

**City of Salem
Traffic and Parking Commission
Meeting Minutes
Thursday, February 20, 2020**

A meeting of the Salem Traffic and Parking Commission was held on Thursday, February 20, 2020 at 6:30pm at 98 Washington Street, Salem. **Present:** Commission Chair Tanya Shallop, Commission Vice-Chair Eric Papetti, Commissioner Todd Waller, Commissioner Robin Seidel, Commission Lt. David Tucker, Director of Traffic and Parking David Kucharsky, and Assistant Director Nick Downing. **Absent:** None.

CALL OF MEETING

The meeting was called to order at 6:35pm by Chair Shallop. Chair Shallop thanks everyone for attending, and states she is excited for this joint committee meeting, noting overlapping interests and concerns.

INTRODUCTION OF COMMISSION/COMMITTEE MEMBERS

Tonya Shallop, Chair of Traffic & Parking Commission
Eric Papetti, Vice Chair of Traffic & Parking Commission; Chair of Bike Advisory Committee
Robin Seidel, Traffic & Parking Commissioner
Todd Waller, Traffic & Parking Commissioner
Jane O'Leary, Bike Advisory Committee Board Member
Chris Nagle, Commission on Disabilities Board Member
Debra Lobsitz, Chair of Commission on Disabilities
Lisa Cammarata, ADA Coordinator
David Kucharsky, Director of Traffic & Parking
David Moisan, Commission on Disabilities Commissioner
Will Legault, Commission on Disabilities Commissioner
Matt Caruso, Bike Advisory Committee Board Member
Maureen McKinnon, Commission on Disabilities Board Member

Chair Shallop explains this meeting is to hear public comments, as well as comments from commission/committee members and staff regarding current snow removal practices and experiences, as well as ways to improve going forward. She acknowledges that this season we have not had much snow or ice, but still would like to learn and take the opportunity to discuss what is going well, where we can improve, and potential policy directives going forward.

PUBLIC COMMENTS

Commission Chair Shallop opens the floor to public comment.

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Josh Turiel, Ward 5 City Councilor introduces himself, and asks the committees to discuss situations where properties are on two adjoining streets, particularly situations where there is a front on one street and a driveway on another.

Jeff Bellin of 396 Essex Street introduces himself. Mr. Bellin states he is a former Chair of the Bike Advisory Committee and that he appreciates the joint meeting, noting a prior lack of coordination and unfriendly attitude towards biking. Mr. Bellin says he is glad Salem has bike racks and has implemented bike lanes, but that in terms of getting around he does not feel Salem is bike friendly. He says he is excited to be at this meeting as it is a good opportunity to get a broad prospective and accomplish goals.

Megan Riccardi, Ward 6 Councilor and Disability Commission Liaison introduces herself. Ms. Riccardi shares her enthusiasm and states she is surprised a joint meeting has not occurred before, noting that each group has similar goals and frustrations. Ms. Riccardi asks if the discussion can touch upon fees and enforcement surrounding lack of snow removal by residents and businesses, as well whether the city removes snow for a charge.

A resident of 16 Weatherly Drive asks if it is a policy during snow emergencies to require commuters to park on the roof of the MBTA garage. He notes that as a commuter, it can be a challenge to come back and have snow on your car.

Chair Shallop says she hopes there will be an opportunity to respond to these comments and questions during the meeting.

DISCUSSION OF CURRENT SNOW REMOVAL PRACTICES, POLICIES, CHALLENGES

DPS Director David Knowlton & Operations Manager Raymond Jodoin introduce themselves.

Mr. Knowlton gives a presentation covering the current approach to snow events, detailing the equipment and manpower available, as well as contractors and materials used and challenges. Mr. Knowlton states the primary goal is to quickly open streets and make them passable so that essential emergency vehicles can safely negotiate roadways. Mr. Knowlton discusses the following stages of storm events:

- *Pre Storm:* Monitoring weather forecasts, planning for parking bans if needed, scheduling workers and contractors, and ordering salt.
- *During Storm:* Pretreat hills, main streets, and priority paths and sidewalks with salt. Coordinate with Salem Police Department for towing vehicles and begin plowing. Mr. Knowlton explains that all-terrain vehicles (“ATVs”) are used for sidewalks and bike paths, while plows are utilized for streets. Mr. Knowlton adds city vehicles have GPS so they can be tracked, and the progress and storm development is constantly under observation. This is helpful for when people call with complaints that their street has not been plowed and staff can follow up. Mr. Knowlton states that snow@salem.com and SeeClickFix are used to gather issues, as well as phone

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calls from the public.

