

TRAFFIC COMMISSION MEETING

September 26, 2018

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

Meeting opened at 5:34 PM

I. Continued Business:

1. Approve minutes from June 20, 2018 and August 22, 2018 meeting

Chief Lyle makes a motion to approve minutes. Tom Rossi points out that John Vetere's name is missing from the attendance list of the August 22, 2018 meeting minutes. John Vetere seconds to approve minutes once his name is added. All in favor. Minutes approved.

2. Review sight line data for crosswalk request across Sylvan Street in the vicinity of Ryder Avenue

Chair Proakis Ellis explains that we sent one of our Engineering Division employees to measure the sight lines because there was some concern that there was not adequate sight distance at Ryder Avenue. Our findings show that there is not adequate sight distance at Ryder Avenue. She adds that there are two other locations on Sylvan Street that do have adequate sight distance: one is at Mount Vernon Avenue and the other is closer to the cemetery near Linwood Avenue. The proponent for the Ryder Avenue request, Dick Plati, says that he wanted a crosswalk at Ryder Avenue and that the other two locations do not meet his needs. He asks if we can do a better job cleaning the sidewalk on the north side of Sylvan Street so that it is clear for pedestrians.

Chief Lyle makes a motion to withdraw the crosswalk request from Ryder Avenue. John Vetere seconds. Chair Proakis Ellis asks if we would like to discuss the other two locations. Liz Peart says that based on the sight data, the Mount Vernon Avenue location would be the safest location. Dan Krechmer agrees.

Tom Rossi makes a motion to add a crosswalk to Mount Vernon Avenue pending funding. Dan Krechmer seconds. All in favor except Chief Lyle. Motion passes.

II. New Business:

1. Reconstruction of traffic pattern at Howard Street and Green Street intersection and Howard Street, Clifford Street and Elm Street intersection

Chair Proakis Ellis says that Stantec will be presenting this area as a whole and reviews the voting items involved for the commissioners. The roundabout at the Howard Street and Green Street location makes certain lengths of the streets a one way instead of a two way and it also eliminates nine parking spaces. The Clifford Street and Elm Street configuration include recommending a Do Not Enter on Clifford Street at the Elm Street and Howard Street intersection, basically making that small section of Clifford Street one way.

John Scenna, Director of Public Works, speaks on behalf of the City as the proponent of this agenda item. He says that these intersections have been a traffic issue for over a decade. He says that this proposal addresses the area long term. He refers to the screen showing the Ruggles, Nelson and Howard Street intersection. He explains that we are installing rapid flashing beacons at the crosswalk, which do not involve any action from the Traffic Commission, but he wanted to take this opportunity to go over the whole project with the neighborhood. This is a button-activated flashing light that will help children cross the street more safely and protect the crossing guard at that crosswalk. Next he reviews the Clifford, Elm and Howard Street intersection. He explains that we are asking the Traffic Commission to install Do Not Enters signs on Clifford Street. Then he reviews the intersection at Howard and Green Street, which he says is very difficult to cross right now as a pedestrian. He says that this corridor brings children to school, people to the Franklin business area, and is highly travelled by cars, pedestrians and bicyclists. He explains that the Complete Streets grant will not be able to fund this alone. If this proposal is supported by the Traffic Commission, the administration will need to seek additional funding. He says the City would like to introduce a roundabout to this intersection, and the proposed roundabout design was created from feedback provided at the neighborhood meeting this summer. He provides many examples of other cities and towns in Massachusetts where they have roundabouts. He says that the roundabout aligns the vehicles at an almost a 90 degree angle when they enter, which requires them to slow down and yield before proceeding.

Rick Azzalina and Alan Cloutier from Stantec present the project conceptual design. Rick reviews the aerial view of the existing conditions. Alan goes over the traffic counts and explains that the major movement is from Howard Street to Green Street in the morning and then it is the opposite in the afternoon. In the morning, Clifford Street had 14 cars going out and 27 cars going in. Then in the afternoon, Clifford Street had 21 vehicles coming out and 62 vehicles coming in, so they are mainly cutting through in one direction during the evening peak hour.

Rick Azzalina presents the one-lane mini-roundabout for Howard Street at Green Street. He explains that the roundabout will require a car to yield or stop. He says that the two crosswalks will allow for pedestrian accessibility, which those intersections currently do not have. He says that the splitter islands approaching the mini-roundabout will force vehicles to slow down to approximately 15 MPH. He also mentions that there is additional setback/green space between the roadway and the adjacent properties. He points out that the red area on the presentation is a raised truck apron which is approximately eleven feet wide. He demonstrates how a truck would maneuver through the roundabout. He goes on to explain that 5 Howard Street would have a hammer head turnaround that would allow them to back into that area and pull straight into the roundabout.

Rick Azzalina moves the presentation further down Howard Street where Elm Street and Clifford Street enter Howard Street at the same point. He says in order to address that issue they kept Elm Street as a two-way street connecting at a right angle into Howard Street, and they narrowed down the last 150 feet of Clifford Street to a single lane width. That single lane is one way coming into Elm Street and Clifford Street is still two way for the residents there. This restricts traffic coming into Clifford Street from Howard Street.

