Perkins Street, consideration of addition of a raised intersection, maintaining the 4-way stop

John Vetere makes a motion to open up public participation. Dan Krechmer seconds. All in favor. Public participation opens at 7:35 PM.

A member from the public asks if the Commission can introduce themselves. Each Commission member says their name and affiliation. Chair Proakis Ellis introduces Rick Azzalina from Stantec and says that he will be going over plans for agenda items 3 and 4.

Michelle Maher from 177 Warwick Road says that she sent a letter regarding making Warwick Road a one way or a Do Not Enter from Perkins Street down. Chair Proakis Ellis explains to Michelle that this is a Special Meeting for agenda items requested by the City. Chair Proakis Ellis further explains that the request was discussed at the neighborhood meeting where it was communicated that the City is not in support of the request based on the history of that item. She adds that the Commission has been provided with approximately 70 pages of history to review on this request dating back to 2007. She continues that the Traffic Commission is willing to hear that item again at a future Traffic Commission meeting, but it is not on the agenda for tonight. Michelle asks if she can add the reinstatement of the legally approved one way to the next Traffic Commission meeting. Chair Proakis Ellis replies that it was not legally approved, it was a trial period, but we can add it to the next meeting and discuss it then.

Rick Azzalina from Stantec reviews the conceptual design for a raised intersection at the intersection of Warwick Road and Perkins Street and answers questions from the public. He refers to the design on the monitor and explains that the intersection itself would be raised to be at the same height as the sidewalk. Where the crosswalks meet the sidewalks at the quadrants, a pedestrian would not have to worry about a change in grade.

Chief Lyle asks for a measurement of how high it will be. Rick says the approach ramp will be a four to six inch incline. He also states that a raised intersection would require all new drainage because the intersection is higher than the existing roadway. Alderman Boisselle asks if this will be an issue for snow removal. Rick says that it could be an issue if it was mid-block, but since it is a four way stop it should not be a problem. Michelle Maher asks how many signs there will be. Rick also adds that there will be advanced warning signs before the intersection and signs at the intersection.

Rick explains that the raised intersection is designed to slow cars down and he believes that it will force cars to come to a complete stop instead of a rolling stop. He continues that the other improvement is the high visibility crosswalk, which is also referred to as a continental style crosswalk. He says that the continental style crosswalks have an 80% higher visibility than a regular crosswalk when someone is approaching the intersection. He also explains that this will allow pedestrians to cross from any direction without having to worry about any curb interference. Someone from the public asks about people with disabilities and whether this will be easier for them. Rick agrees that it will be easier for them to cross and adds that there will be tactile warning pads at each quadrant.

Susan Nadworny from 16 Warwick Road says that there are three other intersections in that area that are horrific: Sears Avenue and Dyer Avenue, Orris Street and Warwick Road, Melrose Street and Vinton Street. Chair Proakis Ellis replies that we are not doing any work in the Vinton Street and Melrose Street area. She continues that we are starting our work at Orris Street and Warwick Road, but we are not sure how far into the intersection we will be working.

Another member of the public asks if we will be eliminating the traffic lights by doing this raised intersection. Chair Proakis Ellis explains that this proposal would replace the traffic signals. She says that currently they are not functioning and the controller does not work properly. The raised intersection, with signage

and a four way stop, would replace the red flashing lights. Someone asked if this changed the curb lines at the intersection. Chair Proakis Ellis answers that it does not change the curb lines on the turns. Alderman Tramontozzi asks if we are still planning on restricting the turn from Perkins Street to Warwick Road. Chair Proakis Ellis says that we will continue to restrict the right hand turn. We plan on adding larger signage and we have spoken to the police department about increasing enforcement.

