

MEETING MINUTES

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – January 10, 2019
City Hall – City Council Chambers

I. CALL TO ORDER:

At 8:00 a.m., Chairman Doug Roberts called the meeting to order.

II. ROLL CALL:

Members Present:

Chairman, Doug Roberts
Deputy City Manager, Nancy Colbert Puff
Public Works Director, Peter Rice
Police Captain, Frank Warchol
Fire Chief, Steven Achilles
Member, Shari Donnermeyer
Member, Harold Whitehouse
Member, Ralph DiBernardo
Member, Mary Lou McElwain
Alternate Member, Steve Pesci

Staff Advisors Present:

Parking and Transportation Engineer, Eric Eby
Parking Director, Ben Fletcher
Planning Director, Juliet Walker

III. ACCEPTANCE OF THE MINUTES:

Ralph DiBernardo moved to accept the meeting minutes of the December 6, 2018 meeting, seconded by Harold Whitehouse. **Motion passed 9-0.**

IV. FINANCIAL REPORT:

Public Works Director Peter Rice moved to accept the financial report dated November 30, 2018, seconded by Deputy City Manager Nancy Colbert Puff. **Motion passed 9-0.**

V. PUBLIC COMMENT:

Derek Horton lives on Marcy Street and commented on the Neighborhood Parking Program (NPP). He stated the additional signage and enforcement in his neighborhood would diminish the appeal and sense of community. The streets were created and maintained for public use. Parking passes will make parking availability more scarce and Portsmouth less welcoming.

John Sherman spoke to action item VII.B. He had safety concerns about crossing from Chapel St. to Bow St. There is no STOP sign or crosswalk in that area. It is hard for drivers to see pedestrians. Mr. Sherman requested a crosswalk for pedestrians to cross safely.

Larry Cataldo is the Islington Creek NPP Coordinator. He presented a letter to the Committee supporting the NPP pilot. He urged the Committee to recommend approval of the NPP to City Council. The parking problems have been in the Islington Creek and

South End neighborhoods for a while. This program will show if the NPP is suitable for Portsmouth, if it is cost effective, and if it causes fewer parking concerns. He stated there are a few houses in the neighborhoods that have no off-street parking and more than three cars. Mr. Cataldo asked for an exception for those residences to be able to get more than three permits.

Sandra Rodriguez spoke to action item VIII.D. She stated parking in front of her house at 60 Lafayette Road was not a problem until the bike lane was installed. The new bike lane eliminated the parking space. They now must park on Willard Avenue. It is a huge inconvenience. There should be room to accommodate some parking in front of the house between the bike lane and the street.

Brian Johnson spoke in support of the South End NPP. Mr. Johnson's building is not technically in the NPP, but he utilizes parking on Hancock St. and Washington St. Mr. Johnson requested that the South End NPP parameters be updated to include not only residents of the South End, but also residents on streets adjacent to the South End. The South End Steering Committee Chairman supports their participation in the program.

Paul Novotny spoke to traffic calming on Aldrich Road. While standing at the bus stop with his kids, he observed that cars coming off Middle St. go much faster than the cars coming off Islington St. The staff assessment has reflected this and shown that cars do speed on Aldrich Rd. The staff assessment also identified Aldrich Rd. as a neighborhood connector road. He disagreed and noted that the Complete Street Guidelines say that it should be a neighborhood slow road.

Elizabeth Bratter of 159 McDonough St. and 342 Cabot St. commented that she has lived in Portsmouth for 37 years and parking during the day has become more challenging in her neighborhood. Ms. Bratter noted that if off-street spaces became available to help balance the demand, then she proposed ending the NPP program at Cromwell St. It could be extended if there were issues. Ms. Bratter supported the NPP because it was a pilot program. The neighborhood should be able to make the decision if they want to continue with or modify the NPP after the pilot program has ended. Ms. Bratter suggested following the Parking Benefit Program model for the NPP. Also, the wording should be changed to allow participants to purchase a guest pass.

Dan Umbro commented on the NPP in the Islington Creek Neighborhood. Mr. Umbro works on Islington St. and has parked in the area for 3 years. Mr. Umbro thought that if he needed to pay for a parking permit in a garage, then the participants in the NPP should pay for their permits as well. He requested an amendment to make the program revenue neutral before sending it to the City Council. This program will negatively impact small businesses in the area. Mr. Umbro requested an amendment that would evaluate the employees at each business and provide the appropriate amount of parking permits for the business. Mr. Umbro gave the Committee a petition signed by 40 people opposing the NPP.