- After Storm: After the snow stops there is a final push by plows to get snow to the curb and confirmation that high priority areas are cleared. A final salting of roads occurs and parking lots are opened. Next, medium priority sidewalks and paths are cleared, as well as handicap accessible ramps and priority areas. Mr. Knowlton notes that in addition to city employees there is a group called ROCA, which is a crew of at risk youth in the judicial system that have been trained to do work for DPS year round, including shoveling in the winter.

Mr. Knowlton next discusses bike accommodations. Since 2001 there have been a number of different bike accommodations installed such as bike lanes and paths, totaling 22 miles. Mr. Knowlton presents a timeline showing the increases each year.

Mr. Knowlton presents a map and list showing high and medium priority sidewalks and paths. High priority paths are primarily near the train station, downtown area and schools. Mr. Nagle of the Commission on Disabilities asks if the information can be put on the Salem website as it would help people plan better, and Mr. Knowlton affirms it can.

Mr. Knowlton goes into detail regarding equipment utilized, such as ATVs, plows, backhoes, 4-wheel drive gators, bobcats, and a new trackless machine. He shows images of each type of equipment.

Mr. Jodoin discusses some of the challenges surrounding snow removal, such as staffing and equipment related issues. Mr. Jodoin notes that salt is also a big factor, adding that this year we experienced lots of ice and rainstorms which can be challenging to treat and keep up with when storms have a long duration or when there is a combination of various types of precipitation. Mr. Jodoin asks committee and commission members if they have specific questions.

Chair Shallop states that the Traffic and Parking Commission is charged with looking at all modes of travel in Salem which supports the city's Complete Streets Policy, and that while they care about cars, they are also focused on sidewalks and bike lanes to ensure that everyone can traverse the city. Ms. Shallop says she thinks we do a good job with roads, but that her primary concern is making the sidewalks and bike lanes more accessible and giving them equal weight to motor vehicle traffic. She adds this is important to encourage people to walk and take public transportation rather than being on the road. Chair Shallop asks what would be needed to prioritize sidewalks and bike lanes more. She also contends that more sidewalks could be prioritized.

Mr. Knowlton states they would need more resources, specifically staff and equipment. Mr. Jodoin adds that DPS has moved in that direction and has procured new equipment. Mr. Jodoin maintains they have realized some secondary streets and sidewalks should be a priority, and they have been improving and trying to incorporate more. Mr. Knowlton explains that they do not turn away any contractors, and that there have been difficulties finding enough to get all the work done. He adds that they were fortunate to find a

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landscaping company to work with, which provides and operates five ATVs in addition to the five owned by the city.

Chair Shallop asks about DPS's capital and/or operational budget ask for the current year. Mr. Knowlton explains that the budget does not change year to year, and that they can always spend more if necessary. Mr. Knowlton adds there are Department of Revenue (DOR) regulations that allow them to recover additional costs over a period time, but that the budget does not increase because it would have to remain at the higher level. He states the main issue is more about resources and finding contractors. Mr. Knowlton acknowledges that DPS may be able to add more laborers on the city side, but that finding contractors and equipment is difficult.

Will Legault from the Commission on Disabilities asks if contractors are required to have GPS units in their vehicles, and if that might contribute to contractors not wanting to do the work. Mr. Knowlton and Mr. Jodoin indicates GPS's were deployed through Verizon initially, but there were issues and this year they started working with a new GPS software through T-Mobile. The new system can be integrated with DPS's GIS system for data collection purposes. Mr. Legault notes that contractors likely do not want to be tracked.

Mr. Legault next brings up handicap parking spaces in city parking lots, noting that they are often covered in snow by plows and asks how that can be prevented going forward. Mr. Jodoin states they have hired a new contractor with new equipment whose responsibility will be to monitor lots to keep up with them during storms and make sure these types of issues do not occur in the future.

