



**MARBLEHEAD TRAFFIC SAFETY ADVISORY COMMITTEE**  
**QUARTERLY REPORT TO THE SELECT BOARD**  
**QUARTERLY REPORT 1 - 11/21/2023-1/22/2024**

Under the Town's adopted Article X, 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 November 21, 2023, December 18, 2023, and January 22, 2024.

Committee members include:

- David Kucharsky, Resident Member
- Rick Smyers, Resident Member
- Gary Hebert, Resident Member
- Dennis King, Police Chief or designee
- Jason R. Gilliland, Fire Chief or designee
- Amy McHugh, DPW Director or designee
- Charles Quigley, Town Engineer or designee
- Thatcher W. Kezer III, Town Administrator, Ex Officio

At the first meeting, the Committee elected Gary Hebert to serve as Chair and Amy McHugh, as Secretary for a one-year term. Meeting Agenda and Minutes are available on the Town's website. At each meeting, the public both in attendance and on-line was invited to submit comments during a brief 10-minute period, leaving most of the meeting to conduct Committee business.

Milestones during the period between November 21, 2023 and January 22, 2024

- A. The TSAC identified and passed unanimously its Mission Statement including goals and objectives that are available on the Town's website under the TSAC portal.
- B. Besides reviewing a list of Traffic Change Requests by Marblehead residents, the TSAC reviewed and summarized historic crash data from Massachusetts Department of Transportation between 2019-2023, a five-year period. Exhibit B-1 shows a graph of the 5-year crash trends. We note that year over year total reported crashes are declining. While work remains to be done, this is generally good news. The TSAC used MassDOT and Town mapping to show crash locations for vulnerable users, and the top 41 intersections where reported crashes have occurred. Refer to attached Exhibits B-2 to B-3.
- C. The TSAC has reviewed the list of 28 potential projects that are eligible for potential MassDOT Complete Streets funding and has summarized them on a single page to assist in setting priorities for pursuing grant applications. Refer to Exhibit C-1.
- D. Rick Smyers volunteered to lead a TSAC review of potential public bicycle storage sites that are eligible for a Complete Streets funding application. He will provide a status report in February.
- E. On December 18, 2023, Rebecca Curran Cutting, the Town Planner presented the TSAC with a very helpful update of the Town's Rail Trail and master bike plan objectives that has been posted to the Town's website under the TSAC portal.
- F. The TSAC has reviewed and acted upon approximately 1/3 of the Traffic Change Request forms submitted by Marblehead residents to the Police Chief during 2023. Exhibit F-1 is a map showing the locations and types of Traffic Change Requests within the Town, to date. This will be updated as new requests are received and requests are addressed. While not all the submitted Traffic Change Requests focus on safety, the TSAC has reviewed and voted on nine of the 23 requests received as of December 2023.
- G. Of the nine Traffic Change Requests reviewed by the TSAC, we recommend no action on the request to remove parking on the Pleasant Street approach to the Village, Vine and Cross Streets at this time, pending review by the Town's upcoming bicycle master plan study. The Committee recommended an updated plan be prepared for proposed Maple Street markings between Lafayette and Tedesco/Humphrey Streets, last reviewed during 2012. We also recommend the Town rely on its upcoming bicycle master plan study to address town wide bicycle infrastructure enhancements requested along Maple, Pleasant, and Lafayette Streets, with the TSAC's assistance.
- H. From the Traffic Change Requests, the TSAC voted to recommend the Select Board take the following actions:
  - a. Approve the installation of stop signs at the following locations:

- i. The Evans Road approach to Elm Street.
  - ii. The Arthur Avenue approach to Robert Road.
  - iii. The Casino Road approach to Atlantic Avenue.
- b. Approve the installation of relatively low-cost crosswalk visibility enhancements at the following two locations:
  - i. Existing Atlantic Avenue (Rt 129) crosswalk just west of Community Road including (See Exhibit H-1):

Rectangular rapid flashing beacons (RRFBs) on both sides of Atlantic Avenue supplemented by signs as necessary.

