

RECEIVED

By City Clerks Office at 10:45 am, Sep 05, 2025

TRAFFIC COMMISSION MEETING

December 18, 2024 (In Person)

5:30 PM

IN ATTENDANCE: Chair Elena Proakis Ellis, Commissioner Jeff Parenti, Former Mayor Gail Infurna, Commissioner Kara Oberg, Commissioner Jonah Chiarenza, Commissioner Andrew Paul, Councilor Kim Vandiver, Chief Kevin Faller, Sgt. Jon Goc – Technical Advisor, Jennifer Rosa – Clerk

The meeting is called to order at 5:34PM

Elena discusses the process of the meeting and states the meeting is being recorded for the purpose of taking minutes.

I. Continued Business:

1. Approve June 2024 and September 2024 meeting minutes

Elena states that the new members should abstain from voting since they were not members at that time. Motion to approve the June meeting minutes is made by Former Mayor Infurna, seconded by Councilor Vandiver. All are in favor, so the June 2024 minutes are approved. Motion to approve the September meeting minutes is made by Councilor Vandiver. seconded by Commissioner Parenti. All are in favor, so the September 2024 meeting minutes are approved. For the record, Former Mayor Infurna abstains from voting as she was not in attendance at the September 2024 meeting.

II. New Business:

2. Introduction of new Traffic Commission Members

Elena welcomes the three new Traffic Commission members and asks if they can introduce themselves. Councilor Vandiver proposes that existing members should also introduce themselves to the new members in the room. Our first new commissioner is Kara Oberg. She is the owner of The Ride Cafe located at 368 Main Street in Melrose and is an active transportation planner. Sgt Goc states that he has been with the Melrose Police Department for 28 years and has been the Traffic Sgt for 22 years. Chief Kevin Faller is the current Melrose Police Chief. Former Mayor Gail Infurna is a longtime Alderman as well as longtime traffic commission member. Councilor Kim Vandiver is the City Councilor for Ward 5. Elena Proakis Ellis is the DPW Director and has been in the position for 4.5 years. Prior to her current role she was the City Engineer and has been the chair of the Traffic Commission since 2016. Jenn Rosa is the clerk for the Traffic Commission. She is also the Administrative Assistant for the Engineering/Water Department and has been with the city for just over 3 years. Commissioner Jeff Parenti is a resident on Trenton St and is a professional traffic engineer. He has been on the commission since 2018. Commissioner Jonah Chiarenza is a resident on Lebanon St and is a transportation planner. Commissioner Paul is a resident of Damon Ave. He has three kids and works in highway design for MassDOT.

3. City request to consider code revisions for No Turn on Red signs at the intersection of Upham St and Lebanon St, all approaches

Elena explains that this was placed on the agenda by herself and Sgt Goc. She states that we did receive a resident request to add no turn on red signs at all approaches. Elena explains that when we receive these types of requests, we refer to the traffic code. In this instance, we found that there were no turn on red signs originally at this four-way intersection, but they were taken down during or before the Lebanon St TIP Project when we rebuilt Lebanon St. Originally, we thought that we could just hang the signs back up, but then we worried about how this would impact traffic in certain directions. Due to how many concerns there were, we decided to place it on the agenda. Former Mayor Infurna makes a motion to open public comment, seconded by Councilor Vandiver. All are in favor, so public comment is now open.

Hayley DeLuca is the resident that sent in the email about this intersection. She lives on the corner of Lebanon St and Upham St and witnessed an accident where someone took a right on red, thinking they were clear, and they ended up getting into an accident. After this she noticed that all other heavily trafficked areas in the city have these signs so she feels that this intersection should as well. The next resident to speak about this item has lived in this area for years and states that traffic has increased significantly. She feels that it would be great to slow people down. The next resident lives at 507 Lebanon St and states that he crosses the street a few times a day with his kids. He is worried about everyone's safety due to the lack of visibility. The next resident to speak on this item lives at 83 Upham St and states that there are always three lanes of traffic making it difficult to back out of their driveway. She also mentions that people do not pay attention to the walking signal and are just turning on red making it dangerous for pedestrians. She has witnessed multiple accidents.