Alan Cloutier goes over the existing and proposed traffic delays. He explains that there are three locations currently where people have to stop at the Howard/Green intersection. He says that currently the delays are approximately ten to fifteen seconds for the people who are stopping. With the roundabout, they estimate that the delays will decrease to about six seconds. He continues that they expect there will be one to three cars in the queue at the roundabout, not long lines because it is a quick pause to then proceed into the roundabout. Rick Azzalina shows photographs of roundabouts in Northampton, Amherst and Nantucket. He also plays a video of a roundabout in Northampton.

Rick provides an overview of the existing conditions at Howard Street, Ruggles Street and Nelson Road. They are trying to slow traffic down on Howard Street, provide safe crossing for pedestrians by possibly installing a rapid flashing beacon and keep bicyclists out of the travel lane. Some of the options include bump outs but he says they will have to look at that more closely.

John Scenna points out that the City has met with both the fire and police departments internally before presenting this to the public and they agree that this is an improvement. John says that he does not want to speak for Chief Lyle or Sgt. Goc since they are here, but Chief Collina is in support of this proposal.

Chief Lyle asks if the inner material is a rumble strips because he concerned about semi-trucks using it in the middle of the night and making noise. Rick replies that most communities use stamped asphalt or concrete. Alan Cloutier comments that when they did traffic counts, there were not a lot of trucks going through this area. Chair Proakis Ellis asks what the curb to curb width of the entrances on the roundabout are on the design. Rick answers that they are fourteen to sixteen feet wide.

Alderman Boisselle asks what happens to cars travelling down Howard Street approaching Clifford Street. Chair Proakis Ellis explains that they will not be able to turn onto Clifford Street. She says that they had looked at two options when they had the public meeting this summer. One option was to cut off Clifford Street completely and make it a dead end. The other option showed two way traffic coming onto Elm Street, but still redirecting Elm Street to be more of a T with Howard Street, and then redirecting Clifford Street to be more of a T with Elm Street. The one issue that the City could not rectify is if there are cars queued up on Elm Street to turn on Howard Street and someone is trying to go right on Elm Street with an immediate left onto Clifford Street, they cannot do that because there would be a row of cars in the way. After much thought this was not deemed a safe or desirable option. This proposal is a hybrid approach of the two options where you eliminate that left turn from Elm on to Clifford.

John Scenna summarizes that the Traffic Commission has a few items to consider tonight: the Do Not Enter, the No Parking in front of 150 – 160 Green Street, the one way movement, essentially endorsing the roundabout, and removing the stop signs.

Jeff Parenti thinks that the Howard Street at Elm Street /Clifford Street concept is awkward. He says that the new Clifford intersection is way too close to the existing intersection and he thinks that it turns Clifford Street into a cul-de-sac. Chair Proakis Ellis explains that we do not have the space to truly tee up Clifford Street with Howard Street. Jeff Parenti says that there really is no great answer to this problem and explains that he is trying to find the least awkward solution. He continues that if we think that people can maneuver through this new intersection, then that is great. He is concerned that people will now avoid it altogether and, in that case, we should not build it at all.

John Vetere asks what the neighborhood thinks about this. John Scenna says that we will find out during public participation. He goes on to say that this is not a recommendation coming from the Public Works Director, this is something that a group of engineers at Stantec have been working on. They have studied these intersections and come up with several options internally. John Scenna continues that this is the option that collectively we all feel is best and tonight is an opportunity for us to hear from the public about how they feel. He says that it is very difficult to make everyone happy, but he trusts that the Traffic Commission will make the best decision from a safety, pedestrian and traffic perspective.

Chair Proakis Ellis clarifies that this is the first opportunity that the public has had to provide feedback on this new proposal, which is a hybrid of the two options discussed at the neighborhood meeting for the Clifford/Elm/Howard intersection.

Sgt. Goc asks if there are traffic counts for Elm Street. Alan Cloutier says that Elm Street is not particularly heavy. Sgt. Goc says he does not anticipate any issues coming out of Clifford Street or Elm Street, because there is simply no traffic. Chair Proakis Ellis points out that Nelson Road is the next street on Howard Street, so there may be some people that opt to proceed up to Nelson Road. This may increase some traffic on Nelson Road, but she does not think that it will have a big impact. The difference is that if they proceed to Nelson Road they will be making a full right hand turn and will require them to basically come to a stop. We are potentially moving those 62 cars at peak hour to a different location, but at a much slower speed and in a much safer way. She

suggests that we open up public participation so we can hear what the neighborhood thinks.

Chief Lyle makes a motion to open public participation. Alderman Boisselle seconds. All in favor. Public participation opens at 6:31 PM.

Jonah Chiarenza from 515 Lebanon Street said his sister used to live at 150 Green Street. He says that she would risk her life trying to cross the street and walk her dog in that area. He works in the transportation field and has done street design, so he is familiar with this subject. He says that this proposal is a slam dunk. He thinks this will slow down vehicles, provide refuge for pedestrians trying to cross the street, and is safer. The improvements provide a nice ancillary benefit by adding landscaping. He highly endorses this proposal.

