PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CONFERENCE ROOM A
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

Members of the public also have the option to join the meeting over Zoom
*(See below for more details)**

8:30 AM **April 7th, 2022**

MINUTES

I. CALL TO ORDER

Vice Chairman Steve Pesci called the meeting to order at 8:30 a.m.

II. ATTENDANCE

Members Present:
Vice Chairman Steve Pesci
City Manager Karen Conard
Fire Chief Todd Germain
Police Captain Mike Maloney
Public Works Director Peter Rice
Harold Whitehouse
Mary Lou McElwain
Mark Syracusa
Erica Wygonik (Alternate)

Absent
Chairman Andrew Bagley

City Staff Present:
Parking Director Ben Fletcher
Parking and Transportation Engineer Eric Eby
Associate Engineer Tyler Reese

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Vice Chairman Steve Pesci requested a motion to suspend the agenda and bring item 8B. Bridge St. Lot Update by City Staff to the first item.

Fire Chief Todd Germain moved to suspend the agenda and bring item 8B. Bridge St. Lot Update by City Staff to the first item, seconded by Erika Wygonik. On a unanimous roll call vote, motion passed 9-0.

VIII. INFORMATIONAL

B. Dave Desfosses from DPW commented that the project will be starting Monday. It is a rehab project with no significant changes. The surface of the parking lot is in dire need of reconstruction. They are taking the opportunity to get rid of some sidewalk duplicities and

create uniform parking spaces. The plan shows 4 EV charging stations. They will get plumbed with conduits for now and be ready to support those spaces if the City decides to put them in. The edge of pavement closest to Maplewood Ave. is shifting 3-4 feet toward Maplewood because the interior sidewalk is going away. That will allow room for some landscaping along Bridge St. They will be adding period lighting around the perimeter of the parking lot. The handicap spaces will be moved to the entrance of the parking lot. They will lose 1 parking space as a result of making the spaces uniform, but all of the spaces will meet the minimum width standards.

Mark Syracusa questioned if they would be putting in lantern lighting. Dave Desfosses responded that they would be using the period lighting that is used all around the downtown.

City Manager Karen Conard commented that the point was to treat the Bridge St. lot before the Hanover Garage project begins. Dave Desfosses confirmed that was correct. The project will take 4-5 weeks and then the lot will be back online before the Hanover renovation begins.

Mary Lou McElwain questioned if they would be putting in new sidewalks along Bridge St. Dave Desfosses responded that the existing sidewalks will remain. They are currently concrete around the periphery.

Eric Eby questioned if they were paving Hanover St. as well. Dave Desfosses responded that they are connecting to a drainage system properly. There is only one drain in the parking lot, and it is not great. They are putting in a proper catch basin. They will be paving that spot and Hanover St. between Maplewood Ave. and Bridge St.

Mark Syracusa questioned what the timeline for the project was. Dave Desfosses responded that the project should take 4-5 weeks. That does not include the lighting because that is on order, but the lot will be open again in 4-5 weeks.

Erika Wygonik questioned if the City had the ability to absorb the parking loss during construction. Parking Director Ben Fletcher responded that the Foundry Garage can absorb the parking. That's what happened during the pop-up events.

Mark Syracusa questioned if the construction would be happening 7 days a week. Dave Desfosses responded that it would not, but the site would be closed the whole time to prevent anyone from accessing an active construction project.

Harold Whitehouse questioned if there would be the same number of handicap spaces. Dave Desfosses responded that there would be. There is currently the correct number of handicap spaces today and that number will stay the same after the reconstruction.

III. FINANCIAL REPORT

Harold Whitehouse moved to accept the Financial Report dated February 28, 2022, and place it on file, seconded by Mark Syracusa. On a unanimous roll call vote, motion passed 9-0.

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IV. PUBLIC COMMENT (15 MINUTES)

This is the time for all comments on any of the agenda items or non-agenda items.

Barbara Grazier of 504 Middle St. commented on the parking space on Middle St. for the chiropractor office and the Middle St. bike lane survey. Originally the parking space was taken away when the bike lanes were created, but it was reinstated when changes were made. Ms. Grazier was concerned that the parking space would be removed again. The survey was posted on the SABR Facebook page, so there were more participants than just the residents and business owners on Middle St.

