

City of Salem
Traffic and Parking Commission
Meeting Minutes
Thursday, November 19, 2020

A meeting of the Salem Traffic and Parking Commission was held remotely on Thursday, November 19, 2020 at 6:30pm, pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §20, and the Governor's March 15, 2020 Order imposing strict limitation on the number of people that may gather in one place.

Present: Commission Chair Tanya Shallop, Commission Vice-Chair Eric Papetti, Commissioner Robin Seidel, Commissioner Todd Waller, Commission Lt. David Tucker Director of Traffic and Parking David Kucharsky, Assistant Director Nick Downing, and Project Planner from Toole Design Lydia Hausle **Absent:** None

CALL OF MEETING

The meeting was called to order at 6:30pm by Commission Chair Shallop. Chair Shallop explains how members of the public may participate during the remote meeting.

PUBLIC COMMENTS

Commission Chair Shallop opens the floor to public comment.

Ward 2 Councilor Megan Riccardi introduces herself. Councilor Riccardi states she cannot attend the full meeting, but would like to speak to two of the agenda items. Councilor Riccardi voices support for the residential parking request on Woodbury Court, noting it is a small dead-end street that does not have on street parking. Ms. Riccardi indicates there are six or seven homes on the street that have off-street parking, but that the apartment building on the street does not. She expresses support for resident parking in the area but not for guest passes. Regarding the Barstow Street calming request, Councilor Riccardi explains it is in close proximity to Buffum Street and the residents saw the success of the traffic calming program and would like to participate in the program as well. Ms. Riccardi states there are other ideas for the area, which may be touched upon by residents later in the meeting, and she suggests looking at the neighborhood in its entirety to create holistic solutions, noting that if the scope is too narrow, it can merely push traffic over to adjacent streets.

Jen Meger of 27 Lemon Street introduces herself. Ms. Meger speaks in support of the residential parking request for Lemon Street, Lemon Street Court, Woodbury Court, and Smith Street. Ms. Meger explains that Lemon is very narrow with parking only on one side currently. She adds that over the years the street has become very dense with new development. The hope is that making the area resident parking only will help to alleviate some of the density issues. Ms. Meger maintains she supports the request, and suggests

allowing one side of Northey Street to not be resident only parking to allow for some overflow.

NEW/OLD BUSINESS

North Street Safety Improvement Project

Mr. Kucharsky introduces Lydia Hausle from Toole Design, who has worked with staff to look at improvements to North Street. Mr. Kucharsky notes there has been a dedicated public input website associated with the project.

Ms. Hausle reviews the North Street Safety Improvement Project presentation for the Commission. Ms. Hausle discusses existing North Street conditions, showing a map of the project area. Ms. Hausle explains that over the last five years there have been about 185 crashes in the area, and shows where they occurred on the map. Twenty nine percent of the crashes were non-fatal, and most took place north of School and Orne Street where it is less busy and speeding is more rampant. Sixty nine percent of the crashes resulted in property damage.

Ms. Hausle next discusses speed and volume data from the February and March data collection. She notes the speed limit in the area is 25 miles per hour, but that 87 percent of people exceeded the limit, with an average speed of 30 miles per hour, and a maximum observed speed of 79 miles per hour. Ms. Hausle explains that approximately 13,000 vehicles travel on North Street per day on average.

Ms. Hausle identifies the existing crossings in the area. Of the 18 intersections, only six contain crosswalks, with a distance between them resulting in a three to five minute walk. The crossings range from a distance of 45 feet to 53 feet, which is the distance crossers are exposed to traffic. Ms. Hausle also explains that the MBTA Route 465 bus runs along North Street with only four runs per day, which may be subject to change in the future. There are 16 bus stops, eight in each direction, with spacing ranging from 270 feet to 1,000 feet between them. Ms. Hausle adds that none of the bus stops meet universal accessibility standards.

