

MEETING MINUTES

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – May 6, 2021

Remote Meeting via Zoom

I. CALL TO ORDER:

Chairman Peter Whelan called the meeting to order at 8:15 a.m.

II. ATTENDANCE BY ROLL CALL:

Members Present:

City Councilor/Chairman Peter Whelan
City Manager Karen Conard
Public Works Director Peter Rice
Fire Chief Todd Germain
Police Captain Mike Maloney
Mary Lou McElwain
Steve Pesci
Jonathan Sandberg
Harold Whitehouse
Erica Wygonik (Alternate)

City Staff Present:

Parking and Transportation Engineer Eric Eby
Parking Director Ben Fletcher
Assistant City Attorney Jane Ferrini

III. FINANCIAL REPORT:

Harold Whitehouse moved to accept and approve the financial report dated March 31, 2021 as presented, seconded by Mary Lou McElwain. **On unanimous roll call, motion passed 9-0.**

IV. PUBLIC COMMENT:

Ken Goldman commented on the Islington Creek Neighborhood Parking Program. The program should include all residents of the neighborhood regardless of the street they live on. It should be fair. If this moves forward it should be with the 2019 proposal and include all residents, including those on Islington Street. If the 2019 proposal is not used then the 2021 program should provide free parking permits to the whole neighborhood. The residents on Islington Street requested to be included in the original plan. The 2021 proposal does not define which residents qualify. If input is not solicited from everyone, then the program does not represent the residents of Islington Creek.

Michelle Wirth commented on the Islington Creek Neighborhood Parking Program. There are not enough parking spaces on the street for the local homeowners' demand. This program would be a burden. Residents should not have to pay to park in front of their homes. If a resident in the neighborhood has a driveway, then they should be parking in it. The ordinance already says that only residents can park in this area from 6 p.m. to 6 a.m. Those signs have been removed because of all of the construction. They should be

reinstalled and enforced. Residents get a sticker to the transfer station to prove their residency. The neighborhood can call in if someone is parking out of place. If someone is ticketed who shouldn't be, then they can go through the appeal process. This plan should not be a burden on the residents.

Trisha Anderson commented that cars are speeding by her home on Aldrich Road. The agenda has a proposal to include a raised intersection on the corner of Boss Avenue. Speed bumps should be installed in multiple locations on Aldrich Road. Ms. Anderson lives on the opposite side of the street from the proposed raised speed bump. If they are put in at multiple locations, then they would slow traffic on the entire street. Everyone on the street is hoping for equal safety. It would be better if these meetings could be later in the day and abutters received more advance notice.

Nicole LaPierre sent a letter to the Committee and asked that it become public record. When the Steering Committee began to work on this, they were instructed by the City to not include Islington Street because they already had parking parameters in place. Islington Street has to be dealt with separately. Trying to get a parking program in the neighborhood predates 2019. The item on the agenda is to move this to an evening public session and that should happen. This should go to a public session to continue the discussion.

Ollire Lane commented on the Islington Creek Neighborhood Parking Program. An evening meeting would be helpful. A lot of people didn't realize a parking program may go into place. The program will not give a guaranteed space, but it would give the residents the opportunity to have a parking permit. The demand has increased and surpassed the number of spaces. Some spaces have been removed from Hanover Street. Ms. Lane questioned what was happening with the Heinemann Building parking lot. If that becomes public parking, then it would impact the program.

Sarah Lynch commented on the speeding on Aldrich Road. The neighborhood is filled with kids. Traffic needs to slow down on Aldrich Road. It is a residential street and drivers aren't acting like it is.

Dan Umbro commented on the Islington Creek Neighborhood Parking Program. The parking data presented by the City indicated that they are not at capacity in the neighborhood. The Committee should look into how many homes in the neighborhood have driveways. Many residents already have off-street parking. Mr. Umbro requested to be involved in the process. He is a resident of Portsmouth and works on Islington Street. If the program does not involve everyone, then it will turn into something nasty like it did two years ago. Businesses in the neighborhood like the auto shop have a dedicated loading zone. Mr. Umbro questioned if that was being considered and if other businesses on the street would have dedicated parking. This does not need another public session. This was all discussed two years ago. It is getting the same push back. Mr. Umbro also commented on the detour on Islington Street. There is parking on both sides of the road, so cars are driving in the middle. Painting a line in the middle of the road may help drivers stay on their side.