Peter Whelan spoke in favor of the South End NPP pilot. He stated parking in the South End is a mess. He gave the Committee a petition signed by 62 people supporting the NPP. These programs are nothing new. Other cities have these types

of parking programs. The residents are asking for a little help with parking. The City is expanding and parking is becoming more of a problem in the South End.

Valerie Fagin is on the South End Steering Committee and has lived in Portsmouth for 30 years. Residents in the South End struggle to find parking during the day because people park there regularly. There are a lot of elderly people in the neighborhood that do not go out because they worry about finding parking when they return to their homes. Ms. Fagin would appreciate the opportunity to try this new program to see if it helps.

Laura Kennedy of Aldrich Road spoke in support of traffic calming. Ms. Kennedy liked the suggestions to remove roadway striping and adding more signage. She asked when those actions would be implemented. She stated the minor changes might not be enough. The residents of Aldrich Road have been asking for traffic calming measures for over 30 years. It may be time to try adding STOP signs or a speed table because this issue is not going away.

Donald Tydeman spoke in support of the South End NPP. He wanted the South End to be included in the program. There are 6 restaurants in that area and parking meters go until 8 p.m., so it is hard to find parking in that area.

Paul Mannle supported the Islington Creek Neighborhood NPP. He commented that this pilot is long overdue and hopes it will provide some relief to residents in the neighborhoods without any negative consequences. We will not know that unless we try it. The enforcement hours for both NPP pilots should match the Downtown Overlay District. Mr. Mannle pointed out that a permit does not guarantee parking. This program will set a 2-hour time limit for on-street parking to give residents a chance to find parking. He requested that the Committee remove a list of streets from the South End pilot because they do not have on-street parking by City Ordinance.

Elizabeth Bratter spoke for a second time. She did an inventory of her side of McDonough St. There has been an increase in parking from other businesses in the area. The parking program would prevent people from parking in non-existent spaces. Ms. Bratter provided her inventory counts to the Committee.

Chairman Doug Roberts noted that he received a letter from Jeffrey Keefe at 200 Marcy St. who objected to the NPP because it would cause undue hardship to his business. Mr. Keefe noted that he was never approached about this program.

Public Works Director Peter Rice noted that an additional letter was dropped off this morning. The person has indicated they were not in support of the NPP.

Mary Lou McElwain commented that it was hard to receive last minute items that could impact their decisions about something on the agenda. There are things they should be reading through before making decisions. Chairman Doug Roberts responded that he agreed and noted that they could try to come up with a better solution in the future.

VI. PRESENTATION:

No presentation.

VII. NEW BUSINESS:

A. Request for No Parking on Wentworth Street in the area of the Wentworth Home, by Wentworth Home and Fire Department. **Shari Donnermeyer moved to prohibit parking along entire east side of Wentworth Street, and along the west side of Wentworth Street between Pleasant Street and the end of the Wentworth Home parking lot, seconded by Deputy City Manager Nancy Colbert Puff.**

Chief Steven Achilles noted that over the last few months the Fire Department has encountered access issues along Wentworth St. The Wentworth Home is also experiencing issues with on-street parking. It's a two-way street. People assume it is a one-way and parking on both sides. The Wentworth Home is in support of this action item.

Shari Donnermeyer noted that the Wentworth Home was at the last meeting and expressed concern about the NPP because they don't have a lot of parking for their employees. This will create even less parking, but emergency access is a priority. Shari Donnermeyer supported this motion.

Harold Whitehouse questioned who would be in charge of enforcement. Public Works Director Peter Rice responded that typically the Police Department takes the lead on areas outside of the downtown. He stated with the possible implementation of the NPP, they are looking to expand the parking enforcement agents' territory. The Wentworth Home can alert the Parking Division of any issues.

Motion passed 9-0.

B. Request for STOP sign and crosswalk on Bow Street at Chapel Street, by John Sherman. **Public Works Director Peter Rice moved to refer to staff for report back, seconded by Deputy City Manager Nancy Colbert Puff.**

Eric Eby stated a site visit was conducted on Wednesday. The members noticed the sight line issues and the blind corner. He stated a crosswalk signifies a safe space to cross, but it does not make a dangerous space safe. He suggested a crosswalk might make more sense on the other side of the intersection.

Chairman Doug Roberts suggested that they could consider alternate solutions like textured pavement.

Steve Pesci noted that they discussed at the site visit whether or not left turns were prohibited from Bow St. toward downtown. That should be clarified in the report back.