Alice Golub from 15 Howard Street commends the City for this design. She says that she was disappointed that the neighborhood meeting was moved from the street location to Horace Mann because she wanted everyone to witness the cars speeding by. She says that vehicles ignore the stop sign where Green Street intersects with Howard Street. She believes that this design will force vehicles to slow down. She is not concerned with trucks because there are very few that come through that area. Her only concern is with snow removal, because in the past they have piled snow in that area. She says she just wants to make sure that the people removing snow provide plenty of access to the roundabout and the crosswalks in the area. She thinks this proposal will add to pedestrian safety to the new Melrosians at the Early Childhood Center too. She says that currently there is no safe place for them to cross and we are putting the future of Melrose at risk.

Marie DelRossi from 1 Howard Street asks when the traffic study was done. Alan Cloutier from Stantec says it was mid to late August. Marie says that the numbers would significantly increase during the school year. Alan from Stantec responds that this roundabout can handle increased traffic. She thinks that the yield will not work and the crosswalks are too close to the roundabout. She says the crosswalks should be further away from the roundabout. She is concerned about the green space and exiting her driveway. She wants to see the alternatives because she would like the vehicles to come to a complete stop and does not think this is the only way to solve the problem. She says that cars have flown over the existing island. She does not think the roundabout is that

different than what currently exists in terms of reducing the dangers for pedestrians and people living around that area. She says that this is a congested neighborhood, not a broad space with a gas station (referring to the video played from the Northampton roundabout).

Chair Proakis Ellis says that a roundabout is appropriate when there is traffic coming from different approaches at a fast rate. A stop condition for certain approaches is appropriate when you have traffic coming more from one direction than you do another. She continues that they fully recognize that the volume will increase during the school year, but they believe the ratios will be similar. Marie DelRossi disagrees entirely because of the Horace Mann Elementary School on Ruggles Street. Liz Peart asks what her main concern is because this solution slows down all traffic. Marie says that the volume is her main concern, that there will be more cars going towards the school and more people walking towards the school.

Liz says that no one is disagreeing with that. She adds that this solution provides crossings for all pedestrians, slows down all traffic, which makes it safer for all the people travelling. Marie says that, at a minimum, she would like to see the alternatives.

Chair Proakis Ellis responds that they were presented at the neighborhood meeting. Marie replies that they were discussed in a cursory manner and that there was not enough notice to review this current proposal.

Neil Bradley from 75 Elm Street says that he appreciates what the City is trying to do. He says that currently it is very difficult to get out of Elm Street and Clifford Street because no one stops on Green Street. He says a true roundabout is when you have to alter your direction. He says we have eliminated the stop sign and people on Green Street are just going to shoot up Howard Street. Vehicles honk their horns at them when they try to get out of their driveway. His main concerns are for kids crossing the street and the residents in his neighborhood trying to get out of their driveways. He says that he does not remember being notified about the neighborhood meeting this summer, but he wishes he was there. He is in favor of the one way on Clifford Street. He asks if we will be paving Clifford Street and Elm Street.

Chair Proakis Ellis says that paving of those streets would be independent of this project and that he can contact the Engineering Division to see what the status of those streets is on our roadway ranking map.

Gerald Levinson from 61 Hesseltine Avenue asks if the MBTA bus will be able to negotiate the roundabout. Chair Proakis Ellis answers yes. Gerald follows up by asking if there will be yield signs at the entrances to the roundabout. Rick Azzalina replies yes and Chair Proakis Ellis adds that typically there are also yellow triangles painted on the ground. Gerald expresses some concerns about Hesseltine Avenue and Haskell Street becoming short cuts. He asks if we can get a baseline traffic study of Hesseltine Avenue and Haskell Street to see how they are being used currently and project how those streets may be impacted when cars are backed up at the roundabout.

Chair Proakis Ellis says that we only anticipate a backup of two or three cars at the roundabout. The roundabout operates so efficiently that we do not expect a backup to be far up enough to warrant them to turn down a side street. Sgt. Goc agrees to put the tubes out to gather a baseline for before and after.

Gerald Levinson says that Hesseltine Avenue is already a short cut for people trying to get to Franklin Square. He is also concerned about the roundabout getting significantly backed up if all three lights go green at the following intersections: Franklin Square, Green Street at Lynn Fells Parkway and Main Street at Howard Street. He asks if we can manage them in order to avoid all three intersections going green at the same time. Chair Proakis Ellis says that we will take a look at that, but some of our equipment is older and she is not sure that it can be synchronized between all three intersections.

Eric Wengenroth from 147 Green Street asks why the City chose this option over the two other ones discussed this summer. Alan from Stantec says that this is better for traffic overall and roundabouts have a really good safety record all around. He adds that even when there are accidents on roundabouts, they are low impact because the roundabout forces them to slow down. He continues to explain that a three way stop creates more traffic than a roundabout. Eric asks how wide the crosswalk split is going to be. Rick from Stantec says that it is the length of a bicycle, six to seven feet would be ideal but they are still in the concept stage. Eric follows up with questions about where the added greenspace will be. Rick points out the areas on the screen.

