

**City of Salem**  
**Traffic and Parking Commission**  
**Meeting Minutes**  
**Wednesday, April 13, 2022**

A meeting of the Salem Traffic and Parking Commission was held remotely on Wednesday, April 13, 2022 at 6:00pm, in accordance with Chapter 20 of the Acts of 2021.

**Present:** Commission Chair Tonya Shallop, Commission Vice Chair Eric Papetti, Commissioner Jeff Swartz, Commissioner Jaime Garmendia, Commission Lt. David Tucker, Director of Traffic and Parking David Kucharsky, and Assistant Transportation Director Christina Hodge **Absent:** None

**CALL OF MEETING**

The meeting was called to order at 6:00 pm by Chair Shallop. Ms. Shallop explains how members of the public may participate during the remote meeting.

**PUBLIC COMMENTS**

Chair Shallop opens the floor to public comment.

Jane Arlander of 93 Federal Street introduces herself and asks the Commissioners to consider putting speed limit signs on North Street between the overpass and Jerry's, near the intersection, of Summer, Essex, and North Streets. Ms. Arlander explains that the prior evening she came across a serious pedestrian accident, where a neighbor was left with a head injury. Ms. Arlander indicates that the crosswalk in the area was reconfigured with the construction of the new court house, as it used to be from the Murphy's driveway across to Lynde Street, and that many people do not use the new crosswalk because it feels unsafe. As a result, she contends pedestrians cross at Wesley Church. Ms. Arlander notes there are no speed limit signs in the area, which could be helpful, as when there is no traffic on the street cars travel at outrageous speeds.

Cindy Jerzylo of 17 Bay View Avenue introduces herself but states that her comments are in relation to Columbus and Fort Avenue, and therefore will wait.

**NEW/OLD BUSINESS**

**Director's Update**

Mr. Kucharsky provides an update regarding ongoing work at the City garages, as updates are proceeding on both in an attempt to mitigate drainage and structural issues. He also notes that public bathrooms and a visitor center are being constructed in the former Scratch Kitchen. Mr. Kucharsky also provides an update on the Shared Streets grant, which staff are still waiting to hear back from in order to proceed with additional efforts such as the North Street/Liberty Street/Symonds Street intersection.

## **Neighborhood Traffic Calming**

Mr. Kucharsky introduces Jessica Mortell, project manager with Neighborways consultants, and Karl Alexander, project planner with Neighborways. Mr. Kucharsky indicates they will present and review design plans for five locations in the city. Mr. Kucharsky provides a summary of the Neighborhood Traffic Calming Program, explaining that the goals are slowing traffic and improving safety by implementing lower cost projects and testing out ideas. Projects are often iterative and based on collected data, and sometimes can lead to permanent changes. It is a collaborative process that begins with an online application. Mr. Kucharsky presents a graphic demonstrating how slower speeds can save lives, as an accident with a vehicle going 20MPH has an 18% chance of serious injury or death, compared to 50% if a vehicle is traveling 30MPH. Mr. Kucharsky states the program is meant to improve safety for everyone, and provides more details on the program history, beginning with the 2011 adoption of the Complete Streets policy and ultimately the Neighborhood Traffic Calming Program launch in 2018. He presents a map with an overview of prior and existing projects.

Jessica Mortell explains some of the tools and treatments in the designs to be presented, noting that the areas will have “gateway treatments,” which include 20MPH safety zone signs. Ms. Mortell explains that visibility improvements are proposed by way of daylighting corners 20 feet from intersections. She also explains the difference between speed humps, which extend across the length of a street, and speed cushions, which are similar but have slots for emergency vehicles and bicycles. Ms. Mortell indicates the cushions and humps are designed for 20MPH travel, and standard spacing is 200 to 300 feet. Pilot programs consist of seasonal rubber speed treatments, and if deemed appropriate to install permanent ones they are asphalt. Ms. Mortell also explains the use of curb extensions to improve visibility and chicanes to control speeding on long straightaways.

Mr. Kucharsky states there is a public website for input, comments, and information. Comments can be provided through April 31st at [www.publicinput.com/salemtrafficalming](http://www.publicinput.com/salemtrafficalming). The plan is to have final designs configured for the five locations below by spring with neighborhood coordination. and to schedule installation by late spring or early summer. Evaluations will occur in autumn, and staff will work with DPW and the Police Department.

