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TRAFFIC COMMISSION MEETING

December 17, 2025 (In Person)

5:30 PM

IN ATTENDANCE: Chair Elena Proakis Ellis, Chief Faller, Former Mayor Gail Infurna, Commissioner Kara Oberg, Commissioner Jonah Chiarenza, Commissioner Andrew Paul, Jennifer Rosa – Clerk

The meeting is called to order at 5:39 PM. Elena states that the meeting is being recorded by MMTV but is not streaming live. For the record, Councilor Ryan Williams and Commissioner Parenti are not in attendance.

I. Continued Business:

1. Approve September 2025 meeting minutes

Elena states that Commissioner Oberg did send out a revision on the minutes that Jenn Rosa had sent out. Motion to approve as amended in the revision is made by Former Mayor Infurna, seconded by Commissioner Oberg. All are in favor, so the meeting minutes are approved. Elena states that for the record, Commissioner Paul, Commissioner Oberg, Chief Faller, Former Mayor Infurna and herself are present for this vote.

II. New Business:

2. City request to relocate the crosswalk on Foster St West to the opposite side of Trenton St for the new Police Station, which will be located at 263 Foster St West

Elena feels that even though these two items are related, it might be best to take them up one at a time because there may be more comments on one over the other. Denise Gaffey is the city's project manager for the public safety initiative. She is here tonight with some members of the design team. Robert Phillips is with Langdon Engineering, who are the traffic consultants for this initiative. Two members of the architecture team are here as well, Glenn Gollrad and Casey Plunkett. Denise states that they are here specifically tonight to discuss the police station project.

The new police station building will be built on the site of the current Beebe School on Foster St West. As part of this process, she states that a full traffic assessment was done to look at the parking and site circulation to come up with some improvements where necessary. This is basically the nature of these first two requests. One is to relocate an existing crosswalk to better align with the new entrance to the police station building and for some safety reasons which will be discussed by Robert Phillips of Langdon Engineering in more detail shortly. She mentions that the consultant has also looked at the intersection of Foster St West, Vinton St, Maple St and Florence St because we are aware that there are concerns in the neighborhood about sight line issues. There was a neighborhood meeting in late October to show some different concepts that would provide some improvements. The meeting was well attended, and they received some great feedback to propose some minor modifications to slow traffic down and create

safer pedestrian conditions. None of those changes trigger any regulatory changes, so that effort will be managed separately by the Engineering Division. That is why it is not on the agenda this evening.

Robert Phillips, the consultant, goes over the crosswalk relocation to the other side of Trenton St. He states that there are two main reasons for relocating the crosswalk. The first reason was safety. As the traffic study was done, what they found is that the volume reduces drastically of pedestrian and vehicle interactions due to the left turn onto Trenton St. As it is right now, all the traffic heading down Foster St West would cross through the crosswalk. Second is due to site development and to create an accessible path to the senior center. To create a universally accessible path they needed a little bit more length rather than using stairs, which not everyone can use.

Commissioner Paul asks about the traffic volume and eliminating the conflict with the left turning vehicles. He states that now there is the introduction of the right turning vehicle if you are heading east down Foster St West. The consultant states that when they did the traffic study, they found the traffic volume was much higher turning left onto Trenton St. Commissioner Oberg asks about the main entrance of the new police station. She states that if you are walking westbound, it is now further of a walk and if you wanted it to be more accessible the crosswalk would be directly across from the entrance. The consultant states that because they are raising the grades slightly to have the elevation of the building work, this was the best placement to have a ramp as opposed to stairs. Commissioner Oberg states that it seems to be more accessible for vehicular traffic than pedestrians. She does not feel that the space is inviting for someone on foot or in a wheelchair. Denise Gaffey points out that there is also an additional crosswalk at the Senior Center.