Mr. Legault next asks about the sidewalks surrounding the Church Street parking lot and why they are not considered a priority despite being heavily travelled. Mr. Jodoin and Mr. Knowlton state they are considered high priority, but acknowledges that there is room for improvement in current operations. Mr. Legault stresses improving shoveling and clearing of this area.

Mr. Legault asks about the overpass sidewalk along the courthouse which has a stretch that routinely gets neglected. Mr. Legault opines it might be due to a debate between the city and state about who is responsible for this area and asks that it be looked into.

Vice Chair Papetti thanks all in attendance and says he would like to better understand the contractor hiring process and what they are contracted to do. Mr. Papetti also asks if they have the same oversight as city employees and if they are hired for a number of hours. Mr. Knowlton states there are maps with city plow routes, with city vehicles and contractors assigned to each route so that they work together. City employees monitor contractors, and routes are not changed often. Mr. Papetti says he gets the sense it may be difficult to find enough people to do the work, but asks if the contracts are year to year, or if the city can get multi-year contracts to get more contractors interested. Mr. Knowlton explains the contracts are year to year, and that neighboring communities often poach contractors from each other, adding to the difficulty.

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Vice Chair Papetti asks about the yearly budget, and why it cannot be lowered once it is raised. Mr. Knowlton indicates snow operations is the only city budget line item that can be exceeded, with the ability to pay additional costs off over three years per the DOR, but that they do not allow the actual budgets to fluctuate. Mr. Knowlton adds that if the budget is raised for whatever reason, it cannot go back down so it then has an effect on the bottom line of the city's budget, so it is typically not done.

Chair Shallop offers that the budget certainly could increase year over year, particularly if the goal is to make improvements and do a better job going forward.

Chair Shallop asks if any City Councilors would like to comment.

Councilor Turiel speaks to the baseline snow budget figure, which he estimates is around \$425,000. Mr. Turiel adds that the city can and does routinely go over this amount, noting that in 2015 the city went 3 or 4 million dollars over with the national guard hauling off snow. Mr. Turiel states that much of the equipment purchases is multi-use equipment, so some of it comes from the capital budget and not the snow budget, and that his recollection is that in the last eight years the budget has routinely been exceeded by around \$100,000 or more.

Chair Shallop says she works as the assistant administrator for the town of Middletown and that for Middleton it is looked at as a per storm cost, and that if we were to prioritize sidewalks the per storm cost could be a little higher.

Mr. Nagle asks what happens if the entire budget is not spent, and Mr. Knowlton states the money just does not get spent and it is not a "use it or lose it" type of situation.

Commissioner Seidel asks how priority paths are determined, noting that they appear disconnected on the map and that the goal should be shared public pathways that are safe to travel. Ms. Seidel recalls that last year she found a woman lying in the street because she had slipped and fallen walking on the street since a sidewalk was not cleared. Mr. Knowlton explains that priorities are usually sidewalks abutting city property based on city ordinance, and that businesses and residents are required to clear the sidewalks abutting their properties, which explains some of the disconnectedness. Ms. Seidel asks what types of mandates exist that make residents shovel their sidewalks, and what the fees are. Chair Shallop notes that we will get to fees and enforcement in a bit.

Ms. Seidel next asks if DPS has considered alternatives to salt that might have a different pull on resources. She also notes concerns about effects on water quality. Mr. Knowlton discusses other options such as brining, which is effective in lower temperatures but requires a dedicated special truck that the city does not have. He notes it may be possible in the future, but that it is primarily used in Western Massachusetts where temperatures are frequently lower. Commissioner Seidel suggests it might be something worth exploring for sidewalks. Mr. Jodoin adds that currently the city does not use straight rock salt, but a pet safe/friendly salt product.

Mr. Nagle asks where DPS feels their responsibility ends and that of private citizens begins, noting that people will often shovel, but then plows will come by and obscure or undo the work they have done. Mr. Jodoin says the Salem's snow brochure asks for help from residents to keep sidewalks clear and to assist with pedestrian ramps (crosswalks) that abut properties, but that this issue will always be a bit of a tennis match. Mr. Knowlton acknowledges that residents are eager to clear snow, and that it can be frustrating to have a plow come by and throw snow back or into a driveway. He states that it is something we unfortunately must deal with, as there is not much of an alternative.