### **Columbus Avenue - Fort Avenue to Bay View Avenue**

Ms. Mortell presents existing condition data, noting a posted speed limit of 20MPH, and average speed of 25MPH, and a high of 56MPH. Approximately 39% of drivers exceed the speed limit, and the area has an average of 876 cars per day, with peak hours in the morning and evening commute, and midday. The proposed design for this area is four speed humps, and Ms. Mortell presents plans with an overhead map. She notes that cars can park on the speed humps and points out some daylighting at Lowell Street for the crosswalk and for the gateway treatment at Bay View Avenue.

Commissioner Swartz states it looks like a good place to start, and thanks Ms. Mortell. Chair Shallop agrees and asks why these speed humps were proposed rather than the ones with the slots for emergency vehicles. Ms. Mortell explains that speed cushions are better for higher volume roads such as collectors and arterials, but that for local roads like this speed humps are more appropriate.

Vice Chair Papetti suggests that the limit of work needs to be moved a little bit and recommends adding speed humps to the entry of the stretch to set the stage, as it should be a clear signal that vehicles are entering a neighborhood street. Ms. Mortell explains the spacing of 200 feet, and that vehicles will need to slow down entering the area once the new geometry is configured in another project. Mr. Papetti acknowledges that another design is in process to address the geometry, but notes it is on a longer time frame and that the earlier speed hump could help address the issue now.

Chair Shallop opens the floor to public comment.

Tommy Churchill of 22 Columbus Avenue introduces himself and states that the proposed first speed hump will be in front of his home based on the map. Mr. Churchill asks if there is data on the impact of speed humps, such as whether they reduce speeds and if property values are affected by them being implemented in neighborhoods.

Mr. Kucharsky indicates that in other parts of the City where they have been implemented, there have been speed reductions ranging from 5MPH to 10MPH on average, resulting in more vehicles at or below the actual posted speed limit. Mr. Kucharsky states that he cannot speak to real estate values but opines that making an area safer would likely be good for property values.

Ms. Mortell thanks Mr. Churchill for his questions, and notes that she can look to see what information she can find, as there are many factors that go into property values.

Commissioner Garmendia notes that he is joining remotely from an airport lounge and will be catching a flight soon and will need to leave the meeting in approximately 10 minutes.

Eric Nowak of 19 Columbus Avenue introduces himself and states he also believes the speed hump should be closer to Fort Avenue, as most of the speeding happens in the beginning of the stretch.

Cindy Jerzylo of 17 Bay View Avenue asks if a speed hump can be installed on Bay View Avenue as well coming from Fort Avenue, as she fears people will start coming down her street to avoid the speed humps. She also asks if the speed humps are year-round or seasonal. Mr. Kucharsky states they are removed in winter, and that the surrounding streets will be monitored as part of the data collection. He states that as part of the program staff and consultants try to be cognizant of how side streets are impacted.

Mr. Churchill next asks about potential sounds resulting from speed humps and any other potential impacts. Mr. Kucharsky indicates some residents initially were concerned when

they were first installed in some calming measures, but that since installing them in other locations he has not received any complaints. He further explains that they are relatively low in height at only two inches off the ground.

### **Proctor Street - Mansell Parkway to Highland Avenue**

Ms. Mortell presents a map of the area and discusses existing conditions, noting this is a collector street with two-way traffic and parking only on the East side. The posted speed is 25MPH, with average speeds of 26, a high of 63MPH, and 50% of cars traveling over the limit. Ms. Mortell notes high volumes with 3,780 vehicles per day, and peaks around midday and between 3PM and 4PM. Many residents in the area have voiced concerns about speeding. Ms. Mortell states there used to be a center line on the street, but that it is very faded. She next presents the proposed design which includes updated striping, speed cushions with flex posts on the center line to prevent cars from avoiding the cushions, daylighting at intersections and every corner, 20MPH signs, and tan paint in areas where no sidewalk exists. Ms. Mortell suggests the striping alone will help visually narrow the street and encourage slower speeds, and that the proposed new parking line will help prevent parking on the sidewalk.