Motion to open public comment is made by Former Mayor Infurna, seconded by Commissioner Paul. All are in favor, so public comment is opened. No one from the public wishes to speak, so motion to close public comment is made by Former Mayor Infurna, seconded by Commissioner Paul. All are in favor, so public comment is now closed. Former Mayor Infurna makes a motion to approve moving the crosswalk in front of 263 Foster St West, seconded by Commissioner Paul. Elena mentions that there may be an RRFB here. Denise Gaffey states that this is still being evaluated as there is currently one at the Senior Center and there will be one at Florence St, so it may not makes sense. It could easily be added though. Elena calls the role, Commissioner Paul, votes yes, Commissioner Oberg abstains, Chief Faller votes yes, Former Mayor Infurna votes yes and Elena votes yes as well. Commissioner Chiarenza shows up just after the vote. Elena asks a procedural question to the commission. She states that because we are an eight-member body and Commissioner Oberg abstained her vote, with only four votes do we need another yes vote for this motion to pass? Should we revote and withdraw the original motion? Elena briefs Commissioner Chiarenza on the item. Former Mayor Infurna withdraws her original motion and so does Commissioner Paul. A new motion is made by Former Mayor Infurna to approve moving the crosswalk in front of 263 Foster St West, seconded by Commissioner Paul. Commissioner Paul, Commissioner Chiarenza, Chief Faller, Former Mayor Infurna and Elena all vote yes. Commissioner Oberg abstains, so the new motion carries.

3. City request to change the parking regulations along the property frontage at 263 Foster St West to prohibit on-street parking

Denise Gaffey states the parking that currently exists on Foster St West was from when there was an active elementary school in that area. The recommendation is to eliminate the spaces in front of the building, as the proposal for the police station has two parking lots for both the police officers and visitors and will provide ample parking. The consultant states that new signs would be placed where the existing school zone, drop-off and tow zone signs currently are placed. Another proposed removal is to remove the caution children signs. Denise Gaffey states that they will reinstall a new caution children sign, due to the level of activity in the area and the park being right around the corner. There will be a series of no parking signs along the street to make the change in use clear along the street. Crosswalk signs will also be placed at the new location of the crosswalk. Denise states that the proposed no parking signs are identical to the signs that are currently on Foster St West in front of the Senior Center and the Beebe Estate so this would be carried down along the west to the new police station site.

Former Mayor Infurna asks about the existing drop off spot and asks if the curb will be just straightened out. Denise states that she is correct. Commissioner Oberg asks about the timeline of the intersection reconfiguration at Foster St West and Vinton St. Elena states that the plan is to do it this construction season but does not currently have a date as our Roadway contract will be going back out to bid this year. Commissioner Paul asks about the arrows on the no parking signs and wonders if they can have arrows pointing in both directions. Elena states that it could have the arrows going both ways and no parking here to corner. Motion to open public comment is made by Former Mayor Infurna, seconded by Commissioner Chiarenza. All are in favor, so public comment is opened.

The resident asks when the traffic study was completed. The consultant states that it was done this year. She states that she feels that the data is skewed because the area was empty. The consultant states that the library was there and that the study looks at historical data. The resident asks about why we are filling the space and thought that most people wanted to leave it. She feels that it should stay.

The next resident of 309 Foster St West thanks the commission for the neighborhood meeting. She is fine with the elimination of parking on Foster St West but feels that the parking around Gooch Park should stay, as parking is very limited in the area.

The resident of 301 Foster St West thanks the commission, Elena and Denise for keeping the dialogue open. She just wanted to state publicly how grateful the neighborhood is.

Councilor Vandiver feels that if we are eliminating parking, it makes sense to narrow the street otherwise cars are going to speed. Signage can only do so much. She would love to see wherever it is practical that the street is the minimum width and not wider than that.

Motion by former Mayor Infurna to close public comment, seconded by Commissioner Paul. All are in favor, so public comment is closed.

Commissioner Chiarenza asks the consultant about speed in the area. He wants to make sure we are aware of speeds and to make sure that we don't have a center line. The consultant states that it did include

speed, but he doesn't have the data with him this evening. Commissioner Chiarenza states that the Ped-Bike committee had discussed raised features in this area to bring drivers to 20 mph. Elena states the proposal for the Vinton/Maple/Foster intersection includes a raised crosswalk at the existing crosswalk just east of Florence St. Former Mayor Infurna asks about the narrowing of the street and states that we aren't really narrowing we are just straightening the curb. Commissioner Chiarenza is worried that we will have a 30 ft road with no parking on either side. Elena states the road is currently 30 ft but is being narrowed about 7ft, so about 23-24ft width. Commissioner Oberg states that she is not against no parking but feels that we should try to narrow the street even further. Elena states that there will be adequate space in the lots to make up for the loss of spaces on the street. She likes the openness for pedestrians and is in favor of the removal of the spaces. Commissioner Oberg supports the removal and asks about timing and wants to make sure it coincides with the intersection project. Elena states that we certainly could time this accordingly. Commissioner Oberg makes a motion to approve this item with the timeline that this happens after the Vinton St intersection reconfiguration, seconded by Commissioner Chiarenza. Elena calls the roll and all are in favor, so the motion passes. The way the vote was taken, this will be done after the City modifies the intersection. Elena assumes that the City will put the signs up after the intersection is done even if the curb hasn't moved yet.