Chair Proakis Ellis states that the City just received the cost for this today and it is around \$170,000 including contingencies. Without the contingency it is about \$140,000. Alderman Tramontozzi asks if that estimate includes the drainage issue. Chair Proakis Ellis replies that the drainage alone is half the cost. John Vetere asks how much it costs for a new controller for a street light. She answers that it would be \$60,000 to \$70,000. John Vetere asks if we should be tabling this item until we have more information on costs. Chair Proakis Ellis replies that we have the cost estimates for the proposal, but this work is pending funding. She adds that there was a lengthy neighborhood meeting where the proposal originated and that this is the forum for the public to see the presentation and offer their opinions. She adds that the Commission can table it, deny it, or approve it pending funding. She encourages the Commission to take a vote one way or another after hearing what the public has to say. She continues to explain that the paving, which is slated for October, cannot happen until a decision has been made regarding this item.

Liz Peart comments that elimination of the traffic signal would fall under the purview of the Traffic Commission, but asks if the raised intersection would be a design decision made by the City. Chair Proakis Ellis responds that the Mayor's Office is concerned about how we make these decisions going forward, but for right now they would like the Traffic Commission to be the forum to discuss these items. She continues to explain that the decision of whether or not to eliminate the red flashing light is strongly tied to whether they can raise the intersection. One is a regulatory item and one is design solution, but they are both related to each other.

Alderman Boisselle asks where the funding comes from for this. Chair Proakis Ellis says that funding has not been secured yet. She explains that the Board of Alderman has approved a \$1.6 million road bond that includes adding traffic calming and complete streets features to several projects. She points out that

she is not sure if there is room in the bond to cover this particular project though. She says that she would like to hear from the public to see what they think about this proposal.

Ed Arnold from 141 Warwick Road gives his full support to this agenda item. He thinks that this is a great solution to provide traffic calming in his neighborhood. He says that he has lost a mailbox due to a driver hitting it while speeding down the street. He points out that it is illegal to make a right hand turn onto Warwick Road from Perkins Street on weekdays between 6:00 AM and 9:00 AM. He says that drivers continue to violate that rule and not come to a complete stop. He adds that if we ticketed drivers in that area, we would not have an issue with money for the City. He says that enforcement can only be part of the solution and thinks that we need a structural change. He says that once the road is repaved there will be a heightened risk for drivers and pedestrians in that area if there is not a structural change to that intersection.

Jil Wonoski from 10 Lynn Fells Parkway asks about the process of how to propose something to Traffic Commission. She says that she is confused because has contacted the City and has not received a response. She mentions that they spoke about making Warwick Road a one way or a Do Not Enter at the neighborhood meeting and that a study was done. Chair Proakis Ellis explains that the 70 pages of history mentioned earlier tonight contains the study and was sent to the Commission for consideration for the upcoming meeting. She reminds everyone that this is a special meeting for items requested by the City and that the one way request can be added to the September 26th agenda. Chair Proakis Ellis adds that she responded to Jil's email the same day she contacted the City and she will forward the response to her tomorrow (the next day the email was located in Jil's junk mail). Jil says that half the neighborhood is not at the meeting tonight because they were not notified until Friday. She would like the City to consider notifying earlier so people have time to plan to come to the meeting. She also comments that she never received notification in her mailbox about this meeting. She says that her main concern is safety for the kids and that people speed like it is a highway and they make the illegal turn. She is hoping we can find a solution and not create more expenses for the City.

Susan Nadworny from 16 Warwick Road asks how we can only address one intersection when there is another dangerous intersection close to the Roosevelt Elementary School that children are using. She says that widening curbs might be a nice idea, but she does not think it is going to address the speeding on the street. Lowering the speed without regular enforcement, tickets and consequences will not result in a change in behavior. She says that Warwick Road is a very dangerous and windy road, she has been almost hit several times while walking her dogs on her street. She adds that the street has not been paved in over 27 years and is in bad need of being paved. She is hoping the City would come up with better solution to address all the intersections while this work is happening, not just the one intersection.