Elaine LeGendre from 57 Albert Street says she found out about this meeting on Facebook. She says multiple streets were not notified. She says that cars do not stop at the two stop signs now at Elm and Green Streets, so she thinks that removing the stop signs will make it worse. She is also very concerned about snow removal and sight lines with the snow banks. She says that cars would fly down Albert Street and she could not get out of her driveway when there was construction on the Lynn Fells Parkway. She asks what will stop people from cutting through Elm Street to Old Brook Circle or Albert Street. She is just not convinced that yield signs are enough.

Ann Levinson from 61 Hesseltine Avenue says that we should look at the volume during the school year. She brings up that there are two schools in the area, Horace Mann Elementary School and the Early Childhood Center. She says the Early Childhood Center has a later start time than the other school and that the traffic backs up from Franklin Square to the proposed roundabout. She adds that the Early Childhood Center has added two classrooms this year. She would like this to be considered as part of the traffic study.

William Ryan from 21 Damon Avenue brings up a few examples of roundabouts in Massachusetts and New Hampshire and says that they work very effectively. He says the goal here is to slow down traffic to make it safer for pedestrians and he believes this proposal accomplishes that. It does not encourage speeders because of the one-lane traffic. He thinks that there are a lot of great concerns here, but that they will all be quelled once the roundabout is in place and they see how it works. He says that this serves everyone in the best way.

David Bliss from 16 Howard Street is in favor of the proposal overall, but has some concerns with the roundabout. He does not think that large trucks should have access to the roundabout. We are losing the green space and removing trees in order to accommodate large trucks. He adds that it was explained earlier that the entrances would be right angles, but he is not seeing that in the plans. He thinks that people can easily slip around the corners. He explains that these are solvable issues. He says that the traffic in the summer compared to September is night and day. He asks us to do another study to show the true volume. He says that the light at Green and Main Street needs to be adjusted to be longer in the morning and the light at Franklin onto Green Street probably needs to be adjusted to be longer for the afternoon commute. He supports the proposal in concept, but thinks some revisions need to be made.

Jerry Cantin from 164 Green Street has owned Green Street Natural Foods and lived there for 54 years. He says that he is concerned that this proposal will remove nine spaces, which will be bad for the businesses and residents in the area. He explains that there is a church with five businesses in it and an office building that puts fifteen cars on that street every day. He says that he only uses two spots. He says that another concern of his is snow removal in the roundabout. He states that roundabouts will bring your property value down. He agrees that there is an issue and we need to slow down traffic. He has seen many accidents, has had cars up on his lawn and had his porch removed from an accident. He mentions that roundabouts are good for big open spaces and this area is too congested for a roundabout. He adds that he is in support of the Clifford Street proposal.

Lori Croach from 19 Farwell Avenue believes that parking is an issue. She says that people already park on her street and she thinks that taking away spots will encourage more cars to park on her street. She is also concerned about the backup of the Main and Green Street traffic. She says it gets very backed up. She believes that people crossing at the roundabout will cause more delays and congestion.

Anthony Giangregorio from 49 Howard Street reports that water puddles in front of his house and that the sidewalk is a mess. He repaired the area directly in front of his house himself, but the areas around him need to be fixed.

Bill Dowdall from 50 Howard Street says that Hesselstine Avenue was a nice side street, but now it is a mad house. He explains that people avoid the lights by going down side streets. He says the elephant in the room is that there are more people, we are building and expanding and we are not adding more roads to accommodate the additional cars. He believes it is not our neighbors, it is the commuters. He says if we make the roads better, they are going to go faster. He lived in DC and they changed the direction of 14th Street depending on the hours of the commute. He does not think we can do that with Howard Street but he says that it is asking to be a commercial route. He would like us to look at the bigger picture and try to figure out where everyone is coming from and going to. He asks if we can think outside the box and do something like change the direction of the traffic flow depending on the hours.

Mike Margolis from 22 Stowecroft Road asks if we are eliminating the island at the end of Elm Street. Chair Proakis Ellis says that this plan will remove that island. He suggests speed bumps before the stop sign because people do not properly slow down and stop. He commends the work and effort done here to design this. He mentions that getting the traffic counts is a good idea, but the issue is all year round.

Dave McCauley from 38 Howard Street commends the engineers for what they are trying to do and thinks this will be very beneficial. He says that it is a valid point that traffic does back up when people are back from summer vacation. He mentions that it is difficult to take a left onto Main Street because of the traffic coming up Franklin Street. He asks if we can have a dedicated left hand turn at the end of the light cycle. The thinks that will help alleviate the traffic backing up onto Green Street. He inquires as to whether there will be additional signage as cars are approaching. Rick Azzalina replies that with any new roundabout, at approximately 750 to 1000 feet ahead of each approach we would have signs that say that traffic pattern is changing. These will stay up for about six months but there will always be the permanent roundabout signs further up.