4. Resident request to extend the No Parking Here to Corner restriction on the north side of Otis St at the intersection of Charles St beyond the 20 ft regulation

The proponent of the item lives at 90 Otis St. The no parking sign would be in effect from the driveway of 45 Charles St, which is located on Otis St, to the end of Otis St. She states that her and residents of Charles St and Otis St are concerned and she has a petition that was signed by thirteen residents. Their concerns about the safety of the current parking situation are where Otis St intersects with Charles St, there are poor sight lines. When a car is parked between the driveway of 45 Charles St and the end of Otis St, which is almost daily, cars that are entering Otis St from Charles St are unaware of cars traveling in their lane to bypass the parked cars. There have been many close calls and with lots of young children in the neighborhood, they are concerned about potential accidents. They feel that by eliminating parking, it will help to prevent collisions and accidents.

Elena asks if anyone from the public is here to speak on this item. The proponent reads comments from the petition that are all in favor of the item. Motion by Former Mayor Infurna to open public comment, seconded by Commissioner Chiarenza. All are in favor, so public comment is opened. As there is no one from the public that wishes to speak, motion to close public comment is made by Commissioner Chiarenza, seconded by Former Mayor Infurna. All are in favor so public comment is closed.

Elena states that it is about 60 ft from the intersection to the first driveway. The normal regulation is no parking 20 ft from an intersection and five feet from a driveway. We are looking at roughly 35 ft where you can currently park, so this would be restricting parking in that area. Commissioner Oberg asks about sight lines and the fence that is on the corner. Elena states that this is a building department item.

Motion by Commissioner Chiarenza to approve, seconded by Chief Faller. Elena states that this would be to approve no parking here to corner along the first 60 ft of Otis St on the north side from Charles St. One

sign that reads no parking here to corner could accomplish this. Elena calls the role. All are in favor, so the motion passes and the sign will be moved.

5. Resident request to prohibit parking on the north side of Highland Ave East

The proponent of 28 Highland Ave East states that he cannot get out of his driveway when a car is parked across at 23 Highland Ave East, which there frequently is. It is incredibly difficult during the winter months when the snow builds up. He is seeking support after many conversations to no avail. He states that just yesterday he was blocked in his driveway when he was trying to take his son to surgery. On another day, he almost couldn't get down his street due to two vehicles being parked side-by-side. The street is very narrow, and he is not requesting to block all parking on the north side of Highland Ave East, but for the sake of him being able to get out of his driveway safely without striking a vehicle, which he has admittedly done. Elena asks the proponent about having parking only on one side. The resident states that if he was asking for parking to be allowed only on one side it would be the south side; however he is only asking for the area in front of where his driveway backs out, which is 23 Highland Ave East.

Elena states that we listed this item a little broader, as typically no parking opposite driveway requests do not get approved, except in extreme circumstances. Commissioner Oberg asks if parking is currently allowed on both sides and the resident confirms that it is. Former Mayor Infurna asks about the width of the street and Elena states that it is 22 ft. Commissioner Oberg asks the proponent if he has spoken to his neighbor about the parking and he states that he has spoken to him and has written notes with no resolution. Some discussion takes place about the no parking opposite driveway signs that are up along Cottage St, however those went up before the Traffic Commission existed.

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

The resident of 24 Highland Ave East states that he also has a narrow driveway and is quite familiar with this problem. He doesn't really have a strong opinion; however he states that the most problematic issue with the street is speeding. He is worried about removing parking because the speeding will increase even more. Parking increases over the summer for parties and he worries about that if we take half the parking on the street. He would support no parking opposite driveway and would probably request that for himself as well since making a 5 to 6-point turn is excessive to get out of your driveway. Motion to close public comment is made by Commissioner Oberg, seconded by Former Mayor Infurna. All are in favor, so public comment is closed.