Ms. Hausle next explains the existing parking and driveways, noting there are 153 on-street parking spaces currently, a quarter of which are “non-conforming” (too close to intersections, bus stops, or driveways). There are 83 driveways in the project area, and 119 buildings. For the parking analysis, Toole Design looked at all spaces on a block-by-block basis in February 2020. After counting parked cars, it was determined that an average of 63 spaces are utilized (41%) while about 90 (59%) remain empty. Peak utilization is around 55 percent. Ms. Hausle contends that a turnover analysis found 40 percent of cars are in the same spot from 9AM to 8PM and do not move. While utilization is low, there are clusters of use near the Southern end of the corridor where businesses are concentrated.

Ms. Hausle discusses community outreach and priorities, and explains that a virtual community workshop was held in July with 50 households participating in breakout activities. Additionally, Ms. Hausle explains there was an online survey from July 21, 2020 to August 7, 2020, an online public feedback map and concept roadshow, and that feedback from prior planning efforts were examined (Imagine Salem, Salem Bike Plan, North Street Walk Audit, etc.). While there were a mix of responses from walkers, bikers, and motorists, those who use mobility devices and take the bus were underrepresented, and Ms. Hausle notes only six respondents identified themselves as employees or business owners on North Street. With respect to perceptions of safety and accessibility, most respondents feel there are improvements that can be made for all regardless if walking, biking, driving, or taking the bus. Based on the outreach, Ms. Hausle notes many individuals expressed that excessive speeding makes walking unnerving, that crosswalks are infrequent, and that crossing visibility is limited by parking. Many also commented on the long crosswalks with short walk signals, which can be difficult for the elderly, children, and those with disabilities. As North Street is a main road and direct route, it is the only option for many to cross the river, but it is very stressful for walkers and bikers who have safety concerns. Ms. Hausle adds that some respondents did not even know where some of the bus stops were located.

Ms. Hausle next presents potential concepts for North Street. Toole design attempted to address as many community concerns as possible while prioritizing safety and accessibility, preserving as much on street parking as possible, maintaining all vehicular capacity and accessible parking spaces. All concepts proposed include two new crosswalks with accessible curb ramps at Nursery Street and Dearborn Street, crosswalk and intersection visibility improvements (daylight all intersections and restrict parking near crosswalks), and bus stop consolidation and accessibility improvements. Some of the bus stop improvements include relocating two stops, closing eight to create more appropriate spacing, and upgrading three to be ADA compliant. Ms. Hausle explains that elements still under consideration include how the space within existing curb lines is allocated between transportation modes, the extent of signal timing upgrades and sidewalk improvements. Ms. Hausle also notes that there will not be significant tree planting, and that it will not be possible to add crosswalks at all requested locations.

Ms. Hausle introduces the three potential concepts for the North Street improvements. Concept 1 narrows lanes to calm traffic and includes chicanes (lane shifts) to reduce speeds and accommodate parking on both sides. Crossing distances are reduced by 30 to 35 percent, and there will be an estimated 63 parking spaces. Parking will alternate on each side of the street based on demand, and separated bike lanes will be included for the full length of the area (currently there are no bike lanes). Ms. Hausle presents a diagram of the Concept 1 proposal.

Concept 2 is similar to Concept 1 as it also narrows lanes to calm traffic and includes chicanes, but reduces crossing distances by 13 to 35 percent and provides approximately 80 parking spaces. Ms. Hausle explains that this proposal also includes alternating parking, and includes a mix of separated and conventional bike lanes based on parking demand.

Concept 3 mimics Concept 1 in most ways, except rather than alternating parking, it would all be on one side of the street. Concept 3 would include separated bike lanes for the full length of the area on both sides, and would include an estimated 54 or 75 parking spaces, depending on whether the parking is located on the West or East side, respectively.

Ms. Hausle indicates the next steps include collecting comments from the project website (www.publicinput.com/northstreet), door to door business surveys, and to advance the preferred concept to begin design in winter and have implementation in Spring 2021.

Chair Shallops opens the floor to Commissioners for comments and questions

Commissioner Seidel notes that North Street is a main corridor that is always busy, and asks if any of the options presented will increase the issues related to traffic backup. Ms. Seidel also asks about the type of crashes in the area, noting that there seems to be an issue with people taking left hand turns and lack of visibility.