Joe Pelrine from 70 Howard Street asks that the traffic counts get redone because they are very inaccurate. He explains that coming from Saugus on the even side in the summer time he can pull out of his driveway easily. When school is in session and he does not hit the light at Main Street in Saugus the right way, twenty cars will go by his house at 6:40 AM. He also asks how many days and what time the traffic counts were done on Clifford Street. He says that he thinks that making Clifford a one way is the only way to go. He adds that he is concerned that this will force people to come by his house and take a right on Nelson Road. He asks us to take traffic counts for Nelson Road and whether we have thought about the impact these changes will have on Nelson Road. The people that take a right on Nelson are not going 10 MPH, they are going 20 MPH.

Joe Pelrine points out that there are three utility poles with street lights in that traffic island and asks what the lighting design will be on the roundabout. Chair Proakis Ellis replies that we are aware that poles will have to be moved and that lighting will have to be planned.

Joe Pelrine asks if the rapid blinking beacon is double-sided. Rick Azzalina answers that they are double-sided. He adds that he does not want us to cut down the oak tree. Lastly, he says that there is sight obstruction coming up Nelson Road when you are trying to take a left onto Howard Street. He says that there is a utility pole and asks that National Grid move it further back towards Nelson.

John Vetere makes a motion to close public participation. Dan Krechmer seconds. All in favor. Public participation closes at 7:29 PM.

Tom Rossi asks if we did an inventory of parking. Alan Cloutier from Stantec says we did not. John Vetere asks if we should do more traffic counts. Chair Proakis Ellis asks if the traffic counts were three times more, would that change the design. Alan from Stantec says it would if it was three times more, but not if it was double. Chair Proakis Ellis asks if they envision any scenario in which higher traffic counts would result in what is there now being better than the roundabout. Alan says that as an engineer he does not like to speculate, but it is likely that the roundabout would be better than what is there regardless of the volume of traffic. He explains that the way it is now, some people are flying through and others are waiting for a while. This concept forces everyone to slow down a little. He continues that this what makes a roundabout different than a rotary. A rotary allows you to enter at 30 MPH, a roundabout forces you to slow down. Sgt. Goc asks about whether the massive backups mentioned earlier at Franklin Square to Green Street and Howard Street will affect this. Alan says that whether it is a light, stop sign or a roundabout it would have the same affect when traffic is backed up. Sgt. Goc agrees that it would mean that person at the beginning of the roundabout would just have to wait when entering the roundabout.

Chair Proakis Ellis says that she travels on Main Street through that intersection every day at 8:50 AM and nothing that we are doing today is going to change the back up there. She adds that the crossing guard is crossing young children who are slower than the average person. Therefore, the cars are stopped even when the light turns green. She says that they can look at the light timing there but the problem is in all directions. She refers to the suggestion earlier of allowing Green Street traffic to take a left onto Main Street before the Franklin Street side starts proceeding. She suggests that we look into putting a seven or eight second delay if the controller can handle that.

John Vetere asks what stage of the concept we are at currently. Chair Proakis Ellis says that we have an on-call contractor who is already under contract that we are comfortable working with. As a result of that, we do not need the design drawings to be at a 100% bid level. She says that we will probably only go to 30% design and work collaboratively during the construction. She adds that we have \$163,000 of Complete Streets funding for this area of Howard Street and we need to seek funding to close the gap for the rest of this project. We are required to have the Complete Streets portion of the job complete and spend the \$163,000 by May 1, 2019 in order to apply for our next round of Complete Streets funding. If we miss that deadline we need to wait until the following October and we would not receive money until 2020. We have sidewalks near the Hoover Elementary School that are next in line that we want to apply for and we do not want to push that off to 2020.

John Vetere makes a motion to approve the designs pending funding as presented by Stantec which include these regulatory traffic changes: removing nine parking spots, the elimination of stop signs, adding a Do Not Enter Sign, and changing the direction of travel on Clifford Street at Elm Street. Alderman Boisselle seconds the motion. All in favor. Motion passes at 7:48 PM.

2. Request to add a crosswalk on Washington Street connecting Little Sprouts at 40 Washington Street to the apartment building at 47 Washington Street

John Vetere asks if we should combine items 2 and 3 for discussion. Chair Proakis Ellis says we can combine to discuss, but we should vote on them separately.

Alderman MacMaster, the proponent for items 2 and 3, reads his proposal (see attached). He explains that many families from 47 Washington Street have children that attend Little Sprouts at 40 Washington Street. In addition, Alderman MacMaster reads several letters of support from residents in the area. He also states that President Zwirko, Alderman Bewtra and Alderman Lipper-Garabedian are in support of these items.

Chair Proakis Ellis asks if there is anyone from the public here for public participation. Chief Lyle makes a motion to open public participation on items 2 and 3. Alderman Boisselle seconds. All in favor.

Public participation opens 7:59 PM. There is no one here from the public to speak on these items. John Vetere makes a motion to close public participation. Alderman Boisselle seconds. All in favor. Public participation closes at 8:00 PM.

Alderman Boisselle asks if the Engineering Division was able to take a look at the sight lines. Chair Proakis Ellis replies that there is more than adequate sight distance as well as an appropriate location for a crosswalk. She reviews the sketch provided by the Engineering Division showing the location for the crosswalk.

