

**City of Salem**  
**Traffic and Parking Commission**  
**Meeting Minutes**  
**Thursday, August 19, 2021**

A meeting of the Salem Traffic and Parking Commission was held remotely on Thursday, August 19, 2021 at 6:00pm, in accordance with Chapter 20 of the Acts of 2021.

**Present:** Commission Chair Tonya Shallop, Commissioner Jeff Swartz, Commission Lt. David Tucker, Director of Traffic and Parking David Kucharsky, and Traffic and Parking Staff Russell Findley **Absent:** Commission Vice Chair Eric Papetti

**CALL OF MEETING**

The meeting was called to order at 6:01pm by Chair Shallop. Ms. Shallop explains how members of the public may participate during the remote meeting.

**PUBLIC COMMENTS**

Therese Golden of 6 Orchard Street in North Salem introduces herself and states she submitted the traffic calming application for the area along Furlong Park encompassing the intersection of Franklin, Moulton, Orchard, and Osborne Streets. Ms. Golden explains that the park is very active and utilized by many children and families, and that the safety of children in Salem is our responsibility. Ms. Golden indicates a child was injured at a nearby park, and suggests similar dangerous situations and circumstances exist here at Furlong Park. Ms. Golden explains that Orchard is a one way, but people drive up the wrong way often to avoid traffic. She adds that increased traffic in the area has made it more dangerous for children and pedestrians, and that people do not observe the speed limit of 20 miles per hour. Moreover, she states that those who do observe the speed limit are often subject to tailgating, beeping, flashing of headlights, and attempts at being passed. Ms. Golden recalls someone recently trying to pass her and making obscene gestures toward her. She acknowledges that police officers do not have the time to monitor all traffic, and suggests drastic interventions are needed to address the issue. Ms. Golden also suggests there is a need for better crosswalks.

Felipe Zamborlini (no address given) introduces himself. Ms. Zamborlini states that in the Point neighborhood there is an issue with cars parking on the sidewalks. Mr. Zamborlini indicates he has reached out to the police multiple times, but the only thing they can do is ticket the cars. The situation makes it difficult for pedestrians, people with strollers, those in wheelchairs, and the elderly to walk safely. Mr. Zamborlini identifies Levitt Street as one example that is particularly bad, as well as Congress Street, Peabody Street, the area near Mary Jane Lee Park, and other locations. He indicates the frequency of cars parking on the sidewalk is unbelievable, and that it makes it difficult or impossible to walk. Mr. Zamborlini asks that something be done and suggests signs or delineated parking, again noting that ticketing does not seem to deter the behavior as there are regular repeat offenders.

## **NEW/OLD BUSINESS**

### **Neighborhood Traffic Calming Request: Franklin/Moulton/Orchard/Osborne**

Mr. Kucharsky explains that Ms. Golden submitted an application for traffic calming for the intersection of Franklin, Moulton, Orchard, and Osborne, which is adjacent to Furlong Park. He notes there have been concerns regarding safety, as well as issues of parking and accessibility. Mr. Kucharsky notes the speed limit is 20 miles per hour, and that he has heard from other residents that speeding is a big issue along with the behaviors Ms. Golden mentioned such as tailgating. Mr. Kucharsky adds that some of the sidewalks and crosswalks in the area are not ADA compliant. The application requests a four-way stop sign at the intersection, to relocate the crosswalk to the entrance of the park at the end of Orchard, and to improve the one-way signage at the end of Orchard. Mr. Kucharsky indicates he worked with Lt. Tucker to obtain speed and volume data.

Mr. Findley presents the demographics of the area and the prioritization tool. Mr. Findley discusses the crash data for the area (no recent crashes), and notes that the data does not contain near misses, but that those appear to be regular based on feedback from the residents. The crash data suggests a score of priority 3, while the speeding and volume data suggest different priorities for each street. Mr. Findley explains that Franklin Street has the highest volume and speed of the streets. Mr. Findley also discusses the traffic direction details, noting that the data did capture some vehicles driving down Orchard the wrong direction.

Mr. Kucharsky next discusses the Manual on Uniform Traffic Control Devices (“MUTCD”) stop sign guidance, focusing on Section 2B.06 for stop sign applications. The guidance suggests stop signs should be considered when vehicular traffic volumes on the through street exceed 6,000 vehicles per day, a restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or that five or more such crashes have been reported within a 2-year period. Mr. Kucharsky states that while the area does not have the volumes nor does it have the crash history in the last five years, sight line restrictions seem to be an issue.