David Higgins commented that speed tables should be considered in multiple locations on Aldrich Road. It is very difficult for a car to go 20 mph. The speed tracker was tracking walkers and bikers as well. If those were not considered in the stats, then the numbers

would be outrageous. 78% of cars go over 18 mph. A lot of cars going through here go over the speed limit. They need to slow down. Both sides of the street are dangerous. There should be a bump on both sides.

Kathleen Larney echoed the concerns of her neighbors. Speeding has been a concern in this neighborhood for a long time. They have asked the City to address this on multiple occasions. Ms. Larney was thrilled with the proposal that had 3 speed tables. The current proposal only has one speed table on the Middle St. side. It would be good to understand the process that went into determining that. Drivers treat this road as a cut through. There is a blind bend in the road near Sewell Rd. that impedes the ability to see traffic coming from the Middle St. end. The Committee needs to do something to address the whole street.

John Mayer agreed with the neighbors' concerns about Aldrich Road. The Islington Street side is just as problematic as the Middle Street end. He urged the Committee to put in the raised speed table in multiple locations on Aldrich Road. Right now, the speeding is of great concern to the residents in the neighborhood.

Iris Estabrook commented that the closest neighborhood to her house was the Islington Creek Neighborhood. She was concerned about the speaker who commented that Islington Street should have its own plan. They can't have a plan if they are not part of the neighborhood. Islington Street has 2-hour designated parking for businesses. There should not be losers here. They should not all pay the same taxes and have restrictions to street access.

Elizabeth Bratter commented that they should stop calling it a parking program because that is causing a lot of problems. This is just another parking management tactic like building another parking garage or offering reduced parking rates for residents. This should move forward with more streets included, changed hours, and better monitoring to assess if the program is working. The program is only for 6 months and funding for it has been set aside. This is about trying to balance the lack of parking inventory and meeting the needs of the residents. This should move forward for further discussion.

Stan Ketchel commented that he lived on the west end of Aldrich Road. It is good there is a speed bump proposed on the Middle Street end. However, the west end is just as dangerous. It is narrow and street parking is allowed. Cars on this end weave in and out of traffic and cars. Side mirrors have been knocked off parked cars. They should put in another raised bump and a speed indicator sign on this side of Aldrich Road.

Carl Diemer commented on the traffic calming measures on Aldrich Road. There is a lot of neighborhood concern about this end of the road. The recommendation on the agenda is appreciated, but the previous proposal included more speed tables. If there is only one speed table at one end, then it will not be as effective. Aldrich Road sees over 1,000 vehicles a day and 1/3 of them are going over the speed limit. The data from the speed monitoring in front of 311 Aldrich Road has not been included in the report provided in the packet. He stated there should be a second speed table.

Robert Swan echoed his neighbors' concerns about traffic calming on Aldrich Road. The most dangerous spot is the blind curve at Sewall Road. The data from the most recent speed tracker is not out yet, and it would be good to review it.

V. NEW BUSINESS:

A. Discussion of penalty schedule for safety related parking violations, requested by City Council, by Parking Director Ben Fletcher. Public Works Director Peter Rice requested clarification on this agenda item. Chairman Peter Whelan responded that Council requested that the Committee look at the safety related fines. There was a separate request from the Council to get more information about issuing multiple tickets under the current program.

Parking Director Ben Fletcher commented that they used to have a 3-hour time limit so they could write up to 3 citations. The Stay and Pay Program does not have any time limits. There is nothing specifically codified about how many tickets could be written. Without a time limit, they can put forward what the Committee thinks is fair and send it to City Council. They are currently operating with a reduced staff, so enforcement is difficult.