John Vetere makes a motion to install a crosswalk on Washington Street connecting Little Sprouts at 40 Washington Street to the apartment building at 47 Washington Street. Alderman Boisselle seconds. All in Favor. Motion passes at 8:02 PM.

3. Request to make a Traffic Safety Zone in the vicinity of Little Sprouts at 40 Washington Street

See above: Alderman MacMaster, the proponent for items 2 and 3, reads his proposal (see attached).

Liz Peart asks what the distance regulations need to be between the 25 MPH sign and the 20 MPH Traffic Safety Zone sign. Chair Proakis Ellis has some reservations about adding a large 20 MPH Traffic Safety sign at the entrance of Melrose coming from Malden because there is already a 25 MPH Citywide sign and a Melrose Cares sign just before you reach Little Sprouts. On the other approach heading toward Malden from Melrose there is a long grass strip with room for such signage. She reiterates that she has some reservations about adding a 20 MPH Traffic Safety Zone immediately following a 25 MPH Citywide sign and Melrose Cares sign.

Dan Krechmer asks if we can remove the 25 MPH signs from that area. Chair Proakis Ellis says that state law requires us to have the 25 MPH signs at the city limits. She says that we will have to contact MassDOT to see what we would do with the 25 MPH if we install a 20 MPH Traffic Safety Zone sign. Jeff Parenti says that we have to consider trading the 25 MPH sign for the 20 MPH sign. Chair Proakis Ellis adds that MassDOT allows us to put the 25 MPH Citywide signs beyond our city borders as a reminder for drivers as needed. She continues that

in this case we could replace the 25 MPH City sign with the 20 MPH Traffic Safety Zone sign assuming the footage is within the Traffic Safety Zone. Then we could keep the Melrose Cares sign where it is and move the 25 MPH Citywide sign to the end of the Traffic Safety Zone.

John Vetere makes a motion to make a Traffic Safety Zone in the vicinity of Little Sprouts at 40 Washington Street in accordance with Massachusetts law. Alderman Boisselle seconds. All in favor. Motion carries at 8:08 PM.

4. Request to make the intersection of Cottage Street and Hurd Street a three-way stop

Chair Proakis Ellis asks if there is a project proponent for this item as Alderman Frank X. Wright brought this forward.

Tom Rossi makes a motion to open public participation. Dan Krechmer seconds. Public participation opens at 8:09 PM.

Carol Nadeau from 51 Cottage Street lives right at the corner. She says that she has lived there for 60 years, has worked out of her home for the past 20 years and has never seen a major accident in that area. She is opposed to adding a stop sign because they are a cut through street. She further explains that when a train comes the traffic backs up on West Wyoming Avenue and she believes that adding a stop sign will add more back up. She adds that coming from Trenton Street on Hurd Street towards Cottage Street there is a Post Office relay box on the right that could be moved to the to the left side corner to help with sight lines. She also adds that there are hedges that should be cut down at the opposite corner of Hurd Street and Cottage Street. She does not think a stop sign will do anything but cause problems.

Sarah Hoff from 29 Circuit Street is the resident that brought this to the attention to Alderman Wright. She says that she has seen a lot of confusion in that area because there is a three way stop on the parallel intersection at Trenton Street and Hurd Street. She says that her neighbor was involved in an accident at this intersection and that another neighbor has witnessed several near misses. She explains that as a pedestrian this intersection is scary to cross, especially with children in a stroller. She adds that vehicles speed down Cottage Street towards West Foster Street. She thinks that adding a stop sign it will

alleviate the speeding and aggression on Cottage Street. She says Hurd Street is a cut through and that even though Hurd Street is a two way, people drive in the middle of the street like it is a one way making it very dangerous for people turning onto that section of Hurd Street.

John Vetere makes a motion to close public participation. Alderman Boisselle seconds. All in favor. Public participation closes at 8:17 PM.

Tom Rossi asks if we have any traffic data supporting the warrants to install a stop sign. Liz Peart says that the multi-way stop sign warrant states that there needs to be five or more crashes in a twelve month period. In terms of volume, the major street, which would be Cottage Street, needs to average 300 cars an hour for any eight hours in a day. For a minor street, which would be Hurd Street in this case, there would need to be an average sum of 200 vehicles, pedestrians or bicycles for each hour over eight hours. Chair Proakis Ellis adds that another way to add a stop sign is if it is not clear who has the right of way. In this case, it is clear who has the right of way since Hurd Street already has the stop signs.

Sarah Hoff asks how there was a three way stop sign at Hurd Street and Trenton Street. Chair Proakis Ellis responds that it is most likely predates the Traffic Commission, and they went through the Board of Aldermen which was a board that did not have the expertise of the Traffic Commission.

John Vetere makes a motion to deny the three-way stop at the intersection of Hurd Street and Cottage Street. Liz Peart seconds. All in favor. Motion carries.