Motion to close public comment is made by Former Mayor Infurna, seconded by Councilor Vandiver. All are in favor, so public comment is now closed. Former Mayor Infurna makes a motion to approve the no turn on red signs at all approaches. Elena states though that because these signs are already in the code, we will not need to take a vote if we do all four locations. It would just be placed on file that it was discussed. A vote would only be required if we changed any. She also mentions that her only reservation is that we have had complaints from residents on First St and Parker St about traffic backing up on Lebanon St causing cars to use their streets as cut-throughs. She sees no issues with any of the other approaches. Elena mentions that she drove all approaches today and ensured that she was first in line at all red lights. Driving towards Saugus on Upham St was the approach that was most concerning because there is a left hand turn light for cars coming down Upham St, so while her light was still red these other cars had a green light. Commissioner Oberg feels that it is a high pedestrian area and that it makes sense to have no turn on red signs at this intersection. Commissioner Parenti makes a motion to place this file, seconded by Former Mayor Infurna. Elena calls the role. All are in favor, so the signs will go back up to reflect what is currently in the traffic code.

4. **Resident request/City recommendation to move the No Parking Here to Corner sign an additional 10 feet to the east on Sylvan St at the northeast corner with Mount Vernon Ave** Sgt Goc raised this item as a neighbor requested it in the area. He spoke to the residents at the two-family house where they would be affected, and they had no issues with it. If we move the sign, it will create better sight lines and safety and it will allow for two, possibly three cars to park. Commissioner Chiarenza asks if 10 ft is enough, and Sgt Goc states it's fine because it is in addition to the other 20 ft that is already there. Commissioner Chiarenza asks if there are any enforcement issues where people are parking too close to the crosswalks. Sgt Goc states that it depends on the event, however enforcement is issued as needed. Elena mentions spots where there are chronic problems such as Main St. Councilor Vandiver asks where the cars will park now and Former Mayor Infurna states that they will park in the parking lot, most likely. It is only going to impact one spot. Commissioner Oberg states 20 ft is best practice minimum. Elena states that 20 ft is our traffic regulation, and this will make it 30 ft. Motion to approve is made by Former Mayor Infurna, seconded by Commissioner Oberg. All are in favor, so the motion is approved. Elena states to the new commission members that this is a regulatory change, so this will go in the newspaper for two weeks prior to installation.

5. **Resident request for 2-hour parking restrictions on Cottage St in the block between West Foster St and Hurd St**

The proponent of the item, Caspar Tudor, states that there are numerous issues on the street. Essentially cars park all along the street and stay there all day, leaving little parking for the residents. It makes parking and pulling out of the driveway difficult for the residents in the area. His thought was that 2-hour parking would help people not park all there all day. He mentions that there is a large amount of traffic flow down the street, and it has been a cut through, and people speed through the neighborhood. Streets that run parallel have at least one stop sign whereas Cottage St does not have any and there needs to be some traffic calming. Motion to open public comment is made by Councilor Vandiver, seconded by Commissioner Parenti. All are in favor, so public comment is opened.

The resident of 108 Cottage St is in favor of this 7 days a week, not just on weekdays. He states that he has lived there for 20 years. There are young children in the area, and it is a safety concern. Cars tend to park there all day, leaving no spaces for residents or delivery vehicles. He mentions that he has had to call the police because he is blocked in his driveway. He encourages adding a speed bump to slow vehicles down. Commissioner Paul asks about the weekend traffic, and the resident confirms it is all the time. Parking is difficult on the weekends as well. The resident of 94 Cottage St states that she has a toddler and there are other toddlers in the area. They are concerned with safety in the area, and she is on board with proposing a time limit to parking and adding a stop sign at the Cottage St/Hurd St intersection. She also feels that the addition of a speed bump would help to slow drivers down. Motion to close public comment is made by Former Mayor Infurna, seconded by Councilor Vandiver. All are in favor, so public comment is now closed.