City Councilor Christine Madore states she gets the impression that there is a lack of transparency with how streets and sidewalks are prioritized. Councilor Madore asks if Salem has ever put together a snow removal plan, not a web page but an actual document that can be adjusted according to need. She acknowledges that DPS has been responsive during storms and expresses her appreciation. Councilor Madore contends it is important to manage expectations rather than have a reactive approach. Mr. Jodoin explains that a plan does exist, and he motions to a large binder in the room. Mr. Jodoin says he is working with the GIS operator to ensure some of the information can be accessible, and that the map being presented is a product of some of that work.

Councilor Madore next asks about prioritizing crosswalk ramps, noting that all the sidewalks can be clear but if the ramps are not shoveled no one can easily cross streets and there is no connectivity for pedestrians. She asks that this be brought up at a future committee meeting as the city is having important conversations about ADA accessibility and that it should go beyond buildings. Chair Shallop says it can be put on the agenda for the next Traffic and Parking Commission meeting.

Councilor Madore maintains that most conversations about snow removal ultimately identify resources as a challenge. Ms. Madore points out that Chair Shallop previously asked about spending and resources, and that she is curious as to what it would take to shovel all sidewalks. Councilor Madore says it would be helpful for City Council to know with specificity what it would cost to shovel all sidewalks in each particular Ward when looking at the budget. Mr. Jodoin says they can look into what it would cost, but that currently they do not know what that number would be. Mr. Jodoin reiterates difficulties with obtaining contractors. Councilor Madore asks if previous costs could inform an estimate, and Mr. Jodoin says he does not know what historical costs were. Mr. Knowlton indicates a range could be estimated, but it would take a little time. In response to Mr. Knowlton asking if this would be for all streets, Ms. Madore states there are certain streets that abut city property that are persistently not clear, and so she is more concerned with what it would cost to ensure all city property sidewalks, major corridors, and areas near schools are taken care of. Councilor Madore states that if estimates can be provided and demonstrated, Council could approve additional amounts. Mr. Jodoin indicates in addition to resources there is the issue of implementation and making sure there is a successful use of resources.

Councilor Madore goes on to ask if there exists a reality where the city would clear all of the sidewalks, even for property owners, or if the costs and resources required would be

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astronomical. Mr. Knowlton says that the biggest issue is that they likely would be unable to find enough manpower. Mr. Jodoin confirms it would be difficult. Councilor Madore contends that other cities are able to accomplish it. Mr. Knowlton says it would be helpful to agree on a certain level of service and community expectations, and then compare that to what is feasible so that there can be a clear understanding by all.

Councilor Madore states the aforementioned snow removal plan could facilitate understanding between boards, commissions, staff, and officials, and that if the document could be posted online and residents notified it could be helpful. She acknowledges that all sidewalks getting cleared may not be attainable, but asks that DPS look at the amount of staff resources that go into enforcement, and perhaps consider diverting some of those resources to clearing sidewalks since we are not currently getting the desired result.

Councilor Turiel notes that it can be challenging when we are all talking about different things. Mr. Turiel notes there is the discussion of required resources, as well as the legal responsibilities of private property owners, etc. Councilor Turiel suggests we need a more coherent and well communicated action plan for snowstorms and how we deal with them based on storm severity. He notes that as previously stated, we ultimately spend what needs to be spent, so we should focus on a concrete action plan and obtain an understanding of the resources needed for various priorities. Councilor Turiel emphasizes that there should be a baseline of service.

DISCUSSION OF ENFORCEMENT, BEST PRACTICES, AND NEXT STEPS

Chair Shallop introduces City Project Manager and Facilities Coordinator Michael Lutrykowski.

Mr. Lutrykowski states that the Director of Public Services, Mr. St. Pierre was unable to attend, but explains that he oversees the sidewalks abutting residential and commercial properties. If there is a state issue, Mr. Lutrykowski contends that Mr. St. Pierre and his inspectors send out tickets to the state.

Mr. Lutrykowski discusses the current city ordinance regarding snow and ice removal from sidewalks, Section 38.18. He notes that in 2013 the Building Department started to make residents more aware of their responsibilities as property owners and that there have been some improvements. Any business owner or resident is responsible for any portion of sidewalk touching their property, and if the property is on a corner there are two sides to clear. Mr. Lutrykowski explains the fees being charged were previously \$25, \$50, and \$100 for first, second, and third offenses, respectively, but that state guidelines now cap city violations at \$50.