Public Works Director Peter Rice commented there are concerns about the multiple ticket approach. Sometimes people do not understand they are being ticketed more than once. It would be simpler to have a one-time fine.

Parking Director Ben Fletcher commented that the Council is in the process of adjusting the fines for the top 4 tickets issued. This called into question if the rest of the fines were too low. He modified the rest of the parking fine schedule, which included changes to the safety citations.

Assistant City Attorney Jane Ferrini commented that there are provisions on how to deal with people who continually violate parking tickets. The ordinance needs housekeeping, and they can expand on that discussion at a later date.

Mary Lou McElwain questioned if they could keep the line items for handicap placards and veterans time zones the same and not increase the fines. Parking Director Ben Fletcher responded that this was the perfect forum to have that discussion.

Steve Pesci commented that the schedule presented was very reasonable. It is important for Portsmouth to stay within the realm of surrounding towns. These are people who are misusing or lack the appropriate license to park in the ADA or veteran spaces. It is important to protect those spaces and increase the fine to dissuade people from misusing them.

Erica Wygonik commented that there was a line item for "parked in ADA" that has a sizeable fine. Then there are two line items for handicap time zone and veteran time zone violations. She requested clarification on those. Parking Director Ben Fletcher stated the larger fine comes as a recommendation from the State. The other two are rarely enforced. They do not charge for parking. However, in areas with time limits, they are allowed to use enforcement. There is nothing in the ordinance for veteran parking. They need to discuss that further to codify it. Erica Wygonik questioned how that related to the Stay and Pay Program. Parking Director Ben Fletcher responded that they need to discuss that further and codify the time limits. Assistant City Attorney Jane Ferrini commented that the ordinance has evolved over decades. The Stay and Pay Program does change the time limit on handicap parking. Towns are allowed to put in reasonable time limit enforcement. They need to further discuss how it relates to the Stay and Pay Program.

Chairman Peter Whelan questioned if they should recommend this schedule to the Fee Committee or the City Council. Assistant City Attorney Jane Ferrini commented that City Council is responsible for setting fines. Last time they elected to send it to the Fee Committee, but the City Council is responsible for the final vote to increase fines.

Public Works Director Peter Rice moved to recommend to the City Council that the parking fine rate be increased on the fine schedule items, seconded by Steve Pesci.

Mary Lou McElwain commented that the ADA time zone fine and veteran time zone fine should remain the same.

Chairman Peter Whelan questioned if that amendment could be made to the motion.

Public Works Director Peter Rice responded that parking violations make up \$24,000 out of a \$5 million budget. There are unintended consequences in giving blanket permission for ADA and veterans to stay without a mechanism to control turnover. People would camp out in preferred spots. They need to balance relief in this category but give a mechanism to justify turn over. Public Works Director Peter Rice was not against the amendment but wanted to give context.

Parking Director Ben Fletcher commented that 33,000 citations written in 2020. Ten were for those violations. Mary Lou McElwain commented that she did not object to the existing handicap and veterans time zone fines, but did not approve of increasing them.

Public Works Director Peter Rice commented that he did not feel strongly about raising or lowering those fines. Erica Wygonik questioned how this would relate to Stay and Pay Program. If cars can stay as long as they want, then there is no way to implement the fines. They need to address reasonable time limits.

Public Works Director Peter Rice moved to amend the original motion to remove the HC time zone and the veteran time zone fines and that they remain as is. This was seconded by Mary Lou McElwain.

Harold Whitehouse stated he would abstain from voting because he fell under the ADA and veteran category.

Chairman Peter Whelan noted that Erica Wygonik would vote in Harold Whitehouse's place and requested a roll call vote on the motion that included the amendment.

On roll call 8-0-1, voted to recommend to the City Council that the parking fine rate be increased on the following fine schedule items. Harold Whitehouse abstained.