Motion passed 9-0.

C. Report back on Islington Street/Bartlett Street pedestrian signal concerns. Eric Eby noted that the intersection at Islington St. and Bartlett St. is part of the overall Islington Street Corridor Project. They are planning to bid that out this month and then construction will begin. All of the signal equipment will be replaced at that intersection. There will also be some curbing and striping improvements to improve pedestrian safety. The property lines for Two Brothers Auto Service on the corner are very close to the street. Their legally parked cars block the sight lines for pedestrians. The proposal is to add a street light and two bollards to help define the property line. The sight lines will not be improved greatly, but it is the best they can do. The long-term solution would be either a complete reconstruction or property acquisition of the corner.

Ralph DiBernardo noted that one of the problems is right turn on red during the walk signal. Ralph DiBernardo questioned if it was illegal to make a right on red during a crosswalk signal. Police Captain Frank Warchol responded that you should never be turning into a signalized crosswalk when there is a red light. However, better signage at that intersection would help. Chairman Doug Roberts asked for clarification on the right turn on red issue at the next meeting.

Chief Steven Achilles questioned if there would be proper radius for larger vehicles like fire trucks when taking a left off Islington St. onto Bartlett St. Eric Eby confirmed that they used a turning template for fire trucks for that design.

Steve Pesci commented that this would be a good spot to have a dynamic NO TURN ON RED sign. That would be a great safety feature.

Mary Lou McElwain commented that this intersection would see an increase in traffic because of new developments in the area. She supported revisions to the intersection.

Ralph DiBernardo noted that if they install a dynamic sign, they should use white LED lights instead of red. Eric Eby confirmed that black and white signs have better visibility.

VIII. OLD BUSINESS:

A. Neighborhood Parking Program, review of General Parameters. Chairman Doug Roberts noted that there has been quite a bit of discussion on this program. There have been at least two public hearings and multiple meetings with the neighborhood groups. Chairman Doug Roberts and Deputy City Manager Nancy Colbert Puff have worked together to reformat the rules to combine the two areas and clarify some points. Chairman Doug Roberts went over the changes made as a result of comments made at the December PTS meeting. They include: enforcement hours standardized between neighborhoods, contractor provisions updated to simplify, fewer permits for Islington Creek, transferrable guest permits reduced to one per household, permits to be handled at Foundry Garage - open evenings and weekends, residents can petition for an NPP and form a Steering Committee – petitioners urged to work with existing Neighborhood Committee, businesses will be eligible for one permit net of off-street parking (appears to be only one location on NPP street that uses on-street parking), Islington Creek NPP has been extended by one block beyond Cabot on McDonough Street.

Chairman Doug Roberts mentioned making an amendment to Guest permits.

Chairman Doug Roberts stated City Council referred this action item to PTS to adjust the parameters and bring it back to the Council. He stated this is not an unusual program. Local cities have NPPs and he spoke to specific areas and programs. Also the required 75% threshold of endorsement from the neighborhood is a very high bar. This is just a pilot program. He supports moving the NPP forward to the City Council.

Shari Donnermeyer questioned how long the pilot program would last and what would happen on the last day of the program. Chairman Doug Roberts responded that Public Works suggested running the pilot for 6 months, having an evaluation, and then running the pilot for another 6 months. Chairman Doug Roberts stated he thought they should run the pilot for 6 months and then it should go back to City Council.

Harold Whitehouse questioned if other cities that have these types of programs did a pilot program first. Chairman Doug Roberts was not sure.

Mary Lou McElwain questioned how much enforcement would cost. Chairman Doug Roberts responded that the City Manager put \$100,000 in the budget, which should be more than enough. The cost of the pilot program from City Council's perspective was intended to be free. That may not be the case. It is unclear whether or not this will be revenue neutral. There has been support to have parking meters on the streets, which would help support the program.

Ralph DiBernardo questioned how many signatures were on the Islington Creek petition submitted during public comment. Chairman Doug Roberts responded that there were about 50.

Shari Donnermeyer requested clarification on the process if this moves forward. Chairman Doug Roberts responded that the City Council would have to approve the parameters and then they would have to get 75% of neighborhood support. If they get the support then it would start some time after that. Potentially April or May.

Ralph DiBernardo clarified that the City was able to verify if there is 75% support. Chairman Doug Roberts confirmed that was correct. It will be one vote per household.

Ralph DiBernardo commented that New Castle restricts their parking for all residents. It is not neighborhood specific. Chairman Doug Roberts responded that New Castle is a smaller community with less parking demands.

