

City of Salem
Traffic and Parking Commission & Bicycling Advisory Committee
Meeting Minutes
Wednesday, September 28, 2022

A joint meeting of the Salem Traffic and Parking Commission and the Salem Bicycling Advisory Committee was held remotely on Wednesday, September 28, 2022, at 6:00pm, in accordance with Chapter 20 of the Acts of 2021, and as amended by Chapter 22 of the Acts of 2022, and a Special Act extending remote participation meetings until March 31, 2023.

Present: Traffic and Parking: Commission Chair Tanya Shallop, Commissioner Jaime Garmendia, Commissioner Jeff Swartz, Commission Lt. David Tucker, Director of Traffic and Parking David Kucharsky, and Assistant Transportation Director Christina Hodge. Also present were David Knowlton of Salem DPS, and Tom Devine of Salem DPCD. **Absent:** Commission Vice Chair Eric Papetti

CALL OF MEETING

The meeting was called to order at 6:01 pm by Chair Shallop. Chair Shallop explains how members of the public may participate during the remote meeting. Chair Shallop also indicates that this meeting was intended to be a joint meeting of the Traffic and Parking Commission and the Bicycling Advisory Committee, but that the Bicycling Advisory Committee does not have enough members present for a quorum.

PUBLIC COMMENTS

Commission Chair Shallop opens the floor to public comment.

Andrea Cawlina of 417 Lafayette Street introduces herself and states that her understanding is that the proposal for Lafayette Street would take away parking from the side she lives on. Chair Shallop explains that this portion of the agenda is for general comments, and that public comment on each agenda item will follow the presentation and Commission's comments.

NEW/OLD BUSINESS

Director's Update

Mr. Kucharsky explains that some of the Bicycling Advisory Committee members are in the audience despite there not being a quorum, and that they are welcome to make public comments.

Mr. Kucharsky states that staff have been preparing for October. While in the 2021 shuttles ran for three weekends, this year they will run every weekend of October out of Salem High School, the Salem Hospital lot on Jefferson Avenue, and the O'Keefe Center at Salem State University, according to Mr. Kucharsky. He explains there will be four busses, three of

which will be standard, and one will be accessible. This will allow people to park outside of downtown and still come into the City. Mr. Kucharsky also notes the Department has worked with the Mayor's office to offer free BlueBikes membership for Salem residents for the month of October. To date, 140 residents have signed up, and Mr. Kucharsky indicates he will update the total at the end of the month. Mr. Kucharsky next explains that the October overlay parking district application is live, and that 10 applications have been received so far.

Regarding North Street, Mr. Kucharsky explains that the striping layout for the protected bike lane and additional traffic calming measures are being worked on, and that the layout will be finalized soon. Staff are working on scheduling striping and grinding of existing pavement.

With respect to garage work, Mr. Kucharsky indicates the bulk of work has been finished prior to the busy season, with all levels of the Museum Place garage open. Only some final punch list items remain. The South Harbor garage cameras are up and running and stairwells have been completed. Mr. Kucharsky states the Destination Salem Visitor's center should be open in the next week or two, and the public restrooms are currently open.

Commissioner Garmendia states he has heard from tenants at the mall that there are some punch list activities going on and asks if there is a plan to resurface the garage to repair roadway surface damage from heavy equipment. Mr. Kucharsky states the second and third levels need to be completed, and that the final phase will include resurfacing and minor structural work.

Commissioner Swartz states he must depart the meeting early and asks if the agenda can be taken out of order as he would like to comment on the October Overlay topic.

Chair Shallop says if there is no objection from other Commissioners or staff, the items can be taken out of order. There is no objection.

Washington Street Sidewalk Extension Design

Mr. Kucharsky introduces Department of Public Works and Engineering Director Dave Knowlton and engineer Matthew Mullally from AECOM to discuss plans to extend the sidewalk along the east side of Washington Street from Front Street to Follet Way, which would include a vertically separated bike lane. Mr. Kucharsky explains staff and consultants are seeking feedback from the Commission, Committee, and public.

Mr. Knowlton explains the project background, noting the origins were related to eliminating the need for the large tent for outdoor dining in front of the Ledger and other restaurants. A temporary platform was built this spring, and now staff are ready to move from the temporary solution to a permanent one, either this fall after Halloween or, most likely, in the spring. Mr. Knowlton notes that when going through the design and changes in parking, it was apparent there was an opportunity to incorporate a separated bike lane into

this part of downtown, which has historically been tough to do. Mr. Knowlton indicates AECOM worked on a design and is now seeking feedback. Eventually the project will go out to bid, and the full improvements will be implemented.

