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TRAFFIC COMMISSION MEETING

September 17, 2025 (In Person)

5:30 PM

IN ATTENDANCE: Chair Elena Proakis Ellis, Commissioner Jeff Parenti, Former Mayor Gail Infurna, Commissioner Kara Oberg, Commissioner Jonah Chiarenza, Councilor Ryan Williams, Sgt. Jon Goc – Technical Advisor, Jennifer Rosa – Clerk

The meeting is called to order at 5:32 PM. Elena states that the meeting is being recorded by MMTV but is not streaming live. For the record, Sgt Goc is voting in Chief Faller’s absence and Commissioner Paul is absent as well.

I. Continued Business:

1. Approve June 2025 meeting minutes

The first item on the agenda is to approve the June 2025 meeting minutes. Motion to approve is made by Commissioner Chiarenza, second by Councilor Williams. All are in favor, so the meeting minutes are approved.

II. New Business:

2. Business owner request to consider changing parking time limits on both sides of Main St from Franklin St to West and East Highland St to allow for more frequent turnover

Elena clarifies that this request came in a little differently than it was written on the agenda to allow for multiple discussion options. The request is just to have some parking that turns over more quickly for the benefit of their business. The proponents Celina and her husband Bernardo that own Peppino’s Italian Market state that they are facing parking issues where their business is located. They have been in business for about a year and appreciate all the community support. Their issue is that there aren’t enough 30-minute spots and all the other spots are taken up all day. Customers of the store state that it is an inconvenience when trying to visit the business. They have their employees walk to work, but without enough turnover with parking it is hard to grow their business. It’s also a safety issue with people triple parking. Today there was a hit and run and residents are having their driveway blocked. On Saturdays they park at the Franklin School, so they are trying to do their part. He is not asking for the entire area, just a small portion. Councilor Williams asks for a description of the hit and run today. They don’t know all the details, but they know it happened. It was vehicle on vehicle. The owner, Bernardo, states that he believes this item has come before the Traffic Commission before and Elena confirms that we have discussed this block, but this is a different type of request than prior ones. Motion to open public comment is made by Former Mayor Infurna and seconded by Commissioner Chiarenza.

All are in favor, so public comment is opened. Elena states to the attendees that the commissioners have received and read all the written comments regarding this agenda item. She mentions though that if you would still like to speak on the item, all are welcome to do so.

The resident of 991 Main St has lived here for 20 years. He is opposed to this item because his family has health issues and have medical providers come to the house daily. These providers need the ability to stay there all day to provide them with the care they require. This is the main reason for him opposing this item. He is requesting that the commission not approve this as it is presently presented and perhaps go up to Reading hill as opposed to his side of the street. He also thinks more is needed from the police department to slow the traffic down in this area. The resident also provides some written comments that he would like formally submitted. He provides them to Jenn Rosa (see attached).

The resident of 34 Sargent St noticed that there are three 30-minute spots on the south end of Main St and there are about twelve cars parked in the no-time-limit area. On the northbound side there are just as many with the 2-hour parking limit. She does support these businesses very much, but she is opposed to making any changes. She worries that if we change the time limit, the cars will spill onto W. Highland Ave, which is already busy with school traffic. She suggests changing the 2-hour parking limit that is on the northbound side across the street from Peppino's to 30-minute parking rather than extending and creating a traffic problem on the side streets.

Melrose Oriental Rug that is located at 937 Main St is afraid that if we change the spots down the end, where are these cars supposed to go. The cars would either end up on Green St or further down Main St where some of the teachers are already parking. He doesn't have a solution but thinks it would be a bad idea to change a lot of the signs.

The owner of Marcos Salon on Green St agrees with the last speaker. He is worried about the traffic shifting over to Green St if we make these changes to Main St. He sympathizes and wonders if we can give Peppino's one designated spot for pick up. He states that some of his salon guests are there for up to 3 hours and this would dramatically impact his clients.