Pavement markings to reduce the potential conflict zones between motorists and pedestrians including a 6' wide X 50' painted median and temporary painted curb extensions using reflectorized pavement markings a minimum of 6" wide. Add continental crosswalk markings.

Review crosswalk overhead lighting for sufficiency.

- ii. Existing Lafayette Street (Rt 114) crosswalk just west of Birch Street including (See Exhibit H-2):

Rectangular rapid flashing beacons (RRFBs) on both sides of Lafayette Street (Rt 114) supplemented by signs as necessary.

Pavement markings to reduce the potential conflict zones between motorists and pedestrians including a 6' wide X 50' painted median and temporary painted curb extensions using reflectorized pavement markings a minimum of 6" wide. Add continental crosswalk markings

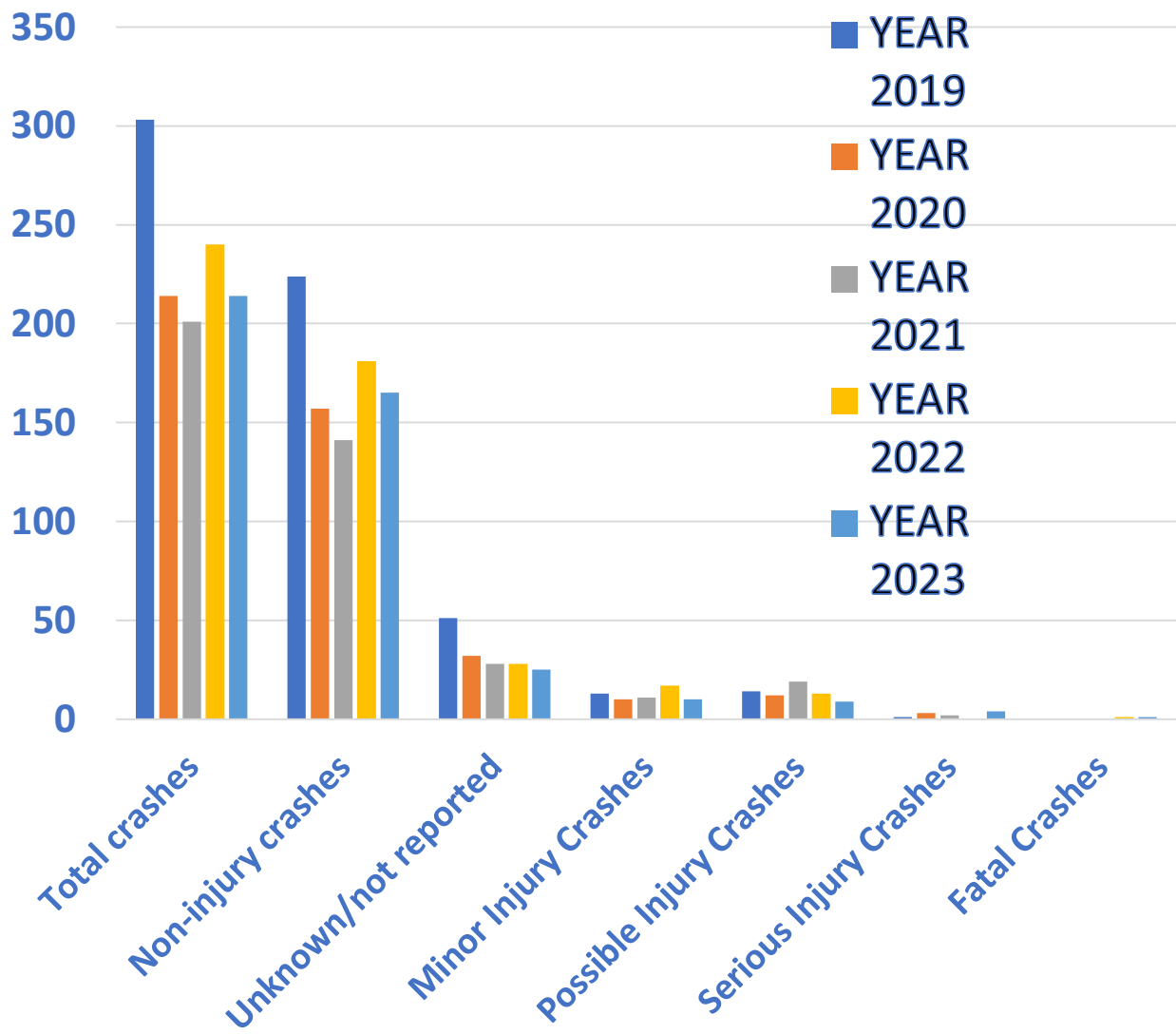
Review crosswalk overhead lighting for sufficiency.