Description	Recommended Fine	Recommended Fine After 30 Days
Parked within 15 ft of Fire Station	\$25.00	\$50.00
Obstructing Traffic During Construction	\$25.00	\$50.00
Double Parking	\$25.00	\$50.00
Parked in Wrong Direction	\$25.00	\$50.00
Back to Curb	\$25.00	\$50.00
Distance from Curb	\$25.00	\$50.00
Parked Too Close to Intersection	\$25.00	\$50.00
Emergency Snow Ban	\$50.00	\$100.00

B. Policy discussion regarding handling of repeat parking ticket offenders and frequency of same day ticketing, by Parking Director Ben Fletcher. Parking Director Ben Fletcher commented that the boot program is operational. When a plate number is processed on the device, it will display if there are multiple violations. This program is effective.

Assistant City Attorney Jane Ferrini commented that the parking ordinance is not a model of clarity in some sections. There is a provision that addresses a person receiving more than 10 violations in a year. This was the second part of the question from City Council. They want clarity on how the department is addressing repeat offenders. The provision on repeat offenders has not been amended and Council was interested in exploring that.

Parking Director Ben Fletcher commented that there were fines for people with 10 or more violations. The Council is close to passing the third and final reading on the citation fines. After that, they should look at the advanced fine for 10 or more violations. The boot program is for people with \$125 or more of outstanding tickets and that could also be reviewed.

Chairman Peter Whelan commented that they could add this to a future agenda.

Steve Pesci questioned if they should wait to address this until after all the other proposed fine changes have passed. Parking Director Ben Fletcher concurred.

C. Discussion of need for additional EV Charging stations, requested by City Council, by Parking Director Ben Fletcher. Parking Director Ben Fletcher shared EV charging station data. On average there are 4 transactions per day and people are spending about \$4 per transaction. People are leaving after just over 3 hours, which is about the same as any other paid parking. The price is structured to encourage turnover after the 4th hour. People have alluded to adding more stations to the Hanover and Foundry Garages. It takes a lot to install and provide power to spaces like that. The garages are not equipped to supply more power at this time. The current data is not showing that the City is short of inventory.

Harold Whitehouse commented that the financial report looked good when it came to EV stations. It is over 100%. Parking Director Ben Fletcher responded that they are priced to cover the cost and maintenance on those spaces.

Public Works Director Peter Rice appreciated the attention to the monies being generated by the EV charging stations, however, that line item is \$4,300 out of a \$5 million budget. These spaces are more of an amenity the City is providing to the residents. They are priced to break even.

Eric Eby questioned if it was an average of 4 transactions at each of the 7 spaces or total. Parking Director Ben Fletcher responded that was the total average.

Erica Wygonik commented that the Committee should be aware of the growing adoption of EV spaces and how that impacts policy. The demand will grow over time and they should not be caught behind. The Hanover Garage and City Hall Lot are the spaces that are used the most. They should plan for the cost involved in adding more to the existing.

Steve Pesci commented that it is not a cheap venture to charge a car now. It is not free electricity. It is discouraging to hear that the Foundry Garage wasn't built with more electrical capacity to accommodate more EV spaces. Steve Pesci agreed that they should start setting aside funds to plan for more spaces.

Public Works Director Peter Rice commented that the City buys electricity in bulk to get lower rates. Part of determining the rate is looking at the peak demand and peak output. The peaking factor rates on the EV stations are very high. Adding more will impact the City's overall bulk purchasing. It's appreciated that the Committee wants to provide more, but they need to be cognizant of what that means in a larger context.

Chairman Peter Whelan noted that the new administration in Washington may make more funds available for infrastructure. They may be able to take advantage of that for the EV upgrades at no cost to the residents.

Erica Wygonik noted that right now the City is providing the stations to residents as an amenity. As EVs become more prevalent there will be more of a social demand. Public Works Director Peter Rice responded that it would impact the DPW budget. Right now, most of the electrical is budgeted through the DPW. It is fine if the increase is part of the DPW budget as long as they are not penalized to cut other services or programs. Historically fuel for vehicles has been provided by private amenities. There may be opportunity to use federal money and have a private-public partnership.