Chair Shallop states she is glad this proposal will aim to help with parking on sidewalks and curbs. Ms. Mortell states that in addition to striping for the parking, traffic calming will also help encourage people to park where they are supposed to. She also suggests educational information and fliers be used in addition to enforcement.

Vice Chair Papetti thanks Ms. Mortell, and states that the new speed humps on Valley Street seem to be quite effective. Mr. Papetti expresses concern regarding the double yellow line, as he states he has seen data suggesting that in some contexts double yellow lines can increase speeds as drivers feel like they are on the highway. Vice Chair Papetti suggests either a single yellow line or no center line as more appropriate. Mr. Papetti also asserts that a seven-foot-wide parking lane is very narrow, particularly for larger cars. He suggests looking into having an eight-foot parking lane and 10-foot travel lanes for cars to accomplish the same goals, as he worries that if the parking lane is too narrow people will still park on the sidewalks.

Commissioner Swartz states the design looks nice and echoes the concern regarding the parking lane. Mr. Swartz indicates he does not want resident cars to pay the price of road narrowing, and that ostensibly cars are parking on the curb currently out of fear of losing their side mirrors. Commissioner Swartz suggests that because the road is so narrow, a center line should be used but he has no opinion on a single versus double yellow line.

Chair Shallop reminds everyone that parking on sidewalks is illegal, and that perhaps widening the parking lane may be necessary, but that cars need to be parking in the street and not on the curb.

Chair Shallop opens the floor to public comment.

Damien Jarrett of 5 Hillside Avenue introduces himself and suggests that the wrong issues are being focused on. Mr. Jarrett states he does not believe the proposal will solve the problem, as the road was simply not meant for the current volume. Mr. Jarret states there was a missed opportunity when Boston and Bridge Street were revamped, as reversing the flow of traffic should have been examined. He indicates that while traffic might slow down some, it would likely cause other issues, including parking. He suggests discouraging drivers from using the road as a thru-road, and perhaps making it a one-way street.

Chair Shallop reminds the public that the Neighborhood Traffic Calming Program uses tactical and low-cost approaches to improve speeding and safety. Mr. Kucharsky notes that the idea of flipping Pope and Proctor Streets is still being considered, and also explains that long term solutions in the Bridge Street area are still being investigated. He notes that this is all part of the evaluation, including the data collection prior to, during, and after the pilot.

Mr. Jarret also notes that with the sheer volumes, if we slow down traffic, it will increase density and could create problems for residents trying to get to work.

Darleen Melis of 115 Federal Street introduces herself and states she is the Chair of the Tree Commission. She notes that pursuant to discussions with Dave Knowlton, there are talks of revamping Boston Street in 2026 and planting more trees to make it feel more residential. Ms. Melis indicates that Proctor Street and all feeder streets around are in the Green Gateways Program and eligible for free trees where a forester comes to the property owner and they can choose a tree for the front, side, or back yard.

Noah Rebelo and John Rebelo of 76 Proctor Street introduces themselves, and state they are concerned about flex posts being installed in the turn for Hillside Avenue, noting that one of them may be in the way of cars entering the garage.

Charlie Santoulis of 3 Hillside Avenue introduces himself and states he is concerned that the tan painted areas and speed humps will not be aesthetically pleasing in a residential neighborhood. He also suggests that a double yellow line on Proctor might increase speeds and states he does not think a line is needed. Mr. Santoulis also suggests that at the other end near Highland Avenue, the restricted parking area should be extended to make it easier to turn onto Proctor.

### **Federal Street - North Street to Boston Street**

Ms. Mortell presents a map of the area along with existing data, noting that Federal Street is a local one-way street with traffic traveling toward Boston Street and parking on one side of the street that flips (chicanes) between Flint and Boston. The posted speed is 20MPH, the average is 24MPH, and there is a high of 67MPH with 81% of drivers going above the speed limit. North of Flint Street, Federal Street sees 1,767 cars per day, while South of Flint there are only 575 cars per day. Ms. Mortell explains that after discussions with residents, there are longer term designs in mind for the future, so this will be an iterative process. Ms. Mortell explains the proposed design, which includes 11-foot travel lanes with speed cushions, a six foot contraflow bike lane, and an eight foot parking lane. Ms. Mortell

explains how the bike lane will flow with the existing bike lanes and infrastructure at North Street, including signs at the gateway regarding two way bike traffic. Ms. Mortell identifies areas where crossing distances are narrowed with curb extensions and tan paint, along with intersection treatments and conflict areas highlighted with green. Ms. Mortell indicates they will be installing speed cushions centered in the travel lane and notes daylighting at Beckford Street that will bump out parking slightly, while retaining, and even adding a parking space.