Mr. Kucharsky discusses the traffic conditions in the area a bit more, noting heavy traffic flows northbound on Franklin Street, then turning onto Moulton. Mr. Kucharsky notes the traffic patterns noted in the application and stated concerns do exist. Mr. Kucharsky notes that there are sections where the street is 38 feet wide with no striping, and suggests the width may contribute to speeding. Staff will evaluate a stop sign for the southbound approach on Moulton Avenue as well as the installation of a crosswalk.

Chair Shallop asks for a map showing the existing crosswalks, and echoes many of the concerns heard tonight. Chair Shallop agrees that road width likely contributes to lots of the speeding that occurs. Chair Shallop states she lives nearby and is familiar with the area and would like to see the scope broadened if possible. An additional issue, according to Chair Shallop, is the intersection of Moulton, Dearborn, and Lee, as few people stop there,

and there are no crosswalks currently on Dearborn. She adds that the sidewalk also disappears on Franklin Street, making it dangerous for pedestrians. Mr. Findley presents a map with existing crosswalks.

Mr. Kucharsky indicates staff will continue looking at the area and will investigate short term solutions as well as long term hardscape design changes that may be helpful. Regarding sidewalk connections, staff will need to determine the difficulty as they would want to ensure they are accessible. He adds that some of the existing crosswalks are not currently accessible, and that the City would like to move away from that. Mr. Kucharsky explains that staff will continue to get more information from the neighborhood and will further analyze the data captured.

Chair Shallop asks about the timeline and whether this project is being reviewed, in the queue, or something else. Mr. Kucharsky responds that staff will conduct another site visit and coordinate to meet with area residents to discuss ideas. The hope is that some of the interim measures working with DPS will provide some help, but it is uncertain. Mr. Kucharsky explains he will look at the budget to evaluate procuring someone to redo the striping as an interim measure while a long term solution is identified. The width of the roadway and overall circulation will be examined as well.

Commissioner Swartz confirms his understanding of the next steps and asks more about potential temporary fixes. Mr. Kucharsky indicates nothing immediate will be done prior to the site visit and meeting the neighbors. Striping and signage will be the first steps as they are the quickest to implement. Mr. Kucharsky explains that new stop signs would need to be passed through a City Council ordinance.

Chair Shallop asks about Department bandwidth and budget. Mr. Kucharsky notes that currently the Department is just him and Mr. Findley, and that they are leaning on DPS and Engineering a bit currently. Budget wise the Department is in good shape, and Mr. Kucharsky suggests there should be adequate funds for a striping plan and posts to narrow the roadway. He states he will also reach out to DPS to discuss the crosswalk.

Chair Shallop states she would like to balance this request with other high priority projects, suggesting finding a higher priority project to balance out this request. She notes that while this project is important, the Department must also focus on projects and areas that do not have vocal advocates. Mr. Kucharsky indicates staff is working on that and looking at items in the queue.

Commissioner Lt. Tucker echoes concerns of speeding and traffic flow, noting that the latter can be difficult to solve.

Chair Shallop opens the floor to public comment.

Councilor Meg Riccardi introduces herself and notes she lives in the area. Councilor Riccardi indicates she has a nine year old that walks to the park regularly, and that the 100 foot intersection to get to the park is very scary. Ms. Riccardi explains the park was redone

in 2011, and that ever since residents have been asking for better pedestrian access. She notes that while the counts and data do not reflect pedestrians, she has witnessed that the number of children running across the intersection is staggering. Councilor Riccardi also expresses shock that 10 cars per day on average go the wrong way down Orchard. Councilor Riccardi also notes the crosswalk is an issue and that she would love to see it fixed. Ms. Riccardi states she has spoken to numerous residents who are obtaining signatures and confirms concerns regarding stop signs and use of streets as cut throughs. Councilor Riccardi suggests line painting and delineated parking to narrow the street could go a long way as the street is so wide. She also suggests better signage and restrictions regarding parking in the area.

Anne Sterling of 29 Orchard Street introduces herself and thanks Ms. Golden for spearheading the application. Ms. Sterling asks for a copy of some of the data presented, and Mr. Findley states he will share the dashboard containing all the information. Ms. Sterling states she has not heard anyone suggest sleeping policemen or speedbumps and states they could be helpful on Franklin to slow down traffic speeding toward Beverly.

Lt. Tucker and Mr. Kucharsky clarify that the City does not use speed bumps, only speed humps and speed cushions. Mr. Kucharsky indicates staff generally work with an engineering design firm to install them because the intent is to space them out appropriately to maintain a certain level of speed on the road. Other solutions could include raised crosswalks, but further work and research is needed for a long term approach.