Elizabeth Bratter of 159 McDonough St. commented on the Islington Creek neighborhood parking program. The increase in available spaces was 5%. Employees moved to park in the Foundry Garage and the neighborhood is now occupied by the people that live there. A good parking program has space for 2-hour parking and shared parking between commuters and businesses. The permits limit how many people can park, so it is a more balanced situation. Overall, it has created a balanced parking situation. However, Pearl St. to Bridge St. is packed all the time. That area should just be residents only. The corner store on Bridge Street has one space on Hanover St. that should remain. Permits should be issued to all legal residents in the neighborhood parking zone. Then they can apply for guest passes online by providing the number of cars and timeframe they would be parking. Contractors have had a problem in the area all along. That is a problem in any of the downtown areas and it is a separate issue from the neighborhood parking program.

Michelle Worth of 439 Hanover St. commented on the Islington Creek neighborhood parking program. Ms. Worth commented that they should terminate the program. The survey has mixed responses, but the results are incorrect because participants could not skip the question about why they liked the neighborhood parking program. The program costs $100K a year and the net improvement is 12 spaces. Ms. Worth's household has 6 cars, and they aren't allowed to park all of their cars in the neighborhood. The City already has an ordinance that prohibits parking for anyone except residents on Hanover St. from Brewster St. to Bridge St. The City should follow that and it will alleviate the parking issue.

Liza Hewitt of 726 Middle Rd. commented on the speeds on Middle Rd. This street is 30 mph and one of the only residential streets left in town with that speed limit. Middle Rd. and Islington St. should be reduced to 25 mph. Instead of addressing this, the Committee is studying the speed limits on all of the streets in the City. Residents will not be happy if speed limits are raised on their streets. The speed limit on Middle Rd. needs to be lowered. Two weeks ago, Ms. Hewitt witnessed a close call when a car could not stop in time and swerved into the other lane almost hitting a pedestrian. That is a regular occurrence on this road.

Ken Goldman of 271 Islington St. commented on the Islington Creek neighborhood parking program. This program is not needed and not effective. The survey results are flawed because people had to answer why they liked it. The data shows that the program is not needed. Parking in the neighborhood is not uniform. Bridge St. and Brewster St. parking is denser. That is where there may be a problem with parking. They could continue the parking program just for that area if the residents want. The City should consider monitoring parking more since the Hanover garage was closing and new construction was starting in the downtown for

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microunits. Public Works Director Peter Rice commented that the Hanover Garage is only closing 1/3 at a time. The garage has 900 spaces, and 300 spaces will be impacted seasonally.

Allison Bussiere of 678 Middle St. commented on the Middle St. bike lanes. This issue has been going on several years, and it is confusing why it is coming up again. The City and residents have put in a lot of time on this project. They determined that the bike lane on the south bound side should move and they will put the parking back to the curb. The City spent a lot of time and resources studying this issue trying to make it work. It is unclear why the City is attached to having this bike lane on this 1/3 mile area on Route 1. It is part of the Safe Routes to Schools, but the majority use back roads to get to school. Public Works Director Peter Rice commented that the driver behind this evaluation was that the past City Council directed the City to do a 6 month pilot of the reconfigured bike lane. The DOT agreed as long as it was done as a public process, and they came back with an engineering study that supports that modification. The study is to confirm the adjusted configuration is acceptable and it was done at the direction of City Council. They are fulfilling what they were directed to do and securing the money for this.

Jonathan Sandberg commented that the pedestrian signal at the Islington St. and Bartlett St. intersection takes a very long time to get to a walk signal. It should be programmed to be more pedestrian friendly. Pedestrians have to wait through the whole traffic cycle, and it can be inconvenient. Also, when a pedestrian is crossing Bartlett toward Papa Wheelies drivers in the right turn lane on Bartlett St. turning onto Islington St. don't see them. They look left but not right. It would be helpful to have signage there to not allow turns on a walk signal. Parking and Transportation Engineer Eric Eby confirmed they would look at that.

Kristie Jorgensen of 774 Middle St. commented on the Middle St. bike lanes. Middle St. residents are concerned because the survey was shared on the SABR Facebook page, so the results are skewed. They are wasting taxpayer time and money if this moves forward again. The focus of the project was a safe route to school not SABR. They should do another survey that requires people to input their address or send a direct mailing to Middle St. residents. The City should listen to the residents on that street not SABR.

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V. SITE VISITS

None

VI. NEW BUSINESS

(No public comment during Committee discussion without Committee approval.)