Mr. Kucharsky states that a full survey of the intersection with Beckford has been done, with the knowledge that more designs are needed for a longer term project for safety and accessibility. He notes there are no pedestrian ramps in the area.

Ms. Mortell explains that the speed cushions will be spaced every 200 to 300 feet with flex posts to deter vehicles from entering the bike lane to avoid them. She also points out daylighting at the Flint Street intersection to reinforce visibility, along with a stop control for cyclists heading contraflow. The proposal flips one of the chicanes to keep the bike lane and maintain consistency, and also adds three parking spaces. At Boston Street, the existing chicane is proposed to remain and parking will stay on the same side so as to not lose spaces, and bikes will be parking protected with flex posts.

Vice Chair Papetti thanks Ms. Mortell, and states the plan is thoughtful. Vice Chair Papetti notes the consultants took the traffic calming concerns and went about and beyond by introducing connectivity for the City's bike network. Vice Chair Papetti acknowledges that some people might be concerned about what it feels like to introduce a bike lane on a one way street, but notes there are many examples of this in greater Boston and beyond. He states based on existing data, he is confident this will be a good solution.

Commissioner Swartz states he likes the gateway design and that the proposal seems comprehensive. He expresses concerns about the learning period for drivers, and states he is nervous drivers may try to dodge the cushions by going into the bike lane. He asks why a full speed hump would not be a better option. Ms. Mortell explains there will be flex posts between the cushions and the bike lanes.

Chair Shallop agrees with Vice Chair Papetti that this may feel foreign, but that she trusts other towns and experts and hopes this will be a good fix.

Chair Shallop opens the floor to public comment.

Barbara Peck of 118 Federal Street introduces herself and states she recently moved here from a similar street in Boston where a similar process occurred. Ms. Peck states that a bike lane was introduced, and ultimately removed as drivers were going into the bike lane and hitting posts on a regular basis. Ms. Peck questions why a bike lane would be introduced on such a narrow street when a wide one-way street like Chestnut Street is available. Ms. Peck states she is in favor of bike lanes in general, but not on such a narrow street.

Judith Kohn of 145 Federal Street introduces herself as a landscape architect and environmental planner. Ms. Kohn asks that the Commission listen to all the residents because plenty of time is given to professional staff and consultants. Ms. Kohn contends that the National Association of City Transportation Officials (NACTO) recommends dedicated bike lanes for higher volume streets and not for small residential streets. She also suggests that with a six-foot bike lane, the travel route is very narrow for deliveries, garbage pickup, and busses, which can already be an issue on narrow streets. Ms. Kohn states she does not believe a contraflow bike lane is appropriate for Federal Street and that she will fight to the death to stop it.

Lori Hart of 112 Federal Street introduces herself and states she appreciates the Commission taking up calming measures on Federal Street. She notes the application was a true neighborhood collaboration, with thoughtful suggestions and responses. Ms. Hart asks that more discussions continue, as some intersections like with Beckford Street, cars coming from Bridge Street travel quite a bit before ever coming to a stop sign, and she expresses concerns that drivers will just go through the bike lane without looking. She adds that the Monroe and Federal Street intersection can be pretty scary as people fly across Federal to continue onto Carpenter or Flint. Ms. Hart states that cars often roll through the stop sign and do not look left, so any oncoming bikers would get hit. Ms. Hart notes that this is a historic neighborhood, and that she would prefer to see raised crosswalks.

Tim Obert (no address given) introduces himself and states he likes the speed cushions, and that he thinks that was what the neighborhood was asking for. Mr. Obert expresses concerns regarding the bike lane, and states he lives on the end of Flint Street and Boston Street. He notes that parking in the area is almost always at full capacity, and that with the addition of a bike lane delivery vehicles, plumbers, electricians, and other service vehicles will have no place to park and will resort to parking in the bike lane. Mr. Obert also states he is concerned that the lines and bike lanes will impact the historic aesthetic of the neighborhood.