Steve Pesci thanked the staff for the most recent round of changes. City Council should consider integrating some parking meters to help with revenue neutrality. Parking meters would also be a resource to help the neighborhood with enforcement issues.

Mary Lou McElwain was concerned that businesses did not seem to be involved in the program. She was concerned that the South End trial started with Gate St. and has now been expanded. She is specifically concerned about parking for small businesses.

Shari Donnermeyer clarified that businesses in the South End and Islington Creek would have access to one permit per business. Chairman Doug Roberts confirmed that was correct.

Harold Whitehouse commented that at the last meeting he did not feel that the South End should be included. However, based on the changes made he now felt that both neighborhoods should be included in the 6 month NPP pilot.

Deputy City Manager Nancy Colbert Puff moved to recommend approval of Neighborhood Parking Program General Parameters to the City Council, seconded by Harold Whitehouse. On roll call, motion passed 7-2. Chairman Doug Roberts, Deputy City Manager Nancy Colbert Puff, Public Works Director Peter Rice, Police Captain Frank Warchol, Fire Chief Steven Achilles, Shari Donnermeyer and Harold Whitehouse voted in favor. Ralph DiBernardo and Mary Lou McElwain voted opposed.

B. Request for illuminated crosswalk on Middle Road at Riverbrook Condos, by Rich Taussig. Eric Eby commented that they put a traffic camera at the intersection. The maximum number of pedestrians was 8 per hour. Usually 15 pedestrians or more an hour is when treatment is warranted. During peak hour there were still 180 gaps long enough for someone to cross without a vehicle needing to yield. Eric Eby did not feel that this warranted the expenditure of \$15,000 for the flashing lights. The signage could be increased and the crosswalk could be widened to be more visible.

Chief Steven Achilles moved to implement measures recommended in staff report, seconded by Ralph DiBernardo.

Ralph DiBernardo noted that everyone has a right to bring an issue to the Committee, but this was a request by one individual and not a group of people from that area. The amount of people involved in a request impacts how the Committee considers things. Also, the news highlighted a community that is using red flags on either side of the road to help pedestrians alert cars when they need to cross. It seems like an innovative idea, but it is unclear how effective it will be.

Motion passed 8-0.

Chairman Doug Roberts was not present at the time of voting.

C. Request to address loss of handicap parking space in front of 504 Middle Street, by Grazier Chiropractic. Planning Director Juliet Walker commented that there was a site visit yesterday and the Committee heard from the Graziers at the December meeting. Staff was aware of the impact on the property when the bike lane was designed. They looked for a way to provide parking, but it is one of the narrowest sections of the street. There is no way to provide on-street parking in addition to bike lanes. The proposal is to create a shared loading zone or a passenger-loading zone that would be located in the bike lane. Other cities have utilized this method for areas with reduced bike traffic throughout the day. She stated parking is available in the back of the property, but there is a slope that is not ADA friendly. The Committee could also consider implementing a handicap spot that would not be directly in front of the

business, but it would provide an accessible path to it. It is not an ideal walking distance, but it would at least provide parking.

Public Works Director Peter Rice moved to implement measures recommended by staff, seconded by Police Captain Frank Warchol. Public Works Director Peter Rice supported staff recommendation because there was an existing handicap space and this is a reasonable compromise.

Shari Donnermeyer clarified that the loading zone would be located where the handicap space was located. Planning Director Juliet Walker responded that the bike lane and buffer would remain, but they would add striping and signage to allow for the loading and unloading of passengers in that area. There would also be signage further up the bike lane to provide warning. This temporary loading zone should only be active while this business is occupying the location. Shari Donnermeyer noted that it was too bad the handicap space was eliminated.

Ralph DiBernardo clarified that the loading zone would be for people only not for delivery and moving trucks as well. Planning Director Juliet Walker confirmed that was correct.

Harold Whitehouse asked if there was a plan to replace the bollards with something else. Chairman Doug Roberts advised him to bring up the issue at the end of the meeting under Miscellaneous on the agenda.

Mary Lou McElwain commented that it was important to accommodate this business and thought this was a good compromise. Mary Lou McElwain felt that it was important the City work with the Graziers and wondered if they could comment on the proposal.

Mary Lou McElwain moved to allow for public comment by the Graziers, seconded by Harold Whitehouse. Motion passed 9-0.

Barbara Grazier commented that it was an acceptable plan as long as the handicap van can wait 15 minutes or so for their patient. Sometimes the vans are too large to go in the back.

