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 **June 2nd, 2022**

MINUTES

DRAFT

I. CALL TO ORDER

Vice Chairman Steve Pesci called the meeting to order at 8:30 a.m. Vice Chairman Steve Pesci noted that Chairman Bagley would be arriving late to the meeting.

II. ATTENDANCE

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

Absent
Assistant Fire Chief William McQuillen

City Staff Present:
Parking Director Ben Fletcher
City Engineer – Parking, Transportation and Planning Eric Eby

III. FINANCIAL REPORT

Harold Whitehouse questioned if the City Council saw these reports. City Manager Karen Conard responded that they were provided regular updates and they know the status of the YTD.

Harold Whitehouse moved to accept the Financial Report dated April 30, 2022, and place it on file, seconded by Mary Lou McElwain. **On a unanimous roll call vote, motion passed 8-0.**

IV. PUBLIC COMMENT (15 MINUTES)

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

Dave Underhill of 115 Pinehurst Road commented that he sent a letter to the Committee and was delighted and grateful that the team took their concerns seriously. It appears that the data collected is supportive of what was suggested in letter. The sample motion in the agenda will address the concern. They may want to think about adding no parking from the hill to the corner on Pinehurst Road. Vendor trucks park at intersection a lot and can be in the way.

Allyson Melchor of Pinehurst Road echoed the previous comments and thanked the Committee for their time and attention to this dangerous intersection. Speeds in that area are a concern for all of us.

Chuck Collins of 30 Little Harbor Road commented that a year ago the Committee monitored the speed and other actions on Little Harbor Road. Since then, they have removed some trees along the edge of the road and repaved it. It is camp and walking season again. Mr. Collins was disappointed to learn that the Committee has decided to do nothing other than monitor the situation. Mr. Collins also questioned how to find the agenda and minutes for these meetings.

Annie Poubeau of 160 Bartlett Street commented that Cottage Street has a lot of pedestrian activity in that area, but no sidewalk on large portions of the street. Ms. Poubeau was against raising the speed limit on Cottage Street. Bartlett Street has a proposal in the packet for a flashing beacon at Bartlett Street and Pine Street. There is nothing wrong with adding a beacon, but they should not be a substitution for actual traffic calming. That is still needed. The RRFB is a traffic flow management tool, but drivers can ignore them. Lastly, there is no crosswalk at Bartlett Street and Islington Street connecting the corner to CVS. The packet has proposed changes for Jewel Court, so that may be a good time to add a crosswalk.

Justin Richardson of 586 Woodbury Avenue commented that he was concerned about the speeds on Woodbury Avenue. The final stretch coming down the hill approaching the traffic circle is very fast. There is a school bus stop in that area. People have to cross Woodbury Avenue to get to it but there is no crosswalk in that area. People are driving like they are already on the highway. Mr. Richardson suggested adding speed tables on the road like they did on Maplewood.

James Christie of Jones Avenue was in favor of the proposed RRFB on South Street with some caveats. The damaged sidewalk makes it hard to navigate. Beefing up the crosswalk that is there now would be good. One commenter said that not all drivers know what to do at an RRFB and Mr. Christie agreed with that. They may want to consider other traffic calming measures in addition to the RRFB.

Brian O'Neill of 815 South Street supported the proposed change on South Street. The speeds were high coming down the hill on South Street. Mr. O'Neil thanked the Committee for considering this issue.

Erin Proulx 99 Marne Avenue thanked the Committee for the work they have done and was in support of the proposed RRFB on South Street. Ms. Proulx agreed with Mr. Christie's comments on the damaged sidewalk. It is difficult to pass for anything with wheels.

Anna Kay Vorsteg of 35 Pinehurst thanked the Committee for their actions to increase safety at South Street and Pinehurst Road.

