

MINUTES
Traffic Safety Advisory Committee (TSAC)
Marblehead, Massachusetts
April 22, 2024

The TSAC meeting was held at 4:00 p.m. at Abbot Hall, 188 Washington Street, Marblehead and publicly via Zoom Meeting.

The following TSAC members were in attendance which constitutes a quorum:

David Kucharsky, resident	Present
Rick Smyers, resident	Present
Gary Hebert, resident	Present
Dennis King, Police Chief	Present
Jason Gilliland, Fire Chief	Present
Amy McHugh, Director, Department of Public Works	Present
Charles Quigley, Town Engineer	4:47 PM arrival
Thatcher Kezer-Ex Officio, Town Administrator	Present

1. Call to Order

Chair Gary Hebert called the meeting to order at 4:03p.m. and announced it was being recorded.

2. Approval of Meeting Minutes

Motion To approve meeting minutes (3-18-24) made by Jason Gilliland and David Kucharsky seconded: All in favor.

3. Public Comment

Resident thanked Committee for discussion and accepting public comment regarding Beach Street. Beach Street is a heavily traveled pedestrian area. He would like to see temporary measures taken prior to final design selection.

Bike Marblehead group - would like to see safer and more convenient places to walk ride and park. More signage and bike lanes. Confident that Bike and Pedestrian Master plan will provide these answers.

Laurel St supports median on Lafayette Street to slow people down on left hand turn. Support of traffic median proposal and feels it would dramatically decrease traffic on laurel street.

4. Amy McHugh – Status report on Infrastructure and Bicycle Master Plan Consultant Proposals.

Paving for 2024- State Street and Commercial Street with sidewalk upgrades- new sidewalk on inbound side of Lafayette Street.

Four task areas have been chosen for the Town's infrastructure consultant to address. The consultant will collect new traffic counts and prepare preliminary designs. These include:

- Safety design enhancements to Pleasant St between Humphrey Street and Ocean Avenue
- Preliminary roundabout design for Lafayette Street at West Shore Drive,
- Complete Streets design for Beach Street between Atlantic Avenue and Ocean Avenue,
- Maple Street design with both intersections Bailey Square and Lafayette Street included.

Sidewalk Master Plan 90 % complete. All plans are dovetailed together – Bike Plan, Pedestrian Master plan ADA transition of sidewalks.

5. Discussion of potential options for Pleasant/Smith/Baldwin, Pleasant/Humphrey/Lafayette, and Beach between Atlantic Ave and Ocean Street.

MBTA has improvements just east of Smith St. for bus stop and sidewalk improvements. The Town's infrastructure consultant is identifying and designing options for these locations.

Gary Hebert discussed up to date historical crash information he obtained from MassDOT's published crash information for each location and suggested options for consideration by the Town's infrastructure consultant at each of the intersections and Beach Street.

Pleasant/Baldwin/Smith options he presented:

Bike lanes do not fit with the current 4-lane configuration at this intersection.

1. Consider right turn only lane for Pleasant Street traffic going east at its traffic signal controlled intersection with Smith Street to eliminate EB Pleasant St traffic merge.
2. Consider left turn lanes that oppose one another combined with a shared through and right turn lane in each direction. Consider curb bike lanes with this option.

Lafayette, Humphrey and Pleasant intersection options he presented.

1. Consider short term safety improvements while retaining existing traffic signal. Create a short a left turn only lane into High School/Senior Center with single through lane to Humphrey Street and single right lane to Lafayette Street.

Consider eliminating downstream westbound Humphrey Street traffic lane drop and merge and eliminating confusing Pleasant Street markings. If exclusive left turn is created, add detection to sense exclusive left turn demands to maximize intersection traffic efficiency. Include a painted median on Humphrey Street as a temporary measure to shorten pedestrian crossing exposure.

2. Install modern roundabout (potential long shot / long term solution).

Beach Street traffic calming options were discussed.

The Town's Consultant is gathering data on to create a preliminary design for Beach Street for a Complete Streets Project grant for up to \$500,000. Based on the TSAC's preliminary options, construction of a potential Beach Street Complete Street's project could exceed 1 million dollars if new concrete sidewalks with drainage are included. TSAC strategies included narrowing Beach Street to a single travel lane with possible raised or at grade sidewalks/bike accommodations and possible occasional curb 'bumpouts' to slow traffic and enhanced drainage. Keep all work within the existing layout and retain all trees. Ways to accommodate current parking demands will need to be developed. Design should take these prospective features into account.

Temporary options reviewed –confine Beach Street vehicle travel to a single narrow travel lane. Adjust striping, consider flex posts, speed humps, buffer lane, signs with public education. MPD to put up speed feedback sign and gather speed data. MPD to provide selective enforcement and summarize findings for any temporary measures.

6. Old business:

Laurel Street – Once construction on Humphrey is completed, police will gather more data for traffic in the area. To determine best option for this area it will be data driven.

Motion To Table any vote until more information is gathered made by Jason Gilliland and David Kucharsky seconded: All in favor.

7. Next meeting date, potential agenda items, and TSAC assignments

May 20, 2024, on street parking will be on the agenda; TSAC Assignment future meeting sidewalk needs.

8. Adjourn 5:16pm

Motion to Adjourn made by Rick Smyers and David Kucharsky seconded: All in favor.

Respectfully Submitted,

Amy McHugh
Secretary