Elena mentions that Jenn reached out to the Fuller House regarding concerns in the area and the property manager, Peabody Properties sent an email asking that we table this item, so that they can reach out to the neighborhood to address their concerns. Elena would also like to mention that the agenda item is for the block between West Foster St and Hurd St, therefore the block between Hurd St and West Wyoming is not something that can be voted on tonight. If the residents would like to consider this block, then they can email that request to Jenn. Elena's concerns with this area are that if the visitors are nurses coming for the retirement home, they will have nowhere else to park. She states that some options would be 2-hr parking from 6am-10am, but this would apply to residents on the street as well.

Former Mayor Infurna makes a motion to table this item until Peabody Properties reaches out to the neighborhood to discuss their concerns, seconded by Councilor Vandiver. Commissioner Oberg supports tabling the item but wonders if we can table the 2-hour parking and discuss traffic calming. Elena states that traffic calming is not in the purview of the traffic commission and discusses what is done here at the traffic commission. Parking restrictions, stop signs, etc. are in the purview of the commission. She encourages Commissioner Oberg to look at the Traffic Code to see what the commission can consider and explains that we can only vote on how an item is listed on the agenda. Commissioner Oberg agrees that the item should be tabled but has ideas for traffic calming and distributes a handout to the commission to review. Elena mentions that one of the items mentioned is no parking opposite driveway, but we typically do not approve no parking opposite driveway signs anymore. Cottage St however has quite a few, so this can be enforced by the Police Department. Councilor Vandiver states that she noticed the signs on the street as well and she emailed the fire chief, and he stated that to get to 101 Cottage St they have a challenge at one corner on the street. Elena states to the residents on Cottage St that we are concerned for this area, and we are only tabling this item, so we can do further research. All are in favor of tabling the item, so it will go on the March Traffic Commission Agenda. Notices will be distributed to the neighborhood again. Former Mayor Infurna asks the Police Department to drive down there and have a look at the parking opposite driveway. Jenn Rosa will reach out to the property manager regarding setting up a line of communication with the neighborhood. The residents state that they will also email in further items for the area.

6. City Councilor request to add two stop signs at intersection of Vinton St, Maple St, Foster St West and Florence St

Councilor Williams discusses the intersection and states that the design is not ideal. It is ultimately two intersections smashed together. Speed is an issue, there is a lack of visibility, and it is chaotic area. There are also a lot of solar glares at this intersection as well. Adding a stop sign would create more confidence for drivers, as currently drivers are just flying down Foster St West. His suggestion would be adding a stop sign to the location of the crosswalk. Also, a stopped vehicle has great sight lines and a sign at Maple St sign would give traffic coming down Vinton St the opportunity to see. Motion to open public comment is made by Former Mayor Infurna seconded by Councilor Vandiver. All are in favor, so public comment is now open.

Resident Sylvie Lee lives at 25 South High St, which is the immediate right off Vinton St. She has two young children and walks there every day. The problem is cars coming fast down the street have the glare. At dusk, or on a rainy day visibility is an issue. She mentions that another issue is the way that the road is designed, the crosswalk is set back on Foster St, so people don't really see pedestrians. It feels like you are on a highway on-ramp at this intersection, it is very wide. She feels that the addition of the two stop signs would help with these issues. The next resident lives at 309 Foster St West which is located right at the intersection. He has lived there for seven years and agrees that it is a challenging intersection. He feels that an intersection redesign should be well thought out. His concern with a four-way stop is getting in and out of his driveway due to the location. Motion to close public comment is made by Former Mayor Infurna, seconded by Chief Faller. All are in favor, so public comment is now closed.