A. Request for ADA parking space on Cass Street, by Connections Peer Support Center (544 Islington)

Parking and Transportation Engineer Eric Eby commented that the request was from the Connections Peer Support Center to put in a designated handicap parking space on Cass St. It can be used by their van and open to the public. It will be 30 feet back from the intersection on Islington St.

Mary Lou McElwain moved to approve HP parking space 30 feet from crosswalk on north side of Cass Street, east of Islington Street, seconded by Harold Whitehouse. On a unanimous vote, motion passed 9-0.

B. State Street crosswalk at African Burial Ground – request for Rectangular Rapid Flashing Beacon, from resident.

Parking and Transportation Engineer Eric Eby commented that this was a resident request. They noticed that vehicles were not yielding to pedestrians as much as they should be. In the warmer months they put out a weeble sign that says yield for pedestrians. That will be put back out soon. They can put up cameras to monitor as well. Sometimes cars are looking at the signal and not realizing there is a crosswalk there.

Harold Whitehouse commented that he hoped the report back would be within a reasonable amount of time. Vice Chairman Steve Pesci suggested they get a report back at the May meeting.

Mark Syracusa moved to refer to staff to monitor and report back at the May meeting, seconded by Public Works Director Peter Rice. On a unanimous vote motion passed 9-0.

C. Congress Street, Islington Street, Middle Street and Maplewood Avenue intersection pedestrian signal operation concerns, from Chairman Bagley. **Sample Motion: Move to refer to staff to monitor and report back at future meeting.**

Parking and Transportation Engineer Eric Eby commented that this was a request from the Chairman because they were still receiving concerns on the pedestrian signal operation. The change was implemented to allow pedestrians to cross at the same time traffic was turning. They conducted observations a year ago and had over 80 hours of video monitoring. They didn't see any concern. The traffic is back to normal pre-covid levels. Summer is coming, so they can continue to monitor it. Vehicles are waiting for pedestrians then making the turn, which is what they are supposed to be doing.

Harold Whitehouse questioned if there were any State standards that prevented them from stenciling "look up" in the crosswalk. Parking and Transportation Engineer Eric Eby responded that he did not think there were any state standards that prevented that. Erika Wygonik commented that they could stencil it on the sidewalk instead of the crosswalk too.

Mark Syracusa questioned if they could report back in 30 days. Parking and Transportation Engineer Eric Eby responded that more time will give them more monitoring data.

Public Works Director Peter Rice commented that this was something they have had in place for over a year. It is State approved and used as a standard now for this type of pedestrian crosswalk. The concerns raised are appreciated, but this may not warrant a lot

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more attention. Public Works Director Pete Rice noted that he would support the motion but every time they revisit an item people think it could be changed again. This is working and there is no indication of it failing. If something was unsafe, then they would adjust. The "look up" piece is in part education. The Committee needs to get closure to some of these things.

Mark Syracusa commented that new members don't always know the history. It would be helpful to understand that. City Manager Karen Conard noted that Staff can collect data for 2 months, then report back with their findings and the history. Mark Syracusa commented that it would be helpful to understand the history to understand the context and how to act on it.

Erika Wygonik commented that she was concerned about adding timelines to when Staff would report back. There are some situations where they would benefit from a longer data collection period. Adding timelines puts demands on Staff's time that may not be the best way to spend it.

Mark Syracusa commented it would be helpful if Staff put an urgency level for the items on the agenda.

Mark Syracusa moved to refer to Staff for monitoring and report back in two months, seconded by City Manager Karen Conard. On a unanimous vote motion passed 9-0.

D. Request for stop signs and crosswalk on McKinley Road at Harrison Avenue and Garfield Road, by resident**.**

Parking and Transportation Engineer Eric Eby commented that this was a resident request. They were concerned about vehicles speeds on McKinely Rd. and this intersection specifically. The thought is that this could be an area for 4 way stop and crosswalk. It is a complex geometry, so it is not cut and dry. The recommendation is for Staff to monitor and collect data to see where the pedestrian activity is to determine if they can put in improvements at this point.

Public Works Director Peter Rice moved to refer to staff for evaluation and report back at the July meeting, seconded by Mark Syracusa.

Mark Syracusa commented that this would be good to look at when school was in session and when the summer had set in to monitor pedestrian activity. Would be good to look at in May and June.

On a unanimous vote motion passed 9-0.

