

Appendix A

Advisory Committee and Comments

- 1: Advisory Committee
- 2: Review Comments

Part 1: Advisory Committee

**Route 114 Corridor Study
Advisory Committee**

MPO Staff

Sean Rourke, MPO staff
Jia Huang, MPO staff
Stella Jordan, MPO staff
Seth Asante, MPO staff

Salem City Councilors

Councilor Megan Stott, Ward 6,
Councilor Caroline Watson-Felt, Ward 2
Councilor Cynthia Jerzylo, Ward 1
Councilor Jeff Cohen, Ward 5
Councilor Andrew Varela, Ward 7

Salem City Staff

David Kucharsky, Director of Traffic & Parking
Christina Hodge, Dept of Transportation
Lisa Peterson, Mayor's Office
Gisell De la Cruz, Engineering Dept
Tom Devine, Dept of Planning and Community Development
John Giardi, Electrical Department
Lt. Tucker, Salem Police Department
Chief Alan Dionne, Salem Fire Department
Peter Schaeublin, Salem Fire Department
Jaime Garmendia, Salem Transportation Commission, Chair
John Wathne, Bicycling and Shared Path Advisory Committee, Chair

Salem Public Schools

Bethann Jellison, Saltonstall School Principal
João Barros, Transportation Manager for Salem Public School

Salem State University

Adria Duijvesteijn, Salem State University

MassDOT District 4 & OTP

Timothy Paris, MassDOT District 4
Katherine Duffy, MassDOT District 4
Sara Timoner, MassDOT District 4
Rachel Kelly, MassDOT Planning
April Antonelli, MassDOT

MBTA

Miles Taylor

Part 2: Review Comments

Re: Route 114 Corridor Study, City of Salem

1 message

Seth Asante <sasante@ctps.org>

Mon, Nov 24, 2025 at 2:34 PM

To: David Kucharsky <dkucharsky@salem.com>

Cc: Christina Hodge <chodge@salem.com>, Tom Devine <tdevine@salem.com>

Good afternoon! David,

Thank you for sharing your feedback. I value your input and would like to take a moment to address your comments, which I have highlighted in bold.

On page 17, Section 2.1 Study Area, please note that MassDOT owns the North Street Bridge overpass as well as the portion of North Street that traverses over the North River culvert.

We have added this information and clarified the MassDOT-owned portions in the report.

Figure 6 of the document, I am questioning the change in volumes from location 23 to 24 heading southbound, as well as location 24 to 23 northbound. Can the data be reviewed to ensure its accuracy?

We believe the directions and volumes for location 23 that were provided to us should be reversed. We have updated Figure 6 accordingly, and the counts now accurately display the traffic has diverted onto Raymond Road or Raymond Avenue. In the future, the city may need to conduct a traffic count to verify these changes.

On page 49, please note the following:

Project #612990 Flint to Commuter Station Entrance/Exit not to Washington Street

We have updated the reference to read "Flint Street to Commuter Station Entrance/Exit."

Please indicate that a Shared Streets grant was awarded to the City on Lafayette St from Loring Ave to Harborview Terrace.

We have added a note indicating a Shared Streets grant was awarded to the City for Lafayette Street, from Loring Avenue to Harborview Terrace.

Table 4 Issue 7 Federal Street Ramp at North Street: The suggested improvement states, "Assess the feasibility of eliminating the right turn slip lane from the ramp onto North Street due to low volumes." Is this the eastbound ramp making a right onto southbound North Street?

Yes, we have clarified this in Table 4.

Appendix C Traffic Safety Data: Can you confirm the collision diagram figures and tables match, and clarify what the dark grey boxes on the diagrams are supposed to represent?

We have reviewed the collision diagrams and ensured that they match the tables. The grey boxes indicate collisions that occurred under dark conditions; we have labeled them on the diagrams for clarity.

Finally, we will present the study results to the MPO board on December 4, and I will invite the advisory committee to attend and support the study and the projects planned for the corridor.

Thank you for your support and participation in this study.