The resident of 51 Sargent St has lived there for 10 years and is in support of Peppino's because of all the double parking that is happening in the area.

Motion to close public comment is made by Former Mayor Infurna, seconded by Commissioner Parenti. All are in favor, so public comment is closed.

Elena asks the proponent if there is certain number of spaces that would solve or improve the problem. He states that six spaces would suffice. Elena then asks if it would be helpful to have an active loading/unloading zone and it is decided that it would help. Commissioner Oberg asks about dining in vs. dining out. Cecilia states that it is mostly pick up. Councilor Williams states there used to be 30 min on both sides, that was changed most likely to accommodate other

businesses. On the northbound side of Main St there are very exaggerated lane markers that extend down about 50 ft from the end of the last parking spot to the beginning of the crosswalk. This is an intersection that already has a generous turning radius. If you borrowed a few feet, you may get another spot. You could also add a 15-minute spot to allow for more turnover. It is the same on the other side of the street. He wonders if we could add a marked parking space on the northbound side of Main St. He also points out that we have very generous driveway clearances from the 950-956 block. If we could borrow a few feet here and there on this side of the street, we could possibly add one or two more parking spaces without changing any of the parking times. He mentions that we could also add a 15-minute parking space that would allow for more turnover. Former Mayor Infurna wonders if commuters are parking there all day because it is constantly packed. Elena states that she doesn't think it's commuters but it's a lot of workers that work in Franklin Sq. There is very limited parking for the number of employees. A lot of the people that are overstaying the time limit are these people and the Police are aware of this complication. The City has not enforced this regularly because we understand the challenges in the area. Former Mayor Infurna wonders if one hour would make a difference on the east side heading north where Gloss is. Elena looks at an updated aerial view of the location and feels that we could get another space on the northbound side. Currently there is 60 feet from the northern edge of the crosswalk to the first parking space. That will go down to 40 ft if we consider this. Councilor Williams then states what the Traffic Commission can change regarding regulations. He mentions that there was discussion about the Whole Foods lot having a lot of empty spots. He wonders if we could come up with an arrangement and find a use for these spots. Elena mentions the Walgreens lot as well. Elena states that there was discussion about employees parking in these lots. Former Mayor Infurna asks if the added space would be 15 min spot. Elena does not feel that 15-minute spots work because people always take longer. She feels that active loading would work better. She is open to adding a fourth or fifth 30-minute spot where there are the current three spaces. Commissioner Oberg asks if we have done a traffic utilization study on Main St. Elena states that we have downtown, but not in this specific area. She mentions that when the roundabout was done, they did look at who was parking in the area, and it was determined that it was mostly employees. Commissioner Oberg mentions installing a bike rack at Paper and Clay and suggests possibly installing parking meters. Elena states that currently in the traffic code there's 173 feet that is supposed to be 30-minute parking. It appears perhaps that the code already has a fourth space. Sgt Goc asks if adding two more spots is going to cause disruption in the neighborhood. Elena doesn't feel that it will since there will still be two-hour parking spaces in the area. The proponent doesn't feel that one or two spaces will make a difference. Councilor Williams makes a motion to table with the expectation that we will do more research. Former Mayor Infurna seconds but then withdraws her second to the motion. Elena states that we can talk to the planning department about the employee parking. Councilor Williams also withdraws his original motion to table this item.

Former Mayor Infurna makes a motion for the addition of one 15-minute parking space on Main St northbound closer to the intersection at Green St, seconded by Commissioner Oberg. Elena calls the roll and all are in favor. Motion carries and Elena states that she will talk with the planning department and study the area.