Mr. Lutrykowski explains that with respect to enforcement the main areas emphasized first are schools and transit facilities. There are four inspectors that go out and make note of violations. SeeClickFix is another method by which the Department discovers violations. Mr. Lutrykowski states that when there is a violation they issue tickets, not warnings, starting at \$25 and then \$50 for subsequent violations. Mr. Lutrykowski clarifies that first

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violations are noted, then staff must go back to the office to find out who the property owner is, as tenants are not responsible to clear. Then the ticket goes out after a day or two, but it is not a guarantee the snow will get cleared immediately. Mr. Lutrykowski notes that some residents ignore the tickets, and that some appeal through the District Court which can be a lengthy process. Mr. Lutrykowski goes on to discuss the issues relating to appealing these tickets, and that courts have begun to take the issue more seriously.

Chair Shallop asks how many tickets are issued during a given storm or season. Mr. Lutrykowski indicates in 2015 there were hundreds, but that the last few years they have issued less, perhaps because courts have been taking the issue more seriously. Mr. Lutrykowski gives the example of one man who appealed his ticket but repeatedly did not appear in court, resulting in an arrest at the airport while trying to leave for vacation. As soon as an appeal is filed, it falls under the courts jurisdiction and becomes a criminal matter.

Mr. Nagel asks for clarification regarding snow that plows push back onto areas that have already been shoveled. Mr. Lutrykowski says it depends on the amount of snow and conditions, and that they generally look for an approximate three foot width of the sidewalk to be cleared. Mr. Nagel asks specifically about pedestrian ramps, and Mr. Lutrykowski indicates that the abutting property owner is responsible for removing snow from the ramps to provide access to crosswalks. Mr. Nagel asks if there is a way to make ticketing more transparent, perhaps report it on a city map. Mr. Lutrykowski says that might be possible, but that it is not done currently.

Mr. Nagel next asks about the best way to report violations. Mr. Knowlton lists snow@salem.com for snow issues, and SeeClickFix for most other issues. Mr. Nagel also asks if DPS can ticket people who do not clear sidewalks of leaves, as they can be quite slippery when wet. Mr. Lutrykowski explains the Department in the past has generally reached out by knocking on doors asking individuals to take care of brush, leaves, or objects. If a property owner cannot be reached they issue a letter.

Commissioner Seidel asks if repeat offenders are those that actually need assistance, perhaps elderly or disabled individuals or those that do not have the means to pay for removal, and if so does Salem offer assistance. Mr. Lutrykowski says the offenders fall into a few different categories. Some people are just lazy, but when DPS discovers a violation is due to being elderly or disabled there have been efforts to help clear. He also notes that an extension can be given if necessary, but what they ultimately want is compliance. Mr. Lutrykowski adds that for condos, DPS will send tickets to all units to get their attention.

Commissioner Seidel states she has also observed issues with downspouts and narrow sidewalks, particularly in the downtown area, that freeze over and cause safety issues. She asks if there is a mechanism to address this or assure that future buildings do not create such hazardous conditions. Mr. Lutrykowski explains that some of the downspouts downtown have existed for 200 years and that it can be a difficult thing to address. He adds that newer buildings are not allowed to divert water onto public ways.

Chair Lobsitz of the Commission on Disabilities states that the Salem Council on Aging offers a program that provides assistance for seniors who cannot shovel. Mr. Knowlton adds there is more info in the snow brochure.

Vice Chair Papetti asks who is responsible for resolving interjurisdictional issues and if there are any challenges or thoughts on ways to improve. He specifically references MassDOT roads and MBTA bus stops, and notes that the access road to the Salem train station is often an issue. Mr. Lutrykowski says it can be difficult because there are so many different agencies that own these properties and there can be issues with respect to identifying boundaries, but that DPW has been great about responding to requests. Mr. Knowlton adds that they have had good luck working with the MassDOT highway group in the past.

Chair Shallop asks how often the snow brochure is updated, and Mr. Jodoin indicates it is updated yearly, and that it can be found by going to www.salem.com/snow-central. Mr. Kucharsky adds that a link is also located on the “Popular Pages” section of the city of Salem website. Chair Shallop suggests adding maps and other additional info that would be helpful. Mr. Knowlton indicates that this year they added the on-street parking locations.