E. Mechanic Street, suggestion for angle parking, by resident.

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Parking and Transportation Engineer Eric Eby commented that a resident thought angled parking would work better in this area. The sidewalk doesn't get much usage and parking needs to be 30 feet away from the intersection. They need to look to see if angled parking would truly provide any benefits.

City Manager Karen Conard moved to refer to staff for evaluation and report back, seconded by Mark Syracusa. On a unanimous vote motion passed 9-0.

Vice Chairman Steve Pesci commented that they should look at the net benefit of this including evaluating the fiscal component.

VII. OLD BUSINESS

A. NPP Pilot Program - Discussion of findings and public survey feedback.

Parking Director Ben Fletcher commented that one of the indicators of if a pilot was successful is a reduced parking demand. The parking demand was minimally reduced. There are 251 spaces and 640 passes in the neighborhood, so they are upside down on demand vs. supply. It has been a long-held belief that people working in the downtown park in the target neighborhood and were contributing to the demand. The spring of 2021 was a more normal summer hiring season and they welcomed 252 new participants to the downtown employee parking program in the garage. If employees were using the neighborhood for parking, then that would have logically resulted in a reduction of demand in the target neighborhood. However, the targeted occupancy rates remained in the high 60s-low 70s range. There was no drop in demand until roughly 3 months in and that coincided with the natural seasonal drop off. That suggests that the work force was not a factor in the neighborhood demand. Outside of downtown workers there could be shoppers and tourists parking there out of habit. If that was true, then when the neighborhood parking program was launched parking would increase in the spillover areas. However, occupancy remained steady. The Foundry Garage's peak occupancy also remained steady. The Foundry has not seen the same shoulder drop off and the average length of stay is 8 hours. That further suggests the workforce is parking there. There has not been an increase of use in the masonic lot, and they have not received any complaints of spillover occupancy rates in adjacent neighborhoods. Occupancy in the neighborhood has been steady. The Largest impacts to a program like this should be right after it's implemented. There was a 4.95% reduction which translates to 12 spaces. The west end has more space than the east. The annual price point to run this is $120K which would translate to $210 per pass.

Erika Wygonik questioned if the occupancy level in the neighborhood was attributed to the shoulder season. Parking Director Ben Fletcher responded that they did the counts before the shoulder season.

Mark Syracusa questioned what conclusion the Staff had reached. Parking Director Ben Fletcher responded that they anticipated a surge in the Foundry Garage, but they had already got that with the employee parking program. They are not seeing spillover and the occupancy in the target neighborhood has not been significantly reduced, so that

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suggests that the people parking in the neighborhood are the ones that live and work there.

Mark Syracusa questioned what the deadline was for this. Parking Director Ben Fletcher responded that it was fluid. City Manager Karen Conard added that they extended it from the end of the 6-month pilot at the beginning of February to the beginning of April. They could administratively extend it if they wanted to continue the pilot or bring it forward to a Council meeting. Mark Syracusa questioned how Staff felt about it. City Manager Karen Conard responded that the City does not feel that they should express an opinion on a policy decision. It is up to Board members who are not Staff to make the decision.

Vice Chairman Steve Pesci questioned what the summary of the comments from the survey were. Parking Director Ben Fletcher responded that they were difficult to categorize because they were written in free form emails. People expressed a lot of reasons why they liked or disliked the program. Some have found it helpful, and others don't think it is worth the cost. It is a split public opinion, but the data gives a clear picture.

Erika Wygonik questioned if the 5% occupancy was in September. Parking Director Ben Fletcher responded that it was October. There was an overlap into the shoulder season in October, and he wanted to be fair to the program. Some of the drop was shoulder season and some was part of the program. Erika Wygonik questioned when shoulder season ended. Parking Director Ben Fletcher responded that it was already starting to ramp back up. Neighborhood shoulder season drop off can be attributed to residents traveling south for the winter.

Mark Syracusa questioned if the data would be any different from today vs. the next 90 days. Parking Director Ben Fletcher responded that it should ramp up to the high 60s and low 70s. Mark Syracusa questioned if they set the fee. Public Works Director Peter Rice responded that they do not have the authority to set the fee.

Mary Lou McElwain commented that it seemed like an expensive program to run. It may make sense to extend the pilot program, but it is a high price for a small area of the City.

Public Works Director Peter Rice clarified that the Committee cannot set a fee, but they can recommend one.