Jonathan Sandberg agreed that the government does not provide fuel, but they do provide parking. That is the overlap. He questioned if they could offer different rates for non-peak times. Parking Director Ben Fletcher responded that the devices could be programmed to change pricing at certain times, but it would not change the cost of electricity.

D. Discussion of policy regarding prepaid parking garage vouchers for private businesses, by Parking Director Ben Fletcher. Parking Director Ben Fletcher commented that this was common practice in the industry. The policy would allow a business or customer to pre-purchase transient parking vouchers. For example, if someone is having a wedding at a nearby hotel, they could pre-purchase the vouchers to hand out to guests. There would not be a special allocation of spaces. Patrons would utilize whatever space was available in the garage. If the garage is full, then they would be turned away. This allows a business or party the opportunity to provide guests with an already paid parking voucher. If guests stay longer than the amount of time on the voucher, then they would be responsible for the remaining balance. This is simply a mechanism for a business or party to pay in advance. This change only effects the time of payment and it provides convenience to the customers. This should move forward.

Assistant City Attorney Jane Ferrini commented that she reached out to the bond counsel. The bond prohibits using public money for private benefit. If that is violated, then the tax-exempt status of the bond gets taken away. City Council can create a voucher program, but it needs to have parameters and restrictions in place to make sure they still qualify for the tax-exempt status. The vouchers can only be for short durations and the program needs to be reviewed on a yearly basis. It needs to be a small program with parameters. Bond counsel needs to review the policy in advance and then it can move forward.

Erica Wygonik questioned if there was any incentive to bulk purchase prepaid vouchers. Parking Director Ben Fletcher responded there was not.

E. Request to renew valet parking license agreement for The 100 Club, by Dana Wergen. Harold Whitehouse moved to recommend renewal of valet parking license agreement for the 100 Club for a term of one year, seconded by Mary Lou McElwain.

Public Works Director Peter Rice requested clarification from Eric Eby. There may be an issue with the property owner requesting to use the space for construction parking. Eric Eby responded that they have not received a completed application for the encumbrance permit. Public Works Director Peter Rice was concerned the two entities were asking for the same space. The approval should be contingent upon staff working out the details about a potential conflict with the property owner.

Public Works Director Peter Rice moved to amend the motion to recommend renewal of valet parking license agreement for the 100 Club for a term of one year contingent upon staff working out the details with the property owner, seconded by Harold Whitehouse.

On unanimous roll call 9-0, voted to recommend renewal of valet parking license agreement for the 100 Club for a term of one year contingent upon staff working out the details with the property owner.

VI. OLD BUSINESS:

A. Request for all-way stop at intersection of Court Street and Atkinson Street, by Doug Johnson. Eric Eby commented that the traffic volumes did not support an all-way stop, but the limited sightlines do. The recommendation is to install an all-way stop.

Public Works Director Peter Rice moved to recommend all-way stop control at the intersection of Court Street and Atkinson Street, seconded by Harold Whitehouse.

Mary Lou McElwain commented that she would vote against the motion because they should have looked at the State Street and Atkinson Street intersection at the same time. This should encompass both streets between State Street and Court Street. Mary Lou McElwain questioned if this was requested because of speed or visibility issues. Eric Eby responded that it was requested for both reasons.

Harold Whitehouse moved to table this item and have staff report back on the whole street, seconded by Mary Lou McElwain.

Public Works Director Peter Rice appreciated the desire to address the whole area. However, this was a specific request for this specific street. It has been reviewed this year and in years past. The Committee should not delay or discount the work that has been done to identify a solution. There has been discussion on making the street one-way, but it provides an outlet for traffic when the Memorial Bridge is up. The volume and speeds are manageable. The big issue is people turning onto Atkinson Street from Court Street. A stop sign would encourage safety. Public Works Director Peter Rice commented that he would not support the motion to table to a later date.

Jonathan Sandberg commented that adding stop signs would not hurt anything. They should install the stop signs and then address the other issues at a later time.

Chairman Peter Whelan commented that he was not going to support the motion to table. The sightlines at this intersection are terrible. An all-way stop would help the intersection tremendously.