Vice Chair Papetti asks if the city has any Memorandum of Agreements (MOAs) with MBTA regarding bus stops, and Mr. Knowlton says there is no communication with MBTA regarding busses and that DPS does not clear them unless they are responding to a specific call or concern. Mr. Papetti suggests that when evaluating priorities seeing if it makes sense to add it to the list of maintenance and enforcement.

Mr. Bellin states there are sidewalks that have parts that are not regularly cleared forcing him to walk in the street. He adds that at pedestrian ramps for crosswalks, there are often slushy or icy accumulations of water. Mr. Bellin also notes that he lives next to the Quaker Cemetery on Essex Street and that the path to the cemetery is not regularly shoveled. Mr. Bellin expresses dislike for the policy of clearing snow within six hours of a storm ending and maintains that he grew up in Newton in the 1960’s and that the city took care of all sidewalks. He notes the current policy in Salem still leaves impassable sidewalks and a fee does not fix issues quickly enough. Mr. Bellin suggests looking at a larger budget or hiring more people to ensure all sidewalks are regularly shoveled, rather than relying on individuals who may have a job or might not be able to clear the snow immediately.

Jim Batting, a resident of Crombie Street introduces himself and says he liked Councilor Madore’s comments about getting more done, but acknowledges the difficulties associated with finding enough resources and manpower. Mr. Batting says it is great to have this conversation, but that he does not know how we can expect more given the inherent challenges, and that we should try to be realistic and practical as there is only so much labor available.

Steve Kapantais, a Salem resident, introduces himself and states that the Canal Street corridor often has issues, and that it is often difficult to traverse up to the bike path. Mr.

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Kapantais says that he has filed many complaints in the past but has never received a response. Mr. Knowlton apologizes and says that is not the way DPS would like to operate.

Commissioner Rebecca Christie from the Commission on Disabilities introduces herself. Ms. Christie speaks to the snowstorm that occurred on January 16th, and says she is very diligent with her own clearing of snow, but that she received a notice in her door indicating she would pay a fee of \$25 if her snow was not cleared. She states that on January 21st she walked from her home to downtown and that on Jefferson Avenue there were multiple businesses with sidewalks that were not cleared. Commissioner Christie says she sent the violations to SeeClickFix and snow@salem.com but that she never heard back or saw any results. She also notes there are multiple businesses on Highland Avenue that never clean, including the Pep Boys. She adds this is a liability not only for the city but for these businesses. Mr. Lutrykowski says he knows her property and recognizes the great job she does and appreciates her feedback.

Councilor Riccardi indicates she has heard similar issues regarding a lack of response and transparency regarding snow@salem.com. Councilor Riccardi states she would also be in favor of making the priority streets and sidewalks visible to the public, and she stressed the importance of getting information and service level expectations out. She indicates that while it would be great to have all sidewalks clear, she would like better communication in terms of expectations, standards, and what is possible.

Councilor Riccardi also notes that while school areas are always cleared, nearby streets and residences in dense areas can still be an issue and asks if there would be a point where the city determines those would also be priorities since they abut schools. Mr. Lutrykowski states that this is one reason they make sure the bike path gets cleared, and that they routinely ask nearby property owners to do their share.

Chair Shallop suggests that one potential outcome of the current and subsequent conversations could be to develop a model where we ensure priority sidewalks and paths are cleared regardless if residents go out and shovel to make sure kids can safely walk to school and commuters can safely get to public transportation. Chair Shallop asks what it would take to get to that point, and for clarification on the biggest inherent challenges. Mr. Lutrykowski says one issue is identifying borderlines and where certain areas stop. He stresses he does not want residents to think it is not their responsibility and to get used to not shoveling, or for residents to complain that snow gets cleared for some homes but not others. Mr. Lutrykowski also acknowledges that tickets are not an instant or perfect fix. Chair Shallop says that from her perspective that is not good enough, as kids need to get to school safely. She notes that City Councilors are in the room and that this appears to be a priority for many, so she asks that there be a way to figure out what needs to be spent to address the issue. Mr. Knowlton says he will see what can be done, but reiterates that the issue is not only money, but also finding adequate manpower and resources. Mr. Knowlton says the city currently utilizes as many as they can find and never turn any contractors away.