3. Resident requests to designate Hesseltine Ave a traffic safety zone, with a maximum driving speed of 20 mph

The resident of 15 Glendale Ave states that she would like to formally request that Hesseltine Ave become a traffic safety zone. They have a very short walking distance to the field. Hesseltine Ave is a frequent cut-through where speeds typically exceed the 25-mph speed limit and it creates significant safety concern. Cars are frequently parked all along Hesseltine Ave, making poor crosswalk visibility. Former Mayor Infurna feels that it meets the criteria and it should be a no brainer. Elena states that at one time before we passed the 25-mph speed limit citywide, a speed study had been done for Hesseltine Ave to make it 25-mph instead of the 30-mph default speed limit. We have an existing speed study and existing regulation that calls for 25 mph. She assumes that with this vote we would just need to contact MassDOT and state that it meets the criteria for a traffic safety zone, thus we want to change it to 20 mph. She recommends incorporating MassDOT informing into the vote.

Motion to open public comment is made by Former Mayor Infurna, seconded by Councilor Williams. All are in favor, so public comment is opened.

The resident of 44 Howard St states that he fully supports this item but worries that without visible enforcement during high commuting times it will be ineffective. Elena states that we are also looking at a pilot to narrow the intersection at Farwell Ave and Hesseltine Ave. There will be a neighborhood meeting first and then after that takes place, equipment will be placed at the intersection.

The resident of 93 Hesseltine Ave has lived here for 37 years. He fully supports this measure as he states that people race down Hesseltine Ave. Safety concerns are paramount.

The next resident lives at 14 Hesseltine Ave and she states that the cars just fly down the street. She appreciates the opportunity for the neighborhood piloting a study at Farwell Ave.

The resident of 31 Pratt St and his son state that cars fly down their street every day. His son rides his bike to school every morning and when he goes down Hesseltine Ave it is hard for him to cross the street because all the cars are speeding.

Motion to close public comment is made by Commissioner Oberg, seconded by Former Mayor Infurna. Motion by Former Mayor Infurna to approve with a communication with MassDOT,

seconded by Commissioner Chiarenza. Councilor Williams wants to discuss one item regarding the formal process about accepting the traffic safety zones. He is not sure if the city has accepted Chapter 90 Section 18b which allows the city to establish traffic safety zones. He is in full support of approving this, however, he feels this should go before the city council. He also feels that we should add this location to the traffic calming list. Elena states that we have voted on traffic safety zones as early as 2016. Elena believes that there was a change to expand the scope of the traffic safety zones that are under 18b and that previously the language was there for school zones and traffic safety zones around parks which applies this location. We can take an affirmative vote on this matter tonight and at a later meeting we could take a formal vote on the expanded language. Councilor Williams also feels that this area should be included on our traffic calming list. Elena believes that both Hesseltine Ave and Highland Ave are already on the list but will double check. Commissioner Parenti states that we don't need MassDOT to approve this. Elena confirms that we do not, but we will need to inform MassDOT if we take a new vote that changes the existing speed limit that was previously approved. Councilor Williams confirms that he was told that we would need to formally remove the old speed regulation. Commissioner Parenti also states that for speed zoning it needs to be half mile long and it just qualifies.

Former Mayor Infurna makes a motion to approve a traffic safety zone with communication to MassDOT from Howard St to Pearl St, seconded by Commissioner Chiarenza. Elena calls the roll. All are in favor, so this passes unanimously.

4. Resident request to remove no parking here to corner signs on Bratley St beyond the standard 20ft from the intersection with Lebanon Street

Elena provides some background on this item before asking the proponent to come up. She states that currently there is a no parking sign on one side of the street that is 60 ft from the corner and on the other side there is a sign that is 40ft from the corner. The standard regulation is 20 ft from the corner. These two signs are in the traffic code and at one time the distance was extended to the first driveway on both sides of the street. The request that came in was to allow parking more than is allowed now. The 60 ft side would be the most logical side to debate. The request was not to remove the no parking signs.