Elena states that we did receive quite a few emails on this item, mostly expressing concern for speed and it being a cut through. The concern was if you eliminate parking, cars would speed even more. Elena states that we can see just from tonight that if one person gets a no parking opposite driveway sign, then another resident is going to request it. Former Mayor Infurna feels that it wouldn't be fair to approve based on how we typically vote. The parking on both sides slows cars down. Commissioner Paul states that we could look at the parking demand and then stripe spaces. Former Mayor Infurna states that people don't typically like striping in residential areas. Elena states to the resident that is having difficulty that you can

contact the police department if you physically cannot get out of your driveway. There is also an option to widen the driveway, but it is at the homeowner's expense.

Motion to deny is made by Former Mayor Infurna, seconded by Commissioner Paul. Elena calls the role and all are in favor, so the motion is denied, and the parking will stay as is.

Former Mayor Infurna motions to take Items #7 and #8 before Item #6 as there are members of the public here to speak on these items. The motion is seconded by Commissioner Paul. All are in favor.

7. Residents' request to have Wheeler Ave become a one-way street between Beech Ave and Swains Pond Ave, as one way heading towards Swain Pond Ave

Councilor Finocchiaro states that the residents of Wheeler Ave reached out to her and they met in August to discuss the one-way proposal. It is a cut-through street, and cars are coming off Swains Pond Ave rather quickly and it is concerning as there are a lot of kids on the street. She also mentions that there are no sidewalks on Wheeler Ave. They are here tonight to see if this is a possibility. She mentions that they also have a petition that was signed and shared with the commission.

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

The resident of 29 Wheeler Ave states that she lives there with her two small children and has lived there for seven years. She mentions that cars speed down and cut through and has no issue with a one way as it will be safer for the neighborhood. Elena asks the resident if she would mind having to drive around the block if it became a one-way street and she has no issues with that.

Councilor Finocchiaro states that it is a very small stretch of road and all the residents are in favor of this. Elena states that notices went out to very wide group of residents on Swains Pond Ave, Beech Ave, all of Wheeler Ave all the way up to Grove St, Granite St, Cumner Ave and a little bit of Grove St.

The resident of 25 Wheeler Ave has two small children and echoes the speeding concerns of cars coming off Swains Pond Ave. He states that because of the wide opening onto Wheeler Ave, cars tend to fly off of Swains Pond Ave as if it is a highway ramp. Councilor Finocchiaro feels that because of the way the street is angled, cars don't even have to slow down to make the turn. Elena states that they did close it in a little bit during the sidewalk project on Swains Pond Ave.

The resident of 17 Wheeler Ave has been there for 25 years. He states that his kids are older now, but when they were younger, they were not allowed to play outside without them. He is worried that with all the small children in the area, someone is going to get hurt.

Elena asks if anyone here is opposed to the one-way street and no one is. The next resident has lived on Wheeler Ave with her husband and children for over 44 years and is here to support her neighbors, as she is concerned for the children in the area.

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

Commissioner Chiarenza states that Clifford St was made a one way when the roundabout went in on Howard St. It was a very similar situation, and some pretty substantial complete streets improvements were made as well. He also asks about the sidewalk improvement project that was done on Swains Pond Ave and what side it is on. Elena states that it is on the Wheeler Ave side and that there is money left over and discussion about extending sidewalks down Wheeler Ave if the residents would like them. Commissioner Chiarenza thinks that the best solution would be to just square off that intersection and make it a 90 turn off Swains Pond Ave. Elena states that during the sidewalk project there was discussion that took place about this, however for whatever reasons it was not changed. The five-way intersection on Beech Ave was significantly narrowed, but the change to this opening was less aggressive. Commissioner Oberg states that the cheapest and easiest solution is to make it a one-way, but to slow traffic it would be best to close in the intersection. Commissioner Chiarenza also worries about compliance and people ignoring the one-way sign, as signs are just signs and it gives you a false sense of security.