V. PRESENTATION

No presentation

VI. NEW BUSINESS

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

A. South Street and Pinehurst Road, request for intersection safety evaluation, by residents of Pinehurst Road.

City Engineer Eric Eby showed a diagram of the area around South Street and Pinehurst Road. Staff measured speeds, sight lines, and turning movement counts. The average speed is 28 mph and the 85th percentile 31 mph. Sight lines are based on the 85th percentile speed. Pulling out on Pinehurst looking left cars can see 256 feet. That is sufficient for 32 mph speeds, so it does meet the minimum criteria. That is why they are not seeing a lot of accidents. The sightline approaching the intersection on South Street is 188 feet. That is sufficient for 26 mph. They can't increase the sight distance, so the other option is to lower the speeds on South Street. The recommendation is to put up another 20-mph sign at Union Street and installing a speed feedback sign. They can also add an intersection warning sign with Pinehurst Road under it, so cars know there is an intersection on the other side of the hill. Those are things they can do to quickly to address the speed. They can install a no parking from here to corner sign as well.

Erika Wygonik commented that the public comment made it seem that trucks are also parking on the other side of the road. That may be an additional concern. Erika Wygonik questioned if they could put in no parking for 30 feet on the west side of the road. City Engineer Eric Eby confirmed that they could put it on that side as well too.

Mary Lou McElwain noted that on the site walk someone mentioned that delivery trucks parked at the corner, so they should add no parking signs there as well. City Engineer Eric Eby confirmed they could do no parking within 20 feet of intersection on South Street.

Harold Whitehouse commented that someone mentioned extending the sidewalk on South Street to Pinehurst at the site walk as well and questioned if that was possible. City Engineer Eric Eby responded there appears to be enough land to construct a sidewalk, but they need to do some grading work and likely a retaining wall. It would be more of an effort than a typical sidewalk. There is a paving project coming along soon for South Street and they will be installing curbing. Public Works Director Peter Rice added that they were looking at what resources were available. They may have residual funds. The CIP is structured to allow for miscellaneous fund to address issues like this. The bids for sidewalks are out, so once they are back, they will have a better idea of what is available. The curbing will be added, so they don't need to rework the edge when they are adding sidewalks.

Vice Chairman Steve Pesci questioned how DPW determined the priority level for sidewalk requests. Public Works Director Peter Rice responded that they look at safety and connectivity. There are several requests out there. One would think sidewalks are in demand, but there are people who don't want them. In this case, they have not heard negative feedback, so the assumption is that it is an acceptable project. Vice Chairman Steve Pesci commented that someone spoke about Cottage Street as well. Public Works Director Peter Rice responded that they had a public meeting about that last fall. That area is in review for traffic calming and upgrades. There is already defined work for South Street so if they are already mobilized, then it probably makes sense to take care of it.

Mark Syracusa commented that they had an email from a resident who was concerned about the flashing overhead light and questioned if that would be removed. Public Works Director Peter Rice responded that the flashing overhead light would remain and was a standard traffic management technique. Mark Syracusa questioned if there were any alternatives. Public Works Director Peter Rice responded that it is needed in that location for ambulance traffic going to Edgewood. They need to make people aware that they are approaching a potentially busy intersection.

Erika Wygonik questioned if parking was allowed on South Street at all now. City Engineer Eric Eby responded that he thought it was. Parking is allowed on any street unless it is prohibited in the ordinance.

Erika Wygonik moved to install intersection warning sign, radar speed sign and speed limit sign west of intersection. And, to construct a sidewalk along South Street between Pinehurst Road and Union Street as funding allows, and to install no parking here to corner signs on South Street 20 feet from Pinehurst Road as well as on both sides of Pinehurst Road 30 feet from corner of South Street, seconded by Mary Lou McElwain. **On a unanimous roll call vote, motion passed 8-0.**

B. Bartlett Street at Pine Street, request for RRFB at crosswalk, by resident.

Chairman Andrew Bagley arrived at 9:35 am.

City Engineer Eric Eby commented that they looked at the crosswalk at Bartlett Street and Pine Street that is near the playground. They collected data over the weekend and gathered a total of 39 hours of footage over 3 days. They saw a total of 14 pedestrians and the most was 3 in one hour. With the low volume of pedestrians, this is not a high priority for pedestrians, but they do have a traffic calming project for Bartlett Street and that may be addressed there. There is not a critical need here. There are faster cars but there is not a heavy volume of pedestrians, and they are crossing safely.