5. Resident request to add a stop sign at the bottom of Day Street as it enters Albion Street

Chair Proakis Ellis provides some history on the item. This was a request made by Brooke Sulahian from 58 Albion Street at our Special Traffic Commission meeting on August 22, 2018.

Tom Rossi makes a motion to open public participation. Alderman Boisselle seconds. Public participation opens at 8:22 PM.

Chris Furtado from 57 Albion St is in support of adding the stop sign. He says that he was hoping that the stop sign would have been added as part of the construction that happened on Day Street. He also provides positive feedback on the construction done in the area. He mentions that there is confusion as to who has the right of way at that intersection. He adds that it is a public safety issue and that students travel in that area.

John Vetere makes a motion to close public participation. Dan Krechmer seconds. Public participation closes at 8:24 PM.

Liz Peart says that Chris Furtado is correct that this does not meet the warrants volume wise for a stop sign. She adds that there is also a warrant that includes the yielding right of way. She adds that the layout of the intersection makes it confusing as to who has the right of way. When two vehicles approach an intersection at approximately the same time, the right of way rules require the driver of the vehicle on the left to yield to the vehicle on the right. Liz asks whether a yield sign might be appropriate in this situation.

Dan Krechmer and John Vetere both agree that if you were new to that area, you could easily not see Albion Street and just go straight on through from Day Street onto Albion Street. Chair Proakis Ellis adds that most people are currently stopping because they are not sure who has the right of way. Her only hesitation is that this is a heavy travelled pedestrian area for school and she does not want to encourage vehicles not to stop by adding a yield sign. Jeff Parenti says that both a yield and a stop sign fall within the rules. He supports a stop sign.

Jeff Parenti makes a motion to install a stop sign on Day Street as it enters into Albion Street. John Vetere seconds. All in favor except Chief Lyle. Motion passes.

6. City request to remove the first parking space from the corner of Greenwood Street on Franklin Street for safety reasons

John Vetere makes a motion to open public participation. Alderman Boisselle seconds. All in favor. Public participation opened at 8:29 PM.

Anastasia Kamouzis from Mother's Pizza opposes losing another parking space. She says they already lost parking when they extended the curbs.

John Vetere makes a motion to close public participation. Dan Krechmer seconds. Public participation closes at 8:32 PM.

Chief Lyle says that we discussed this at a previous meeting that taking away the first spot improves the sight lines. He says that if there is a big van or box truck in the second spot, there is still a sight line issue, but removing the first spot helps. Sgt. Goc says that the sight lines are improved with the removal of the first spot. He says that as long as there are sedans parked in the other three spots we are good, but if there is a box truck parked there the sight lines are difficult.

Tom Rossi goes over the accident data from our March 28, 2018 meeting. He says that from 2008 to 2015 there were 11 recorded accidents and from 2016 until mid-March of 2018 we have had 10 reported accidents at the Greenwood Street and Franklin Street intersection. Tom Rossi says that he knows that losing a spot will be bad for businesses, but safety needs to come first.

Liz Peart says that removing the first spot is only a slight benefit and that if there are big cars parked there it does not help at all. Liz says that she is sensitive to the businesses losing parking and asks if we can add patio seating or something that was beneficial to the businesses. Chair Proakis Ellis says that she suggested a bike rack, but was told it will just be striped for now. Sgt. Goc says that it will continue to be an issue if we do not add curbing. Chair Proakis Ellis says that there is not funding for that and suggests that Melrose Pedestrian & Bicycle Advisory Committee could do something for this area. Sgt. Goc asks if we could also do a sign; Chair Proakis Ellis says just the stripes are proposed for now because there is no money for anything else.

John Vetere makes a motion to remove the first parking space from the corner of Greenwood Street and Franklin Street. Liz Peart seconds. All in favor. Motion carries at 8:40 PM.

7. Request by resident to make Warwick Road a one way from Perkins Street to Lynn Fells Parkway or a Do Not Enter

Chair Proakis Ellis states that the way the agenda item was worded was a little confusing. We cannot restrict turning movements coming from the Lynn Fells Parkway. She clarifies that the Do Not Enter signs would be placed at the

Warwick Road and Perkins Street intersection to keep vehicles from going down Warwick Road towards the Lynn Fells Parkway.

Michelle Maher from 177 Warwick Road is one of the proponents for this agenda item. She states that there was a study done approximately eight years ago that showed that there were 3000 cars a day and 21,000 cars a week driving down Warwick Road. She says that at the time Warwick Road was approved to be a one way and then on 4th of July weekend the signs were taken down without notice or explanation. She continues that Warwick Road is very steep and there are lots of kids in her neighborhood. She also says that the road is very narrow and that if you park on the street there is not enough room for two way traffic. She adds that the contractors who are doing work in her neighborhood right now are very quiet and polite.

Alderman Tramontozzi says that he speaks for numerous residents and has sent several letters (see attached) in opposition to this agenda item. He says that he held a meeting at his house last night and posted about this agenda item on social media. He states that he has not heard from one resident that is in favor of this item. He says that if we pass this agenda item, we are not going to stop the traffic, we are just going to redirect them to the neighboring streets. He adds that this is a bad proposal and makes no sense.