Ms. Hausle responds to the capacity concerns by noting that none of the proposals adjust the number of lanes, so there should not be an impact to capacity, just an anticipation of cars slowing down. Ms. Hausle maintains that any signal changes that result would likely seek to create efficiencies rather than reduce them. With respect to crashes, Ms. Hausle defers to Lt. Tucker, but states she has heard anecdotally that left turns were an issue, particularly with speeding.

Mr. Kucharsky suggests John Giardi, City Electrician, comment on the status of signal work for the North Street corridor, which is intended to improve the level of service and safety.

John Giardi introduces himself and explains the intent is to improve safety for drivers, bikers, and pedestrians. Mr. Giardi discusses many of the considerations such as environment, modes of transport, volume, etc. Mr. Giardi further explains some of the signal work changes, including timing changes, and discusses some of the signal change feedback received to date.

Chair Shallop thanks Ms. Hausle for the presentation.

Vice Chair Papetti also thanks Ms. Hausle for her presentation. Mr. Papetti states that if any parking loss or consolidation needs to occur, there should be consideration for what kind of mitigation would happen to make sure it is still safe for bikers and pedestrians. Mr. Papetti also suggests that crosswalks should be taken to the next level, as they need to be safe in a way that has yet to be accomplished in Salem so far. He encourages City staff and members of the public to work together and collaborate for safe solutions to crosswalks, so that we can become a model for other areas.

Commissioner Lt. Tucker indicates he would need to look into collision data for specifics and can get back to Commissioner Seidel. Anecdotally, he notes many appear to be rear end crashes. Lt. Tucker echoes Mr. Papetti's concerns about needing to make sure there are safe and convenient means for people to walk if parking is moved or modified. With

respect to crossings, Lt. Tucker acknowledges that concurrent crossings can be a mixed bag with some in favor and some individuals not feeling safe with them in certain locations. Lt. Tucker also notes that while narrowing lanes is an effective measure for calming traffic, there should be consideration for snow removal and emergency vehicle operation.

Chair Shallop opens the floor to public comment.

Kat Tovar of 143 North Street introduces herself and thanks Ms. Hausle for the presentation. Ms. Tovar suggests not making any changes on North Street from School Street until after the fire station, other than potentially adding a left turn lane onto School Street. Ms. Tovar notes that many of the accidents she has witnessed in the last few years are due to people taking left turns, and suggests a signal for turning could make it safer. Regarding proposed bus stop changes, Ms. Tovar notes that the additional proposed stop in front of Kings would end up removing parking that she utilizes regularly and needs. Ms. Tovar also suggests that narrowing lanes and adding bike lanes will exacerbate congestion issues.

Nina Cohen introduces herself as a resident on the other side of the North Street bridge, but notes that she is on North Street about three times a week walking and two or three times a week as a driver. Ms. Cohen references Complete Streets programs and notes that increasing corner visibility by removing a parking space is integral, as parking at corners creates a hazard for drivers and pedestrians alike. Ms. Cohen also notes that gas stations tend to eradicate sidewalks, and suggests the City should take some responsibility and address this. Ms. Cohen refers to the gas station at the corner of Franklin, which has a 60 foot stretch where the sidewalk and driveway are indistinguishable, which creates an unsafe situation for walkers. Additionally, Ms. Cohen requests that the City and Commission pay attention to the Green Lawn Cemetery entrance, as there is no convenient crosswalk that provides access. She contends it is a cherished arboretum and an attractive site for people to get fresh air, particularly during the pandemic. While heavily used, she suggests it is not particularly accessible. Ms. Cohen remarks that all the concepts presented would be an improvement as they rebalance safety risks off pedestrians and cyclists and back onto drivers.

Joe Corrao of 143 North Street introduces himself, noting he resides in the same building as Ms. Tovar. Mr. Corrao agrees with Ms. Tovar's comments, and states that of the plans proposed, he is not in favor of adding a bus stop in front of his building. Mr. Corrao maintains he would lose necessary parking, as would those who use the parking spaces short term for Kings.

Mr. Kucharsky notes there is a question in the Q&A from Ann Sterling, asking if there are any results at this time from the business door to door survey. Mr. Downing explains there are no results yet, but that they will be shared once complete.