Vice Chairman Steve Pesci commented that he supported waiting to deal with this as they looked at Bartlett Street in total. It would be better to deal with it comprehensively. Mary Lou McElwain requested that they take a more comprehensive look at the amount of RRFB's in the City now, and the requests that are coming in. Erika Wygonik suggested that Mary Lou McElwain could lead a working group on that.

Harold Whitehouse moved to place on file and incorporate into a larger traffic calming project for Bartlett Street, seconded by City Manager Conard. **On a unanimous roll call vote, the motion passed 9-0.**

VII. OLD BUSINESS

A. Woodbury Avenue Traffic Calming, update on alternative options

City Engineer Eric Eby commented that they were asked to come back with alternatives on Woodbury Avenue. One alternative at the intersection of Woodbury Avenue and Dennett Street would be to put in a median island with pedestrian crosswalk. It would be a gateway treatment. They would expand the roadway alignment which would tie in nicely to the new alignment with the bridge at the northbound ramp. The island would be a pinch point for traffic coming into that section of Woodbury Avenue. The other alternative would be a mini roundabout at the Woodbury Avenue and Rockingham Avenue intersection. They can do it with paint. Trucks would have a tough time with it, but they can drive over it. These have been successful in other cities in the country. Another option for the Rockingham Avenue intersection would be to create a median island and keep the traffic through lane close to the sidewalk. There have been comments about a protected bike lane but there is no bike lane in this section of Woodbury Avenue beyond the intersection. The raised median is a greater benefit than a protected bike lane.

Public Works Director Peter Rice moved to allow for public comment, seconded by City Manager Conard. **On a unanimous roll call vote, motion passed 9-0.**

Harold Whitehouse questioned if they considered tractor trailer trucks with the roundabout proposal. City Engineer Eric Eby confirmed that they did. The roundabout would have to be something that is mountable.

Justin Richardson commented that he bikes downtown along that section and that upper side on the plan is the better place for a bike lane because it avoids bikes running into the intersection. The north side is a safer side to bike on. Mr. Richardson was concerned that the mini traffic circle may cause traffic congestion with cars queuing. The better solution may be a raised speed table to prevent queuing at roundabout. Public Works Director Peter Rice noted that the challenge with Woodbury Avenue is that it's designated as an arterial road. The design criteria does not recommend raised tables on that type of road. That designation is not something the City creates. The State sets that. They would not want to go against those design requirements. The roundabout would be a change, but it would not create a larger queue. It would reduce it because it would create a predictable form of traffic. It has been used in other places successfully. It would be interesting to try it as a pilot effort. The alternative with an additional median would be the best approach to address the issue.

Erika Wygonik commented that she liked all the designs, and they were good steps forward. The mini roundabouts are a good option and should be used more in the City. It would be good to use them more in neighborhoods. They work well for traffic calming and trucks can navigate them. Whatever goes in, there should be some landscaping involved. It should not just be paving.

Vice Chairman Steve Pesci commented that a good example of a neighbored garden spot was at Thornton Street and Woodbury Avenue. Vice Chairman Steve Pesci supported introducing the mini roundabout. There are a lot of neighborhoods where this would be a good traffic calming device. This may not be the best spot for it. It would not be good to pilot a mini roundabout in a spot that is not ideal. That would put people against it. The design at the Dennett Road intersection is good. Vice Chairman Steve Pesci commented that he would support either design at the Rockingham Avenue intersection, but they should pilot mini roundabouts in other locations and put a more traditional treatment on Woodbury Avenue.

Harold Whitehouse questioned if this would impact federal or state funding. Public Works Director Peter Rice responded that it would not, these are acceptable treatments for this roadway. Public Works Director Peter Rice agreed with Vice Chairman Steve Pesci and retracted his thought about piloting a mini roundabout in this location. There are better locations in the City to pilot this.

City Engineer Eric Eby commented that this was an arterial roadway. The mini roundabout may not be the best here. Vice Chairman Steve Pesci questioned if these were called diverters. Erika Wygonik responded that these were called mini roundabouts. A diverter involves limiting traffic in a specific location. Erika Wygonik noted that her neighborhood would be a good location to pilot a mini roundabout.