Mr. Mullally presents the design plans and explains the current and proposed condition looking at the northbound side of the street. With the changes, Mr. Mullally explains that the existing angled parking will be replaced with parallel parking spaces, and that where vehicles currently park there will be a brick plaza area, concrete sidewalk, and raised/protected bike lane. Mr. Mullally discusses the layout, curb openings, and indicates the bike lane will be six feet wide. He points out the sidewalk and drainage improvements and indicates the concrete sidewalk will be eight feet wide. Due to insufficient room to bring the bike lane to Essex Street, the proposal brings the lane back at grade where it is currently located at the intersection where it is shared with vehicles in the travel lane beyond. Mr. Mullally presents additional plans showing the ramps, brick layout, and landscaping. The landscaping plan will connect the gap between existing trees and help guide bikes more safely through the area, according to Mr. Mullally. He discusses drainage improvements in more detail, including deep drainage flows into existing structures.

Commissioner Garmendia asks Mr. Mullally to identify the location of the existing temporary platform on the map, and Mr. Mullally complies. Mr. Garmendia next asks about existing accessible spots and whether they will be replicated with the move to parallel parking. Mr. Mullally notes there is an extra-long space at the southern end of the strip of parking which could be accessible, and a second spot could be added if necessary.

Commissioner Swartz asks about the bike lane ramps and whether the bike lane is flush with the sidewalk or further separated. Mr. Mullally explains the riding lane will be flush with the sidewalk, but that the bike path will be pavement while the sidewalk will be concrete for a textural separation. Mr. Swartz notes that prior designs had planters pushed outward to create a larger sidewalk and outdoor dining and retail space, but that this design appears to have changed. Mr. Mullally indicates the curbing was pushed out to accept the bike path, and that the area that was previously proposed as planters are now the brick plaza areas. Mr. Mullally further points out where the outdoor dining would be located. Commissioner Swartz also expresses concern regarding keeping trucks out of the bike lanes and out of parking spaces in general, noting that despite the current design being accommodating for unloading, violations still occur. He states he worries the bike lane will not be respected. Commissioner Garmendia notes the bike lane will be raised. Commissioner Swartz suggests it would make more sense to bump out the bike path and keep it raised in the area in front of Rockafellas restaurant, as he worries trucks will park with the bike path meets back up and connects with the road.

Chair Shallop states she shares Commissioner Swartz's concern but believes this is a good start to having protected bike lanes in the area. She suggests potentially revisiting how we protect bikes in that section where the lanes meet the pedestrian mall in the future.

Commissioner Lt. Tucker comments that he thought a loading zone was contemplated for this area, and that it might be particularly good if the bike lane and sidewalk are raised. Mr. Knowlton states they did consider putting a loading zone in the north end of the proposed area, specifically that last two or three spaces. He says he is unsure why they are not depicted as such in the plans, but that it will be done with paint and hopefully will alleviate any issues with the bike lane farther north. Mr. Kucharsky indicates that area is currently signed as a loading zone, and the intent would be to make it a temporal zone, specifically a loading zone from 8AM to 4PM, and open for parking outside those hours. Mr. Kucharsky states they are also exploring whether to put meters back in or to have meter kiosks for this stretch of parking. Commissioner Lt. Tucker notes the importance of getting companies and businesses up to speed on where the proper loading zones are available for use.

Mr. Mullally indicates the team agonized over the design of the last 30 feet and the corner as they do not want to impact mature trees, and the plan is to bump out the curb some to deter parking. He presents and further discusses plan details, including drainage and cost concerns. Lt. Tucker states that enforcement should not be a problem.

Commissioner Garmendia states he appreciates Commissioner Swartz pointing out his concerns, and suggests that if cost and drainage are issues, the design could be well-served by extending the barrier. He also suggests raised strips or light stanchions to narrow the lane more visually for vehicles where the bike lane meets the street.