The proponent of this item lives at 34 Lebanon St and states that she needs a handicap spot. She mentions that she does have a driveway, but the request was to have a handicap sign placed on Bratley St, as there is no parking on Lebanon St. She has a handicap grandson and thought that Bratley St would be a good place for one if no one else had a need on that street. Her grandson does not come to visit all the time, but it is difficult trying to get him in and out of the car on Lebanon St. Elena explains to the commission why the request was proposed in this manner. She states that handicap spaces only need to be approved by Elena, the police chief and the fire chief,

but the requested location is currently not legal parking. When the request came in, we had no way to even consider this without moving the existing signs on Bratley St. Elena then asks the proponent if she has a driveway at her house. She states that she does, however her house is a two family, and they also have another vehicle that is parked somewhere else. This space would be used for when her grandson comes to visit. Sgt Goc asks the proponent if her grandson is physically able to walk. She says not currently, but he is having surgery and hopefully this will help. Sgt Goc asks the proponent how often her grandson comes to visit and she states roughly every three weeks. Sgt Goc asks where they currently park when they visit and she states that they park on Bratley St. Sgt Goc wonders why they need a space if Bratley St is a public way and they are already parking there. She states that they were recently ticketed on Bratley St even though they were legally parked., so that is what prompted this. The police stated that the residents on Bratley St don't like people parking on their street. Former Mayor Infurna states that is unfortunate that there is no parking on Lebanon St however her thought would be a little car shuffle during visits. She also states that when she went out to visit the site, the area on Bratley Street is very tight.

Councilor Williams makes a motion to open public comment, seconded by Former Mayor Infurna. All in favor, so public comment is opened.

The resident of 14 Bratley St has lived there for 21 years. She is very sensitive to the proponent's needs and understands that it must be hard getting in and out of a car on Lebanon St, however she is extremely opposed to moving these signs any closer to the intersection. Although they measure 40 ft and 60 ft from the corner, it is a very narrow street and makes turning from Lebanon St very challenging if another vehicle is trying to exit. Visibility is also challenging. There are also a lot of children on the street, and this would create an issue. Even moving these signs a little closer, you would still be forcing vehicles to move into the other travel lane while making the turn onto the street. This would be a safety issue. There is always plenty of parking on the street, so they could park somewhere else along Bratley St.

The resident of 25 Bratley St states that it is a safety issue because a lot of kids play on the street. Also, maintaining safe sight lines is key. He feels moving the signs is not the solution.

Councilor Williams makes a motion to close public comment, seconded by Former Mayor Infurna. All are in favor, so public comment is closed.

Elena states that her and Jenn went out to the area and measured. She agrees with everything that has been said regarding the side of the street that measures 42-ft from the intersection due to safety concerns. The 60-ft side, however, has plenty of space for one parked car. Councilor Williams feels that this would only be a minor improvement, but he doesn't like the idea of approving a handicap space on someone else's street. Elena states that we've never approved of

a handicap space for someone that didn't live in the house or on another street. Former Mayor Infurna asks about what we would really gain because if it went to 40ft it seems tight.

Motion to deny is made by Commissioner Chiarenza, seconded by Councilor Williams. Commissioner Oberg asks about when the TIP Project will be starting on Lebanon Street. Elena states that it is about 5 fiscal years out. Former Mayor Infurna states that she feels for the proponent's situation, but Lebanon St is what it is. Elena calls the roll, and all are in favor of denying the request except for Elena and Commissioner Parenti who vote no, so the motion is denied.

5. Resident request for No Parking signs on the cemetery side of Lebanon St across from the park

The resident of 61 Pearl St is the chairman of the disability commission. He is here tonight to speak on behalf of the commission, as he was approached by a resident about this matter. The Lebanon St park is on the left side across from the cemetery if you are heading west. Lebanon St is particularly narrow in this area. The sidewalk on the playground side comes up along the chain link fence. On the other side the sidewalk goes up against the cemetery stone wall. When there are ball games, cars are parking on the sidewalks, and it makes it impossible for someone in a wheelchair or with a walker to pass by. If cars are parking in the street a bit, it makes the road congested. He spoke with a neighbor who also stated that getting out of her driveway can be difficult. This is also hazardous for pedestrians as well with all the cars being parked. Their recommendation is that signs be posted on the cemetery street side all the way up to Naples Rd to prohibit parking on that side of the street.