Kenneth Ferrer of Woodbury Avenue agreed with the traffic calming solutions but commented that a lot of the speeding happened between the intersections. There should be traffic calming there as well.

Vice Chairman Steve Pesci moved to support a traditional design for both intersections of Woodbury Avenue, at Dennett Street and Rockingham Avenue, as presented by the traffic engineer, not to include a traffic circle, seconded by Mary Lou McElwain.

Erika Wygonik commented that they should add in a location to test a mini roundabout. Public Works Director Peter Rice responded that they should be treated separately and clearly distinct proposals.

On a unanimous roll call vote, the motion passed 9-0.

B. Islington Street at Rail Trail entrance, update on citizen request for RRFB.

City Engineer Eric Eby commented that they collected data at the intersection and saw 15 pedestrians crossing an hour during early spring in good weather. They expect it to increase, and it supports the warrants to put a crosswalk in. The sightlines are good in each direction, so this is the best location. An RRFB could be helpful, but pedestrians are not having a hard time crossing the street. There are plenty of gaps in traffic and if a pedestrian has to wait, then it is only for 5 seconds. The crosswalk is warranted, and they could consider adding an RRFB at a later date if it is needed. At this time, this location is not a high priority for an RRFB.

Vice Chairman Steve Pesci moved to move forward with a crosswalk with appropriate signage and tip down as funding allows, and to consider an RRFB at a later date, seconded by Mark Syracusa.

Mary Lou McElwain commented that other communities have a significant crosswalk and an RRFB where the rail trail is. Vice Chairman Steve Pesci commented that this was a great first step. When the rail trail is completed, then they may need to assess again. Chairman Andrew Bagley added that this access point was not as obvious. Adding a crosswalk may advertise the access better.

Mark Syracusa agreed to do it in phases and monitor to see if RRFB needed. The crosswalk can be done in the short term. Public Works Director Peter Rice confirmed it could. They need to put in a tip down, but they have funding to do it and painting is easy.

Vice Chairman Steve Pesci questioned if it would be appropriate to have sign alerting people that it was a pedestrian and bike crossing. City Engineer Eric Eby confirmed they could add that.

Harold Whitehouse requested more information on the rail trail. Public Works Director Peter Rice responded that the trail would go all the way to Massachusetts on the old Boston and Maine Railroad. The State owns that corridor now.

On a unanimous roll call vote, the motion passed 9-0.

C. South Street at Broad Street, update on staff request for RRFB.

City Engineer Eric Eby commented that they were continuing to collect data. Traffic can back up during school pick up and drop off, but pedestrians and cars are not heavy at the same time. It has been working well according to the video footage and is not a critical concern. Traffic increases in the summer, but they have not seen a critical need for an RRFB. They can add signs and continue to monitor if needed.

Erika Wygonik commented that she was concerned about cars moving too fast while pedestrians were trying to cross. This is effectively a safe route to school for that quadrant of town. They need to ensure this is a comprehensive plan to get kids to school safely. City Engineer Eric Eby responded that pedestrians have been crossing without issue. They are waiting for a gap in traffic and there have not been any close calls. The sidewalk section on South Street between Pine Street and Sagamore Avenue will be removed, so that will increase pedestrian traffic. It's a tough call because it has been working well.

Mary Lou McElwain questioned when the sidewalk would be removed. Public Works Director Peter Rice responded that he was hesitant to pull the sidewalk up, and he wanted to get consensus here before they did anything. They want to protect trees and pedestrians. Right now, people are using the heaved sidewalk. It is not ADA compliant, but people are still navigating it.

Mark Syracusa questioned if they were doing traffic safety enhancements at the corner of South Street and Sagamore Avenue. Public Works Director Peter Rice responded that it was done a while ago. Mark Syracusa questioned if people were crossing there. City Engineer Eric Eby confirmed they were.