Alfred White from 97 Perkins Street welcomes the design presented. He says he is the first house after Newcomb Road and cars come whipping by at about 50 MPH and he cannot get out of his driveway. He has almost been in several accidents trying to pull out of his driveway. He believes that a raised intersection will have an impact on how people drive down the hill. He thinks this is a great start and is in full support of the raised intersection. He also asks if we can add one of the solar speed signs that show how fast you are going. He says that this has been a dangerous intersection for over 40 years and adds that his wife was struck by a car at the intersection when she was 14 years old.

Keith DiMatteo from 124 Warkwick Road says that he was at the neighborhood meeting where the raised intersection idea was mentioned. He does not believe that it will help people to drive slower, he says that the only thing it will do is create noise and allow people to catch air before t-boning each other. He is not in support of the raised intersection. He agrees that something does need to be done, but he does not think this is the solution.

Michael Maaskant from 123 Warwick Road agrees that something needs to be done, but does not think this is the solution either. He would rather have a working pedestrian crosswalk light. He is also concerned that raising the intersection will make it dangerous for pedestrians on the sidewalk. He says that there are many children in the neighborhood and does not think it is safe to have the intersection at the same height as the sidewalk where pedestrians are standing. He says that it may have worked in Cambridge and Somerville but there are reasons for that. He adds that they just moved from there and the speed limit is lower, the streets are better lit, there is typically parking on both

sides of the street and/or there is a bike lane as well. He also does not believe that spending \$170,000 is a good idea, either, especially since there is no proof it will work here.

Michelle Maher from 177 Warwick Road says that at the neighborhood meeting there was some discussion about putting in speed bumps. She asks if we can put movable speed bumps to see if that works. She would like to keep the traffic lights there. She would like to share these designs with other members of the neighborhood who could not attend tonight. She also requests that we provide more notice for the meeting. She says that a few days is not enough notice and she would like us to notify five to seven days in advance. She asks if the City can take residents on a bus to Somerville to show them where they have used these raised intersections. She says that it would be better than spending the money and then deciding it does not work. She asks that we add the one way request and/or Do Not Enter request to our next meeting. Chair Proakis Ellis says that we will add it to the September 26th meeting agenda.

Tom Vennoch from 151 Warwick Road is not in favor of eliminating the lights even if we do a raised intersection. He says that Cambridge and other cities have had some unpleasant experiences with the raised intersections because there is not enough warning that you are approaching one. Sometimes the warning signs are obstructed by trees or not lit well enough for drivers to see.

Bruce Flight from 117 Perkins Street has lived there for over thirty years. He says that this intersection has always been an issue. He says that the lights were installed approximately 30 years ago. He explains that back then Perkins Street had a stop sign and Warwick Road only had a caution intersection sign. He says they had suggested a four way stop sign years ago and it was denied because the stop signs were not visible until you were in the intersection. He asks if they cannot see the stop signs, how can the raised intersection be visible. He does not like the flashing lights, but he thinks that it has undeniably raised the level of safety for that intersection. He says that with the new developments in the area, it will increase traffic and he hopes that the City takes that under consideration while trying to find a solution for the cut through traffic in his neighborhood.

Mary Kay Crepinsek from 43 Warwick Road asks how much more time these recommendations may add to getting the road paved. She says that safety is the number one concern, but she asks everyone to consider how much longer it will take.

Alderman John Tramontozzi says that he originally thought that the raised intersection was a great traffic calming solution, but now he is not so certain. He presents stop signs, lights, and a series of speed bumps as ideas for traffic calming. He says that there was not a consensus on one particular item. He agrees that something needs to be done and he hopes the Commission, with their expertise, will come up with a solution. He asks about the cost of flashing lights. Chair Proakis Ellis says it is \$60,000 to \$70,000 for all new signals for that intersection. She warns that a fully signalized intersection would mean that one direction has a green light when the other has a red light. She continues that she is against any option that allows someone to have a green light in that intersection and does not require them to come to a full stop. She believes that would increase speeding in that intersection.

Michelle Maher asks if we can try a red stop light. Chair Proakis Ellis explains that a red stop light would then result in a green light heading in the other direction. Michelle gives an example of having a red blinking light as you are coming down Perkins Street. Chair Proakis Ellis says that is what we have now. Alderman Tramontozzi adds that if we go forward with a raised intersection, there needs to be plenty of advanced signage warning cars that they are approaching a raised intersection.