Commissioner Swartz asks if the number of parking spaces is the same, as it looks like the current design has one less parking space. Mr. Kucharsky indicates previous plans had no loss in parking, but that the accommodation of the bike lane and connecting it back to the street required the elimination of one parking space. Mr. Kucharsky notes that for several months of the year a large portion of the parking is out of use, and this plan is to reintroduce parking and still accommodate outdoor seating and the bike lane. Commissioner Swartz states the temporal loading zones seems like a good use of the space. Commissioner Swartz also asks about the bike lane width and asks if a four-foot lane was considered. Mr. Mullally explains that a six-foot lane would be safer, particularly since the bike lane is parallel and level next to the sidewalk with pedestrians. Commissioner Garmendia states he is in favor of six-foot bike lanes over four-foot bike lanes, and that he is sure the Bicycling Advisory Committee would agree.

Chair Shallop opens the floor to public comment.

John Wathne, Chair of the Bicycling Advisory Committee, introduces himself and states the plans look great. Mr. Wathne indicates he would love to see a network of bike and shared use pathways all over Salem and that this is a key link between the south and the north. Mr. Wathne explains that he rides his bike here regularly and that it can be particularly scary. He maintains this seems like a good solution. Mr. Wathne asks if bollards could be considered for the transition to the street on the northern end of the design, or some other kind of hard separation. He expresses concern regarding errant vehicles cruising into the sharrow area. Mr. Mullally indicates it was considered, it but would be a maintenance concern for snow removal. He states it has come up as a concern, and that the team will

look into what can be done. Mr. Wathne states he is glad the paths are six feet wide rather than four feet, and he asks if there could be any consideration for eight feet since going forward it could be a solution for having bidirectional bike lanes.

Mr. Kucharsky explains staff worked with Toole Design on the Bike Master Plan and that there was a concept for Washington Street to tie into the Canal Street bike path and get people to the commuter rail. He indicates the concept showed bike lanes going in each direction, and that this is the first piece of that concept.

Commissioner Swartz indicates he must leave at 7:02PM.

Michael Williamson of 13 Beckford Street introduces himself as a member of the Bicycling Advisory Committee and states he feels similarly about bollards for the transition. He suggests looking into a solution that could be removable for winter to make the bike lane ramp down to the street safer.

Jamie Metsch of 18 Oliver Street introduces himself and explains that he is a business owner, with two businesses abutting these plans (Oak and Moss and the soon to be Spruce Home). From a design perspective, Mr. Metsch states the delivery zone is very important to businesses, and even more so for restaurants as this is the heart of restaurant row downtown. He indicates he provided some photos to the Commission showing how the trucks can stack up at varied times of the day. Mr. Metsch states when they are there and it is congested, it could be difficult for emergency vehicles trying to pass. He speaks favorably of the timed zones reverting to parking in the evening, but he suggests making sure the pinch point does not get strangled, especially when there are needed deliveries. Mr. Metsch notes the project seems to have derived from the idea of accommodating outdoor dining for restaurants, which he supports, but expresses concern about pedestrian traffic being diverted around the corner of Front Street and Washington Street to be 15 or more feet away from the front of the buildings, perhaps to provide dining space. Mr. Metsch states that for his businesses he prefers to have pedestrians right up on the windows looking in, and that this design seems to create space for outdoor dining, but his business will be caught in an eddy where pedestrians are being pushed away. Mr. Metsch indicates he does not know what the solution is, but he suggests perhaps having the landscape areas shifted west to create a more natural flow for the retail spaces. Mr. Metsch states some of the landscaping is not the greatest, and that some of the existing trees have a lower profile and obfuscate the view and signage for the stores. Mr. Metsch suggests getting taller trunk growth trees so that there is more visibility up and across the street. Regarding the bike path, Mr. Metsch expresses concern about it being at grade with the sidewalk as there are walking tours at all times of day, and that there can be upwards of 50 people stopping on the corner in front of Oak and Moss during the busy seasons. He notes it is a great spot to collect and tell a story about something historical, but that it could become a challenge if the bike and pedestrian lanes are at the same grade. Mr. Metsch indicates he only found out about this project four or five days ago, and only because he asked what was going on. He stresses timing, noting that for retail businesses the busiest time is not October, but December for the holiday season. He acknowledges there is never a perfect time for construction or to make improvements, but as an abutting business, Mr. Metsch asks that

work start in spring or even October. Mr. Metsch contends that customers are notoriously fickle, and he worries that any orange signage or cones or blinking lights will deter shoppers.

Chair Shallop asks Mr. Kucharsky and Mr. Mullally have what they need for now, and they indicate they do. Mr. Knowlton states he appreciates the input, and that he will finalize the designs and work with staff moving forward and reach out to businesses.