Public Works Director Pete Rice recommended that they move forward with this as presented because it seemed like a reasonable timeframe. If there is an issue it can be addressed.

Chairman Doug Roberts was in favor of the van dropping a client off and moving around the corner until the client is ready to leave. Barbara Grazier noted that they try to keep this client in a short timeframe to prevent the van and the client from waiting too long.

Chairman Doug Roberts questioned what a typical loading zone time limit was. Planning Director Juliet Walker responded that this would be a passenger loading and unloading only. This business knows their clients and is willing to work with the City. It would be good to try this without setting a time limit and address any issues if they arise.

Dr. Russell Grazier noted that the large handicap van only comes once a week. Cars that drop off patients can move to the back to park.

Motion passed 8-0.

Chairman Doug Roberts abstained because he missed part of the discussion.

D. Request for parking space in bike lane buffer at 60 Lafayette Road.
Harold Whitehouse moved to implement measures recommended by staff, seconded by Deputy City Manager Nancy Colbert Puff.

Planning Director Juliet Walker commented that this was a challenging situation. There is width in the buffer for a parking space, but there would not be a marked buffer between the bike lane and the parked car. Staff is concerned about that because even though there is enough width for the bike to move over, bikers may not feel comfortable hugging the curb in that area. The recommendation would be to work with the current property owners to have some temporary parking in the vacant gas station. That property will likely be redeveloped and during that time there would be opportunity to redesign the area. There may be an opportunity to create additional parking. Planning Director Juliet Walker was concerned about adding a parking spot in this location without being able to clearly mark the buffer. It would also be one parking space with no other spaces on either side of the road. It could present a safety hazard.

Public Works Director Peter Rice requested that the motion on the table be withdrawn to further evaluate the options. **Harold Whitehouse withdrew his motion.**

Planning Director Juliet Walker requested guidance from the Committee on what to consider.

Chairman Doug Roberts supported a short-term solution, if possible, and then creating a long-term solution when the area was redeveloped.

Public Works Director Peter Rice moved to refer to staff for report back, seconded by Mary Lou McElwain. Motion passed 9-0.

E. Request to lower speed limit on Edmond Avenue from 30 mph to 25 mph, by Marc Stettner. Chairman Doug Roberts commented that the Committee had received a letter from Mark Stettner that raised a number of issues. Chairman Doug Roberts agreed with some of the points and noted that Eric Eby's report showed traffic had increased by 150% and speeds had gone up 25%. Chairman Doug Roberts was in support of going to the 25 mph speed limit.

Harold Whitehouse requested clarification on the Committee's authority to reduce traffic speed limits. Harold Whitehouse questioned if there was a state statute on this. Eric Eby responded that according to state law the default speed limit for most roads is 30 mph. They can be lowered to 25 mph if an engineering traffic study is conducted for the road and it is determined that a speed reduction is warranted.

Public Works Director Peter Rice questioned if they could put temporary reduced speed limits for the time of the construction detour. Eric Eby noted that without the construction this road has very little traffic and speeds are lower than 25 mph. Once the detour is removed those conditions should return. For a temporary construction reduced speed they could only add an advisory sign not a regulatory sign. They would not be able to enforce it.

Chairman Doug Roberts noted that the speed limit sign was at the beginning of the road and may encourage people to speed up. Eric Eby responded that speed limit signs are not required to be posted, so they could remove it. Chairman Roberts supported removing the signs.

Ralph DiBernardo noted that Maplewood Avenue and Woodbury Avenue were both 25 mph. It is inconsistent that this road is 30 mph. Police Captain Frank Warchol responded that those two roads went through significant engineering study and were dropped to 25 mph. Removing the 30 mph sign on Edmond Avenue would be the best solution.

Chairman Doug Roberts requested a report back after the signs are removed to see if it has changed the traffic.

Mary Lou McElwain requested clarification on why removing the sign would reduce speed. Chairman Doug Roberts noted that the surrounding streets were 25 mph, so without a sign, people would assume that Edmond Avenue was also 25 mph.

Steve Pesci suggested looking at speed limit inconsistencies throughout the City on a future agenda.

Public Works Director Peter Rice moved to remove the speed limit signs indicating 30 mph on Edmond Avenue and follow-up with additional monitoring, seconded by Deputy City Manager Nancy Colbert Puff. Motion passed 9-0.