Former Mayor Infurna suggests RRFB's for the crosswalk at Foster St and Florence St. Elena states that these are typically done at mid-block, however Elena will add it to the request list if it is decided to not add the two stop signs. She explains that the RRFB list is not in any particular order. When we get funding to install, the DPW discusses the highest priority areas with the Police Department based on crash data. We have recently applied for a grant for funding for four RRFBs. Former Mayor Infurna suggests a traffic study be done in both directions at this intersection. Chief Faller states that as part of the new police department design, a traffic study will take place. He is not sure of the timeframe but knows that one will take place. This will give a better picture of the traffic flow in the area and what is needed for improvements. Commissioner Paul mentions that we should look at installing an RRFB at the exiting portion of Foster St West onto Vinton St. Commissioner Oberg mentions sightlines at crosswalks and that possibly tightening the curb at this intersection would help. She would make a motion for something to happen immediately and then have a follow-up study happen with the police. Councilor Vandiver would also like to mention that the zebra stripes may help at this intersection. She asks if the commission can do this. Elena states the MUTCD lists it as optional at a stop sign crosswalk, so the way it is striped now is consistent with that. This is something that we can do though at this intersection if the commission wishes to do so. Commissioner Chiarenza states that the short-term solution would be the addition of stop signs in both directions and ultimately long term would be an intersection reconfiguration. Commissioner Parenti states that the crash history for this intersection goes back to 2002. There have been six reported crashes, one this year in May which was a property damage crash. Prior to that there was one in 2014. One crash involved a bicycle, however no pedestrian crashes. Elena notes concerns about the location of each proposed stop sign. It can be hard to keep track of whose turn it is without this intersection being reconfigured, given the distance between stop signs. Former Mayor Infurna asks if a stop sign ahead sign going south on Vinton St would help to slow people down. Chief Faller states that it is a difficult intersection but will adding a stop sign be a solution? Sgt Goc suggests waiting for the traffic study. Councilor Vandiver feels that doing a 30-60-day pilot of a stop sign potentially could help. Elena states that winter isn't the best time for a pilot. Commissioner Parenti likes the idea of waiting for the traffic study. He worries that a stop sign here would be low compliance. Former Mayor Infurna makes a motion to table this item pending the results of the traffic study with the recommendation to city staff to hash the

crosswalk when weather is appropriate, seconded by Chief Faller. Elena calls the role. Commissioner Paul abstains from voting. Commissioner Chiarenza, Commissioner Parenti, Chief Faller, Former Mayor Infurna and Elena all vote yes. Counciler Vandiver and Commissioner Oberg vote no. The motion passes to table and we will come back to this item when we have the data.

7. Resident request for East Wyoming Ave to be one-way in the westerly direction only between Main St and Chestnut St (with no entry to E. Wyoming St at Main St)

Elena suggests that we take public comment together for Item 7 and 8 as they are related. Motion is made by Former Mayor Infurna to take Item 7 and 8 together for public comment.

The proponent Eva Cincotta discusses her item with the commission, so the new commissioners are informed. She states that she petitioned the neighborhood and did her own traffic study. Her results were shared with the commission prior to the meeting. She sat on her front porch and counted cars. She did the same on Mt Vernon St, but only counted cars one way. Residents are concerned about the volume of traffic, safety, speeding in the area and heavy trucking. She mentions that allowing parking on both sides of East Wyoming Ave creates a zig zag effect for cars driving down the road. She doesn't feel that making East Wyoming Ave a one-way from Main St would have a significant impact around Mt Vernon St as most of the cars are cutting through to get to Lebanon St. Elena asks about Eva's count and how many cars were turning up Summer St versus continuing up East Wyoming Ave. She mentions that she didn't focus on this as most cars that continue straight live up there. Elena states that the traffic count numbers that Eva provided are very similar to the numbers that Sgt Goc provided at the last meeting.