Vice Chairman Steve Pesci commented that the RRFB was not necessary because it is one block away from a recently updated signalized crossing. This is not the best use of an RRFB. Erika Wygonik agreed, but if there was a barrier to get to the signalized intersection, then it's a false option. However, an RRFB may not be desired in this location. This is the only significant crossing on the larger road that doesn't have a crossing guard. It may be good to add one there. Public Works Director Peter Rice responded that they had a crossing guard at Miller Avenue and South Street. They could consider moving that person over and rely on kids to use the crosswalk buttons.

Mark Syracusa questioned if there was any video showing people walking past the old trees and sidewalk. If the DPW removes it, then maybe they should make it a natural path and not lawn. City Engineer Eric Eby responded that people are definitely still using that section of sidewalk.

D. State Street crosswalk at African Burial Ground, report back, from NB B 4.7.22.

City Engineer Eric Eby commented that they were collecting video at the State Street crosswalk and have not seen issues with traffic yielding to pedestrians at the crosswalk. Pedestrians are crossing without hesitation or delay. It is working well. City Engineer Eric Eby commented that he would not recommend an RRFB at this time.

E. Mechanic Street, suggested angle parking, by resident.

Public Works Director Peter Rice moved to place suggested angled parking on file, seconded by City Manager Karen Conard. **On a unanimous roll call vote, the motion passed 9-0.**

F. Speed Limit Working Group Presentation

Erika Wygonik commented that last time they talked about reestablishing the neighborhood connectors to 25 mph in the design guidelines. They have continued to look at the connector streets to see what is aligned with that and what is different. In general, they adjusted all the streets to come into alignment. Islington Street and Middle Road have 6-month trial periods at 25 mph. They are still working on South Street. There are a couple neighborhood connector streets that they are recommending change to primary connector streets. The primary connector streets are a suggested speed of 30 mph. That is due to the nature of the road and the supported treatment. Farm Lane and Rockingham Avenue don't feed into neighborhoods. The type of traffic and number of curb cuts on those roads serve as a primary connector. The type of pedestrian and bike treatment that should be put on those roads is more consistent with a primary connector street. There are also a few streets that they are recommending change to neighborhood slow streets. They will have a 20-mph speed limit. Those streets are not getting to a neighborhood but are part of a neighborhood. Instead of changing the speeds from 20 mph to 25 mph they just changed the category. There are a couple neighborhood connecter streets that are currently at 20 mph and they are recommending raising those to 25 mph to be in accordance with their categories. They are streets accessing neighborhoods and have through traffic on them.

Harold Whitehouse questioned if they considered the senior center on Cottage Street when recommending raising the speed limit from 20 mph to 25 mph. Erika Wygonik confirmed they did and added that all changes are up for discussion. 20 mph is a very slow speed that is not in accordance with state law and meant for within a neighborhood. Cottage Street serves through traffic and local traffic. If the street feels like there should be a sidewalk to be safe on that road, then it's a 25-mph road. Vice Chairman Steve Pesci added that this would be in addition to completing a sidewalk system on Cottage Street. It should be a 25-mph street with a completed sidewalk system. Erika Wygonik noted that they were working hard to make sure there was a consistency and continuity with the context of the street and surrounding streets.

Erika Wygonik commented that they were moving on to look at primary connectors next and align them with the guidelines. They are recommending adding Farm Lane and Rockingham Avenue to the primary connector streets category. Many in this category are already at 30 mph, but there are some inconsistencies. Peverly Hill Road and Elwyn Road are at 20 mph and have plans for mixed-use paths and bike lanes. The intention is to wait until those projects are done, and then monitor speeds. New Castle Avenue is tricky because the speed limit changes along the road. They are starting to think about how to approach that.

Erika Wygonik commented that they were also exploring the idea of a downtown advisory speed zone. They are getting legal input on that, but the idea is to have a 25-mph range for that. Vice Chairman Steve Pesci commented that they have met with constituents and the Assistant City Attorney and are awaiting feedback.

Erika Wygonik concluded that they were recommending reclassifying 2 streets as primary connectors, 4 streets to neighborhood slow streets, and adjusting 3 streets to match the remaining neighborhood connector speeds. Next steps are to look at primary connectors and a downtown speed advisory zone.