Harold Whitehouse commented that the Staff put in a tremendous amount of work, and it was appreciated. Vice Chairman Steve Pesci agreed. They collected an amazing amount of data, which shows there is a marginal benefit with a large cost. The neighborhood has 251 spaces and 640 passes issued. It's a supply and demand and convenience issue. It is not practical to have this program without a fee for the permit. There is also a cost to discontinue the program. The Council representation and Chairman is not here today. The best way forward is to allow an extension for a few more months and get a clearer recommendation to Council. Mark Syracusa commented that they should do 30 or 60 days. They don't need to do a full 90 days. Vice Chairman Steve Pesci agreed it should be

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extended to 60 days. City Manager Karen Conard confirmed they could notify the Council if PTS chose to extend the pilot.

Erika Wygonik commented that it would be good to see what another 2 months of data shows. It will be better to make a final decision with the Chairman present.

Erika Wygonik moved to continue to program for 60 days, with a report back at May meeting with latest data, seconded by Mark Syracusa.

City Manager Karen Conard commented that this would allow PTS to make a recommendation at the May meeting, and Council can make a decision in the pilot timeframe as well. Vice Chairman Steve Pesci agreed. It will give Council a month to take executive action. Parking Director Ben Fletcher confirmed that they would continue to collect data.

Vice Chairman Steve Pesci questioned if it was worth turning the survey back on. City Manager Karen Conard noted that they could get duplicate responses. Erika Wygonik commented that 106 people took the survey. Parking Director Ben Fletcher agreed they had good participation.

On a roll call vote, motion passed 5-0-4. City Manager Karen Conard, Public Works Director Peter Rice, Fire Chief Todd Germain, and Police Captain Mike Maloney abstained.

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B. Suzanne Drive, report back on monitoring of cut-through traffic.

Parking and Transportation Engineer Eric Eby commented that this issue has come up in the past with concerns that cars were using the road as a cut through when traffic backs up on Route 1. They looked at car volumes going in and out of the neighborhood it did not appear to have much cut through traffic. Then they placed cameras at entrance and exit of the neighborhood and watched vehicles going in and out to match them up. They did see some cut through traffic.

Tyler Reese commented that on Friday afternoon from 3p.m. to 6 p.m. they saw 15 cut throughs from 3p.m.-4p.m., 11 from 4 p.m.-5 p.m., and 7 from 5 p.m.-6 p.m. That resulted in 44% of the traffic in the first hour, 52% in the second, and 47% in the last hour. Speed data showed that the middle portion of Suzanne Drive had average speeds of 17 mph and the 85th percentile was 21 mph. The speed is relatively similar in both directions. The speeds are not significant but there is a high percentage of cut through traffic.

Parking and Transportation Engineer Eric Eby commented that the cut through traffic was a relatively small number, but it was a high percentage for the road. Speed was not an issue. It is just an increase in traffic.

Vice Chairman Steve Pesci questioned if they had a recommended action. Parking and Transportation Engineer Eric Eby responded that they would need to put in a physical change to make it slower to get through the neighborhood. Signs are ignored.

Erika Wygonik questioned how much time people were saving. Parking and Transportation Engineer Eric Eby responded that when there was no back up it is equivalent time. They have not assessed the time when there is a backup. Erika Wygonik questioned if the neighborhood was concerned enough about the cut through traffic to tolerate a substantial change. Public Works Director Peter Rice responded that they will be reporting back at another neighborhood meeting about the sidewalks and can raise this question too.

Public Works Director Peter Rice moved to report findings at next neighborhood sidewalk meeting and gauge support for mitigation measures, seconded by Erika Wygonik.

Public Works Director Peter Rice commented that if significant changes were desired, then it would need to go into the CIP.

Erika Wygonik questioned if they only collected data of Friday afternoon. Tyler Reese responded that they monitored on a Tuesday from 3 p.m.-6 p.m. and got an average of 30-40% cut through. The volume is 5-7 cars per hour, but the percentage was similar.

On a unanimous vote motion passed 9-0.

C. 273 Austin Street – report back regarding on-street parking.

Parking and Transportation Engineer Eric Eby commented that they looked at the site and measured from the intersection to the parking. They have reviewed State law and City ordinances about blocking driveways and intersections. From the crosswalk at Union St. to the edge of the driveway is a total of 55 feet. State law requires no parking within 30 feet of a stop sign. That leaves a 25-foot area. They can fit one car there. When a car is parked there is still a 10-foot travel lane to get by. It is a narrow travel lane, and it can be difficult based on the size of the vehicle. However, if they enforce to letter of the law then it would leave only one spot directly across from the driveway that has the concern. There is wiggle room in the legal area that can help them get in and out of the driveway. At this point there is no recommendation. Following the letter of the law wouldn't help anyone.