Harold Whitehouse withdrew the motion to table. Mary Lou McElwain withdrew her second.

On unanimous roll call 9-0, voted to recommend all-way stop control at the intersection of Court Street and Atkinson Street.

B. Report back and discussion of Islington Creek Neighborhood Parking Program public meeting, by Parking Director Ben Fletcher. Parking Director Ben Fletcher stated this agenda item is at the point where they need to schedule an evening meeting to allow those impacted to be heard.

Harold Whitehouse moved to schedule next public meeting on Neighborhood Parking Program to address concerns, seconded by Mary Lou McElwain.

Chairman Peter Whelan commented that the Heinnemann lot just closed off parking, which will put more cars on the street. This is a pilot program, so they can get a lot of feedback from it. The proposal gives the City Manager a lot of latitude to make changes to make it work.

Erica Wygonik questioned what the next steps in this process are. Chairman Peter Whelan commented that they would go back to the neighborhood to update the proposal. Then it would go to City Council for a vote on the 6-month pilot program.

At this point, there were technical issues with the online meeting. When the meeting resumed Jonathan Sandberg and Steve Pesci were unable to rejoin the meeting. Alternate Erica Wygonik acted as a voting member for the rest of the meeting.

On unanimous roll call 8-0, voted to schedule next public meeting on Neighborhood Parking Program to address concerns.

C. Report back on Aldrich Road traffic calming recommendations. Eric Eby commented that at the last public meeting there were concerns about the speeding on each end of Aldrich Road. There were also concerns that the speed recordings were tracking pedestrians and bicyclists. Eric Eby put out another stealth recorder on the Islington Street end. The Boss Avenue end of the street showed average speeds of 24 mph and the 85th percentile was 29 mph. The Islington Street side showed average speeds of 23 mph and the 85th percentile was 28 mph. The speeds are very similar on both ends of Aldrich Road. There is a blind corner at Sewall Street. The average speeds are in the low 20s, so it is above the speed limit of 20 mph.

At the public meeting Eric Eby recommended several speed tables on Aldrich Road. However, after looking at the drainage characteristics of the road it is really only possible to put in one. The speed tables will act as a dam in the middle of the street. Boss Avenue is the only location where there is proper drainage. The catch basins are already there. The other locations do not have catch basins and would be creating a dam with water and

ice issues. Without road reconstruction, the best place to put in a speed table is Boss Avenue. They would raise the entire intersection. They can put a speed feedback sign on the other end to help with speeding concerns.

Public Works Director Peter Rice noted that it was clear the residents wanted multiple speed tables, but to achieve that requires a significant investment. Public Works Director Peter Rice recommended making this part of the CIP. This is an appropriate item to identify as a traffic calming project. If it is a CIP request, then they can program it accordingly. In the short term, they can look at installing speed feedback signs. This should go through the CIP process and include the additional tables requested.

Harold Whitehouse questioned if they could put in a roundabout anywhere between Islington Street and Middle Street. Public Works Director Peter Rice responded that was not possible without investment, but it could be proposed as an alternate in the CIP design.

Mary Lou McElwain commented that they needed to maximize the safety on this road. This has been a consistent complaint within the City. She questioned why they could not install temporary speed bumps like the ones in the Feaster parking lot. They should put in the three speed bumps and get it done.

Eric Eby commented that they do make larger temporary speed bumps. They are expensive and have to be removed for plowing. Reports from other communities are that they can come loose and require a lot of maintenance. Staff can look into possibly purchasing those. Public Works Director Peter Rice commented that historically they do not entertain temporary methods because they can be dangerous. He stated they need to reconfigure the roadway to do it right. If the Committee wants to vote to try something and City Council approves it, then they will implement it.

Mary Lou McElwain commented that they should do something that is part of the resident request. Public Works Director Peter Rice responded that they could put in the speed indicator signs. In 2016 they did a traffic calming project with the Aldrich Road neighborhood. The roadway design as it is now is what the neighborhood asked for.