Mayor Infurna doesn't really like approving one-way streets due to the impact on surrounding area streets, but in this neighborhood that would not be the case, so she is not opposed. She does feel though that there should be a stop sign at the end of Wheeler Ave, though, to guide you a bit in this neighborhood. Elena states that she applauds this neighborhood because no one was against this one-way proposal. We notified roughly 100 homes, and no one was opposed. Commissioner Chiarenza worries about compliance and making it obvious to drivers. Elena also wants the commission to know that approving the one-way would not necessarily mean that there would be a reconfiguration at the intersection, as this was discussed during the sidewalk project and was not implemented. Commissioner Chiarenza feels that by placing barrels, it will allow people to get used to the one-way. Former Mayor Infurna makes a motion to approve to make Wheeler Ave a one-way street from Beech Ave to Swains Pond Ave heading south, seconded by Chief Faller. Elena calls the role; all are in favor, so the motion passes. Elena states that we will post this in the newspaper and then give us about a month or so to implement.

8. Resident request to extend the one-way restriction during school hours on First St to also include the portion of First St between Ashcroft Rd and Highview Ave

The resident of 162 Upham St is the proponent of this item and is a parent of a child who attends Winthrop Elementary School. As it currently stands, there is a one-way restriction during school hours on First St that runs from Geneva Rd to Ashcroft Rd. This request is to extend the one-way restriction further east to prohibit two-way traffic between Ashcroft Rd and Highview Ave during school hours. He feels that it is worth extending this because during drop off and pick up hours, the two-way traffic is a safety risk because there is a wall of cars parking along First St with car doors opening. That stretch of First St is very narrow as well. He states that eastbound traffic is infrequent as most cars are traveling westbound, as they assume that it's already prohibited. This proposal would likely require three right-turn-only signs during school hours at the end of Ashcroft Rd, Brookledge Rd and Highview Ave. Elena asks the proponent about the reasoning for stopping at Highview Ave, which implies that he doesn't see it being a problem at Highview and Waverly Ave. Does it become less of an issue the farther you get from the school, she asks. He would say that the most frequent left hand turn is the one off of Ashcroft Rd, due to parents dropping off there and turning left to avoid the school traffic in front of the building. Elena is worried about restricting the turn from Ashcroft Rd all the way up to Highview Ave during all of the non-drop and pick up times, as these

residents would only be able to turn one way out of their driveway, which is a big restriction. Former Mayor Infurna feels that going all the way down to Highview Ave was a bit excessive. She was thinking maybe up to Brookledge Rd, if any.

Motion to open public comment is made by Former Mayor Infurna, seconded by Commissioner Paul. All are in favor, so public comment is opened. Councilor Finocchiaro states that all three of her children attended Winthrop School and it's a very congested area. There are lines of cars on First St waiting to drop their kids off. She wonders how others further down on First St feel about their restriction. She doesn't know how long ago it was implemented.

Commissioner Chiarenza states that it must be tight as the road is only 21 ft wide. He doesn't know if you need to go to Highview Ave though, but it may make sense.

Former Mayor Infurna wonders about a house on First St that needs to get to work via Route 1. If we restrict the traffic to one-way on First St, that car now must go through the school traffic. Commissioner Oberg asks about the Winthrop School bike bus and whether it goes down First St. The proponent states that it goes down Highview Ave and makes a left turn onto First St. This isn't the proponent's reason though for proposing this item; it was generally requested due to the chaos in the area allowing the left turn. Elena states that she is only in favor of the left turn restriction off Ashcroft Rd, as she feels going all the way up to Highview Ave is a bit excessive. Councilor Finocchiaro states that most people are making the left off Ashcroft Rd as it is the closest to the school area.

Former Mayor Infurna asks if we do a compromise and make no left turn from Ashcroft Rd onto First St matching the restrictions at Geneva Rd and First St and see how this goes. Elena reads in one email that was opposed to this restriction; however we did not receive any other opposition, and notices were sent out to whole area around the school. Former Mayor Infurna makes a motion to make no left turn going southbound off Ashcroft Rd, matching the current restrictions on First St. Commissioner Paul seconds the motion. All are in favor, so the motion passes.

