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 **May 5th, 2022**

MINUTES

I. CALL TO ORDER

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

II. ATTENDANCE

Members Present:
Chairman Andrew Bagley (z)
Vice Chairman Steve Pesci
Public Works Director Peter Rice
Police Captain Mike Maloney
Harold Whitehouse
Mary Lou McElwain
Mark Syracusa (z)
Erica Wygonik (Alternate)

Absent
City Manager Karen Conard
Fire Chief William McQuillen

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

III. FINANCIAL REPORT

Harold Whitehouse moved to accept the Financial Report dated March 31, 2022 and place it on file, seconded by Mary Lou McElwain. On a roll call vote, the motion passed unanimously by a 7-0 vote.

IV. PUBLIC COMMENT (15 MINUTES)

Elizabeth Bratter of 159 McDonough Street. commented that lowering the speed by 5 mph can make a huge difference. Welcome islands to the neighborhoods are a good idea, but they also need a sign on the pole with a speed limit. The RRFB at Islington Street and Vine Street is a great idea, but there is a blind corner there. It may be good to alert people that there is a crosswalk ahead. The RRFB at the African Burial Ground will provide a safer way to cross. Washington Street should remain two-way or be paired with Atkinson Street going the opposite direction. If it becomes a one-way, then people will still use it as a two-way when the bridge is up.

Liza Hewitt of 726 Middle Road commented on the Middle Road traffic calming, urged the Committee to pass the lower speed limit and traffic calming measures. The bollards narrow the area heading out of town and it can impact bikes. Ms. Hewitt questioned what area of Middle Road would be lowered to 25 mph, when the trial period would end, what criteria is needed to permanently lower the speed limit, and why not just change the ordinance for Middle Road along with Islington Street and Parrot Avenue. Islington Street is only proposed to lower to 25 mph from Spinney Road to Maplewood Avenue. It should be the whole length.

Andrea Ardito of 121 Northwest Street commented that she was hit by a car while crossing Maplewood Avenue. This is not an isolated incident; there have been many accidents. It is an arterial and neighborhood road. Cars still use a high rate of speed despite the traffic calming that is out there. The sidewalk is close to the cars, especially on the North Mill Bridge. There should be speed bumps or rumble strips on this street. They should make it more of a neighborhood road than an arterial road.

Rick Becksted of 1395 Islington Street commented that speed limits can be lowered to 25 mph with a traffic study. The proposed change on Islington Street should be for the whole street not just one section. Otherwise, traffic will accelerate going up the hill when they see the increased speed limit. It will become a drag strip. The proposal should be amended to include all of Islington Street.

Richard Smith of 93 High Street commented that skateboarders travel down the middle of the road on Hanover Street. Cars are not giving the right of way at the corner of Hanover Street and Bow Street. Busses coming down High Street back up traffic and are causing a safety hazard.

Annie Poubeau commented that she bikes around the City more than driving. Ms. Poubeau was grateful for the presentation on the Middle Street bike lane and that residents were included in the process. It is important to connect all neighborhoods to make it safe for everyone to bike. People are nervous to ride in traffic, so it would make things easier if it was more complete.

Jonathan Sandberg of 160 Bartlett Street commented that he bikes to and from work at the high school every day. It saves a lot of time especially with the bike lane. A lot more people would use it if it was better protected. Not everyone is comfortable riding in traffic.

Paul Spieler of 112 Court Street commented that there should be school zone signs on Court Street, Rogers Street and Parrott Avenue. Court Street will be the most densely populated street in the City and it should have posted speed limit signs.

Matthew Glenn of 34 Harrison Avenue commented that he was concerned about the proposed left hand turn lane in the Woodbury Avenue traffic calming proposal. It is unnecessary to give another lane to cars and it would narrow the bike shoulder. It would be a better use of space to add a protected bike lane. The Middle Street bike lane was a well vetted plan with lots of public input that resulted in protected bike lanes. Mr. Glenn hoped that the consultants recommended a returned space for bikers on the southbound side of Middle Street.

Rebecca McBeath commented that she appreciated the DPW and PTS members for all of their work on the Middle Road traffic calming effects.

