



CITY of GLOUCESTER TRAFFIC COMMISSION

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Robert B. Ryan, Chairman
Larry Ingersoll, Secretary

A meeting of the Gloucester Traffic Commission was held on Thursday, June 29, 2017 at 6:00 p.m. in the third floor conference room at Gloucester City Hall.

The meeting was opened by Chairman Robert B. Ryan at 6:00 p.m. Attending were members Anthony Bertolino, Larry Ingersoll, Robert Francis and Michael Mulcahey; City Councilors Sean Nolan, Scott Memhard and Val Gilman; JD McEachern (Beach Cmtee.); Anna and Robert Viator (HP request); Matthew O'Neil, Robert Harris and Kris Harris (Williams Ct. one way; and John Silva and Carl Silva (Williams Ct. 2 way)

AGENDA

- Approval of the minutes from our 5/25/17 meeting

A MOTION was made, seconded and PASSED to APPROVE the minutes.

- Handicapped Parking request

One space at 9 Friend Street

*After speaking to the requestor and a discussion, a MOTION was made, seconded and PASSED to **APPROVE** the request.*

*There are no handicapped spaces in that area of Friend Street and the home as a driveway that is being used by the owner of the house. **The sign should be located as close as possible to #9 Friend Street.***

The following was continued from our May Meeting:

Order #CC2017-013 (Councilor O'Hara) ORDERED that the Ordinances & Administration Standing Committee request that the Traffic Commission review the beach no parking areas for possible expansion of beach no parking areas.

*(May Meeting) After speaking to Councilor O'Hara and a discussion, a MOTION was made to **CONTINUE** the order.*

Most of the streets in the Good Harbor Beach area are currently posted but some are Saturday P.M., Sunday and holiday only, some are prohibited at all times and some have no restrictions. Some streets may have to be added (Hartz Street for example) and could be made for resident parking only. Councilor O'Hara, the TC and Ward One Councilor

Memhard will continue to research the restrictions and speak to affected residents on their input. At this time the area to Wingersheek Beach is not an issue as the only street approaching it is already prohibited at all times.

(June meeting) JD McEachern and Councilor Nolan updated the TC on the continuing progress on this matter.

*A MOTION was made, seconded and PASSED to **CONTINUE** the order further.*

Order #CC2017-015 (Councilor Memhard) ORDERED that the Ordinances & Administration Standing Committee request that the Traffic Commission perform a speed study on Hartz Street to determine whether there should be a reduced speed limit of 20 mph from 25 mph; and

FURTHER ORDERED that the Ordinances & Administration Standing Committee, depending on the results of the speed study, shall recommend to the City Council that the Council request that the MassDOT approve a 20 mph speed limit for Hartz Street.

*After speaking to Councilor Memhard and a discussion, a MOTION was made, seconded and PASSED to **RECOMMEND the city request that Mass DOT approve a 20 mph speed limit on Hartz Street.***

The results of the speed study showed Hartz street had an approximate average of 1100 cars a day. (7826 during the study week). The study showed twice as many cars using the street northbound (from Bass Ave. to Eastern Ave.) at an average speed of 20 mph with 13% exceeding the current 25 mph limit. Southbound had 6% exceeding the limit.

Hartz Street is a densely populated residential street with parking on both sides and a Day Care center. The street is mainly used as a connector cut through road for vehicles intending to by-pass the traffic lights at Bass Avenue and Route 128.

Order #CC2017-017 (Councilor Nolan) ORDERED that the Gloucester Code of Ordinances Sec. 22- 270 “Parking prohibited at all times” and Sec. 22-291 “Tow-away zones be amended by **ADDING** Magnolia Avenue on both sides for a distance of 2500 feet from the MBTA Train Station Bridge in a southeasterly direction towards Magnolia.

*After a discussion and speaking to Councilor Nolan, a MOTION was made, seconded and PASSED to **APPROVE** the order.*

There are no residences in the affected area.

Order #CC2017-018 (Councilor Cox) ORDERED that Chapter 22, Sec. 22- 288 “Off-street parking areas” the Town Landing parking lot (St. Peter’s Square), be **AMENDED** by **DELETING** “118 parking spaces as shown on Drawing No. 30003,

dated August 27, 1957” and **ADDING** “73 parking spaces as shown on Drawing No. 30003 revised and dated January 15, 1979”.

*After a discussion, a MOTION was made, seconded and PASSED to **APPROVE** the order.*

Note: At the 5/25/17 meeting of the TC Councilor Cox made a request to add an additional Handicapped Parking space on the westerly side of the lot. The TC recommended that one space be moved from the easterly side to the westerly side. Since then, the TC has learned that to comply with ADA requirements three spaces are needed. At the 6/5/17 O&A meeting, the Committee recommended that a third space be added to the westerly side of the lot.

Communication regarding William Court traffic pattern, and citizens' petition to change Williams Court from one-way to two-way.

*After a discussion and speaking to area residents, a MOTION was made, seconded and PASSED to **RECOMMEND that the street stay one way as it is currently. (Enter off Eastern Avenue and exit onto Hartz Street).***

Apparently, the street was one way back before the early 1970's and in August of 1974 it was made seasonal one-way. This was rescinded in January of 1976 and it went back to it's original one way status. Over the years, it appears signs were either never installed or taken down during construction. The residents were used to it being two way even though the street is only 16 feet wide and allows parking on one side. (The State requires a street to be 20 feet wide for two-way traffic). Recent residents have learned that the street was one-way and asked that the signs be replaced to help with neighborhood safety and to reduce the cut-thru traffic trying to avoid the Eastern Avenue and Hartz Street intersection. Due to the width of the road and public safety, the TC felt that the one way restriction should remain as it is now.

The residents in favor of two-way traffic feel that since that's the way it's always been, it should remain while the residents in favor of one-way traffic have said they have already seen a reduction of traffic since the one-way signs have been put up.

The TC also would like to see a DO NOT ENTER sign at the Hartz Street exit and also a NO RIGHT TURN sign should be installed at the end of Tolman Street where it meets with Williams Court.

If the street is changed to two-way traffic, the TC would like to see no parking on the entire street in order for cars to travel safely

The meeting was adjourned at 7:05 p.m..