Chairman Peter Whelan requested that staff report back on trying the temporary bumps in the warmer months before the speed table is installed. Fire Chief Todd Germain commented that they would prefer the speed table over multiple speed bumps. The speed bumps are more impactful to the vehicle suspension system.

Erica Wygonik was in favor of expanding the CIP project to include all the speed tables requested by residents. She questioned if it would make sense to implement them as two separate projects. The first could be the Boss Avenue speed table and the second could include the additional tables. Public Works Director Peter Rice responded that was a possibility. Funding is still needed to do the project. It would be better to request it once, get approval and move forward. Erica Wygonik questioned if it would be more efficient to split the project. Public Works Director Peter Rice responded that they needed to be cognizant of the many other neighborhoods asking for treatments. Erica Wygonik commented that they should also be cognizant about if the project is too big then it is pushed out by years.

Harold Whitehouse moved to recommend a raised intersection at Boss Avenue be added to the CIP, seconded Public Works Director Peter Rice.

Harold Whitehouse questioned what the timeline for implementation would be. Public Works Director Peter Rice responded that the timing would be dictated by the Planning Board and City Council. Staff is already acknowledging Middle Road and South Street traffic calming. This could be added to the list. There are three traffic calming projects that could potentially be designed and bid as one project. Staff would recommend putting them in the same timeframe. Erica Wygonik questioned if they would still advocate trying to do all three speed tables. Public Works Director Peter Rice confirmed that was correct.

Mary Lou McElwain commented that this would take a long time and the neighborhood has been requesting changes for a long time. She questioned if the speed feedback signs could be reinstalled in the area.

Public Works Director Peter Rice responded that they have a limited number of speed feedback signs, but could look at moving one. They can also look to see if there are any funds toward the end of the year and potentially buy more. Eric Eby commented that they have 10 signs and can move one to Aldrich Road.

Mary Lou McElwain commented that the City should have something in the budget for safety aspects, which include speed feedback signage. Public Works Director Peter Rice noted that there was a budget public hearing coming up and she could voice her request to the Council.

Erica Wygonik moved to amend the original motion and recommend putting in a CIP request for a raised intersection at Boss Avenue, and two more on Aldrich Road with locations to be determined, seconded by Harold Whitehouse.

On unanimous roll call 8-0, voted to recommend a raised intersection at Boss Avenue be added to the CIP and two more on Aldrich Road with locations to be determined.

D. Request for crosswalk on Greenleaf Avenue at Hillside Drive. Public Works Director Peter Rice moved to schedule a public work session for June 3, 2021 to discuss the intersection improvement project at Greenleaf Avenue and Lafayette Road, seconded by Mary Lou McElwain.

On unanimous roll call 8-0, voted to schedule public work session for June 3, 2021 to discuss the intersection improvement project at Greenleaf Avenue and Lafayette Road.

VII. INFORMATIONAL:

A. Monthly accident report from Police Department. Police Chief Mike Maloney noted that it was hard to compare the 2020 data with the 2021 data because the City was basically in lockdown last year. In March there was a total of 94 crashes and of those 37 were reportable. They will be implementing the highway safety grant funds for the months of May through August. There will be extra patrols focusing on enforcement of pedestrian and bikes, distracted driving, seatbelt compliance and DWI. There will be 4 patrols a week focusing on those items for the next four months.

Mary Lou McElwain moved to postpone Informational items B-E to the June meeting, seconded by Harold Whitehouse.

On unanimous roll call 8-0, voted to table Agenda Items VII.B. through VII.E. to the June meeting.

VIII. MISCELLANEOUS:

Harold Whitehouse commented on the lengthy packet of materials. Eric Eby noted that they were just trying to be transparent and provide all of the data that was presented. Mary Lou McElwain added that the majority of the Committee moved to the electronic option two years ago.

IX. ADJOURNMENT:

Public Works Director Peter Rice moved to adjourn the meeting at 11:00 a.m., seconded by Fire Chief Todd Germain. **On unanimous roll call 8-0, voted to adjourn.**

Respectfully submitted by:
Becky Frey
PTS Recording Secretary