Respectfully submitted,

Marblehead Traffic Safety Advisory Committee

EXHIBIT B-1

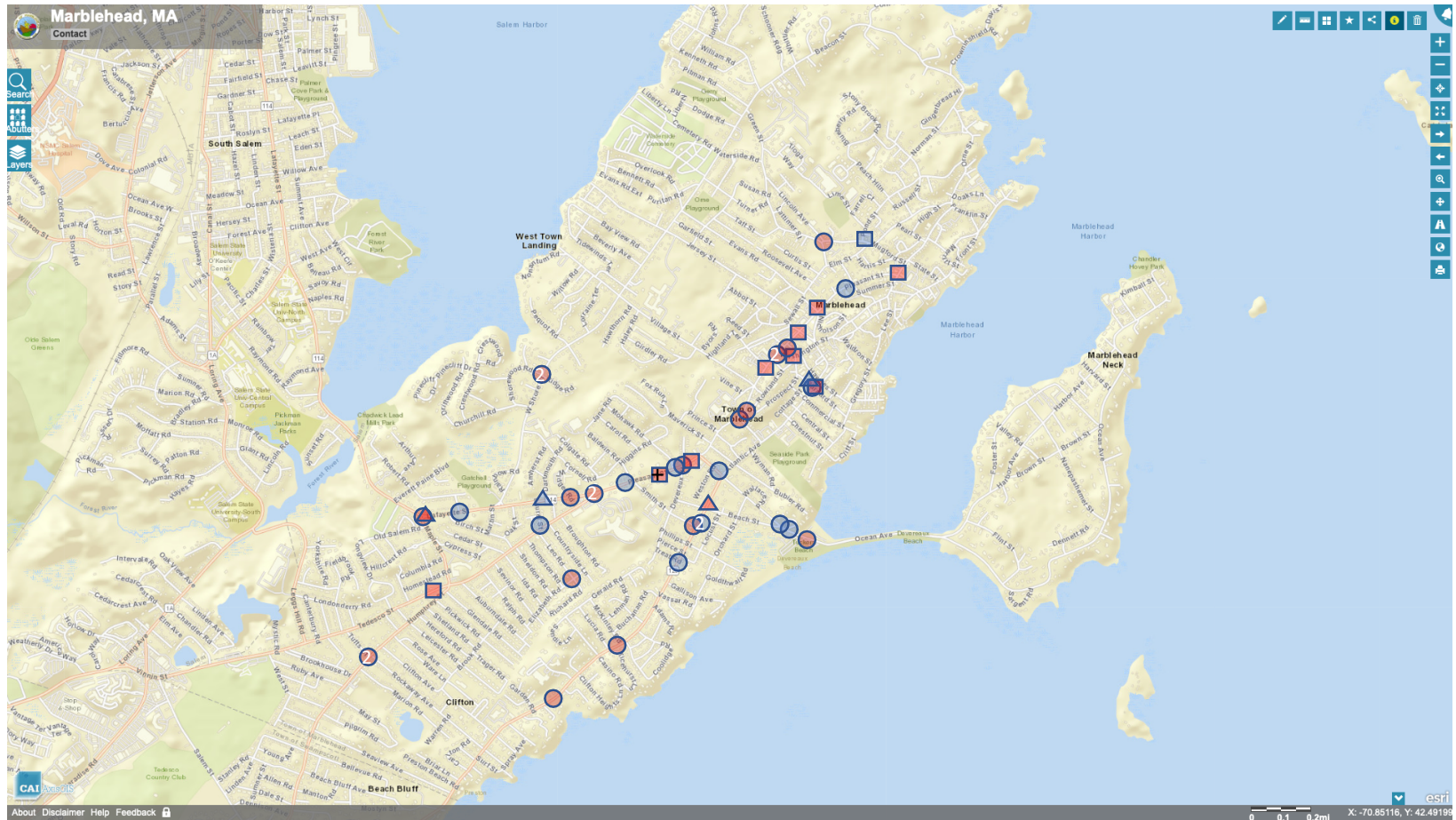
Marblehead 5 Year Reported Crashes  
Totals and Crash Severity Trends  
2019-2023