Mark Syracusa questioned if a fire truck could get through there. Fire Chief Todd Germain confirmed it could. They use that street for driver training.

Vice Chairman Steve Pesci was concerned about setting a precedence. If they did this city wide, they would lose a lot of spaces. However, he was also sympathetic to the applicant.

Mark Syracusa questioned if the pavement painting was removed and not replaced. Public Works Director Peter Rice responded that the City did not do that painting.

Parking and Transportation Engineer Eric Eby commented that they may be able to widen the driveway but there was not a lot of physical changes that could be made out there.

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Cars can't block a driveway, but that means they can't park directly next to one. It does not prohibit parking across from one.

Harold Whitehouse questioned if the City monitored outside contractor work to ensure it was put back to its original condition. Public Works Director Peter Rice confirmed they did.

Vice Chairman Steve Pesci commented that if they approved this request, they would have to be clear that this was approved because of a unique situation. They cannot set a precedence. Parking and Transportation Engineer Eric Eby noted that if they posted a sign, it would not be enforceable per the City ordinances. Vice Chairman Steve Pesci commented that the reality of the request is to make it a no parking zone. Parking and Transportation Engineer Eric Eby responded that would require an ordinance change and approval from City Council.

Mark Syracusa questioned if the abutter at 274 Austin St. was supportive of this request. Vice Chairman Steve Pesci confirmed they were.

Vice Chairman Steve Pesci commented that they could make a recommendation to Council. Parking and Transportation Engineer Eric Eby confirmed they could implement something on a trial basis and Council would have to approve it. Vice Chairman Steve Pesci noted that this would have to be site specific, otherwise there would be a significant loss of City spaces.

Mark Syracusa commented that he was not in favor of losing on street parking. They should keep the street parking. The Fire Department can get through with emergency vehicles. Making a special concession would open the window for other requests.

Vice Chairman Steve Pesci questioned if it would help to mark the setback from the intersection. Erika Wygonik commented that they were not looking for that to be acknowledged because it could force cars to park across from the driveway.

Harold Whitehouse moved to place on file, seconded by Mary Lou McElwain. On a unanimous vote motion passed 9-0.

D. Request for U-turn prohibition on Market Street at Nobles Island, report back.

Parking and Transportation Engineer Eric Eby commented that this was for the intersection on Nobles Island. Since they reconstructed the bike lane and eliminated a travel lane it is harder to make a U-turn. They have a traffic camera taking counts daily. They have seen an average of 2 cars a day making this movement.

Mark Syracusa moved to place request on file, seconded by Public Works Director Peter Rice. On a unanimous roll call vote, motion passed 9-0.

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E. Update on Request for Rectangular Rapid Flashing Beacon for crosswalk on South Street at Broad Street.

Parking and Transportation Engineer Eric Eby commented that this was for the crosswalk they recently painted at the South St. and Broad St. intersection. They counted a good number of pedestrians using it. A lot of pedestrians are using it to continue on Broad St. One particular concern was how often the queue of traffic blocked the crosswalk. They need to continue to monitor that as the traffic increases.

Mark Syracusa moved to refer to staff for continued evaluation and report back, seconded by Mary Lou McElwain.

Public Works Director Peter Rice commented that they also had concern about the section of sidewalk that has been heaved by roots. They were hoping to make a decision to move forward and remove that section of sidewalk and show they have reviewed it and removed it for safety. It would be good to get the support of the City on that.

Mark Syracusa commented that if it was a safety issue, then DPW should do it. Public Works Director Peter Rice commented that they did not want to remove the sidewalk lightly.

Erika Wygonik questioned if they wanted a motion for that with the RRFB. Public Works Director Peter Rice responded that it did not necessarily impact the RRFB. They could vote on that motion.

On a unanimous vote, motion passed 9-0.

Mark Syracusa questioned if they should make a motion about the sidewalk. Public Works Director Peter Rice noted it did not need to be a motion.

Mary Lou McElwain questioned what would happen with the section that was removed. Public Works Director Peter Rice responded that it would be loamed and seeded.