Best regards,
Seth

Seth Asante
Chief Transportation Planner
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization
[857.702.3644](tel:857.702.3644) | sasante@ctps.org | bostonmpo.org



City of Salem, Massachusetts

Department of Transportation
98 Washington Street, 2nd Floor
Salem, MA 01970
www.salem.com

Dominick Pangallo, Mayor

David Kucharsky, Transportation Director

November 13th, 2025

Seth Asante
Chief Transportation Planner
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization

RE: Route 114 Corridor Study

Mr. Asante:

Thank you for the opportunity to review and provide feedback on the Route 114 Corridor Study. I appreciate the time you and other CTPS staff spent on developing this document. I believe overall it will help the city to further focus our ongoing efforts to improve safety and accessibility along this corridor as well as dovetail with other planning efforts including our recently completed Safety Action Plan, Complete Streets Policy, Neighborhood Traffic Calming Program and Bicycle Master Plan. Below are some comments and questions:

- On page 17 Section 2.1 Study Area please note that MassDOT owns the North Street Bridge overpass as well as the portion of North Street that traverses over the North River culvert.
- Figure 6 of the document, I am questioning the change in volumes from location 23 to 24 heading southbound as well as location 24 to 23 northbound. Can the data be reviewed to ensure their accuracy.
- On page 49 please note the following:
 - Project # 612990 Flint to Commuter Station Entrance/Exit not to Washington Street
 - Please indicate a Shared Streets grant was awarded to city on Lafayette St from Loring Ave to Harborview Terrace
- Table 4 Issue 7 Federal Street Ramp at North Street: The suggested improvement states "*Assess feasibility of eliminating the right turn slip lane from the ramp onto North Street due to low volumes.*" Is this the eastbound ramp making a right onto southbound North Street?
- Appendix C Traffic Safety Data: Can you confirm the collision diagram figures and tables match and clarify what the dark grey boxes on the diagrams are supposed to represent.

Sincerely,

A handwritten signature in black ink, appearing to read "David Kucharsky", is written over a light blue horizontal line.

David Kucharsky

Director of Transportation

Phone – 978.619.5697

dkucharsky@salem.com

Re: Route 114 Corridor Study, City of Salem

John Giardi <JGiardi@salem.com>

Mon, Nov 10, 2025 at 9:52 AM

To: Seth Asante <sasante@ctps.org>, "Krevat, Derek (DOT)" <Derek.Krevat@dot.state.ma.us>, Megan Stott <mstott@salem.com>, Caroline Watson-Felt <cwatsonfelt@salem.com>, Cynthia Jerzylo <cjerzylo@salem.com>, Jeff Cohen <jcohen@salem.com>, Andrew Varela <avarela@salem.com>, David Kucharsky <dkucharsky@salem.com>, Christina Hodge <chodge@salem.com>, Lisa Peterson <lpeterson@salem.com>, Gisell Delacruz <gdelacruz@salem.com>, Tom Devine <tdevine@salem.com>, "David M. Tucker" <dmtucker@salempd.net>, Alan Dionne <ADionne@salem.com>, Peter Schaeublin <pschaeublin@salem.com>, Jaime Garmendia <jgarmendia@salem.com>, John Wathne <jwathne@structures-north.com>, Bethann Jellison <bjellison@salemk12.org>, João Barros <jbarros@salemk12.org>, Adria Duijvesteijn <aduijvesteijn@salemstate.edu>, "Paris, Timothy D. (DOT)" <timothy.paris@state.ma.us>, Katherine Duffy <katherine.l.duffy@dot.state.ma.us>, "Sara Timoner (DOT)" <sara.timoner@state.ma.us>, "Kelly, Rachel F. (DOT)" <rachel.f.kelly@dot.state.ma.us>, "Antonelli, April S. (DOT)" <April.S.Antonelli@dot.state.ma.us>, Miles Taylor <MTaylor@mbta.com>

Good morning Seth, the City is considering no right turn on red which I am in favor of because people are blowing through red lights without stopping. This was designed to help the pedestrians and the motorists keep on moving in a safe fashion. Drivers are to aggressive. Another thing that is long overdue is concurrent traffic signals. We are developing at record pace in the City of Salem and waiving all the past parking ordinances that were in place. I'm all for that as well, at the same time we need to move traffic so we don't waste fuel and peoples time. We can achieve this safely by redesigning some of the streets so that they work to help us achieve this goal. We have a smart signal system that is almost ready to implement. This has taken a couple of years to build and we have one more step to go. I would be happy to meet with you to go over any questions you may have. Thank you for taking the time to read this.