F. Report back on Neighborhood Traffic Calming requests:

1. Aldrich Road: Eric Eby commented that there has been a lot of data collection on Aldrich Road. The average speeds were recorded in the 25 mph range and that is appropriate. There are appropriate sight lines for the crosswalk at Sewall Road. A speed limit of 20 mph is not appropriate for that roadway. Eric Eby looked at the speed tables on Madbury Road in Durham, NH. They have done several speed tables and have noticed that some vehicles such as landscape trailers make a lot of noise going over them. There are also pavement gouges where vehicles have bottomed out. The best solution is to recommend parking out in the street similar to the other end of Aldrich Road. The parking cut outs can be temporarily closed off and people can park in the street to make the road narrower. Staff can monitor the results. Signing could be increased as well.

Steve Pesci noted that the memo showed 85th percentile of cars were operating within the 25-30 mph and questioned if that meant the road was already working as designed.

Eric Eby responded that Aldrich Road is posted at 20 mph. Steve Pesci sits on the Durham Board as well and noted that the speed tables are heavily debated. Eric Eby added that Madbury Road has different characteristics than Aldrich Road.

Eric Eby showed the speed distribution graphs and showed the majority of cars went 30 mph or less. Engineers generally set the speed of a road based on the 85th percentile.

Chairman Doug Roberts noted that 25 mph seemed to be an appropriate speed and noted that accident and pedestrian data should play into the speed determination as well. Eric Eby responded that he did look at the accident data. There have been a total of 11 accidents over the past 16 years. There is not a lot of pedestrian traffic and the road does have sidewalks.

Fire Chief Steven Achilles was concerned about emergency vehicle access if the road was narrowed further with parked cars. It is the first road they can use to cut over for support vehicles to come into Islington St. They should not create a situation that may cause delays when responding to an emergency. Police Captain Frank Warchol supported Fire Chief Steven Achilles comments.

Public Works Director Peter Rice noted that there was a significant effort a few years ago to rebuild the roadway. The neighborhood was included in the design. This was the design that was requested by the neighborhood. Public Works Director Peter Rice did not support investing significant money into this roadway now. Modifying the parking is not a good solution. They should make some small initial changes and adjust more in the future if needed.

Public Works Director Peter Rice moved to remove the striping, add more signage and monitor, seconded by Ralph DiBernardo. Motion passed 9-0.

Mary Lou McElwain requested to table the remaining agenda items to next month.

Chairman Doug Roberts moved to postpone the remaining traffic calming measures, the Edward Street closure, and the informational items other than the Quarterly Accident Report, to the February PTS Meeting, seconded by Mary Lou McElwain. Motion passed 8-0. Public Works Director Peter Rice was not present for the vote.

2. Brackett Road - Tabled to the February meeting.
3. Brackett Lane - Tabled to the February meeting.
4. South Street - Tabled to the February meeting.

G. Edward Street closure, report back on proposed closure plan.
Tabled to the February meeting.

IX. INFORMATIONAL:

A. Foundry Place Parking Garage usage and traffic volume update, by Parking Director Ben Fletcher. Tabled to the February meeting.

B. Police grants, by Police Captain Frank Warchol. Tabled to the February meeting

C. Quarterly Accident Report. Police Captain Frank Warchol commented that there were 8 accidents from September 15, 2018 to the end of the year. There were 7 pedestrian accidents and 1 bicycle accident. He summarized the end of year accident results. In 2017 there were 1,154 accidents and in 2018 there were 1,152 accidents.

Chairman Doug Roberts received an email from the pedestrian who was struck at Hanover St. and Market St. That intersection could be put on the agenda for evaluation. Police Captain Frank Warchol responded that it was evaluated. Since 2015 there have been 4 car accidents at that intersection. Based on that it is not seen as an unsafe intersection at this time.

Chairman Doug Roberts requested a monthly report on accidents, if possible. Police Captain Frank Warchol confirmed he would look into it.

D. PTS Open Action Items. No action required by the Committee.

X. MISCELLANEOUS:

Harold Whitehouse commented that the Committee should take a stand regarding the concerns over the proposed parking for the McIntyre Project. He stated they are only proposing 77 spaces for 77 condos.

Harold Whitehouse moved the PTS Committee go on record opposing the McIntyre plan based on the proposed parking issue. No second.

Mary Lou McElwain noted that she would like further discussion on the topic.

Planning Director Juliet Walker recommended that the Committee wait until there was a formal proposal in front of the Planning Board. All that has been presented so far is a conceptual plan.

Motion failed.

XI. ADJOURNMENT – at 10:09 a.m., VOTED to adjourn.

Respectfully submitted by:

Becky Frey
PTS Recording Secretary