Data Source: MassDOT Crash Data Portal

## EXHIBIT B-2

### Reported Most Vulnerable User Crash Locations Marblehead, MA 1/1/2018–11/24/2023



+ Fatality location

■ Pedestrian injury crash  
■ Pedestrian No-injury crash

● Bike injury crash  
● Bike No-injury crash

▲ Motorcycle injury crash  
▲ Motorcycle non-injury crash

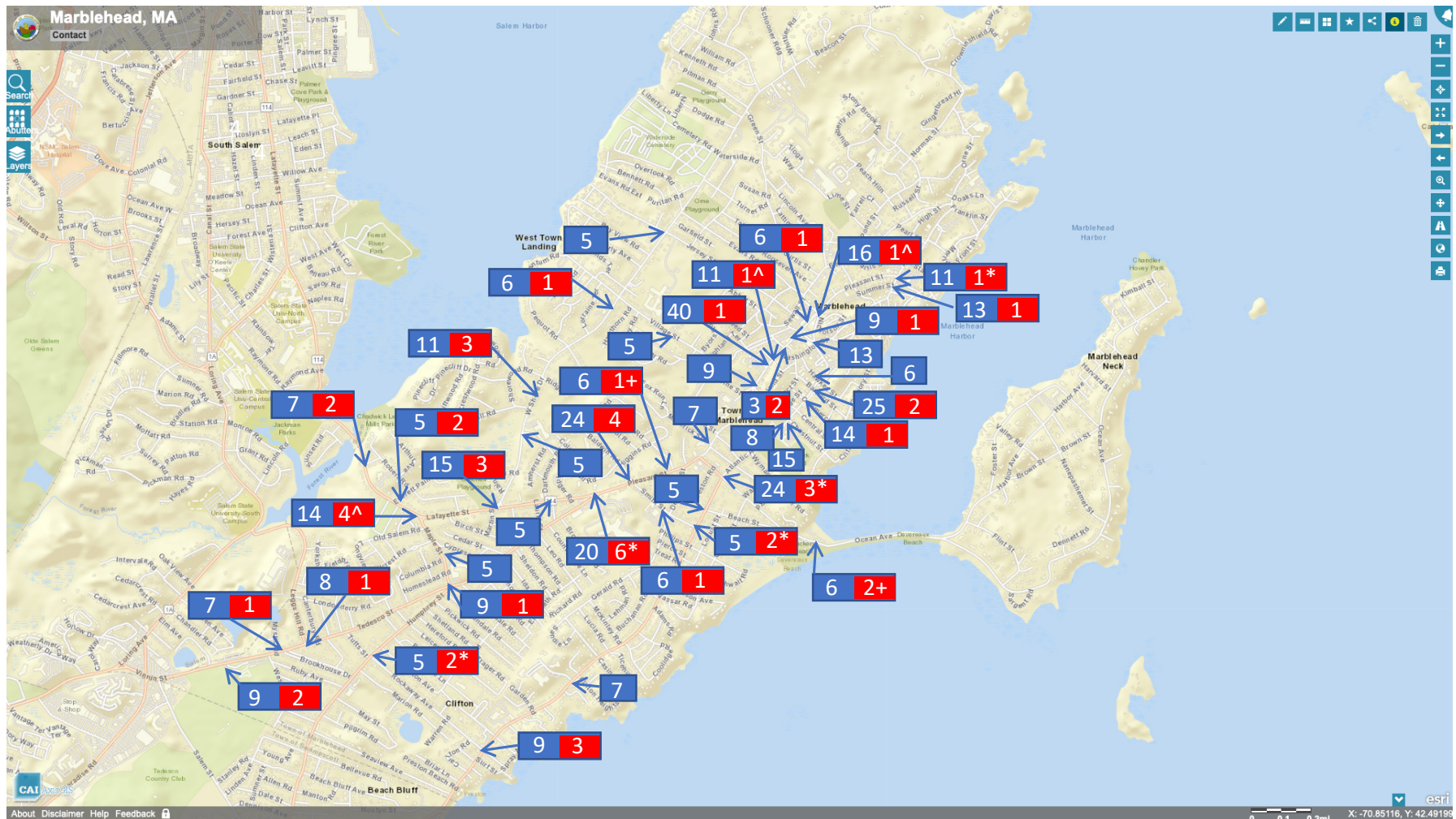


## EXHIBIT B-3

### Marblehead's Top 41 Highest Crash Locations 1/1/2018–11/2/2023

**XX** Total Number of Crashes Extracted from MassDOT info

**XX** Total Number of Injury & Fatal Crashes



\* - includes 1 or more bicycle crashes

^ - Includes 1 pedestrian crash

+ - Includes 1 fatal crash

Note: Not all locations are 'intersections' of public ways. Some are at activity centers.

Because crash totals are for 70- month period, few locations are likely to exceed average crash rates for similar locations statewide.



- 1) Upgrade Marblehead Rail Trail Path
- 2) Upgrade Marblehead Rail Trail street crossings
- 3) Modify Pleasant Village Vine Cross Intersection
- 4) Enhance Brown School Ped/Bike access
- 5) **Town wide sidewalk tree-root lifting repairs**
- 6) Provide Pleasant St sidewalk ADA repairs – Bessom to Washington Sts.
- 7) Mugford St at Green/Elm Sts Traffic Calming
- 8) Lafayette St town line to West Shore Drive bike enhancements
- 9) Smith Street pedestrian access improvements
- 10) Lafayette St & Pleasant St bike enhancements West Shore Drive to Spring Streets
- 11) Atlantic Ave Bike enhancements Swampscott line to Ocean Ave.