Motion to open public comment is made by Former Mayor Infurna, seconded by Councilor Williams. All are in favor so public comment is opened.

The resident of 463 Lebanon St who is also on the disability commission states that having the cars parked along Lebanon St makes it very difficult to turn out of Sylvan St. The crosswalk is very faint and the parking along the street doesn't make it safe for pedestrians. There are tow away signs along the street that state no parking during snow emergencies however there needs to be no parking anytime signs added.

Motion to close public comment is made by Former Mayor Infurna, seconded by Councilor Williams. All are in favor, so public comment is closed. Councilor Williams states that we have an active softball field with no parking. If 50 people come to this field they have nowhere to park. We need to do a better job of informing parents, coaches and softball players that they are not allowed to park on the sidewalk. He states that Lebanon St is 32 ft wide and has space for a parking lane, but with the TIP Project not too far off, we probably don't want to spend money and start striping Lebanon St if we are just going to tear it up. He feels that the solution should be that

we allow parking on the cemetery street side in striped spaces and enforce sidewalk parking. We should also ban parking on the softball side. Elena doesn't feel that it's a good idea to have kids crossing Lebanon St in this location. Sgt Goc states that he agrees with Councilor Williams that we need parking in this area but would like to see it on the park side. Former Mayor Infurna wonders if we put signs on Lebanon St could they be placed on the telephone poles. She also feels that granite curbing would solve the problem of people parking on the sidewalks.

Motion to approve parking prohibition on the west side of Lebanon St from Sylvan St to Naples Rd is made by Councilor Williams, seconded by Former Mayor Infurna. Councilor Williams states that we need to communicate with the softball players about parking on the sidewalk. Elena calls the roll and all are in favor, so the motion passes.

6. City request to add a crosswalk across Swains Pond Ave from Wheeler Ave to Harold St

Elena states that the DPW is the proponent of this item and is requesting it because for the complete streets project on Swains Pond Ave. We were able to get the sidewalks on one side and then it crosses to the other side at this location where we are requesting the crosswalk. The sightlines from one direction were 719 feet and coming from Penney Rd direction the sightlines were 353 ft. These distances meet our typical sightline criteria for crosswalks.

Motion to open public comment is made by Councilor Williams, seconded by Commissioner Chiarenza. All are in favor, so public comment is opened.

The resident of 20 Wheeler Ave loves the project and feels that we need to make the crosswalk as visible as possible. He states that Swains Pond Ave is a drag strip, and something needs to be done to highlight the crosswalk. The speed in the area is incredibly high. There are school age children in the area, so his request is that attention be paid to make sure it is as visible as possible. Maybe a lighting system would help.

Motion to close public comment is made by Commissioner Chiarenza, seconded by Councilor Williams. All in favor, so public comment is closed. Motion to approve is made by Commissioner Chiarenza, seconded by Councilor Williams. Further discussion follows to explain that crosswalks are brought to the traffic commission as it is a regulatory item enforceable by police. The locations, however, are not listed in the traffic code. All are in favor, so it unanimously passes and the crosswalk will be added. Councilor Williams thanks the DPW for the addition of these sidewalks.

7. Resident request to change the intersection of Sargent St and Highland Ave from a 2-way stop to a 4-way stop

The resident of 31 Pratt St is the proponent of this item. He states that Highland Ave West is a raceway. Over the last couple of years, it has really become quite alarming. There are a lot of the kids in the area that play outside and many pedestrians in the morning going to the commuter rail. There are a lot of bikes in the area as well. People use it as a cut through to avoid the light on Main St. His son rides his bike to Horace Mann, and it is quite dangerous. He hopes no one gets hurt and is hopeful that the city could do something. He and the residents in the area do not understand why a 4-way stop sign wouldn't go there. He feels that there are 4-way stops in other areas within the city that aren't as busy. His son speaks as well and states that there are so many cars that are speeding that it makes crossing the street very difficult.