John Vetere opens public participation. Jeff Parenti seconds. Public participation opens at 8:47 PM.

Cathy MacPherson from 145 Youle Street agrees with Alderman Tramontozzi and opposes the change to Warwick Road.

Chair Proakis Ellis reads a letter from Jil-Lyn Wonoski, a resident of 10 Lynn Fells Parkway (see attached), in favor of this agenda item.

Jason Abraham from 96 Warwick Road states a study that says navigation on one way streets is confusing for drivers, speeds tend to be higher, and some drivers pay less attention because there is no conflicting traffic. He is also concerned that the traffic will flow onto the side streets. He says that approving this would divert the problem of speeding and overflow traffic onto side streets that do not have the capacity to handle it.

Steve Douglas from 139 Youle Street says that if you cannot take that right onto Warwick Road that only leaves Sherman Road or Youle Street. He points out that making Warwick Road a one way would force the residents of that area to travel a quarter of a mile up and around to get home.

Tom Graf from 33 Perkins Street was here when they tried this before and says it was an absolute disaster. He explains that traffic was backed up almost to Sears Avenue. He adds that there was no public notice and no input last time and it was terrible.

Michiel Maaskant from 123 Warwick Road says this was tested last Wednesday because the road was closed due to construction. He says that they sent pictures to the Engineering Division of traffic being significantly backed up.

Danene Mandolese from 81 Youle Street has lived there for 22 years. She says that portion of Youle Street is a private way and that it has a bend. She has seen many accidents in that area and says that it is dangerous to divert traffic there.

Peter Wilson from 95 Youle Street says that his daughters walk to Roosevelt Elementary School. He does not believe that it is a safe, reasonable choice to divert more traffic to an area that is heavily travelled by children walking to school.

A resident from Stevens Road also says he is in opposition to this item. He says that he chose not to buy a house on Warwick Road because he knew it was a busy street. That is why he bought on Stevens Road. He says that Warwick Road is wide and built to handle traffic, the side streets are not.

Keith DiMatteo from 124 Warwick Road thanks his neighbors for coming out and says that he is also in opposition to this item because it pushes the problem onto the side streets.

Beth Fuccione from 191 Perkins St says it is pushing one street's problem onto the other streets. She was opposed to this ten years ago and she opposed it now.

Amy Heidebrecht reports that Marie Steriti from 137 Warwick Road came into the Engineering Division to pass on that she is in support of making Warwick

Road a one way. She also requested to have the yellow lines on her street removed.

John Vetere makes a motion to close public participation. Chief Lyle seconds. Public participation closes at 9:06 PM.

Chair Proakis Ellis provides the Commission with an update on single yellow lines versus double yellow lines. The City is not permitted to use a single solid yellow center line on a two-way roadway per the Manual on Uniform Traffic Control Devices. It is either a double yellow or it is no line at all. Based on the suspected traffic volume on Warwick Road, we are not required to have a center line, but we have historically had one. She thinks it helps with the safety of Warwick Road, given the curves, to keep people in their lanes, and is not in favor of eliminating center lines on this road for safety reasons.

John Vetere makes a motion to deny the request for agenda item 7. Alderman Boisselle seconds.

Tom Rossi says that we would only move traffic from one road to another road unless there is a safety issue. He asks if there is an accident history in that area. Sgt. Goc says that there are two areas that are part of this discussion: the Warwick Road and Perkins Street intersection and the hill taking you to that area. He says that there have been accidents in the intersection of Warwick Road and Perkins Street. He says that there was one just about a month ago. He adds that he cannot think of any accidents on the hill, but says that he is sure there was one or two at some point. He explains that he has mixed feelings about this agenda item, but overall he is opposed to it. He sympathizes with the residents in that area because the data shows that there is a significant increase in volume in the afternoon because every vehicle from the Stoneham, Medford, 93 area takes a left onto Warwick Road. He continues that he does not believe there is a good solution to this issue.

Chief Lyle says that his main concern is pedestrian safety. He adds that there are thirty to sixty pedestrians over the five day period between 7:00 AM to 9:00 AM. He asks if we can put in a solar powered crosswalk sign with blinking lights. Chair Proakis Ellis says that the intersection already has blinking red lights. John Vetere asks what the turning restrictions are in that area. Chair Proakis Ellis answers that you cannot take a right from Perkins Street onto Warwick Street from 7:00 AM to 9:00 AM. She says that the current sign is too small so we are

going to improve signage and ask for additional enforcement. Chief Lyle says that once the street is paved and lined he will increase police presence there.

Christine Sadler from 105 Perkins asks about the raised intersections. Chair Proakis Ellis says that we will be improving the crosswalks, but we will not be adding raised intersections. She explains that this was discussed in detail at the August 22, 2018 special meeting and was not approved.

John Vetere makes a motion to deny the request to make Warwick Road a one way. Jeff Parenti seconds. All in favor. Motion denied at 9:13 PM.

Chair Proakis Ellis makes a motion to adjourn. Alderman Boisselle seconds. All in favor. Meeting is adjourned at 9:14 PM.