Application for Neighborhood Traffic Calming: Barstow Street

Mr. Kucharsky explains that after implementing the Safe Streets program for Buffum Street, residents of Barstow Street submitted an application for Neighborhood Traffic Calming. Mr. Kucharsky indicates staff are beginning to look at crash data in the area, and that Lt. Tucker collected some data on Buffum, Barr, Barstow and Dunlap Streets. Mr. Kucharsky notes they are taking a holistic approach to traffic calming, and that there may be residents present with additional information.

Chair Shallop opens the floor to public comment.

William Drinkwater of 72 Barstow Street introduces himself, and comments that the street is essentially used as a racetrack by many. Mr. Drinkwater suggests the objective would be to make Barstow Street similar to Buffum; one way, with speed bumps. Mr. Drinkwater notes there are many children on the street, and that someone will get hurt one day. He notes his own car has been hit twice. Mr. Drinkwater suggests making the street one way from School Street to Mason, noting that when the new complex opens in the area there will be many cars cutting through the neighborhood. He believes the street is not big enough for two-way traffic, particularly during Winter.

Sarah Goudey of 84 Barstow Street introduces herself and states she is in support of the proposal. Ms. Goudey discusses some of the dangerous behavior and driving she has witnessed on the street, and explains the street is narrow with many apartments and condos requiring on-street parking. While she has a driveway, Ms. Goudey knows neighbors who's cars have been hit, and expresses concern for neighborhood children and the elderly, for whom the street has become unsafe. Ms. Goudey suggests making the street one way would slow traffic and prevent some of the dangerous behavior that currently exists.

Chair Shallop reminds the public that there are no specific ideas for the street yet, and that staff are in the process of collecting data, talking to residents, and gathering information. Mr. Kucharsky states he will reach out to the ward councilor once there are recommendations that can come before the Commission for discussion.

Request for Traffic Ordinance Recommendation

Resident Sticker Permit Parking Program

Mr. Kucharsky and Mr. Downing present an updated version of the proposed changes to the City's Resident Sticker Permit Parking program that reflect the management of the program by the Traffic and Parking Department as opposed to the Collector's office, as well as updated language regarding temporary resident eligibility.

Mr. Kucharsky explains Councilors had some issues with proposed language, particularly in the section regarding procedures for designating or modifying a street within a resident parking zone, with some pushback on the language regarding "adopting policies". City Councilors instead proposed the language "recommend policies".

Vice Chair Papetti asks if this language is different from what currently exists, as the Commission can already propose ordinances to Council. Mr. Downing says it is not different, but that this was not previously codified anywhere. Mr. Kucharsky adds that as there is currently nothing on the books, this is about formalizing the procedure and adding language to the ordinance.

Chair Shallop expresses frustration with the proposed language, noting that it does not achieve the efficiencies the Commission had hoped for. Mr. Kucharsky acknowledges the Chair's frustration, and notes that the update acknowledges the Department and authorizes the Traffic and Parking Director to have more authority to issue passes by working with Ward Councilors and the Commission. Mr. Kucharsky contends this is a first step.

Mr. Kucharsky next explains under the section regarding eligibility, there were attempts to acknowledge temporary residents, which are not students, but individuals living temporarily, perhaps for a residency or other similar circumstance, and do not have their car registered here. After further discussion with Lt. Tucker, staff concluded they did not want to go against state law, so the language was changed to note students and active duty military personnel do not need to register their vehicle. The remainder of the document removes the City Collector and Collector's office in various places and replaces it with the Traffic and Parking Department. The Department will be responsible for reviewing applications when they come in.

Chair Shallop asks if any Commissioners would like to propose a motion.