Motion is made by Commissioner Chiarenza to open public comment, seconded by Former Mayor Infurna. All are in favor, so public comment is opened.

The resident of 34 Sargent St states that she was at the meeting when this request was first shot down. The neighborhood didn't have a clear understanding as to why, so she had reached out to Sgt Goc for that information. He provided it to her, and she shared it with many of her neighbors. She mentions that there was a traffic trailer doing a study in the area back in May. It was located at the intersection of Pratt St and Highland Ave West. Her concern with the placement of this is she doesn't know if it captured the traffic at Sargent St. Sgt Goc states that no it did not. It only captures the data at the point where it was placed. When a traffic study is done, they pick a location where they feel the speed would be expected to be highest. Elena states that this area was selected based on the concerns of the Highland Ave residents. It is separate from what is being discussed tonight. She feels that if we put the tubes on the street, we would be able to get some valuable information. Sgt Goc states that if we placed them at this intersection, it is most likely going to collect volume rather than high speed. She doesn't know what the solution is for this area, but she likes the idea of lowering speed limits, adding crosswalks and would like a study to be done.

The resident of 42 Sargent St states that he is in favor of this item because it already feels like a 4-way stop should be there. He agrees with the other residents that this area is a cut-through and with all the activity in the area it is a safety issue.

The resident of 96 Sargent St states that he agrees with what everyone else has already stated. He states that it would be nice to have a 4-way stop but is not confident that it will solve the problem. He wonders if a speed table might help to force people to slow down. He feels that the traffic in this area over the years has steadily increased.

The resident of 51 Sargent St states that she sits on her porch and watches a lot of near misses, so while there may not be a lot of data with accidents in the area, there are many close calls.

The resident of 18 Highland Ave West states that he has lived here for 6 years. His property is right next to Howie St. He mentions that just having a rock on the grass strip has helped people to not cut the curb. He has kids and worries about the speed on the street. He feels this request just makes sense.

Motion to close public comment is made by Former Mayor Infurna, seconded by Commissioner Chiarenza. All are in favor, so public comment is closed.

Jenn states that she received one more email today from a resident that lives on Sargent St that stated that they were in favor of this request.

Former Mayor Infurna states that she was surprised to hear about the visibility issue in this area because she went out and observed the area and noticed people walking with their heads in their phones. They never once looked up. Sgt Goc goes through the data and states that there was one crash in the last six years in 2024. The volume in the area was extremely low. In the morning the peak volume coming down the hill was 113 cars in an hour, which is less than 2 a minute. Coming from the other way towards Main St there were only 55 cars. The percentage of cars going over the speed limit was low. The data was collected by a black box that is attached to a pole. People do not even notice it is there. Elena explains that there are federal warrants that dictate where you should have a 4-way stop. If you put one where it is not warranted, then you end up with low compliance and can make it more dangerous. Councilor Williams supports the 4-way stop even though the warrants are not met. Commissioner Chiarenza feels traffic calming is the way to go in this area and feels it could make it more dangerous by adding an unwarranted stop sign. Commissioner Oberg stated this intersection has a 66/100 score on the City's Traffic Calming Prioritization Tool. 100 means it's the top priority for traffic calming interventions given the scoring criteria of demographic, pedestrian density, and road safety data score. Commissioner Oberg suggested it be added to the city's traffic calming list of projects. Elena states that this is currently on the list.

Motion to deny is made by Commissioner Chiarenza seconded by Former Mayor Infurna. Elena calls the roll. Councilor Williams and Commissioner Oberg both vote no. Former Mayor Infurna, Sgt Goc, Commissioner Chiarenza, Commissioner Parenti and Elena vote yes, so the request is denied. Elena notes that we can add 'cross traffic does not stop' signs on Sargent St.