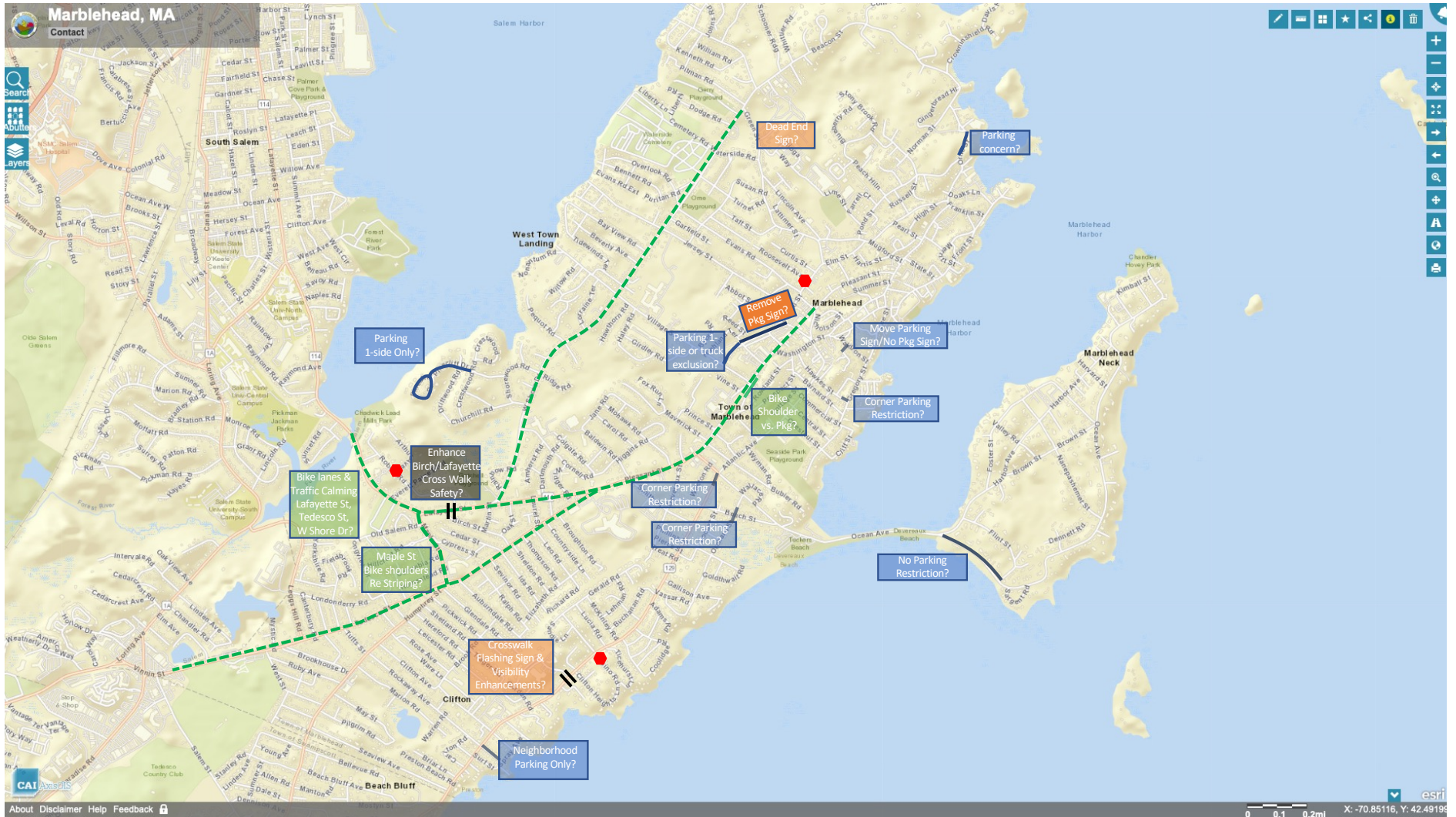
- 12) Atlantic Ave curb ramps Greystone to Hawkes Sts
- 13) Humphrey bike enhancements Swampscott line to Maple and Tedesco Sts
- 14) Add Tedesco St ADA access and sidewalk enhancements Salem line to Maple Sts
- 15) **Town wide activity center U-shaped bike racks**
- 16) Harbor Avenue ADA repairs Marblehead neck between Ocean Ave north and south
- 17) Ocean Ave sidewalk and ADA enhancements
- 18) Humphrey St ADA and sidewalk enhancements Swampscott line to Tedesco St
- 19) Marblehead Visitor Center sidewalk and ADA enhancements

- 20) Humphrey, Maple & Tedesco Sts Int. pedestrian safety signal enhancements
- 21) Install missing Lafayette St sidewalks and ADA enhancements Salem line to West Shore Drive
- 22) Install missing sidewalks and ADA enhancements to Hawkes St, Rockaway Ave, Leggs Hill Rd, & Commercial St Street
- 23) Consider seasonal 20 mph speed limit on Ocean Ave/Beach St with bike lanes from Atlantic to Harbor Avenues
- 24) **Townwide speed radar signs/ motorist traffic safety alerts at key roads/int.**
- 25) Shorten pedestrian crossings and provide ADA enhancements on Londonderry Rd from between Canturbury and Tirinty Rds
- 26) **Townwide provide ADA-compliant pushbuttons at all signal crossings**
- 27) Brookhouse Drive pedestrian safety enhancements
- 28) Cherry St sidewalk enhancements from Cedar to Cypress Sts