Motion and Vote: *On a motion duly made by Commission Lt. Tucker and seconded by Commissioner Seidel, the Traffic and Parking Commission moves to approve the amended recommendations for changes to the resident sticker parking ordinance. The vote is five (5) in favor, and none (0) opposed. The motion passes.*

Dodge Street

Mr. Downing presents a map of the area, and Mr. Kucharsky explains that the owners of Seagrass, a new marijuana dispensary at 3 Dodge Street, have requested short term, 30-minute, time limited, non-metered parking in front of the establishment. Mr. Kucharsky explains that the area is currently unregulated, with the exception of a service zone close to Lafayette, which serves the Winer Brothers Hardware Store. While Seagrass' hours do not perfectly coincide with times of enforcement, Mr. Kucharsky believes it will be efficient and provide some turnover for the business. Mr. Kucharsky also notes that on Dodge Street Court being a dead end with construction complete there should not be any parking. He states there will be signage added to make sure it is enforced.

Chair Shallop says the proposal makes sense, and suggests that other businesses in the area could benefit. Chair Shallop asks Lt. Tucker for his opinion on the proposal. Lt. Tucker

agrees the recommendations make sense, and offers that Dodge Street Court is indeed too narrow to allow parking.

Chair Shallop asks if motorists currently park on the street. Mr. Downing states that because it is unregulated, a few spots have occasionally had cars park for periods of time. He notes that the hardware store and other businesses have metered parking, but agrees that the proposal would also help the nearby businesses.

Vice Chair Papetti asks to see the proposed ordinance language, and Mr. Downing presents it for the Commission. Mr. Downing identifies the area on a map, and notes the proposed parking would be stretch 105 feet and begin 30 feet in.

Chair Shallop asks why paid parking was not considered, and Mr. Kucharsky states the intent is for higher turnover, and that the expense of installing meters for such short term parking might not make sense, although paid parking could be examined or considered in the future.

Vice Chair Papetti asks when Seagrass is scheduled to open, and Mr. Kucharsky indicates there is no specific date, but it is likely to be before the end of the year.

Commissioner Waller asks if the existing loading zone is general, or only for Winer Brothers. Mr. Downing states it is general, but that they are the primary business that utilizes the zone. Mr. Kucharsky explains that Seagrass also has a secure bay that they utilize for loading, and that this proposal is targeted to customers.

Motion and Vote: *On a motion duly made by Commissioner Seidel and seconded by Vice Chair Papetti, the Traffic and Parking Commission moves to approve the recommended ordinance regarding short term parking on Dodge Street. Vice Chair Papetti seconds the motion. The vote is five (5) in favor, and none (0) opposed. The motion passes.*

Resident Sticker Permit Parking Request: 8 & 9 Woodbury Court, Smith Street, Lemon Street, and Lemon Street Court

Mr. Kucharsky explains that Councilor's Riccardi and Madore have, on the behalf of residents, requested resident sticker parking be considered for 8 & 9 Woodbury Court, Smith Street, Lemon Street, and Lemon Street Court, both in terms of newly designated on-street locations and eligibility for residents who live on streets with no legal on-street parking.

Mr. Kucharsky indicates the request for 8 & 9 Woodbury Court is specific to those addresses because the street has no parking, and those residences do not have off street parking.

Chair Shallop asks a clarifying question, and Mr. Kucharsky explains the Councilors would like to hear from more residents to see if the idea is popular, is if it is passed everyone without off street parking will need to purchase a pass to park on the street legally.

Chair Shallop asks to see a the streets on a map, and suggests examining the request for 8 & 9 Woodbury Court first. Mr. Kucharsky clarifies that those residents are seeking to be able to park on Northey Street and be eligible for resident sticker permits. Mr. Kucharsky agrees that it makes sense to make a recommendation for 8 & 9 Woodbury Court, and discuss the other streets separately. Chair Shallop suggests the requests for the other streets may be a larger question that requires further information.

Vice Chair Papetti asks what residents on Woodbury Court have been doing regarding parking, and what has changed to prompt the request. Mr. Kucharsky indicates that the residents at the locations in question moved in recently, and had received a parking pass under the October ordinance, but otherwise had likely been parking on Lemon Street and walking. Mr. Kucharsky notes that these are the only homes on the street with no off-street parking.

Chair Shallop states it seems fair to allow these residents to park on a neighboring street if nothing is available to them on their own street.