Mary Hartfelder of 10 Monroe Street echoes Mr. Obert's comments and asks if there is any precedent for having flex posts in neighborhoods with historic designations.

Richard (no last name or address provided) introduces himself and states that he is in favor of the speed cushions, but that he has a problem with the bike lane as a biker. Richard expresses concerns regarding the Monroe Street intersection, as well as the North Street and Federal intersection, and suggests there will be an accident at one of them if not both. He adds that children are taught to ride their bikes with the flow of traffic, not contrary to traffic, and that this creates a dangerous precedent.

Constance Arlander of 91 Federal Street introduces herself and states that while she appreciates the efforts to calm traffic, it seems most of the effort has gone toward a bike lane, which was not even something residents requested. Ms. Arlander states she is concerned because this is not a safe street, and notes that in her 44 years living on this street the traffic, speeding, and people not stopping have always been a problem. She

suggests that adding a bike lane will not make it safer for pedestrians. Ms. Arlander indicates that staggered parking was introduced years ago with the idea that the vehicles would calm traffic, but that residents have become uncomfortable using their own cars to calm traffic as it is still an issue after all these years. She implores that something be done about the intersection with Monroe as nothing has been proposed to prevent cars from rolling through the stop sign. Ms. Arlander also suggests that if speed humps are to be placed in the street they should go across the whole street so people do not try to avoid them. She also asks where delivery trucks will park with the proposal.

Barbara McLaughlin of Lynn St introduces herself, and states that as the first house on the street she has been almost T-boned many times pulling out of her driveway. Ms. McLaughlin states that drivers try to avoid lights at Flint Street and use her street to cut across. As she is retired, she states she sees cars all day and that the area is very dangerous because people speed so much. Ms. McLaughlin indicates she used to be a nurse and that a car traveling 25MPH can do plenty of damage, but that many cars are going 40MPH or more. Ms. McLaughlin adds that Lynn Street is so short that there should be a speed limit sign, and perhaps a speed bump half way up to slow down drivers.

Darlene Melis of 115 Federal introduces herself as a biker, and states she does not need a dedicated bike lane to obey the laws, and suggests it is a short trip to North Street. Ms. Melis states she would not bother spending the time or effort painting the bike line. Regarding moving the parking toward St. James Church, Ms. Melis asks how funerals will be accommodated with hearses and additional cars.

Pamela Waldron of 192 Federal Street introduces herself, and states that the traffic calming proposal does not address cars traveling the wrong way. Ms. Waldron notes that at the corner of Boston Street and Federal there is a shelter and a lot of children in the area, and she states the bike lane and narrowing is not a good area here. She also notes difficulties turning right onto Boston Street when traffic is backed up.

Vice Chair Papetti states the plans were reviewed by the Bike Committee as well, and that many commenters expressed concerns about the Monroe Street intersection. He suggests more traffic calming might be appropriate for Monroe Street, and encourages everyone to look at Back Bay and Beacon Street specifically in Boston, where there are bike lanes with white flex posts. He suggests that if it can be done there, it can be done on Federal Street as well. Mr. Papetti states he hears the concerns about the bike lane, but states that the consultants at Neighborways and City staff know there is a data driven case for doing this.

### **Mall Street - N. Washington Square to Bridge Street**

Ms. Mortell presents a map of the area and states Mall Street is a local one-way street with parking on the West side. The speed limit is 25MPH, with an average of 20MPH, a high of 44MPH, and 13% of cars going over the posted limit. Ms. Mortell indicates that 250 cars travel on Mall Street per day. She explains the proposal includes a 20MPH safety sign, and speed cushions due to the street width. Ms. Mortell adds that there is ongoing work by

North Washington Square, and that the proposal includes a curb extension and crosswalk striping.

Sue Formica of 13 Mall Street states she appreciates the speed cushions and believes they will help. Ms. Formica states there are not many driveways and that parking on the street has become dangerous when getting in and out of the car. She asks why only three speed cushions are proposed. Ms. Mortell indicates the street is short, and that the standard is to place them at a distance of 200 to 300 feet apart.

