



MARBLEHEAD TRAFFIC SAFETY ADVISORY COMMITTEE
3rd QUARTERLY REPORT TO THE SELECT BOARD
May-July 2024

Under the Town’s adopted Article 49 of the 2023 Town Meeting, the TSAC was formed to provide advisory assistance to the Select Board on matters pertaining to the safety aspects of the town’s transportation infrastructure and promoting the Town’s Complete Streets policy. As an advisory body, we are submitting this quarterly report to inform the Select Board of our recommendations. We recognize it is the Select Board’s prerogative to determine which of TSAC recommendations it considers are priorities and wishes to advance. We further recognize that unless the TSAC’s recommended actions include already programmed labor costs and materials either in stock or planned, they may not be pursued. In such cases, the TSAC is available to assist the Select Board with unfunded actions it still considers as priorities by pursuing additional grant/funding opportunities.

During this period, the Traffic Safety Advisory Committee (TSAC) held three hybrid public meetings, on May 20, June 17, and July 15, 2024.

At each meeting, the TSAC presented and debated safety issues consistent with our mission statement. Residents offered comments about traffic safety issues in town. While diverse opinions were presented, residents generally wished to reduce excessive speeding to make Marblehead’s roads safer and more welcoming for pedestrians and other vulnerable road users, while preserving or enhancing the town’s unique character.

TSAC accomplishments during this period:

- A. **Explored alternative traffic calming actions for the Peach Highlands hillcrest**, after a resident, without the Town’s permission, removed and returned two seasonal speed humps on both sides of the Peach Highlands hill crest. For 3+ years, seasonal speed humps had been installed by the Marblehead Highway Department to reduce the incidence of ‘hill jumping’ during the non-winter seasons and the potential for crashes, though none have been reported with or without the seasonal speed humps. The TSAC revisited the issue and voted to recommend an option with new warning signs with or without new pavement markings only (refer to Attachments – Options 2 with markings/Option 2A without).
- B. **Voted recommendations on several resident Traffic Change Requests involving on-street parking.**
 - a. Voted unanimously to move an existing No Parking sign 20 ft back from the corner at the intersection of Orchard Street with Beach Street.
 - b. Voted unanimously to move an existing No Parking sign on Hawkes Street 20 ft back from the corner at its intersection with Gregory Street.

- c. Voted unanimously to table actions regarding on-street parking at 9 Waldron Court.
 - d. Voted unanimously to table actions regarding on-street parking at 12 Waldron Court.
 - e. Voted unanimously to recommend Town staff review the corner of Heritage Way and Bessom Street and the curve by the ½ house.
 - f. Voted unanimously to table actions until the next meeting at Weston Street at its intersection with Ocean Avenue.
 - g. Voted unanimously to move a No Parking sign on the right side of Lindsey Street back to 20 feet from its intersection with Hawkes Street.
- C. Update on summer Beach Street traffic study and actions going forward.** New summer counts were taken by MPD between June 27-July 5, 2024. The new counts found the summer Beach Street volume is roughly double during the peak summer season when Devereux Beach is in full swing. However, the measured speeds on Beach Street were found to be lower than were observed during the off season. Based on the new speed data, Chief King –and normal traffic engineering standards—find that the temporary speed feedback sign installed on Beach Street, accompanied by some improved enforcement, has successfully reduced speeds. There have been no new reported crashes on Beach Street.
- D. Voted, after discussion, to pursue no further temporary actions on Beach Street until the Town’s infrastructure consultant has completed its preliminary engineering work on Beach Street which will feed into possible Complete Streets funding grant.**
- E. Updated reported crashes throughout Town and the number of preliminary year 2024 crashes seem to be lower than year 2023 crashes, which implies the Town is heading in the right direction in the quest to eliminate all crashes in Town.**
- F. Town has implemented several Traffic Change requests pertaining to fire lanes and parking sign requests. TSAC Chair provided information to the MPD on extending the timing sequences for the pedestrian phases of the Maple Street intersections with Humphrey and Lafayette Streets. The Town’s Traffic Signal Maintenance Contractor completed the requested pedestrian time extensions.**

We welcome the Select Board’s feedback as to the desirability and feasibility of these advisory recommendations, so that implementation can be expedited in accordance with our Mission Statement.

Respectfully submitted,
Marblehead Traffic Safety Advisory Committee

TSAC:gh