Laura Maaskant from 123 Warwick Road brings up that everyone is talking about cars flying down Warwick Road and Perkins Street and asks if we can try to figure out the source of that. She asks if the double yellow lines contribute to the speeding and what we can do as a deterrent. Chair Proakis Ellis responds that we would like to purchase a solar speed sign for Perkins Street. Laura asks if the Traffic Commission decides which streets get double yellow lines. Chair Proakis Ellis says that Warwick Road has been a double yellow lined street for years. One resident says that the regulation for double yellow lines states "no passing is allowed." Several residents say that it should not be a double yellow lined street and ask if it can be eliminated. Jeff Parenti, who is a traffic engineer, says that it is up to the City.

Michelle Maher says that the last time they measured, the street was seven feet shy of the width needed to be considered acceptable for two way traffic. Chair Proakis Ellis says that is not accurate; the street is between 21.9 and 22.5 feet wide in the narrowest strip, which is up between Perkins Street and the Lynn Fells Parkway, which is absolutely adequate width for two way traffic. She adds that Upham Street is a two lane road striped for 22 foot width. She further

explains that Upham Street and is a much busier street with approximately 15,000 cars a day. Susan Nadworny points out that Warwick Road is a windy hilly road that is unsafe for people going fast and a double yellow. She asks that we come up with a better way to keep people safe closer to the school.

There are two letters given to Chair Proakis Ellis regarding agenda item 3. One is from Jim Mulcahy of 22 Sherman Road and the other is from Brett van Beever of 121 Perkins Street (see attached).

John Vetere makes a motion to close public participation. Alderman Boisselle seconds. All in favor. Public participation closes at 8:09 PM.

John Vetere asks if we can leave the signals there with blinking red lights and add pedestrian crossing light (changes to solid red for pedestrians). Chair Proakis Ellis replies that the current signals do not allow for that because they do not work properly.

John Vetere makes a motion to install blinking red signals with a push button that become solid red for pedestrian crossing. He adds that a raised intersection or speed bumps are terrible and noisy. He says that the neighborhood has been waiting for paving and he does not want to delay paving because of drainage work.

Jeff Parenti explains that a push button signal that blinks red and turns solid red for pedestrian crossing is not permitted by the MUTCD. Chair Proakis Ellis asks if solid red and yellow together are permitted. Jeff says they are not permitted anymore. John Vetere asks what is permissible to allow pedestrians to cross. Jeff Parenti says that if you want a pedestrian signal at a four way intersection, the only option to achieve a walk sign with the orange hand is to have a solid red and green signal. Jeff continues to explain that the only exception is the HAWK signal, but that is only allowed midblock. The HAWK signal has two red lights on top and a yellow light on the bottom. They stay dark until someone pushes the cross button. Liz Peart says there is a warrant in terms of pedestrian and vehicle volume that would need to be assessed. Jeff says that there are nine warrants and we would need to meet at least one to support reconstruction of a stop and go traffic signal. He continues that we are confined by the menu of traffic control devices available to us, and we cannot invent traffic control.

Chair Proakis Ellis clarifies that our options are new flashing red lights, a fully signalized intersection with push button crosswalks, or eliminate the signals altogether which does not seem to be favorable. Jeff Parenti says that for four way intersections there is no in-between option, like a flashing red that turns to a solid red. Chair Proakis Ellis points out that with any of these scenarios we can stripe the new crosswalks to be the continental style and could consider adding the yield triangles in advance of the crosswalks. We have them on Essex Street and Franklin Street. She asks Jeff if the blinking red lights together with the four way stop signs is permissible. He says that it is fine.

Michelle Maher asks if snow removal will be difficult with this proposal. Laura Maaskant says that the DPW always does a wonderful job clearing out that intersection. Chair Proakis Ellis says nothing would change regarding snow removal.