Charlie Heaps of 10 Williams Street introduces himself and states he appreciates the measures and that he likes the idea of calming traffic. Mr. Heaps states he is a cyclist and travels along Federal Street, and that he likes the idea of the contraflow bike lane, and that he likes the speed cushions proposed here. Regarding bike lanes, Mr. Heaps states his concern is making sure that they are maintained as they need to be swept and have paint refreshed periodically.

Justin Codinha of 14 Mall Street introduces himself and suggests the plan looks great. He states his one concern is that the first cushion does not start until a third of the way down the street, and that the dangerous part is the Washington Square entrance. Mr. Codinha explains there is a home for the elderly at the intersection, and that cars will speed down Mall street and suggests rethinking where the first cushion goes.

### **Howard Street - Brown Street to Bridge Street**

Ms. Mortello presents a map of the area and describes Howard Street as a local one-way, with partial parking on the East side, primarily on the sidewalk. The speed limit is posted as 25MPH, with an average speed of 17MPH, a high of 44MPH, and three percent of drivers going over the limit. Ms. Mortello explains the street was recently resurfaced, and sees an average of 148 cars per day, with peaks between 7 and 8AM, as well as between 4 and 5PM. Ms. Mortell indicates the proposal is speed cushions and a painted shoulder. She explains the street is very narrow and that they worked within the existing constraints. There will be gateway treatment at Brown Street with 20MPH safety zone speed limit signs and striping out only where the speed cushions are. There will be three cushions, and additional striping for the no parking zone that exists at the end near Bridge Street and adding signage to make sure the street is safe for pedestrians and bikers.

Chair Shallop asks if the proposed design prevents parking on the sidewalk. Mr. Kucharsky states that parking on the sidewalk will continue. He explains that pedestrians are currently forced into the street, and that this is an interim measure until something more permanent can be figured out. He adds that speeding is not a big issue here, but that the proposal is a test to see what might work and how this might eventually become a shared street. Chair Shallop asks if there is enough room to park on the street if cars wanted to, and Mr. Kucharsky indicates there is not. Ms. Mortell further explains that the sidewalk is not technically a real sidewalk, as it is only two-three feet and not accessible. She further promotes the concept of an actual shared street, where people are intended to be. Chair Shallop states she understands the idea, but the fact that the law is being broken every day

seems odd and feels problematic. She suggests she would rather see parking on the other side of the street.

Vice Chair Papetti also expresses concerns about accessibility, but states he understands there are space limitations. He states that if the street is to be altered to assume that people will treat the street itself as a sidewalk, then it needs to be similarly accessible like a proper sidewalk with proper slope, cross slope, smooth pavement, etc. Mr. Kucharsky states the roadway was recently repaved and the sidewalk reconstructed with almost zero reveal at the curb. He adds that the cushions will still allow cyclists and pedestrians to get through.

Vice Chair Papetti suggests a mural or signage to convey that this is a shared street, and that cars should not attempt to pass pedestrians. He would like something that sets an expectation for the street.

Commissioner Swartz states he is concerned about setting incorrect precedent with the sidewalk parking, but if no other options exist then he believes it is a good proposal.

Commission Lt. Tucker explains this has been an issue for years and that there is no new precedent being set, as it has already been set. He notes there are section of sidewalk by Brown Street that are 20 inches wide or less. Lt. Tucker states that nothing in the proposal should be seen as encouraging anything, but rather tolerating an existing condition. He states the street would need a complete renovation, and that the idea of no parking is not popular with the residents.

Tim Walsh of 5 Howard Street introduces himself and notes the street is often used as a cut through. He expresses concerns similar to those on Mall Street, and notes that aggravated drivers often speed off of Brown Street when there is traffic. He states he is almost T-boned regularly coming out of his driveway as the pull out is blind. Mr. Walsh suggests moving the first speed cushion closer to Brown Street to help people slow down. Regarding signage, Mr. Walsh states he is in favor of anything to let drivers know that there will be people in the street and that this is a different kind of street.

Micah Hapworth of 6 Brown Street introduces herself and indicates that she drives down Howard regularly. She agrees with the shared street idea, and states she is surprised it hasn't been incorporated in the proposal. Ms. Hapworth indicates she is grateful for the recent repaving, but that she is disappointed to see that proposals discussed by residents were not seen at all. She contends she was told some cobbles would be placed at the intersection with Brown to attempt to slow people down, and that the street would be a shared street with signage and markings since there is no accessible sidewalk.