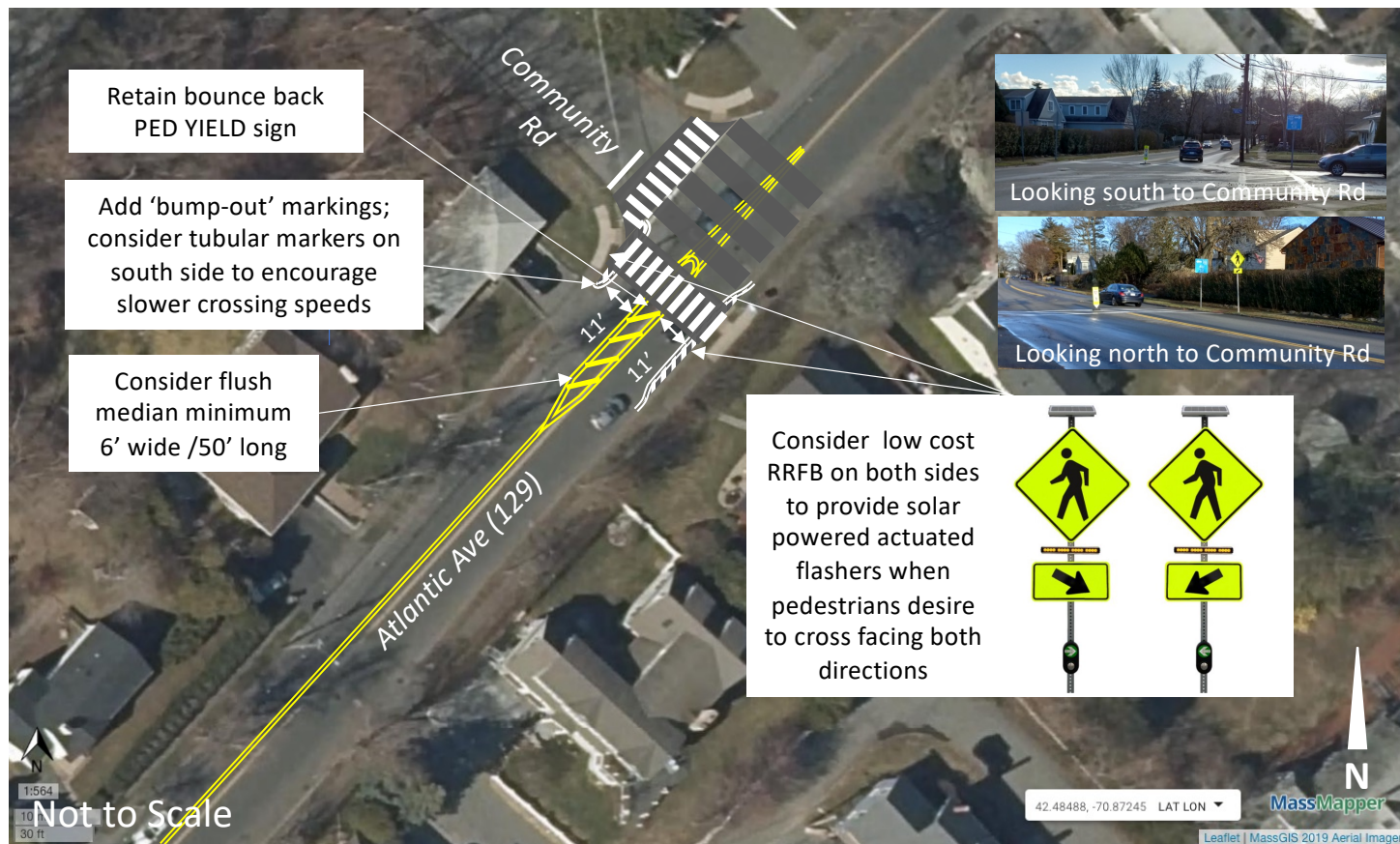
# Approximate Locations of Marblehead Resident Traffic Change Requests (through 1/22/24)