Vice Chair Papetti asks if Northey Street is currently resident permit parking, and Mr. Kucharsky states it is. Mr. Downing explains it is the only one in the vicinity, and that if the other request for Smith Street, Lemon Street, and Lemon Street Court is allowed, they would all be in the same zone.

Vice Chair Papetti asks why parking was not proposed for everyone on Woodbury Court, and Mr. Kucharsky explains that it was meant to target the residents that do not have any off street parking options, since there is also no on street parking.

Commissioner Seidel expresses some discomfort with allowing it only for two residences on the street, but also acknowledges that they are the only ones without parking. Ms. Seidel asks if it makes sense to extend it to the whole street rather than having it potentially be a piecemeal approach, since the request has only come in because someone new moved in. Chair Shallop states that she would be fine with either approach, as since most of the homes have driveways even if it were extended to the whole street it would likely not be requested by all.

Vice Chair Papetti says he is not comfortable making a recommendation without hearing from affected people in the area and anyone else on Northey Street and Lemon Street. While it seems like a reasonable request, Mr. Papetti states he would like to hear from other residents in the area. Mr. Kucharsky notes that Councilor Riccardi provided an email with comments from the residents on Woodbury Court. Mr. Papetti states he reviewed the email, but suggests it would be more important to hear from the rest of the neighborhood, as one presumably researches the parking situation prior to moving somewhere new.

Chair Shallop asks for Mr. Kucharsky to read the email, and he does. In the email, Angelica McKnoll of 9 Woodbury Court explains her apartment has no parking, and that Woodbury Court is a dead end street off of Northey with no parking. She enjoys living in Salem and works in town for a small business and seeks parking relief year round after receiving parking passes in October.

Mr. Kucharsky notes that Councilor Riccardi is in favor of the Woodbury Court request. Chair Shallop states she is fine with the request, noting that due to the proximity of Woodbury Court to the train, it seems the intent of not allowing parking there and having Northey be resident permit only may have been to prevent people taking the train from parking there long term. For the other streets, Ms. Shallop states she would like further research and information.

Mr. Kucharsky says he can obtain more information and get a survey of the residents on all the streets to see the proportion in favor of the change.

There is a brief discussion between Chair Shallop, Mr. Kucharsky, and Commission Lt. Tucker regarding whether the parking should be for all Woodbury Court residents or just the two addresses, and the consensus is just the two addresses is appropriate. Lt. Tucker also suggests he is in favor of getting more information regarding support for the other streets, suggesting it would be a larger and more sweeping change.

Motion and Vote: *On a motion duly made by Commission Lt. Tucker and seconded by Commissioner Waller, the Traffic and Parking Commission moves to approve the recommendation to include the residents of 8 & 9 Woodbury Court in resident permit parking on Northey Street. The vote is three (3) in favor, and two (2) opposed. **The motion passes.***

There is a brief discussion regarding the rest of the streets and neighborhood. Mr. Kucharsky explains the request again, and the Commission agrees that it will be revisited once more information is available

Essex Street and North Street Intersection Signal

Mr. Kucharsky provides the latest update regarding recent changes to the signals at Essex Street and North Street. Mr. Kucharsky notes that after the last Commission meeting, staff met with the Mayor, Mr. Giardi, Councilor Madore, and two residents to discuss and examine the issue. Mr. Kucharsky states an automatic change for the pedestrian signal was implemented, as some pedestrians were not aware that the button needed to be pushed for a signal. Now, there will be an automatic rotation from 9AM to 9PM that allows a pedestrian phase. Mr. Kucharsky also notes Mr. Giardi adds some additional time for pedestrian interval crossing.

Mr. Giardi confirms Mr. Kucharsky's update, and explains they all concluded that pedestrians needed more time to cross. Mr. Giardi states the crossing time increased from

seven seconds to ten, and then to 12 seconds. After the changes the intersection was monitored a few times a week and Mr. Giardi contends it is working well.

Chair Shallop states the main concern is pedestrian safety, and that this appeared to be a significant issue. Chair Shallop suggests that the best way to safeguard going forward is to make sure that Mr. Giardi, Mr. Kucharsky, and Mr. Downing work closely together and regularly evaluate feedback, as a close working relationship between departments is important. Mr. Giardi agrees.