Lafayette Street Traffic Calming and Bicycle Safety Project

Mr. Kucharsky explains there are plans to extend the existing Lafayette Street bicycle lane from Loring Avenue to the Marblehead town line. Plans were generated by Toole Design, and staff are currently seeking feedback from the Commission, Committee, and public. Mr. Kucharsky provides background information including the outreach process and meetings to date with Councilors Varela and Cohen as well as Salem State University and residents that abut on the south bound side. Mr. Kucharsky next provides a design summary, showing the continuous protected bike lanes in both directions from the Marblehead town line, between the travel and parking lanes. Mr. Kucharsky notes that protection is provided via painted buffers, flex posts, and in some cases, parked cars. Vehicle lane width will be 11 feet, the parking lane will be eight feet wide, and the bike lane will vary between six and 7.5 feet wide, with a buffer of about three feet. Mr. Kucharsky presents a map of the area and proposal, and he explains that one of the goals in addition adding protected bike lanes is to also reduce speeds and provide more comfort to cyclists and pedestrians. There will be green paint for visual cues for drivers. Mr. Kucharsky compares existing and proposed conditions, and notes there will be some bike lane chicaning to accommodate existing trees. Mr. Kucharsky discusses existing signage, and he indicates ordinance language will need to be reconciled and that parking with bike lanes will formally be precluded. Based on feedback from a meeting with abutters north of Raymond Avenue, there is proposed daylighting to improve sight lines for intersection. He adds that there will also be an opportunity for a future crosswalk. There is also an opportunity to create a splitter island near Rosedale Avenue, which creates a pedestrian shelter for a heavily utilized crossing and further makes motorists aware of pedestrians and cyclists. Mr. Kucharsky states staff are working with the town of Marblehead and have been awarded DCR grants to look at trail access. Mr. Kucharsky shows the transition at the town line.

Commissioner Garmendia asks about an area with parked cars on the transition line, and whether it is an extended paved area or dirt. Mr. Kucharsky explains it is a combination of both, and today is used as parking for people visiting Lead Mills conservation area. Mr. Kucharsky adds that they are not looking to change this area, except perhaps install a few flex posts, as this is more of a tactical project to reduce speeds and make things safer for bikers. Commissioner Garmendia states he worries about the transition point if bikes are joining the path and not expecting to see vehicular movement on the right and suggests the space could be delineated better. He further suggests that parking for the park be marked rather than unfinished. Overall, Mr. Garmendia says he is pleased with the plans and is always in favor of protected bike lanes. Chair Shallop agrees, and states there was always space on Lafayette Street to do something like this and that she is excited.

Commission Lt. Tucker states his only concern is the narrowing of streets and accommodation for emergency vehicles, but that he assumes Toole Design took that into account. Mr. Kucharsky explains another roadway, Wilson Street, received similar treatment, and the flex posts were placed 40 to 60 feet apart to allow for motorists to pull aside safely and transition back to normal travel.

Chair Shallop opens the floor to public comment.

City Councilor Jeff Cohen comments on the curve coming down from Marblehead, noting that sometimes leaves accumulate so much on the curb that the area becomes slippery. He asks if something can be done about a bump out to make it clear the space available from the distance. Councilor Cohen asks about the parking hours on the water side of the street, and Mr. Kucharsky indicates that the signage and ordinance state no parking from 8AM to 8PM to allow for overnight parking, but state law does not allow for parking in bike lanes.

Bicycling Advisory Committee Chair Wathne states that the Lead Mills area does get used and worries people will go down the hill and be trapped between the bike path and curb. He acknowledges a lack of desire to move the bike path over to the boundary, but he suggest a having a pocket parking area to direct people if parking for the Lead Mills. Mr. Kucharsky says he can work with Toole Design on that.

Bill Luster (no address given) introduces himself and states he likes the plan as a method of traffic calming on Lafayette Street, but asks if there can be other methods, such as striping or curbing that could be used so that there are not miles of white flex posts, as he suggests they are a blight on the City. He elaborates that they hold trash, get knocked over, and cannot be maintained. Mr. Luster also states he does not love the idea of moving parking into a smaller lane along with traffic, and that using parked cars to protect bikes is not ideal. Mr. Luster states the plans are good overall aside from a few tweaks.

Conner Ryan of 39 Daniels Street introduces himself as a member of Bicycling Advisory Committee and states this is a part of his daily commute, so he is familiar with the area. He states it is a thoughtful plan, and suggests flex posts should be a bare minimum, arguing for even better separation for the bike path. Mr. Ryan suggests jersey barriers or a raised bike path.