6. City Council request for the Traffic Commission to specify allowable food truck zones in the Traffic Code

Councilor Finocchiaro is the proponent of this item and states that City Council put this item together due to a current food truck that has been in town for some time. There have been some issues with where they have been parking and resident complaints because of the generator noise. Due to this, City Council thought the City should have an ordinance in place. The idea is if you are a mobile food vendor and you come to Melrose, you have designated areas to park. City Council had to do the ordinance and now we need to come up with specific locations for food trucks to operate their business. If you are a mobile food vendor, you can come for a one-day trial three times and do the paperwork with the health department. The city clerk would do the annual permit once they decide to move forward and this would take away the engineering part of the permitting process. Elena states that the mobile food truck ordinance already states that you cannot park in a space that is not a legal parking space. Additionally you cannot park within five feet of a driveway, or within 20ft of an intersection. What a food truck would be doing in violation of the traffic code, if they were to come right now, is overstaying the parking limit. Previously, Jenn Rosa in

the Engineering Division would issue them an occupancy permit allowing them to overstay the time limits. The Engineering Division had a whole list of conditions with that permit. Elena made sure that same list of conditions ended up in the food truck ordinance. Examples are providing their own trash removal and not using city barrels.

A map of five potential locations is shared with the commission. One is the Knoll, which is unable to be discussed because it's under the control of the Park Commission and not a public right-of-way. The next location is Pine Banks, and they are wondering what the commission's thoughts are for a food truck at the intersection of Banks Pl and Main St up to the intersection of Main St with Sylvan St where it intersects with Mt Vernon Ave. Councilor Vandiver would love to see something in this area due to the activity at the track. The food truck would not be allowed in Pine Banks Park. Former Mayor Infurna states that anywhere from the gate at Mt Vernon Ave up to the dog park area on Sylvan Street would be good. Elena feels that the south side of Sylvan St from Main St to the dirt parking lot entrance works. This ordinance would be just to extend their length of stay in a timed parking lot. Councilor Williams suggested to Elena to set some zones and see how that goes, and then we could review this again down the road. The food truck would still need to go to the Health Department and still would need to go to City Council to get their permit. Councilor Vandiver states that there is currently not a rush of food trucks in Melrose; however, we just want to establish zones, so they don't park in front of brick and mortar businesses that sell food. Elena feels that whatever language we end up with in the traffic code she feels strongly that it should say something about provided that it meets all other regulations and decisions of all other boards and commissions within the city and local, state, and federal regulations, so we are not permitting something that someone has already said is not allowed.

Commissioner Chiarenza thinks that Sylvan St from Main St to where the parking ends a little beyond the crosswalk would work. Commissioner Paul feels this could work because there is a gate on that side of Sylvan St into the track. Elena feels that we can just say Main St to the entrance of Pine Banks, since only legal parking spaces are allowable anyway

The next proposed location is on Washington St near Oak Grove Station. A lot of parking is available in this location. It would be from Brazil St down to the city limit on the west side of Washington St. Commissioner Paul asks about going further up, but Elena states that there are no parking restrictions in that area.

Councilor Finocchiaro discusses Hannah's Brewery and had asked the City Solicitor if we could make an exception to the rule about brick and mortar for the brewery location. But the commission feels that we should avoid this location. Corey St would work for Hannah's, but not on Main St. Elena states that we can approve the zone of Grove St to Wyoming Ave on both Corey St and Main St. If another board has already prohibited this location, it would not be allowed anyway. When presented to City Council they can also decide whether to approve it.

The next proposed location that is discussed is on Main Street from Winthrop St to Emerson St East, as we aren't sure what will be going in at the old Carusso's building we don't want to go much further up in front of Ell Pond.

Elena states that for tonight, we can just vote on the zones, and they are restricted to those zones. It makes things a little more streamlined, as all the details are in the ordinance. Elena wonders about the language relating to parking lots, as we may not want the trucks in the parking lot. The permit hours for the trucks would be 9am to 5pm.

Elena proposes that in the traffic code, we will establish approved food truck zones whereby food trucks are allowed to park in any legal parking spot exceeding the posted time limits: 1) on Main St from Emerson St to Winthrop, both sides, 2) on Washington St from Brazil St to the city limit on the west side, 3) on Sylvan St from Main St to the entrance of the Pine Banks Parking lot on the south side, and 4) on Corey St east side and Main St both sides between Grove St and Wyoming Ave. Establishment of these zones does not supersede any decision of any other city board or commission, or any applicable local, state, or federal regulations. Furthermore, food trucks shall not park within 20 ft of a crosswalk.

Motion to approve is made by Commissioner Paul, seconded by Commissioner Oberg. Elena calls the role, and all are in favor, so the motion carries.

Motion to adjourn is made by Former Mayor Infurna, seconded by Commissioner Chiarenza. All are in favor, so the meeting is adjourned at 8:25 pm.