Chair Shallop next asks why streets are considered a higher priority than sidewalks. Mr. Knowlton indicates the reason has to do with ensuring public safety vehicles can navigate safely, such as fire trucks, ambulances, and police. Chair Shallop notes that there are many things she thinks are done well, but that she would still like to see improvements.

Commissioner Seidel says an ideal outcome would be to identify potential economies of scale. If there is a priority street that always needs to be cleared, she suggests clearing the whole street rather than small pieces here and there, so that people know which streets will always be safe.

Noah Koretz of 10 Woodside Street expresses support for the points made by Commissioner Seidel, and states that in any sort of emergency scenario or one of reduced capacity it is important that everyone is aware of safe evacuation routes, and that the concept is similar here. Mr. Koretz indicates he lives in North Salem, and that he notices many pedestrians walking in the streets after snow events, which is dangerous because the street is slippery and there is lots of traffic. He notes that while some of the problem has been framed as neglect, there are also businesses that have contractors clear snow from entrances onto sidewalks as well. Mr. Koretz suggests having the city identify major arteries and school routes to ensure they are safe and that everyone knows how they can travel and walk safely.

Mr. Nagel acknowledges that we need priority routes, but as an example asks if North Street is cleared, should School Street be cleared as well, and at what point would it stop or break down. Mr. Nagel suggests a definitive model is needed, because it can be difficult to implement. Mr. Nagel states he understands that in some ways staff's hands are tied not only by what the city can do, but also what the state has imposed. He suggests advocating to state representatives for higher penalties regarding snow removal, and to make safety a higher priority. Mr. Nagel also suggests higher penalties for properties on high priority routes, as living closer to amenities and schools has value.

Ms. McKinnon commends staff on the work that is done, particularly the Canal Street bike path. Ms. McKinnon next suggests considering a plan based on a certain radius, perhaps identifying a certain number of feet or blocks surrounding schools and priority areas, regardless of whether it is private or not. She also says she liked the idea of public shaming for repeat offenders and wondered if there could be a snow social media page with reminders before big events about ticketing. Ms. McKinnon notes that she makes the effort to shovel from her wheelchair, so others should do their part. Ms. McKinnon also suggests tying priority to the speed of the road, perhaps those with higher speed limits having a higher priority. She also suggests tying the ticket price to property taxes.

Chair Shallop thanks everyone for attending and says there have been lots of helpful input, thoughts, and concerns. For next steps she suggests improving communication and publicizing existing maps and priorities. Chair Shallop also asks that expectations and service levels be better articulated and that the website be updated regularly.

Commissioner Seidel asks if snow@salem.com can have similar visibility to SeeClickFix so that issues and violations are made visible until they are addressed. She also says she likes the idea of considering a certain radius for school zones and other important areas and reiterates that sidewalks need more work.

Mr. Legault suggests putting together a small working group with the joint commissions, DPS, City Councilors, and potentially others to see if details can be worked out for improvements.

Vice Chair Papetti says he would like to see a framework for continuous improvement year over year, whether through a working group or by other means that are transparent and that ultimately produces a product that is easy for the public to access and understand. Mr. Papetti suggests using benchmarks and performance metrics to evaluate progress.

Chair Shallop acknowledges that DPS does not have a commission attached to them, but volunteers the Traffic and Parking Commission to take this on and work with other boards and commissions to think about a potential working group and determine ways to move forward. She also notes that Ty Hapworth is the Traffic and Parking liaison for City Council.

Chair Lobsitz suggests taking advantage of neighborhood associations to encourage compliance and best practices at the beginning of each snow season and remind residents of their obligations. She stresses a focus on being a good neighbor and community participant as well as reminding individuals about potential fines. Ms. Lobsitz also suggests having more information available to the public, and suggests utilizing Salem Access Television, scrolling signs, etc. Mr. Knowlton says he will post his presentation on the city website.

OTHER BUSINESS

None.

UPCOMING MEETINGS SCHEDULE

The next meeting is scheduled for March 19, 2020.

MEETING MINUTES APPROVAL

None.

ADJOURNMENT

On a motion duly made by Commissioner Seidel and seconded by Commissioner Waller, the Traffic and Parking Commission meeting was adjourned at 8:36PM.

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