- 8. Resident request to restrict traffic entering Trenton St in a southerly direction from West Wyoming Ave between the hours of 7AM-10AM, Monday-Friday, except emergency vehicles, with corresponding "Do Not Enter" and/or "No Thru Traffic" signage (or similar) posted on Trenton St at West Wyoming Ave**

9. **Resident request to restrict the use or operation of heavy commercial vehicles along Trenton St between West Wyoming Ave and Washington St, with appropriate “No Trucks” signs (or similar) posted on Trenton St at West Wyoming Ave and at Washington St (similar to that on Cottage St at West Wyoming Ave, or Ravine Road at Washington St); with such exceptions as those noted in Melrose Ord. § 220-18(B).**
10. **Resident request to change the intersection of Trenton St and Russell St from a 2-way stop to a 4-way stop**

Elena states that Items 8, 9 and 10 are all related to Trenton St. After she reads them, the commission can decide if we discuss them together, however we would vote separately on each.

The resident of 46 Trenton St is the proponent of these three items. He states that these requests all address improving roadway safety for pedestrians and bicyclists, reducing peak period traffic volume for safety, and reducing harmful vibrations to neighborhood properties and infrastructure.

The proponent mentions that no heavy trucking was requested once but was denied. The 4-way stop was requested four times by residents but never passed. Tonight is the fifth time. He states that Trenton St absorbs the south bound traffic and cannot accommodate it.

Regarding Item 8, he states that Trenton St is the only visibly straight through way southbound, aside from Pleasant St which is a major road. Trenton St predominantly absorbs this southbound traffic unlike Cottage St, Florence St and Cleveland St. It is an alternate route for commuters to avoid Lincoln School traffic and MBTA backups in the morning on Wyoming Ave West. Between 7am and 9am southbound traffic surges during the 10 months of the school year with roughly one car every 15 seconds. The traffic prioritization tool ranks Trenton St in red and orange. It has on street parking, making it very narrow.

Regarding Item 9 and heavy trucking he states that there is a culvert underneath Russell St Trenton St and area yards. The culvert doesn't have the surrounding packing material such as crushed stone to ensure stability. There are many homes along this route. The heavy trucks vibrate the homes when they come down Trenton St. He feels that only emergency vehicles, or those there for specific purposes, should be allowed on the street.

The last item tonight he states is the request for a 4-way stop. He mentions that Trenton St shrinks down and there is ongoing confusion in the area about whether they are supposed to stop. The sight lines are not clear and there is a false sense of safety with the crosswalk. It feels as if there should be a stop sign at the location. He mentions many stop sign locations in Melrose that don't appear to meet the warrants that are being discussed here tonight, but they all have 3 or 4-way stops. He states that an engineering study could be done for the basis of installation. He states

that safety should trump the nuisance of having to stop. Vehicles are already stopping in this area, so noise is not a factor.

Elena asks about his data collection. Elena mentions that his list of 4-way stops that were approved without meeting the warrants probably predate the Traffic Commission. Former Mayor Infurna confirms this as well. Commissioner Parenti asks the proponent about what prompted his requests. The proponent states that it has been an ongoing topic in his neighborhood for the past 15 years.

Motion to open public comment is made by Councilor Williams, seconded by Commissioner Chiarenza. All are in favor, so public comment is opened.

The resident of 30 Trenton St has lived here for 32 years and is in favor of Item 10. He states that maybe making it a 3-way stop will help. He has witnessed plenty of crashes. He feels that just striping or adding a raised curb could make a difference and change people's behavior.

51 Trenton St has lived in this area for 30 years and states that his house has been cracking and shaking because of the trucks. It starts at 6am-7am on Wyoming Ave West and they turn down Trenton St to avoid the light and the train. Traffic has tripled and he is afraid someone is going to get hurt.

The resident of 55 Russell St adds that a lot of people do stop when they are not supposed to. Cars now drive faster with the road being newly paved and there is a lot of confusion at the intersection coming from all directions.