Mr. Kucharsky states the cobble approach is more invasive than what is proposed currently, and that it could still happen in the future, but that he is unsure of when it can be accommodated based on resources and budget. He states signage can be looked into. Ms. Mortell confirms the plan was to attempt temporary measures first to get the locations right and think about cobbles in the future.

Michael Hardiman of 12 Howard Street introduces himself and applauds the consultants and staff for taking on such a challenging street. Given the narrow width, Mr. Hardiman explains that cars have to park where they currently do, and that there is no other option because emergency vehicles still need to get through too. He states the long range vision should be a shared street, as everyone already walks in the street because you have no other choice.

## **Request for Traffic Ordinance Recommendation**

### **20 MPH Safety Zones**

Mr. Kucharsky explains that order language was drafted for the creation of 20MPH safety zones on the streets just discussed, as well as some additional streets where temporary elements are being reintroduced. Mr. Kucharsky presents the order language to the Commission for review.

**Motion and Vote:** Commission Lt. Tucker motions to recommend the proposed order regarding 20MPH safety zones to City Council. Commissioner Swartz seconds the motion. **The vote is four (4) in favor and none (0) opposed. The motion passes.**

### **Traffic and Parking Commission Regulations**

Mr. Kucharsky presents slides developed by Traffic and Parking staff Mr. Findlay which helps highlight why it makes sense to have Traffic and Parking Commission Regulations. The slides demonstrate various ordinance examples where there are discrepancies between signage, existing ordinances, and current use. There are many sections passed decades ago that no longer make sense and should be removed. Mr. Kucharsky also presents a slide demonstrating the number of resident parking passes issued, as well as speed zone regulations.

Chair Shallop thanks Mr. Kucharsky and Mr. Findlay and states the slides and visuals help put the issue in context.

### **OTHER BUSINESS THAT MAY LEGALLY COME BEFORE THE COMMISSION**

Chair Shallop states she would like to discuss the major collision that occurred the prior night. She asks Lt. Tucker to discuss the circumstances that took place on North Street near the court houses.

Lt. Tucker explains the incident took place just after 8PM on April 12, and that a gentleman crossing from Lynde Street to the Murphy's driveway was struck by a car coming inbound off the overpass. Lt. Tucker states the victim hit the windshield and was thrown back on the ground and is in serious condition with head injuries. He adds that the pedestrian was not in a crosswalk and is in his early 70's in age. The driver, 60 years of age, reported she

was not speeding. Third party witnesses confirmed the car was not speeding, and that she simply did not see the man.

Chair Shallop states her thoughts are with this gentleman and that she is sorry to hear about the incident. She notes there have been three similar incidents recently, and she continues to emphasize the need for traffic calming measures and looking for ways to protect pedestrians.

Vice Chair Papetti thanks Lt. Tucker for the update, and suggests reorienting meetings around safety, and starting each meeting with awareness of any recent occurrences, and a catalogue of incidents that do not get closed out until the root cause is addressed. Mr. Papetti notes a resident earlier referred to a crosswalk in the area that was removed when the street was redesigned, and that the cross signal at Federal Street was broken for several years, and that requests to prioritize funding to fix it were denied during the same years funding was approved for smart signals to improve traffic flow. Vice Chair Papetti emphasizes the need to reduce and eliminate these incidents. He states he does not accept the idea that there are accidents in the City, just policy failures that we have the power to address.

#### **UPCOMING MEETINGS SCHEDULE**

The next meeting is scheduled for April 27<sup>th</sup>, 2022 at 6:00PM.

#### **MEETING MINUTES APPROVAL**

March 9, 2022

March 23, 2022

**Motion and Vote:** Vice Chair Papetti motions to approve the minutes for the March 9, 2022 and March 23, 2022 TPC meetings. Commissioner Swartz seconds the motion. **The vote is four (4) in favor and none (0) opposed. The motion passes.**

#### **ADIJOURNMENT**

*On a motion duly made by Commissioner Swartz and seconded by Vice Chair Papetti, the Traffic and Parking Commission meeting was adjourned at 8:25 PM.*