Michael Williamson introduces himself and asks if the Lead Mills parking area could be shifted paper south and the lane shifted north. Mr. Kucharsky indicates he would need to look at property lines where the road ends, but that he will bring the ideas back to Toole Design. Mr. Williamson also asks if the bike crossing at the end of the path could be raised to help slow traffic.

Andrea Cawlina of 417 Lafayette Street introduces herself and states she is unsure how many people are present from Lafayette Street in the area affected by the proposal but contends that the majority of residents in the area never received notice about this meeting. She suggests a community meeting is in order, and she echoes concerns raised by

Mr. Luster regarding flex posts, stating she believes they reduce property values. Ms. Cawlina also states she has lived here almost 10 years and there has always been parking on the north side of the street. She acknowledges the need for calming measures and making the area safe for bike owners, but indicates she is not in favor of it at the expense of homeowners. Ms. Cawlina suggests that jersey barriers should not be an option.

Richard Brennan of 419 Lafayette Street introduces himself, and notes that the street is probably the third largest avenue in and out of town. Mr. Brennan contends it seems like we are making streets safer for bikes but car unfriendly. He suggests that 11-foot-wide travel lanes are too narrow. Mr. Brennan opines that it makes sense to have one bike lane going south with parking on both sides. He raises concerns about parking, stating that guests already have to cross the street with luggage. Mr. Brennan argues it would be a big inconvenience to take half of Lafayette Street and make it bike friendly. He also suggests six feet for bike lanes are more than necessary, noting that he is a bike enthusiast and taught his grandchildren to ride single file. He suggests the proposal makes it more dangerous to drive a car, and therefore, will be less safe for bikers by extension.

Mr. Kucharsky indicates staff tried to reach out to residents and posted flyers along the stretch of Lafayette Street last week.

Ward 7 Councilor Andy Varela introduces himself and voices support for the calming measures. Councilor Varela states he shares some of Mr. Luster's concerns and notes the corner of Raven Avenue and Lafayette Street is a much faster part of the street and could be a blind spot for those looking to cross. He also asks that designers also take into consideration that a number of residents use parking here.

Joshua Nagle of 35 Washington Square introduces himself and states he believes this is a great and needed project. Mr. Nagle indicates he bikes regularly with his toddler and that there is no good way of getting to Forest River Park currently safely by bike. He suggests that not having a buffer or posts would be a huge mistake for biking and for families. Mr. Nagle states something stronger than flex posts would make him feel safer and suggests planters or something nicer looking. He also states the traffic calming will be helpful.

Mr. Wathne states keeping the bike lanes separated from the traffic lanes is critical. He acknowledges the potential inconvenience of opening doors on the street, but he suggests that is the case for most streets with parking. Mr. Wathne indicates someone was recently killed being doored in Somerville because the bike path was in the door zone. Mr. Wathne contends the standard is to have the travel lane, parking lane, then bike lane, and sidewalk. He acknowledges concerns regarding the attractiveness of flex posts, and notes that on Fort Avenue there are armadillos. He starts that people do not seem to like those either as they are not as visible. If there are no flex posts, Mr. Wathne suggests at least a continuous curb or some kind of grade separation that physically protects the bike lane, otherwise people will not honor the separation.

Chair Shallop thanks everyone for their comments and notes the Complete Streets policy adopted a number of years ago, which aims to design streets keeping all forms of

transportation in mind, including pedestrians, bikers, and cars. She states these plans seem to be in line with that and do not prioritize one mode over another.

October Parking Overlay Regulations

Discuss request from some City Councilors to prohibit overnight parking unless such vehicles are parking for the purposes of conducting business at the permitted property itself.

Mr. Kucharsky explains that City Council adopted by majority the amendments to the ordinance to allow those who own private lots to sell parking during the month of October within the B5 district and a quarter-mile buffer. He further explains that some Councilors had questions as to whether this opens the door to subletting and potentially overnight parking in these lots. Mr. Kucharsky states that when the commission and staff were discussing the amendment to the ordinance there was discussion of asking lots of a certain size to instruct customer when they need to be out, and for larger lots to staff the lots until all vehicles are gone. Mr. Kucharsky indicates his recommendation would be to not make any further changes to the regulations at this time, and to wait and see how this amendment works this season. He notes that 10 applications come in so far, and that rather than change the regulations based on speculation he suggests waiting and reporting back at the following meeting how the month went with these lots.