V. PRESENTATIONS

Middle Street bike lane: update from consultant firm WSP

Debbie Finnigan, senior project manager for WSP, was hired by the City to look at data and field conditions to determine what should be done on the outbound lane of Middle Street. The goal was to conform to the City Council directive to determine if the plans that were originally built were acceptable or if it could be modified while retaining State funding. The bike lane was originally completed in 2018 and there were modifications in 2019 and 2021. City Council voted to install an RRFB and pedestrian crosswalk at Lincoln Avenue. They also moved parking back to the curb. They are discussing the parking today. Ms. Finnigan's role was a third-party reviewer. They did a conditions inventory on the corridor, including bike counts, speed data and accident data. They held a public meeting, did a door-to-door survey, and had an online survey. They got 290 responses, and 158 of them were from residents on Middle Street. In general people were in favor of a route that shows bikes sharing a road with cars. People are waiting for the pavement markings to be added because today it is confusing. Ms. Finnigan's recommendation was to keep the parking where it was. Putting the parking in the middle of the road was confusing to people. They should keep the existing bike lane with the sharrows and add signage. Speeds are somewhere between 25 mph and 35 mph, but the traffic count was light. Part of that could be because some of the counts were done during Covid. The bike counts for May-June of 2021 were 89 to 98. After the Fourth of July counts dropped to 55 to 71. Ms. Finnigan showed an image of where the handicap parking, regular parking and no parking zones were for that section.

Public Works Director Peter Rice clarified that the recommendation was to leave the modified configuration and supplement it with sharrows. Ms. Finnigan confirmed that was correct, along with signage.

Harold Whitehouse questioned if they would have to return State funding or not. Public Works Director Peter Rice responded that the former Mayor reached out to the State about modifications. The State was clear that they had to do a study and meet with them to share the results of the study. The State should be amenable to the changes. Ms. Finnigan has confirmed it's an acceptable approach. Harold Whitehouse questioned when the final decision

would be made. Public Works Director Peter Rice responded that they needed to meet with the State to get concurrence.

Ms. Finnigan commented that they did get accident data and it was minimal for this stretch of road.

Vice Chairman Steve Pesci questioned if the overall resurfacing and restriping was scheduled for this year. Public Works Director Peter Rice responded that they would be repainting the lines within the next couple of weeks. This will be last section they do. The big pavement job is a year or so out. There will be a public process for that, and this Committee will be involved. Vice Chairman Steve Pesci questioned if they would be re-blacking some of the areas out there today. Public Works Director Peter Rice confirmed they would be.

Erica Wygonik questioned if they would be repaving the road or reconstructing it. Public Works Director Peter Rice responded that it depended on City Council and the public's interest.

Mary Lou McElwain questioned if this presentation was the end of their discussion on the bike lane. Public Works Director Peter Rice confirmed it was.

Vice Chairman Steve Pesci questioned if they needed to make a motion. Public Works Director Peter Rice responded that the Committee could move to support the report, but this is a Council initiative so they will be voting on it.

Mary Lou McElwain commented that there was no easy decision for this stretch of road. They need to go with the basic solution of sharrows and better signage. The lines need to be re-drawn to make it clearer.

Chairman Andrew Bagley questioned why the sharrow was a better option than the bike lane that was briefly painted on the outside of the parking lane. Ms. Finnigan responded that her recommendation is in keeping with what is out there now, as it has been working relatively well. Doesn't mean that a bike lane can't be done, but change is hard for people, so this is the best solution based on what is out there now. It doesn't mean that a bike lane couldn't be done, but she is also recommending painting a line to designate the parking area, so that will help define things.

Vice Chairman Steve Pesci moved to accept the recommendations, seconded by Public Works Director Peter Rice.

Public Works Director Peter Rice clarified that overall, this was a Council policy decision.

On a roll call vote, the motion passed unanimously by an 8-0 vote. Police Chief Mike Maloney arrived to the meeting late.

VI. NEW BUSINESS *(No public comment during Committee discussion without Committee approval.)*

A. 100 Club valet renewal, by 100 Club.

City Transportation Engineer Eric Eby commented that this was The 100 Club's yearly request for the renewal of their valet license. It will continue to be for 7 days a week from 5 p.m. to midnight.

Erica Wygonik moved to approve the renewal of the valet parking license agreement for The 100 Club, seconded by Public Works Director Peter Rice.

Harold Whitehouse questioned what the fee was. City Transportation Engineer Eric Eby responded that the Fee Committee proposed to increase it this year. It was previously $675. The proposed fee is in the budget and needs to be accepted by City Council.