### **Neighborhood Traffic Calming Request: Connors Road**

Mr. Kucharsky explains staff received an application from Ms. Strout of 8 Connors Road. The application notes that the street is adjacent to Collins Cove, the park has experienced increased usage, and that cars have been traveling down Connors Road at excessive speeds. Mr. Kucharsky explains that cones were placed in an attempt to slow down traffic, and that staff have collected data and assigned priority scores.

Mr. Findley presents a map and discusses the prioritization tool. The nearby area is all within priority 4 for demographics. Mr. Findley notes there have been no crashes on Connors in the last five years, and just one on Lathrop, which results in a priority score of 5. With respect to speed and volume the area is also a priority 5, as there appear to be lower speeds compared to other nearby roads. Connors Road sees 78 cars per day with an average speed of 25 miles per hour and a high of 29 miles per hour. Mr. Findley discusses comparable nearby streets as well. He adds that most people travel North on Connors Road.

Chair Shallop asks if the request is specifically just for Connors Road. Mr. Kucharsky indicates it is, and that the application suggests considering making it a one way street, but that it is unclear which direction. Based on the data collected, it does not appear to be a big issue considering the statutory speed limit of 25 miles per hour and 85 percent of vehicles

doing 20. Mr. Kucharsky acknowledges there may be outliers, but that nearby roadways in the area appear to have higher speeds and volumes.

Chair Shallop notes that she previously lived in the area, and opines that the intersection of East Collins and Connors may be of bigger concern, particularly because East Collins is wider and has more traffic. Chair Shallop suggests if taking on the project to broaden the scope to the area all around the park when considering possible interventions. Absent the proximity to the park, Chair Shallop suggests the project appears to be lower priority.

Commissioner Swartz echoes Chair Shallop's statements, and notes that it does not seem to be a cut through like other streets.

Commission Lt. Tucker, Chair Shallop, and Mr. Findley discuss the collected data and compare Connors Road to East Collins, and re-review the prioritization. Commissioner Swartz agrees that East Collins appears to be a bigger issue, and suggests that targeting just Connors Road would be too narrow of a scope, particularly when the only way to access Connors Road is from East Collins.

Lt. Tucker suggests the issue is occasional speeders, with data pointing to East Collins being more problematic. While not dangerously high, with 62 percent of drivers over the speed limit, East Collins would be more appropriate to focus on. Commissioner Swartz suggests addressing East Collins would in turn help with the occasional issues on Connors Road.

Chair Shallop states that the project would be low priority but for the park, and steps going forward should depend on Department budget, time, and resources.

Mr. Kucharsky again notes that some of the residents suggested making Connors a one way, but that it was not clear which direction and whether it would result in any traffic calming or not. He adds that if every single household is willing to agree to making the road a one way, he does not see an issue with bringing it to Council. Mr. Kucharsky suggests seeing if residents who are here have any feedback.

Chair Shallop opens the floor to public comment.

Allison Strout of 8 Connors Road introduces herself, and explains that the main concern is coming from the pickle ball courts. She indicates that people park all along Connors Road and East Collins, and that when the courts empty, people zoom out around the blind corner to the other side of Connors. Ms. Strout states that there is a blind corner, and that children, cyclists, and pedestrians are difficult to see. She also notes there are no speed limit signs on Connors Road. Because of the beach and other nearby attractions, Ms. Strout suggests there is more traffic and speeding than what one week of data could portray. She notes it can be particularly busy during Fall. Ms. Connors states that if someone is coming from the South and comes around the corner, they cannot see pedestrians or others, and that the situation is dangerous.

Mr. Kucharsky asks if the request would be to make Connors Road a one-way Northbound, and Ms. Strout confirms that is correct.

Jeff Cyr of 12 Connors Road introduces himself and expresses concern that pedestrian traffic and park use do not factor into the prioritization scheme. Mr. Cyr explains there is also beach access on Connors Road, which should be considered as well. He notes the park is a public space for numerous events and sports, and that it would be beneficial for the neighborhood to have the street a one way, along with parking on one side to reduce some of the congestion and alleviate residents' concerns.

Angela Connery of 6 Connors Road introduces herself and affirms the comments from other residents are true. Ms. Connery notes another issue is that by the pickle ball courts, cars park on both sides, so if you are coming onto or leaving Connors Road you have a very small area to get through and there are cars coming in both directions. She suggests making the road a one way would be helpful, as would having parking on one side. Ms. Connery contends she has witnessed many cars speeding from her deck, and that she has witnessed many near misses. She is in favor of additional ways of slowing traffic, such as low profile removable speed bumps.

