

City of Salem
Traffic and Parking Commission
(Joint meeting with the Bicycling Advisory Committee)
Meeting Minutes
Monday, June 19, 2017

A joint meeting of the Salem Traffic and Parking Commission and Bicycling Advisory Committee was held on Monday, June 19, 2017 at 7:00pm at 120 Washington Street, Salem, MA. Present were Traffic and Parking Commission Chair, Tanya Stepasiuk, and Commissioner Jamie Metsch, and Eric Papetti. Vice Chair Nick Downing and Lt. Preczewski were absent. Salem's Director of Traffic and Parking, Matt Smith, was also in attendance.

Bicycling Advisory Committee Members Present included Dan Shuman (Chair), Richard Frank, Michael Jaros, Joseph O'Neil, Kylie Sullivan, Michael Williamson, Raymond Swartz, Eric Papetti. Tom Devine of the Department of Planning and Community Development was also in attendance.

I. CALL TO ORDER:

Chairs Tanya Stepasiuk and Dan Shuman and Tanya Stepasiuk jointly called the meeting to order at 7:00pm.

II. MassWorks Bridge Street "Complete Streets" Reconstruction

Andrew Shapiro, City of Salem's Economic Development Planner and Project Manager for the Bridge Street project provided an overview and an update on its status.

The City of Salem recently received a \$3.5 million MassWorks grant to provide "Complete Streets" upgrades to a portion of Bridge Street, Boston Street, and Goodhue Street. The project is currently at 25% design based on initial feedback from the Traffic and Parking Commission and Bicycling Advisory Committee, and staff feedback. The purpose of the meeting is to receive additional comments from both committees.

Shapiro introduced the City's consultant engineer, Rick Azzalina of Stantec. Azzalina presented a PowerPoint presentation describing the 25% design.

Questions from the Traffic and Parking Commission and Bicycling Advisory Committee followed.

Members of the groups asked why the southerly bike path enters the street as a striped bike lane short of the mid-block crosswalk, where there is a connection to the two-lane separated multi-use path on the opposite side. Azzalina responds that the right of way is restricted in this location by the canal. The discussion includes several possible solutions:

- Combining bike and pedestrian path
- Adjusting light post locations
- Obtaining land from the Gateway Center

- Moving the crosswalk
- Installing sensors to detect oncoming bicycles to activate crosswalk signal
- Reducing or removing the roadway median
- Reducing automobile lane widths

Matt Smith suggests that bike facilities must be considered in balance with automobile and pedestrian facilities, since this is a complete street project.

The group discusses plans for the Boston and Bridge Street intersection. Members consider whether the two one-way streets, Proctor and Pope Streets, should have their directions reversed. The group discusses whether there is a need for the proposed western left turn lane from Bridge to Proctor Street.

A member suggests that concurrent pedestrian signals be considered with a lead phase for pedestrians. No such signal exists in Salem. An advantage would be that it would remove the pedestrian-only signal from the cycle. However, drivers would need to become accustomed to it. A member encourages the City to consider making the shortest possible crosswalk lengths. Smith suggests squaring off the corners of the intersection to calm traffic.

The group discusses options for bikes to travel through this intersection. Shapiro notes that one option is to bypass the intersection by taking Grove Street to Beavers Street. A member emphasizes that he would like to see more attention overall put into the intersections.

The group discusses the Flint and Boston Street intersection. The group considers the challenge of riding west along Bridge Street through this intersection and having to veer from a straight travel path. A member notes that safety guidance suggests setting back crosswalks so that cars can see pedestrians in front as they turn rather than in their peripheral vision. Smith suggests squaring off this intersection. Another member asks that progressive signaling be considered that detects an approaching cyclist and triggers a no-right-turn-on-red sign. Devine suggests that the project team coordinate with the Salem Suede developers who are adding a path segment near this intersection.

The group discussed the separated multiuse lane along the northern side. They were in favor of the separated design, and the connection adjacent to the Storage Facility to the existing multi-use path behind the 28 Goodhue residential development. This discussion once again led to comments about the mid-block crosswalk connection, and the design to ensure pedestrian and bicycle crossings were safe.

III. TRAFFIC AND PARKING COMMISSION ADJOURNMENT

Ms. Stepasiuk makes a motion to adjourn the Traffic & Parking Commission from the joint meeting.

The Bicycling Advisory Committee continues.