Chief Lyle asks Rick if there is a raised intersection anywhere nearby that he could go observe. Rick replies that there is a raised intersection in Cambridge. Chief asks if there are any more similar to Melrose. Rick says that he has raised crosswalks, but not a raised intersection locally. A resident comments that there is a raised crosswalk in Malden past the synagogue on Salem Street.

Wendy Arnold from 141 Warwick Road says that she knows public participation is closed, but she wanted to share that she drove through Cambridge to get to this meeting and happened to go through a raised area that was busy with students and bikes. She says that she is sure there have been accidents with vehicles jumping the curb, but as a driver it did not even cross her mind. She understands the concern from others with having the crosswalks at the same level as the street, but just freshening up that intersection is not going to be enough. Michael Maaskant says the difference between this intersection and Cambridge is that there is nowhere to jump to safety here in Melrose. In Cambridge you can dive behind a car. Wendy says that she has a son that runs all the time and that he has been a victim of road rage in that intersection. Chair Proakis Ellis interrupts and says we need to continue the discussion with the Commission.

John Vetere withdraws his motion to install blinking red signals with a push button that becomes solid red for pedestrian crossing.

Dan Krechmer makes a motion to adopt the proposal pending funding. John Vetere seconds the motion.

Jeff Parenti comments that he has some experience with these devices in Brookline and Cambridge. He says that the standard slope approach was 7% then and they really did their job. Now the standard is closer to 5%. Rick comments that it would probably be closer to 3% if the stop signs are in place. Jeff says that the all way stop is a traffic control device and the raised intersection is meant for traffic calming. He states that they are two different things that should not be mixed. He says a stop sign is not a speed reduction device. Dan Krechmer says that there is a raised fully signalized intersection in Somerville. Jeff Parenti says that is something we can learn from. Jeff also says that we should consider emergency response when making this decision. If this is an emergency response route we do not want create an impediment to their response time.

Liz Peart says that the high volume on Perkins Street and Warwick Road justifies the four way stop, as opposed to a two way stop. She thinks that the raised intersection will create noise. She supports the idea of adding the solar speed signs, and maintaining the four way stop, a level intersection with continental style crosswalks, and the blinking red lights.

Chair Proakis Ellis agrees with Liz. She states she was very excited about the raised intersection, but after hearing from the neighborhood and realizing it is not a consensus, she does not think we should move forward with it, especially given the high costs. She is in support of enhancing the crosswalks that are there, adding additional signage and getting solar speed signs.

Dan makes a motion to withdraw his motion to adopt the proposal pending funding. John Vetere withdraws his second.

Liz makes a motion to maintain a 4 way stop at each approach on Warwick Road and Perkins Street, add new flashing red lights in all directions, enhance crosswalks as part of the design, add better signage for the crosswalks and install solar speed signs pending funding. John Vetere seconds. All in favor. Motion carries.

4. Addition of two midblock crosswalks on Warwick Road, one between Perkins Street and the Lynn Fells Parkway and the other between Perkins Street and Vinton Street

Rick from Stantec goes over the plans for the crosswalks. Michelle Maher asks why these locations are being proposed to have crosswalks. Chair Proakis Ellis says that residents requested it at the neighborhood meeting. Michelle asks why there needs to be so much signage. Rick explains that it is only two signs at each approach, one in advance of the crosswalk and another at the location of the crosswalk.

John Vetere asks is all if this will be handicap accessible. Rick Azzalina says that it is all ADA compliant. He says that these crosswalks are also the high visibility, continental style crosswalks.

Ray McKinnon from 55 Warwick Road says the grade level is low in front of his house and it gets flooded every time it rains. He says there is a drainage issue that should be addressed, especially if kids will be crossing in the area. Kathy McKinnon says you cannot walk on the sidewalk when they plow. Chair Proakis Ellis says she has the drainage issue in her notes from the last meeting and it will be addressed before we pave. Michelle Maher asks if we will be adding another crosswalk closer to the Roosevelt School. Chair Proakis Ellis says this is the only one we will be adding between Vinton Street and Perkins Street, because we have one at Vinton Street already and she believes there is a crossing guard there.