Mary Lou McElwain commented that the loading zone overlapped with the valet area for 2 hours and questioned if there had been any issues with that. City Transportation Engineer Eric Eby responded that there have not been.

Mary Lou McElwain questioned if they should vote on this without a defined fee. Public Works Director Peter Rice responded that the Council would determine the fee when the budget is approved. The requester is aware of the increase to $1500. This Committee is voting to approve the parking form not the contract.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

B. Summit Avenue speeds, traffic calming request, from resident of Summit Avenue

City Transportation Engineer Eric Eby commented that this request came from a resident on Summit Avenue who was concerned about speeding. They put out speed recorders and the data is in the packet. On the weekdays the average speed was 21 mph and the 85th percentile was 25 mph. The weekend average was 19 mph and the 85th percentile was 24 mph. Cars are still traveling under the legal speed limit of 30 mph. There was concern that the recording location was not accurate, so they moved it down the street. The results were the same. There is a noticeable increase in traffic when school is in session, but they are all traveling under the speed limit. There is no need for traffic calming measures.

Harold Whitehouse moved to place on file, seconded by Public Works Director Peter Rice.

Erica Wygonik commented that they should change the speed limit to 25 mph because they have the data to support it.

Harold Whitehouse withdrew the motion and Public Works Director Peter Rice withdrew his second.

Erica Wygonik moved to lower the speed limit to 25 mph, seconded by Mary Lou McElwain.

Chairman Andrew Bagley questioned if they should send this to the speed limit working group. Erica Wygonik commented that the data was clear, so it didn't need to. City Transportation Engineer Eric Eby questioned if they should notice it for a future meeting. Vice Chairman Steve Pesci commented that Council will do that. City Transportation

Engineer Eric Eby noted that any action from this Committee is implemented on a trial basis. Public Works Director Peter Rice noted that people will have the opportunity to speak prior to this being made permanent. The justification and data support lowering the speed limit.

Mary Lou McElwain questioned if they had police presence there. Police Chief Mike Maloney responded that it was not a routine road that they ran traffic enforcement on. They could have the school resource officer monitor at the beginning and end of the school day. The average speed is 21 mph.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

C. Coolidge Drive speed concerns, by resident.

City Transportation Engineer Eric Eby commented that this request came from a resident on Coolidge Drive who was also concerned about speeding. The speed limit is 20 mph. The average speed was 21 mph and the 85th percentile is 27 mph. Cars are traveling in the range of the posted speeds and traffic calming measures are not needed.

Erica Wygonik moved to place on file, seconded by Mary Lou McElwain.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

D. Washington Street, request for one-way flow, by resident

City Transportation Engineer Eric Eby commented that this request came in at a public comment a couple months ago. They have looked at the issue in the past to make it a one-way between State Street and Court Street. They have taken measurements and watched video. Three quarters of the traffic is heading from Court Street up to State Street. There is a low volume coming the other way. If cars turn in from both directions, they can see each other and there is room for one car to pull off and let the other one by. Keeping it a two-way allows for flow when the bridge is up. It gives traffic the opportunity to get off State Street, otherwise traffic can block the Atkinson Street intersection. The recommendation is to keep it a two-way street. It works; and keeping the two-way traffic is critical from a public safety standpoint.

Public Works Director Peter Rice moved to table the request for a one-way flow, seconded by Vice Chairman Pesci.

Mary Lou McElwain commented that the outdoor seating at the Clipper restaurant exacerbates the problem. This does not need to be a two-way. Mary Lou McElwain questioned if emergency vehicles have had trouble traveling in that area. Police Captain Mike Maloney responded that he was not aware of any issues. Mary Lou McElwain noted that they may need to reconsider when the outdoor seating is out. City Transportation Engineer Eric Eby responded that their data from last year included the outdoor seating timeframe.

Vice Chairman Steve Pesci commented that it was important to maintain flexibility when the bridge was up. That overrides manipulating every ounce of safety on this street. Vice Chairman Pesci confirmed that he would support the motion.

Erica Wygonik commented that there is no crash history in this area, and cars travel at slow speeds and have good visibility.

On a roll call vote, the motion passed by a 7-0 vote. Police Chief Mike Maloney had to step out and did not vote.