EXHIBIT F-1



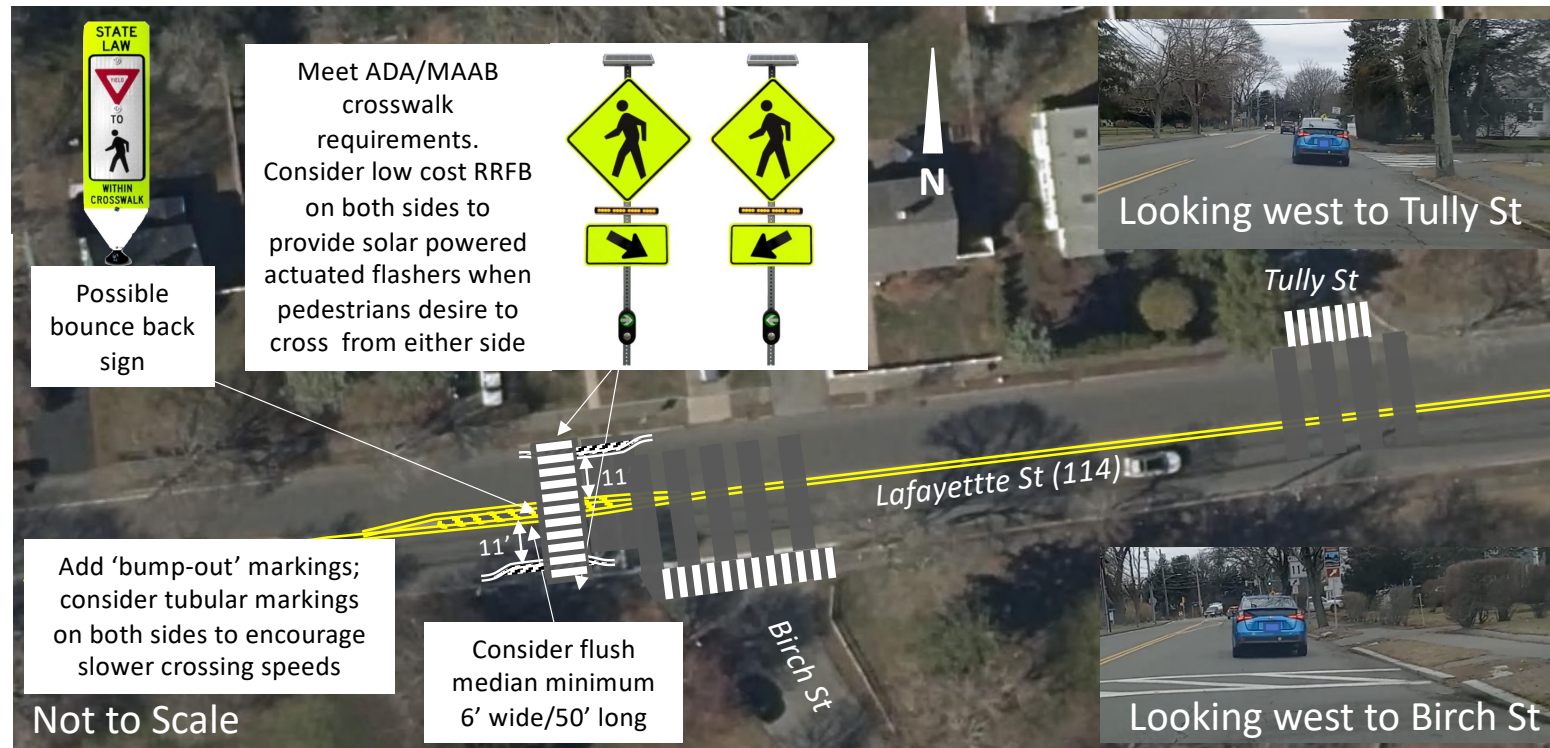


## 6.1 Option A: Potential Crosswalk Visibility Enhancements on Atlantic Avenue (129) at Community Road - Without Shoulders



Assumes 5' wide pavement marking 'bumpouts' on both sides of Atlantic Avenue.

## 6.5 & 6.6 Option A: Potential Crosswalk Visibility Enhancements Shown Without Shoulders Lafayette Street at Birch and Tully Streets



Assumes alterations to meet ADA requirements and optional 5' wide bikeable shoulders on both sides of Lafayette Street from Salem line to W Shore Drive.