City Electrician
John Giardi

RE: Route 114 Corridor Study in Salem

Krevat, Derek (DOT)

1:03 PM

to me, dhong, Jenn, Annette

Hi Seth,

Thank you for checking in on this. I didn't have any comments. We'll be in touch with the City as this proceeds to project development, so would love to stay in the loop on the next steps for design, which I will plan to coordinate with the City on.

Re: Route 114 Corridor Study, City of Salem

Kelly, Rachel F. (DOT)

Nov 10, 2025, 4:39 PM

Hi Seth,

I have no changes to the plan. I think it's great – very user friendly and lays out the data clearly. Well done.

Rachel F. Kelly
Multimodal Planning | Office of Transportation Planning | MassDOT
10 Park Plaza, Suite 4150, Boston, MA 02116

Re: Route 114 Corridor Study, City of Salem

Peter Schaeublin

Wed, Nov 12, 2:24 PM

To me, Derek, Megan, Caroline, Cynthia, Jeff, Andrew, David, Christina, Lisa, Gisell, Tom, John, David, Alan, Jaime, John, Bethann, João, Adria, Timothy, Katherine, Sara, Rachel, April, Miles

Mr. Asante,

The Salem Fire Department appreciates the City's ongoing efforts to improve pedestrian and traffic safety through the use of traffic calming measures. While we recognize the value of these initiatives in reducing vehicle speeds and enhancing walkability, we would like to share some concerns from a public safety response perspective.

Any restriction or reduction of roadway width — including the installation of bump-out crosswalks, speed humps, stanchions, or protected bike lanes — can significantly impact our ability to respond quickly and safely to emergencies. These features often limit the space available for motorists to yield to emergency vehicles, impede access for large fire apparatus, and can increase response times during critical incidents when every second counts.

We encourage continued collaboration between the Salem Fire Department, the Traffic and Parking Department, and City Planning to ensure that roadway design improvements balance the goals of pedestrian safety with the essential need for unobstructed emergency access. We are available to review proposed projects and provide input to help achieve both objectives.

Thank you for your attention to this important matter and for your ongoing partnership in keeping Salem safe for all.

Peter Schaeublin
Deputy Fire Chief | City of Salem
48 Lafayette Street
Salem, MA 01970
bus (978) 744-6990
pschaeublin@salem.com
<https://www.salemma.gov/fire-department>

Re: Route 114 Corridor Study, City of Salem

David M. Tucker

Thu, Nov 13, 6:01 PM

to me, Derek, Megan, Caroline, Cynthia, Jeff, Andrew, David, Christina, Lisa, Gisell, Tom, John, Alan, Peter, Jaime, John, Bethann, João, Adria, Timothy, Katherine, Sara, Rachel, April, Miles

Good afternoon Mr. Asante,

Thank you to you and your team for providing this very comprehensive look at the conditions along route 114 in Salem. We agree with many of the findings and recommendations in the draft report. We also agree with our colleagues at the Fire Department on their points.

The report accurately sums up the conditions found on the roadway. It is very congested, and is also needed by many pedestrians, cyclists and other vulnerable users. One aspect touched upon in the report, and commented on by Mr. Giardi, is the need to move traffic safely but as efficiently as possible. We need to find ways to gain the compliance of motorists so that they will abide by the motor vehicle laws and follow the various traffic signals and devices. From experience in stopping many motorists, most are good people who make mistakes in judgement. Often, those mistakes are tied to running late, frustration with traffic congestion, etc.

In terms of comments made by Deputy Chief Schaeublin, we feel much the same way. We have had a few projects and experiments which narrowed the roadway or tightened the turning radius of corners, but we have found in some cases that this created unsafe conditions for motorists. On roadways that have been narrowed, if you add emergency vehicle responses, snow removal, trash collection or road construction, then you find much more difficult conditions when dealing with traffic. If there is a crash, we find that multiple police units are occupied with a significant detour. Just listing some factors that we are all aware of but should be considered when designing any major changes.

We think that continuing the investment in signal upgrades and timing could be one key to moving traffic safely, which should also create improvements in the safety of our vulnerable road users.

Lastly, the report talks about lighting for dark areas. Would it be beneficial to add extra, focused lighting to crosswalks and intersections? This would help illuminate pedestrians, who are often wearing dark clothing or who are out in poor weather. And adding bright lighting to intersections could help reduce crashes.

Again, thank you all for your efforts on this corridor.

Sincerely,

Lt. David Tucker
Traffic Division
Salem Police Department
978-744-0171 x50271