VII. OLD BUSINESS

A. Neighborhood Parking Program, report back through 4/30. Committee to make recommendation to Council

Parking Director Ben Fletcher provided an update on the levels of participation and cost of the Neighborhood Parking Program updated through April 30, 2022. The parking program has issued 430 regular passes. 377 from the neighborhood, and 53 from elsewhere in Portsmouth, and 220 are guest permits. Overall, there are 650 passes, which is 259 percent of the total 251 space inventory in the neighborhood. The neighborhood is upside down on the supply and demand. The total cost to date is $91,650. Operational costs are a monthly average of $9,447.03. Initially the City decided the pilot program would carry no fee for participation. The average cost for the program is projected to be $114,267 annually. Dividing that by 650 passes yields $176 per pass per year. If there is a 15 percent reduction in participation, then it would be $207 per pass to break even.

Erica Wygonik questioned if the guest passes were the same cost as the resident ones in those projections. Parking Director Ben Fletcher confirmed that was correct.

Parking Director Ben Fletcher noted that comments have been pretty evenly split between positive and negative.

Erica Wygonik commented that the report should include information on the capacity for the extra month. Parking Director Ben Fletcher responded that occupancy was ticking back up to the mid- 60 percent, which is standard for this time of year. It has been a similar ramp up to last season.

Chairman Andrew Bagley moved to refer the data to City Council for their consideration, seconded by Mary Lou McElwain.

Chairman Andrew Bagley commented that they should provide the cost information for the Dover, NH NPP permits. That can help inform the conversation for the Council.

Erica Wygonik commented that it should include the standard pass vs. guest pass cost as well. Parking Director Ben Fletcher confirmed that he would reach out to Dover.

Public Works Director Peter Rice clarified that information will be reported to Council but not back to this Committee.

On a roll call vote, the motion passed by an 8-0 vote.

B. Woodbury Avenue traffic calming, report back on data collection and possible actions

City Transportation Engineer Eric Eby commented that they have collected speed data in this area over the past few years. Average speeds are between 28-32 mph and the 85th percentile was between 32-36 mph. That is significantly over the 25-mph posted limit. They have put up "your speed is" signs and warnings that cars were entering a residential area. It is an arterial roadway which means it typically would not receive physical traffic calming measures. They can try to narrow the road. One option is to put in a raised median island at the Rockingham Avenue intersection. This treatment typically slows traffic down and gives pedestrians a two-stage crossing. Generally, it is effective. They can also do the same treatment at the Dennett Street intersection. Another proposed improvement is a left-turn lane. There is not a great need for it, but there is extra width in the shoulder there. They could put in a protected bike lane instead.

Erica Wygonik commented that she liked the gateway treatment and agreed with the public comment. There is no value in a left-turn lane. It would be better to put in a painted bike lane.

Vice Chairman Steve Pesci commented that he agreed that the left-turn lane was not necessary. They should match the green paint to make a bike lane and include a sharrow for the bikes to turn left. The sidewalk on Rockingham Avenue should not be so wide. City Transportation Engineer Eric Eby responded that the thought was that it could be a multi-use path. Vice Chairman Steve Pesci commented that they should keep the bikes safely in the road and put in a normal sidewalk. Matching the median treatment on the other end of the corridor would be good.

Public Works Director Peter Rice commented that the next step would be to clearly call out the proposal and notify residents on Woodbury Avenue. Vice Chairman Steve Pesci requested that they include the treatment on both ends at the next presentation.

Vice Chairman Steve Pesci questioned if this was in the CIP. Public Works Director Peter Rice confirmed it was.

Chairman Andrew Bagley commented that it sounded like there was a consensus to remove the left-hand turn lane. Erica Wygonik confirmed they preferred a bike lane. Public Works Director Peter Rice responded that they would include dimensions in the next presentation because there may be room for both.

Harold Whitehouse questioned if the bus stop would be impacted. Public Works Director responded that it would not be.

Erica Wygonik moved to have staff report back with revised plans for intersection treatments at Rockingham Avenue and at Dennett Street and notify residents of intended plans, seconded by Vice Chairman Steve Pesci.

On a roll call vote, the motion passed by an 8-0 vote.

C. State Street and Union Street: Report back on request for 4-way stop from SeeClickFix

City Transportation Engineer Eric Eby commented that this was a request for an all way stop at State Street and Union Street. They evaluated the traffic counts and sight lines. The conditions do not meet the warrants for a 4-way stop. Traffic is much heavier on State Street. The sightlines for cars turning from Union Street onto State Street are good. A 4-way stop would just result in more traffic on State Street rolling through the sign.