Motion to open public comment is made by Commissioner Parenti, seconded by Chief Faller. All are in favor, so public comment is opened. Resident Lizzy Barr lives at 12 Mt Vernon St and states that she is opposed to Item 7, but it is in support of Item 8. She sent an email to the commission and states that she does not see a safety issue that would require a one-way in this area. Restricting options to only turn left or right on Main St is only going to negatively impact traffic. Resident Patrick Keefe lives at 85 Lynde St and is opposed to both items. He is concerned that Lynde St will take the brunt of this traffic and is concerned about how he would get to his home. He is opposed to cars being parked on both sides of the streets when he is driving, but for his kids and slowing cars down he is in favor of it. Resident Lea Fasano of 32 Wyoming Heights is opposed to both items but suggests looking at parking at certain areas on E. Wyoming Ave. specifically the turn onto Summer St. She has witnessed many hit and runs of parked cars and feels that there should be a stop sign on E. Wyoming Ave turning onto Summer St. She feels Lynde St will incur the brunt of the cars that no longer can go up E. Wyoming Ave. She feels that the commission should look at ways to slow things down. The resident of 4 Summer St is right at the stop sign. He states that he was surprised at the speeding data that was presented at the last meeting. He wonders if there is a way to sway the companies that are routing people through this residential area. He also suggests the reconfiguration of the intersection. He understands that redesigning is not an easy task but feels it would help. He is not in favor of shuffling cars onto other streets, but he feels

the neighborhood would just like some traffic relief. Elena states that we have put this intersection on the list of reconfiguration areas. The resident of 32 Wyoming Heights states that he doesn't agree with shifting the traffic. In the winter this will be problematic with the hills. He feels it will be problematic to force cars to only turn left or right on Main St. The resident of 10 Brown St opposes both ideas and agrees that the winter would be difficult. Jeff is a resident at 20 Brown St has lived there for 7 years and states that the traffic volume is significant in that area. If you restrict access, then the other streets will be impacted, and it will make it inconvenient for everyone that lives in this area. A resident of Chestnut St states that she is opposed to item 7 as the other streets will be impacted. She does not feel that Chestnut St can handle this type of traffic. The resident of 40 Mt Vernon St is opposed because of the impact that it would have on Chestnut St and Lynde St. Sight lines are not good and would create more traffic problems. Chris Sullivan is a resident of 49 East Wyoming Ave. He states that all solutions are imperfect but feels that something must be done. Some of his neighbors that had to leave stated that they have witnessed people blow through the stop signs on numerous occasions. Chris suggests striping the crosswalks, renewed police enforcement and a reconfiguration at the intersection turning onto Summer St. Temporary speed humps would help and he feels this would have a positive effect. The resident of 11 Chestnut St opposes this but does understand the concerns. She states that Chestnut St is too tiny. She has not witnessed speeding on E. Wyoming but states that cars fly down Summer St. Motion to close public comment is made by Former Mayor Infurna, seconded by Councilor Vandiver.

Commissioner Oberg asks Sgt Goc to review the traffic data. Sgt Goc reads through the data (refer to attachment). Commissioner Oberg is concerned that the Police Department does not pull every car over that is traveling five miles over the speed limit. Elena states that we are focused on the data and look at the excessive speeding. Commissioner Chiarenza expresses his frustration with what the Traffic Commission can recommend. Elena states that the role of the Traffic Commission is regulatory changes to the traffic code. While there is a desire to do a lot of other things for the city, that is not this commission's role. She feels what we do is valuable though. Elena also mentions that regarding the heavy trucking request, this wouldn't meet the requirements and MassDOT makes the decision which is a lengthy process. Chief Faller does not want to push traffic to other streets and neighbors. He supports Sgt Goc's data and states that we can have officers out there for enforcement. Chief Faller makes a motion to deny Item #7, seconded by Commissioner Parenti. All are in favor of denying the one-way. Councilor Vandiver discusses the impact of 5 mph and feels that striping the crosswalks will help and likes the idea of yellow advisory signs in the area. The Police and DPW will look at this location and determine sign placement.

8. Resident request for No Parking on one side only on East Wyoming Ave and Summer St (sides to be determined)

Elena asks the proponent about parking restrictions and if she has a preference regarding what side people can park on. Eva states that there is no preference as the residents stated that they are only parking there to slow the cars down. She states that the street itself isn't wide enough

for three cars. There is some discussion on whether parking restrictions would help, but ultimately a reconfiguration would be better or adding a stop sign to turn onto Summer St. Former Mayor Infurna is not in favor of restricting parking. Commissioner Oberg makes a motion to deny seconded by Commissioner Parenti. All are in favor, so the motion is denied.