A few residents says that the corner of Warwick Road and Maple Road is not a great location for a crosswalk. She says that this is the recommended area for a crosswalk and that as a Commission we will either be voting to add a crosswalk to this location or not have a crosswalk at all. She adds that she was told that kids are crossing there already and she thinks it would be safer for them to have the crosswalk. She says that according to the parents at the meeting, this crosswalk is more for the kids to visit their friends on neighboring streets than it is for walking to school. A resident suggests Sears Avenue instead. Chair Proakis Ellis explains that there is a curve by Stevens Road, which reduces the sight distance. By the time you reach Maple Road you are on the straightest section of road, between Stevens Road and Dyer Avenue. Liz Peart says that the current proposed location is the safest sight distance for a crosswalk. The

resident asks if we can shift it 20 or 25 feet towards Sears Avenue. Chair Proakis Ellis says if we approve it, we can shift it a few feet in either direction if necessary.

John Vetere points out that agenda item 3 states a general area of the addition of two midblock crosswalks on Warwick Road, one between Perkins Street and the Lynn Fells Parkway and the other between Perkins Street and Vinton Street. He says that the specific location does not need to be decided on right now. He adds that the City can decide the best place to put them once it becomes time. He asks if everyone is in favor of adding crosswalks. Chair Proakis Ellis asks by a show of hands if anyone does not want crosswalks added. No one from the public raises their hands. John asks if we can notify the residents of the exact locations once we decide. Chair Proakis Ellis says that we are not holding another public forum with feedback. She adds that these crosswalks were ideas brought to her by residents at the neighborhood meeting and they were discussed at length at that time.

John Vetere makes a motion to approve the addition of two midblock crosswalks on Warwick Road, one between Perkins Street and the Lynn Fells Parkway and the other between Perkins Street and Vinton Street. Chief Lyle seconds. All in favor. Motion carries at 8:56 PM.

III. Discussion Item:

1. Warwick Road Intersection Narrowing Sketches

Chair Proakis Ellis notes that this discussion item was not on the agenda, but she wanted to use this meeting as an opportunity to go over the Warwick Road intersection narrowing sketches. She says she received quite a bit of feedback on the intersection narrowing proposals. She says they were able to accommodate all the requests they received from residents that commented.

Michelle Maher asks why we are doing this. Chair Proakis Ellis explains that the appearance of a narrower road makes people slow down because they feel more constricted.

Rick Azzalina goes over the Warwick Road narrowing plans. There are some questions about what the landscaping will look like. One resident asks about maintenance for the landscaping and mentions that the grass will burn up. Chair Proakis Ellis says that with the traditional grass strips, we loam and seed it and

then the residents take care of the maintenance, but this is a unique condition that will be further considered.

Jeff Parenti says that these designs are a bit conservative and encourages Stantec to close in the intersections even further. He explains that there will be more curb because there is a resident who has concerns about less on-street parking. He says that the curbing will go further into the intersection, the road does not get narrower- the intersection gets smaller. Chair Proakis Ellis says that there is some concern from other residents about people parking in the intersections. She continues that they may need to install No Parking Here to Corner signs to enforce the already in effect "no parking within 20 feet of an intersection" regulation.

Wendy Arnold asks about a resident that was concerned about turning onto Warwick Road from Dyer Avenue. Chair Proakis Ellis says that we addressed that comment and moved the curb extension to the opposite side. Wendy asks if that was a concern for Stevens Road. Rick from Stantec assures that these changes can accommodate a single unit truck, not just a passenger car.

A resident asks if the residents will have a choice of what the covering is in these areas. Chair Proakis Ellis says that if you live in one of these areas, please contact the Engineering Division to state your preference and we will do our best to accommodate.

Alderman Boisselle makes a motion to adjourn. Liz Peart seconds. Meeting is adjourned at 9:10 PM.