Mr. Papetti indicates the intersection used to be a four-way stop where if the button was pushed, pedestrians were clear to cross. Several months ago the it was converted to a concurrent signal where pedestrians traveling in one direction get a walk light at the same time as cars have a green light. Mr. Papetti explains this type of signal can have advantages, such as not needing to push a button to cross. He notes that he has historically advocated for implementing this type of signal in the City and would continue to, but that while they can be beneficial in many contexts, it did not work well in this location based on feedback from residents and Councilors. Mr. Papetti disagrees with the evaluation that the signal is working well or safely, and suggests it be reverted to an all-way stop as a safer option until something better can be designed. Mr. Papetti also suggests there must be policies and procedures that establish how pedestrian signal programming is approached throughout the City. Mr. Papetti states there should not be one-off decisions, but established policies and procedures for the Traffic and Parking Department. Vice Chair Papetti states work still need to be done at this intersection, and asks that Mr. Kucharsky take the lead in pursuing changes.

Mr. Kucharsky explains he met with Mr. Giardi when the changes were first implemented, and discussed the intent of the North Street corridor improvements. He suggests some concerns have been addressed, but acknowledges there are still perceived issues with this intersection, and that he will work with Mr. Giardi to address it further.

Lt. Tucker indicates he spoke earlier in the day with a resident who is unhappy with the current setup. Lt. Tucker acknowledges that these signals work in some places, but here it may not be a good fit. Lt. Tucker asks Mr. Giardi if it can be programmed to be concurrent in one direction only, and Mr. Giardi says it cannot. Mr. Giardi also notes he will work with Mr. Downing and Mr. Kucharsky to evaluate the best options going forward. Mr. Giardi suggests Commissioners and staff examine the intersection at busy times of day as well.

Chair Shallop notes she has not been to the intersection recently and so cannot opine on how safe it is or feels, but that she is interested in resident feedback if they feel unsafe. Vice Chair Papetti indicates he has been to the intersection several times while biking, driving, and walking. Mr. Papetti observes that many pedestrians are not obeying the rules in the intersection, but suggests that planning roads for safety should take into account the fact that people are not perfect and that there is an element of human error that must be accounted for. Mr. Papetti states that if an intersection is only safe if rules are perfectly followed then we are kidding ourselves. For this intersection, Mr. Papetti notes, the high volume of tourists who are unfamiliar with local traffic patterns make a concurrent signal

difficult. Vice Chair Papetti discusses adaptive traffic signals, noting that the City has spent considerable sums of money on them, but that the Commission has never been briefed on the safety impacts, or other information. Mr. Papetti states he would appreciate a follow up conversation to better understand adaptive traffic signals and how they interact with pedestrian safety timing decisions.

Mr. Giardi acknowledges Mr. Papetti's concerns and notes that this has been frustrating for many residents and individuals. He discusses timing issues with National Grid regarding the connection of some adaptive signals. With respect to the adaptive signal program, Mr. Giardi explains that it counts cars and automatically adjusts every intersection based on the flow of traffic. The City is now building a program that is one step better, and Mr. Giardi suggests there will be big improvements going forward, particularly once the National Grid work is completed.

OTHER BUSINESS THAT MAY LEGALLY COME BEFORE THE COMMISSION

None.

UPCOMING MEETINGS SCHEDULE

The next meeting is scheduled for December 17, 2020.

Vice Chair Papetti asks if anyone would be in favor of the meeting starting at 6PM, rather than 6:30PM, as many individuals are not currently commuting. The other Commissioners state they are ok with the time change.

MEETING MINUTES APPROVAL

The Commission reviews the minutes for the October 22, 2020 meeting.

Motion and Vote: *On a motion duly made by Commissioner Seidel and seconded by Vice Chair Papetti, the Traffic and Parking Commission moves to approve the meeting minutes from October 22, 2020 as amended. **The vote is three (3) in favor and none (0) opposed. The motion passes.***

ADJOURNMENT

On a motion duly made by Vice Chair Papetti and seconded by Commissioner Seidel, the Traffic and Parking Commission meeting was adjourned at 8:43 PM.