Vice Chairman Steve Pesci questioned if the Committee supported the sidewalk removal. The Committee was in support.

F. Little Harbor Road speed monitoring update.

Parking and Transportation Engineer Eric Eby commented that they completed a speed monitoring.

Tyler Reese noted they had speed data from the summer of 2021 and January 2022. The speed data varied at different points on Little Harbor Rd. The summer and fall speeds were lower than January. This was due to the resurfacing of the road and a reduction in pedestrian activity. Staff feels it is worthwhile to continue to monitor speeds this summer with the resurfaced road.

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Erika Wygonik questioned what the road speed limit was. Parking and Transportation Engineer Eric Eby responded that it was not posted but it was 30 mph.

Mark Syracusa moved to refer to staff for continued evaluation and report back, seconded by Erika Wygonik. On a unanimous vote, motion passed 9-0.

Mark Syracusa had to leave the meeting early.

VIII. INFORMATIONAL

A. Public meeting for Raynes Avenue and Vaughan Street one-way conversion. April 19th at 6:30 PM at the AC Hotel.

Parking and Transportation Engineer Eric Eby commented that this meeting was noticed online, and they handed out fliers to the abutters.

B. Bridge Street lot reconstruction to start April 11, 4 to 5 weeks to complete.

This was discussed at the beginning of the meeting.

C. Update on speed limit subcommittee work

Tyler Reese commented that the work group has met twice. They have looked at the City ordinance, state law, and the complete street guidelines. State law makes the default speed 30 mph. It can be lowered to no less than 25 mph after an engineering study warrants it. A speed limit is not required to be posted, but then it defaults to 30 mph. They have created an excel sheet to look at the streets' posted limit and compliance and target speed based on the complete streets' guidelines. The guidelines set a target speed for each classification of road. There are some streets that are subject to evaluation for unique street conditions. They will be reviewing and recommending any changes they see fit. There are about 100 city streets that differ from State statute and are lower than 25 mph. There are 55 streets with a discrepancy between the ordinance and what is posted. There are 250 streets that are not listed in the ordinance, so they default to 30 mph. They are trying to work through the complete street guidelines and determine what is appropriate.

Vice Chairman Steve Pesci noted that there has been some public comment on doing individual streets, but it makes more sense to do it comprehensively. They are trying to balance a holistic view with some streets they know people are unhappy with.

Erika Wygonik commented that they are focusing on it as a policy question. It makes sense to break up it up into subcategories and to try to make progress quickly on the pain points. The Complete Streets provides target speeds, but they may not align with every road in each category.

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Parking and Transportation Engineer Eric Eby commented that they have a lot of work to do and were looking for some direction from the Committee on what to tackle first.

Public Works Director Peter Rice commented that there has been a vocal group about the Middle Rd. corridor. It would be good to expedite that portion of the review and come back with a response in a timely manner. They could do that in coordination with the traffic calming pilot. A physical change to reduce speeds would be equally appreciated in addition to posting a reduced speed limit sign.

D. Loading zone shared use approval.

Parking and Transportation Engineer Eric Eby commented that the City Council approved the action by PTS to implement the time changes to the loading zones. Parking Director Ben Fletcher commented that they will be monitoring them throughout the summer to see if there are any conflicts between parking and necessary deliveries. It is a pilot so they can adjust as needed.

E. Market Street 3 metered parking spaces approved

Parking Director Ben Fletcher noted that they made the 3 spaces at Market St. near Russel St. Zone B and monetized them. This will ensure turnover in those spaces and allow people to use them to access the park.

F. Monthly Accident Report from Police

Police Captain Mike Maloney noted that February had 54 total crashes and 29 of them were reportable.

G. Bike Data

Parking and Transportation Engineer Eric Eby commented that bike traffic was starting to increase. They would continue to monitor the usage along the corridor.

IX. MISCELLANEOUS

Fire Chief Todd Germain noted that William McQuillen will be joining PTS starting next month to represent the Fire Department. Public Works Director Peter Rice acknowledged Fire Chief Todd Germain's efforts and thanked him for his service.

X. ADJOURNMENT

Harold Whitehouse moved to adjourn the meeting at 10:26 a.m., seconded by Mary Lou McElwain. On a unanimous roll call vote, motion passed 8-0.

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**Members of the public also have the option to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser:*
https://us06web.zoom.us/webinar/register/WN_I6xQWuf0Q7m5dt4cQzCMNg

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