118 Trenton St states that he is appreciative of the traffic commission. He has two girls that love walking to the park and to the neighbor's houses. He would like Item 8 approved but also feels that Cottage St should be added as well. He would suggest that for Item 9 it be extended to Foster St West. Trenton St is a very tight street with the parking being allowed on the street. Finally he feels that Item 10 should be approved as well. The area has a heavy walking population. Children from kindergarten to fifth grade are walking to Lincoln School. He understands that intersection may not meet the guidelines but feels that it should be changed.

Motion to close public comment is made by Councilor Williams, seconded by Former Mayor Infurna. All are in favor, so public comment is closed.

Elena asks if anyone here is opposed to Item 8 and no one present is.

Former Mayor Infurna asks about Item 9 and if the heavy trucking needs to go through MassDOT. Elena states that it does and reads the commission the MassDOT requirements regarding heavy trucking restrictions. We can only recommend this to MassDOT if there is an alternate route.

Councilor Williams asks the group about Item 8 and is trying to figure out where the parents can go if this is approved. There really is nowhere to go, so he is not in favor of this. He does feel that we should move forward with Item 9 and the heavy trucking. He states that he is in favor of item 10. Sgt Goc has one crash in five years at Russell St and Trenton St. Commissioner Parenti confirms that there is one crash from 2022 with 6 crashes total on file with MassDOT, and nothing involving a pedestrian or cyclist. Elena states that in the past she voted no on the 4-way stop but she knows it is a confusing intersection. She states that a lot of people do already stop here. Commissioner Chiarenza feels the same because the area feels small. Commissioner Parenti shares data for Wyoming Ave West and Trenton St has 57 crashes in the database with 12 injury crashes. This needs to be discussed as there is a real problem. Elena states that the Vision Zero committee, once it is formed, will look at high crash locations. Former Mayor Infurna discusses Item 9 and makes a motion to start the process with MassDOT, seconded by Councilor Williams. Commissioner Parenti states that the criteria are hard and the state does not like to approve these. Former Mayor Infurna wonders if we wait until the new police station is built to discuss Item 8 and Item 10. Elena states that the traffic study has already been completed in this area, and she doesn't feel that they will find any other data. Councilor Williams asks if the city can look at the data for Wyoming Ave West and Trenton St. Elena states that this can absolutely be done.

Sgt Goc asks Commissioner Parenti about the criteria to having no heavy trucking approved. Commissioner Parenti states that it must be 5%-8% trucks and we will not meet this. Sgt Goc then asks why we would submit this then. The only argument we would really have is the culvert. Elena states and Commissioner Parenti states that MassDOT will not consider this. Former Mayor Infurna withdraws the motion on Item 9, and Councilor Williams withdraws his motion as well.

Commissioner Parenti states that he is a resident of Trenton St and that he was opposed to Item 10 in 2016 and is still opposed, as he doesn't see the urgency. He worries about confusing the drivers and about unintended consequences.

In response to Item 8, a motion is made to recommend that the City of Melrose, including the Vision Zero committee, or similar body, conduct an analysis of this neighborhood centered on vulnerable user safety to inform how we should handle traffic directions at this intersection of Wyoming Ave West and Trenton St, seconded by Commissioner Chiarenza. Commissioner Parenti asks to amend and do a review of the written trash reports of Trenton St and Wyoming Ave West. All are in favor, so by unanimous consent it is approved.

Motion to deny Item 9 is made by Councilor Williams, seconded by Commissioner Chiarenza. Elena calls the roll and all are in favor, so the motion is unanimously denied.

Motion to approve Item 10 is made by Commissioner Oberg, seconded by Councilor Williams. Elena calls the roll. Commissioner Chiarenza and Councilor Williams vote yes, Commissioner

Parenti votes no, Commissioner Oberg votes yes, Sgt. Goc votes no and both Former Mayor Infurna and Elena vote yes, so it passes.

Motion to adjourn is made by Former Mayor Infurna, seconded by Commissioner Oberg. All are in favor, so the meeting is adjourned at 9:42 PM