Motion to adjourn is made by Councilor Vandiver, seconded by Commissioner Chiarenza. All are in favor, so the meeting is adjourned at 8:48 PM.

From: [Goc, Jonathan](#)
To: [Proakis Ellis, Elena](#); [Faller, Kevin](#); [Eccles, Jack](#); epeart@hshassoc.com; [Rosa, Jennifer](#); [Vandiver, Kimberly](#); [Dan Krechmer](#); jeffparenti@gmail.com; ginfurna@comcast.net
Subject: Traffic Commission; Data East Wyoming Ave
Date: Monday, September 16, 2024 2:14:57 PM
Attachments: [34 East Wyoming Ave August 2024 - Averaged Binned Speed.pdf](#)
[34 East Wyoming Ave August 2024 - Data Summary #2.1.pdf](#)
[34 East Wyoming Ave August 2024 - Enforcement Eval.pdf](#)

FYI

Please see attached traffic data for East Wyoming Ave.

Data is from Tuesday August 13th to Sunday August 18th (6 days). Data collected in front of 34 East Wyoming Ave (between Chestnut St. and Summer St.)

Data Summary #2.1 PDF has most of the relevant info. With Lane 1 being vehicles traveling Westbound towards Main Street and Lane 2 Eastbound towards Summer St.

Quick Stats;

Volume; (PDF labeled Data Summary)

Total combined lanes 13,783 over 6 days is 2,297 per day avg. Lane 1 Westbound 6,220, Lane 2 Eastbound 7,563.

AM 1 HR Peak Combined was 189 on Wednesday 8/14. 3 cars per minute.

PM 1 HR Peak Combined was 291 on Thursday 8/15. 5 cars per minute.

Speed; (Combined Direction Totals)

Average speed was 21.6 MPH. 85%tile was 25MPH

13,783 total vehicles with 92 vehicles traveling over 30MPH or 0.7% of the total vehicles. (Data found on PDF labeled Averaged Binned Speed)

18 vehicles traveling 32 to 34 MPH

9 vehicles traveling 34 to 36MPH

4 vehicles traveling 36 to 38MPH

1 vehicle traveling over 40MPH

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From: [Goc, Jonathan](#)
To: [Proakis Ellis, Elena](#); [Faller, Kevin](#); [Eccles, Jack](#); epeart@hshassoc.com; [Rosa, Jennifer](#); [Vandiver, Kimberly](#); [Dan Krechmer](#); jeffparenti@gmail.com; ginfurna@comcast.net
Subject: Traffic Commission; Data Summer Street
Date: Monday, September 16, 2024 2:16:23 PM
Attachments: [Summer St August 21 2024 \(2\) - Averaged Binned Speed.pdf](#)
[Summer St August 21 2024 \(2\) - Data Summary.pdf](#)
[Summer St August 21 2024 \(2\) - Enforcement Eval.pdf](#)

FYI

Please see attached traffic data for Summer Street.

Data is from Wednesday August 21st to Monday August 26th. (6 days) Data collected in front of 22 Summer Street.

Data Summary PDF has the most relevant info. With Lane 1 being vehicles traveling uphill to East Wyoming Ave. Lane 2 downhill to Lynde Street intersection.

Quick Stats:

Volume: (PDF labeled Data Summary)

Total combined lanes 14,376 over 6 days is 2,396 per day avg. Lane 1 to East Wyoming 6,350, Lane 2 to Lynde St. 8,026.

AM 1 HR Peak was 207 on Monday 8/26. 3.5 cars per minute.

PM 1 HR Peak was 287 on Friday 8/23. 5 cars per minute.

Speed:

Average speed was 24MPH. 85%tile was 26.6MPH

14,376 total vehicles with 412 traveling over 30MPH or 2.9% of the total vehicles. (data found on PDF labeled Average Binned Speed)

98 vehicles traveling 32 to 34MPH

19 vehicles traveling 34 to 36MPH

20 vehicles traveling 36 to 38MPH

5 vehicles traveling 38 to 40MPH

9 vehicles traveling over 40MPH

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