Police Captain Mike Maloney requested that they have a formal way of notifying the Police Department when there is a speed change. The Department looks at the ordinance regularly for enforcement and are surprised sometimes when they see new posted speeds. Police Captain Mike Maloney questioned how quickly the ordinance was updated. City Engineer Eric Eby responded that any measure adopted by City Council can be implemented for 1 year pilot. If it is successful, then it goes through the 3 readings and formalized. Public Works Director Peter Rice responded that in terms of clarity from a legal perspective it would be best to wait for the ordinance to change before enforcing the change.

Mary Lou McElwain commented that it was good to get speeds lowered and more consistent and questioned if there had been public feedback on this. Chairman Andrew Bagley responded that there has been positive feedback. If they propose increases from 25 mph to 30 mph, then there may not be as much positive feedback. Vice Chairman Steve Pesci commented that there are some inconsistencies for some streets that should be increased. As a Committee, they are trying to stay consistent with the classification of the roads and provide recommendations based on logic. Ultimately City Council gets the final say. Public Works Director Peter Rice commended the group's efforts. It will be a challenge raising the speed limits if they post the signage, instead of just removing the posted 25 mph speed limit. Prior to asking Council to vote on this, they should give a presentation, so it's clear what they are voting on and why they are recommending those changes.

City Manager Karen Conard commented that they should re-notice this presentation and make it clear they are looking for public feedback before this goes to City Council. They

should give it due notice. Public Works Director Peter Rice commented that they should consider a night meeting for that.

Erika Wygonik commented that they were doing their best to bring recommendations every month, but it may make sense to pause here until this round of recommendations go to Council. Vice Chairman Steve Pesci agreed and noted they were not in any rush. They could pull together their work to date to present to Council and show their progress. It would be good to pause and let people digest this round of recommendations.

Chairman Andrew Bagley agreed it would be good to notice this round of recommendations for an evening meeting in July for public feedback.

Public Works Director Peter Rice commented that it was a good opportunity to highlight the work that has been done to determine any changes that are needed. A presentation will show that they are not arbitrary decisions, they are made after vigorous evaluation of data. This would be a good opportunity to highlight that to the general public. The group should bring the presentation to the regular PTS July meeting so everyone on the Committee will understand what will be addressed and they can fine tune it. Chairman Andrew Bagley agreed and noted that the presentation should not include the primary connector piece because that has potential to dominate the conversation.

Chairman Andrew Bagley noted that no motion was needed. They would schedule an evening meeting in July to focus on the neighborhood connector roads.

Mary Lou McElwain commented that July was a big vacation month. Chairman Andrew Bagley responded that there was never an ideal time, but they would avoid July 4th week.

G. Islington Street at Jewell Court, request for DO NOT BLOCK intersection, by resident.

Mary Lou McElwain commented that this was a crazy intersection and they have talked about it before. City Engineer Eric Eby commented that they have watched a lot of peak hour video. There are 1,000 cars an hour, but the left turn into Jewel Court is only 20 cars. Most of the turning cars are coming off Bartlett Street. Traffic on Islington Street is turning onto Albany Street. Out of the 20 cars an hour they saw 17 making that movement without an issue. The worst back up was 3 to 4 cars behind them. Cars can make a right on red and when there is a left turn signal for Islington Street. Adding a do not block would create a dangerous situation because both lanes would not be stopped at the same time. This is not a heavy movement and there are not a lot of backups. Trying to solve this small problem would create a bigger one.

Public Works Director Peter Rice moved to place the request for DO NOT BLOCK intersection on file, seconded by Harold Whitehouse.

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

City Manager Karen Conard left the meeting.

H. McKinley Road, Harrison Avenue and Garfield Road intersection, request for all-way stop and crosswalk, by resident

Public Works Director Peter Rice commented that prior to making the motion, they should update the neighborhood on the status of the plans and programs. They should make it clear that something would be done. There has been confusion and concern about moving forward, and they should not take action without informing the neighborhood.

Chairman Andrew Bagley commented that they should place this on file until the Elwyn Road/McKinley Road project comes forward.