Public Works Director Peter Rice moved to table the request for an all-way stop, seconded by Erica Wygonik.

On a roll call vote, the motion passed by an 8-0 vote.

D. Middle Street bike lane, update from consultant (see above presentation)

E. Raynes Avenue and Vaughan Street one-way, report back on abutter meeting

City Transportation Engineer Eric Eby commented that they held a public meeting on the proposal to change the flow on Raynes Avenue and Vaughn Street from a two-way to a one-way. The proposal is to bring traffic in from Maplewood Avenue onto Vaughn Street and circulate traffic counterclockwise onto Raynes Avenue. Then cars can go back out onto Maplewood Avenue. One person showed up to the public meeting and they were in support. The businesses in the area are in support. They made the change on a temporary basis during the construction of the hotel, and it worked well.

Erica Wygonik moved to approve a one-way flow on Vaughan Street and Raynes Avenue, in a counterclockwise direction, seconded by Public Works Director Peter Rice.

On a roll call vote, the motion passed by an 8-0 vote.

F. Suzanne Drive cut-through traffic, report back on 4.20.22 neighborhood meeting and possible actions

City Transportation Engineer Eric Eby commented that at the neighborhood meeting for the proposed sidewalk project residents expressed concerns about cars cutting through and speeding on their street. After monitoring the street, they saw 50 percent of the traffic was cut-through traffic. The proposal is to put speed tables in a couple locations on Suzanne Drive. One will be near the entrance of Suzanne Drive so drivers can see it from Lafayette Road. There will be another further down the road. They are also proposing another one on Winchester Street. The neighborhood was in favor of the speed tables.

Chairman Andrew Bagley commented that he spoke to a resident on Winchester Street and he was not convinced a speed table was needed there. Suzanne Drive has cut-through

traffic, but Winchester Street is all local traffic. Putting in a speed table could cause more grief than solving a problem.

Vice Chairman Steve Pesci commented that they should move forward with the speed tables on Suzanne Drive and hold off on the speed table on Winchester Street.

Erica Wygonik questioned if they needed two speed tables on Suzanne Drive. Public Works Director Peter Rice confirmed they did.

Public Works Director Peter Rice moved to approve two speed tables on Suzanne Drive as shown on plan, and postpone installing one on Winchester Street, seconded by Vice Chairman Steve Pesci.

On a roll call vote, the motion passed by an 8-0 vote.

G. Speed Limit Subcommittee report back with initial recommendations for Middle Road, Islington Street and Parrott Avenue

Tyler Reese commented that the speed limit working group has come up with some recommendations and some suggestions. One recommendation is to lower the neighborhood connector target speed to 25 mph in the Complete Street Guidelines. They need to perform a traffic study to lower a speed limit from 30 mph to 25 mph. They have done a traffic study for Islington Street from Spinney Road to Maplewood Avenue. That is why they are proposing to lower the speed for that section. They also have a traffic study to support lowering the speed on Parrott Avenue. They have not forgotten about the rest of Islington Street, but if the 85th percentile does not align with lowering the speed limit, then they need to do a more in-depth study. That will take more time. That is why they are only recommending this section of Islington Street for now. The 85th percentile on Middle Road is more than 25 mph. They cannot legally lower it without a traffic engineering study. The proposal is to reinstall the 2021 traffic calming measures, lower the speed limit to 25 mph, and putting in an RRFB at Riverbrook Condos. This will be a six-month trial and they will monitor the results. The current speed data for Middle Road is average speeds of 32-33 mph and an 85th percentile of 37-39 mph. That speed is measured at the speed feedback signs on the road. Middle Road needs a long-term CIP planning project to look into traffic calming. Today the road has a shoulder for parking and a sidewalk without curbing. Some ideas they have discussed for long-term calming include a roundabout at the Peverly Hill Road intersection, putting in raised crosswalks, narrowing the streetscape, curbing the sidewalks, and realigning the intersection of Middle Road and South Street. Those are large projects that will need planning and funding. These concepts will be brought back at a future meeting. One concept they have discussed is creating a downtown advisory speed zone with a target speed of 20 mph. They are not sure what this geographical area would look like yet. They have discussed advanced crosswalk decals to remind pedestrians to be alert in the downtown pedestrian zone. The last concept is incorporating neighborhood gateway signage for key neighborhood entry points.