Chair Shallop asks Mr. Kucharsky about next steps. Mr. Kucharsky states staff can look into the issue a bit more, but would like to set appropriate expectations for residents as the project is not high priority and the Department is currently operating on a limited bandwidth. He adds that if all residents are in agreement, making the street a one way could be an easy first step.

Chair Shallop acknowledges that the City is trying to avoid one-way streets, but notes that this area appears a bit unique. She states she is indifferent personally, but if all residents are in agreement and it could make a difference she would be in favor. Chair Shallop reiterates that overall, she is hesitant to support the project unless it is expanded to a bigger area to be more equitable. Commissioner Swartz agrees with Chair Shallop's comments.

Commission Lt. Tucker states he has no issue with the road becoming a one way, as it starts and ends on East Collins. He suggests working with the ward councilor on a trial or full on ordinance change.

### **October 2021 Resident Permit Parking Order Recommendation**

Mr. Findley presents a map of streets designated for temporary resident permit parking during October.

Mr. Kucharsky explains the map in more detail, and discusses the various areas of resident permit parking, including those that are year-round. The streets that have temporary resident permit parking in October will receive additional signage. He also notes that signs on Derby street that have faded will be updated. Mr. Kucharsky identifies the streets that

were part of last year's ordinance, as well as the previously expanded area, and the streets that are adjacent and newly proposed based on feedback and observations from residents, councilors, and staff. Mr. Kucharsky explains that if appropriate, the plan would be to pass these additional street, and if the season goes well to bring them into the October Ordinance under Section 75A. Some of the new streets are in the Bridge Street Neck area, the McEntire District, and near Lafayette and Canal Streets.

Mr. Kucharsky also explains that the next agenda item is related, which is to introduce paid parking on Canal Street from Lyme to Pond Street, only during weekends for the month of October. He indicates a couple years ago it was attempted but without much lead time, which made it not very successful. This time, Mr. Kucharsky states, the attempt is to start early with enough time to get things in place. Mr. Kucharsky discusses parking enforcement, and notes that the goal is to have the paid parking mirror the times when the temporary resident permit parking is in effect and are proposed for Saturday and Sunday, 12PM to 6PM. Mr. Kucharsky adds that parking would be free for residents as long as they are using the passport app and register their license plate. The intent of the paid parking is for visitors, not residents. Mr. Kucharsky states the price will be \$1 per hour with no time limit. Mr. Kucharsky presents the order language.

Commissioner Swartz shares an anecdote from the Chamber regarding Canal Street businesses, and states he would be in favor of the metered parking there not just in October, but throughout the year.

Chair Shallop indicates she trusts the opinion and recommendations of staff and suggests both proposals seem reasonable.

Lt. Tucker agrees with the recommendation, and notes that the paid parking on Canal Street will be an experiment.

The Commissioners review the proposed order language.

**Motion and Vote:** Commissioner Swartz motions to approve the proposed order language for City Council review. Commission Lt. Tucker seconds the motion. The vote is three (3) in favor and none (0) opposed. **The motion passes.**

### **October 2021 Order Recommendation to Introduce Paid Parking on Canal Street**

Staff discussed the recommendation to introduce paid parking along a portion of Canal Street from approximately Lyme Street to Pond Street, weekends only during the month of October during the discussion of the prior agenda item as they are related.

The parking would be \$1 per hour with no limit, on Saturdays and Sundays from 12PM to 6PM.

**Motion and Vote:** Commissioner Swartz motions to approve the proposed ordinance language for City Council review. Commissioner Tucker seconds the motion. The vote is three (3) in favor and none (0) opposed. **The motion passes.**

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

Mr. Kucharsky notes they are seeking a Commissioner to replace Robin Seidel who has moved out of town and therefore can no longer serve on the Commission. Mr. Kucharsky indicates he will share the search criteria with the other Commissioners, and if anyone has a suggestion to reach out to him or the Mayor's office.

### **UPCOMING MEETINGS SCHEDULE**

The next meeting is scheduled for September 23, 2021 at 6:00PM.

### **MEETING MINUTES APPROVAL**

July 15, 2021

**Motion and Vote:** Commissioner Swartz motions to approve the July 15, 2021 meeting minutes of the Traffic and Parking Commission. Commission Lt. Tucker seconds the motion. The vote is all in favor. **The motion passes.**

### **ADJOURNMENT**

*On a motion duly made by Commissioner Swartz and seconded by Commission Lt. Tucker the Traffic and Parking Commission meeting was adjourned at 7:32 PM.*