Chair Shallop summarizes that there seem to be two issues raised by Councilors, one being that of subletting and the other being prohibition of overnight parking. She asks if there is any indication subletting has been happening or would be, and Mr. Kucharsky states there is not currently. They next discuss hours of operation, which were determined to be Monday through Sunday 8AM to 6PM, such that they must stop accepting vehicles at 6PM. If cars are parked and related to businesses, they are allowed overnight. Mr. Kucharsky adds that for lots with more than 50 spaces, there must be staff present until all cars vacate. If there are fewer than 50, customers should be instructed to vacate by 11PM.

Commissioner Swartz thanks Mr. Kucharsky for recommending not changing the regulations at this time. He acknowledges the concerns raised and suggests discussing them further in the future and once we have had a season of experience. Regarding hours, Mr. Swartz states he has received feedback from businesses and has his own thoughts, including that the overnight parking issue is covered with the hours of operation. He also suggests there seems to be little potential for exploitation. Commissioner Swartz states he has heard from businesses that they are glad this was passed, and that they want to ensure sites are clean and not disturbing neighborhoods. Commissioner Swartz notes that the O'Donnell Funeral home will be handing out Halloween parking flyers indicating needing to be out by 11PM, with information about bathrooms, respecting noise levels, and towing. He suggests using their flyer as a model to distribute for other lots, with their permission.

Commissioner Garmendia agrees that there does not seem to be a need for change at this time. He suggests keeping ears and eyes open, observing how things work in the first couple of weeks.

Commissioner Lt. Tucker states he thinks things will work out. He notes that it is hard to get anything perfect, but that the measures in place will be good and increase the odds of things running smoothly.

Chair Shallop opens the floor to public comment.

City Council President and Ward 3 Councilor Patti Morsillo introduces herself and states she agrees the regulations are written well. She states that at first, she was concerned about the potential for drunk driving if someone had too much to drink and did not want to get in their car but felt like they couldn't leave the car in the lot overnight. Councilor Morsillo suggests the lot owner should not be penalized for having a car overnight. She suggests staff and Commission think about the issue more. She also opines that it may not be harmful if cars park overnight. Councilor Morsillo indicates she appreciates the information about the O'Donnell Funeral Home, and she is interested to see how this goes.

Matt Cornell of 18 Briggs Street introduces himself and states he takes issue with leaving the regulations as is. Mr. Cornell suggests the Commission are looking at this like a science project, which he argues is not the right way to move forward. He references the August meeting minutes, stating that the intent was to formalize the practice of charging for parking, a practice that has gone on for years during the day. Mr. Cornell contends that overnight parking and subletting would be entirely new, and that there are potential loopholes that would permit both. He asks that the Commission draft more specific regulations to prevent the expansion of parking activity if the intent was to formalize charging for daytime parking.

Ward 5 Councilor Jeff Cohen introduces himself and states he has some concerns about how this showed up on the agenda. He indicates he is on OLLA, where this matter was referred, and he explains the process of approval. Councilor Cohen states he personally felt the regulations exceeded what he had hoped for, and he believes they are sensible and reasonable. Councilor Cohen indicates this was passed with a supermajority at eight to three, but it was passed in good faith based on the regulations before City Council at the time. Councilor Cohen believes the arguments in favor of changing them prior to implementation are specious, and he agrees with the Commission and staff that they should not be changed.

City Councilor At Large Alice Merkl introduces herself and asks about the logistics of staffing lots and whether there would be signage. Chair Shallop indicates that signage and advertising logistics will be a business decision and are not contemplated in the regulations. Mr. Kucharsky confirms.

OTHER BUSINESS THAT MAY LEGALLY COME BEFORE THE COMMISSION

None.

UPCOMING MEETINGS SCHEDULE

The next meeting is scheduled for October 12th, 2022, at 6:00PM.

MEETING MINUTES APPROVAL

August 24, 2022

Motion and Vote: Commissioner Garmendia motions to approve the minutes for the August 24, 2022, meeting of the Traffic and Parking Commission as drafted. Commissioner Lt. Tucker seconds the motion. The vote is three (3) in favor and none (0) opposed. **The motion passes.**

ADJOURNMENT

On a motion duly made by Commissioner Garmendia and seconded by Commissioner Lt. Tucker, the Traffic and Parking Commission meeting was adjourned at 7:57 PM.