Public Works Director Peter Rice moved to place on file until the public meeting and comment for full neighborhood project, seconded by Mark Syracusa. **On a unanimous roll call vote, the motion passed 8-0.**

I. Maplewood Avenue at Dennett Street, report back on request for RRFB

City Engineer Eric Eby commented that they have been collecting data at the intersection. The weeble at the intersection has been working well. Some cars are not stopping. This could be a location where an RRFB makes sense. The existing crosswalk needs to be brought up to standards with tip downs.

Public Works Director Peter Rice moved to further study the intersection, seconded by Harold Whitehouse. **On a unanimous roll call vote, the motion passed 8-0.**

J. Maplewood Avenue pedestrian signal operations, report back.

City Engineer Eric Eby commented that they have looked at another 4 days' worth of footage and are not seeing pedestrians being cut off by vehicles. It is operating as it should. There was one instance where a vehicle cut in front of a pedestrian, but that pedestrian waved the vehicle on. Cars are yielding as they should and turning behind pedestrians. There have not been any conflicts that were raised as a concern.

Mary Lou McElwain commented that this happened to her frequently and she has seen it happen to other people. Until the light stays red while pedestrians are crossing it will be problematic.

Chairman Andrew Bagley noted that it was challenging because there is anecdotal data. This has been a big change that some people don't like, but the engineering data supports that the change is working. They should go with the data.

Mary Lou McElwain commented that the pedestrians do not have enough time for their head start.

Harold Whitehouse noted that they have discussed this so many times. Chairman Andrew Bagley commented that there were a lot of streets in the City to monitor. Pedestrians have time to get into the intersection before cars are moving. It works. City Engineer Eric Eby commented that one problem may be that pedestrians are not paying attention to the signal, and they miss the advance. However, this crossing pattern is a common and accepted use.

VIII. INFORMATIONAL

A. Monthly Accident Report from Police

Police Captain Mike Maloney commented that there were 59 total crashes in April and 33 of them were reportable. There were not any involving bikes and one involving a pedestrian. These numbers speak to the enforcement that is happening in the City and are good numbers to see month to month considering the amount of activity in the City.

B. Roadway projects in June

City Engineer Eric Eby commented that there was a memo in the packet describing the upcoming projects in June. There is ongoing work on Harvard Street and Princeton Street. There will be final paving on Islington Street. There is gas line work on Marcy Street and there will be paving after that. The Bridge Street lot is reopened. There will be some electrical work on Ladd Street, so that will be closed except for the parking garage entrance. The Cate Street and Bartlett Street construction will be finalized in accordance with the plan approved by Council last fall.

Chairman Andrew Bagley noted that there will be a public meeting on the Hanover garage. Public Works Peter Rice confirmed that it would be June 9, 2022.

IX. MISCELLANEOUS

Vice Chairman Steve Pesci commented that they should acknowledge next steps in response to the public comment on Little Harbor Road. City Engineer Eric Eby commented that they were going to monitor speeds this summer now that the paving was completed.

Erika Wygonik commented that she received feedback from some of the crossing guards that they would love it if waste collection could be delayed until after school times. Public Works Director Peter Rice responded that could not be adjusted. He appreciated the concern and noted that Staff was cognizant of the kids. If anything, he would encourage people to pay more attention to them. It is a very dangerous profession, and it is a well-run tight organization when it comes to picking up.

Mary Lou McElwain requested discussing the construction trucks that sit on Penhallow Street and Daniel Street at the next meeting. Public Works Director Peter Rice responded that the City was already aware of this issue and taking care of it as best as possible. It did not need to be addressed at the Parking, Traffic and Safety Meeting. Chairman Andrew Bagley added that he spoke to a business owner in that area, and they felt the situation was much better because someone was out there moving trucks along.

X. ADJOURNMENT

Harold Whitehouse moved to adjourn the meeting at 10:42 a.m., seconded by Mary Lou McElwain. **On a unanimous roll call vote, the motion passed 8-0.**

Respectfully submitted,

Becky Frey,
Secretary for the Parking and Traffic Safety Committee

**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_AuYrGaALQCOmPLT5rVWAFg