Vice Chairman Steve Pesci commented that the neighborhood entry signs should include the name of the neighborhood, the speed limit, and a reminder about safe driving. The downside of including those is that it's a lot of signs.

Public Works Director Peter Rice questioned why they couldn't do a trial on the rest of Islington Street like they are proposing for Middle Road. It would be appropriate to do that section as a trial.

Harold Whitehouse commented that they should give top priority to creating a downtown pedestrian zone.

Erica Wygonik commented that just lowering a speed limit sign on a road that doesn't support it does not work. Lowering a speed limit with traffic calming measures as well is more likely to be successful. The intention is to get the speeds they want and support it with infrastructure changes. Also, they are not recommending specific long-term improvements for Middle Road. Those were more concepts to consider. They should not be part of the motion.

Public Works Director Peter Rice commented that it will be good to compare lowering the speed limit on Islington Street and lowering the speed limit on Middle Road with traffic calming measures. Then they can compare the speed changes on both. Vice Chairman Steve Pesci noted that the RRFB on Islington Street and Vine Street will help.

Erica Wygonik commented that the working group is trying to be thoughtful and systematic. They are looking at neighborhood connector streets in this meeting and also trying to take action on what makes sense. They have data and can act on these streets within the area they are looking at.

Vice Chairman Steve Pesci moved to approve recommendations for lowering speed limit on Middle Road between Peverly Hill Road and Middle Street to 25 MPH, for a six-month period; lower speed limit on Islington Street between Spinney Road and Maplewood Avenue to 25 MPH; lower speed limit on Islington Street between Spinney Road and Greenland Road to 25 MPH for six-month period; lower speed limit on Parrott Avenue to 25 MPH. Change target speed on Neighborhood Collector streets to 25 MPH in City's Complete Streets Design Guidelines. Install RRFB on Middle Road at Riverbrook Condominiums crosswalk. Reinstall traffic calming measures on Middle Road from Peverly Hill Road to Middle Street, seconded by Harold Whitehouse.

On a roll call vote, the motion passed by an 8-0 vote.

Vice Chairman Steve Pesci commented that the working group was going to look at refining the boundaries to the downtown and potentially better signage options.

Chairman Andrew Bagley commented that he was concerned that focusing on the downtown may send a message that it is more important than other sections of the City, especially other thickly settled areas. A possible solution is addressing entry points into the City with signage.

Erica Wygonik commented that they were focusing on the commercial area where tourists who may not be as familiar with the City come to visit.

Vice Chairman Steve Pesci commented that the neighborhood gateway signage can help address that concern. Erica Wygonik commented that the state doesn't allow posted speeds below 25 mph. They are working on how to communicate the message that the appropriate speed is 20 mph even though the state statute is for 25 mph.

Public Works Director Peter Rice commented that he did not support the crosswalk decal concept. Harold Whitehouse commented that it was important for people to look up. Public Works Director Peter Rice commented that it was a commonsense item and people needed to be responsible for their own actions. This would be a lot of paint and add clutter to the road.

Parking Director Ben Fletcher noted that adding painting projects will also result in added upkeep. Vice Chairman Steve Pesci noted that they could consider a decal as well.

Vice Chairman Steve Pesci commented that they would report back next month.

VIII. INFORMATIONAL

A. Monthly accident report from Police

Police Captain Mike Maloney commented that they had 68 total crashes in March and 45 of them were reportable. There were no bike collisions. There was one pedestrian accident in the parking lot of the hospital.

Mary Lou McElwain questioned if that was the accident that was discussed in public comment. Police Captain Mike Maloney responded that was in April. It was not reported as a vehicle accident because the on-scene determination showed that there was no contact by the pedestrian and vehicle. Police Captain Mike Maloney confirmed that he would follow up with Ms. Ardito because that was not what she reported today.

B. Islington Street and Vine Street: Update on request for Rectangular Rapid Flashing Beacon (RRFB) system installation

City Transportation Engineer Eric Eby commented that they were still gathering data for items B, C, and D. He would have more information to report back on next month.

C. South Street and Broad Street: Update on request for RRFB

D. State Street crosswalk at African Burial Ground, update on request for RRFB

IX. MISCELLANEOUS

None

X. ADJOURNMENT

Harold Whitehouse moved to adjourn the meeting at 10:36 a.m., seconded by Public Works Director Peter Rice; motion passed 7-0. Mark Syracusa had to leave the meeting early.

**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_y7od4LDkS3i-94M52xFDfA