

## MEETING MINUTES

### **PARKING and TRAFFIC SAFETY COMMITTEE**

3:00 PM – July 8, 2021

Conference Room A

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#### **I. CALL TO ORDER:**

Chairman Peter Whelan called the meeting to order at 3:00 p.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  
Steve Pesci  
Jonathan Sandberg  
Erica Wygonik  
Harold Whitehouse

##### Member Absent:

Mary Lou McElwain

##### City Staff Present:

Assistant Attorney Jane Ferrini  
Parking Director Ben Fletcher

#### **III. FINANCIAL REPORT:**

Jonathan Sandberg moved to accept and approve the financial report as presented, seconded by Harold Whitehouse. **On unanimous roll call, motion passed 9-0.**

#### **IV. PUBLIC COMMENT:**

Barbara Destefano commented on Brewery Lane traffic study. She commented that she found it strange the study was done during midst of Covid-19 pandemic as she did not feel it would give an accurate representation of the traffic that goes on there. She is in favor of a four-way stop at Brewery Lane and Jewel Court. She is in favor of all-way stop at Chevrolet Lane and Lovell and Cass. She commented Cass should be only one way parking, though it was not in the study, but particularly in the winter, it is difficult to maneuver through street with cars parked on both sides. She commented that there needs to be a continuation of the sidewalk on Chevrolet to meet up with the rest of the sidewalk. City needs to repaint all their crosswalks, she has noticed that some are nearly invisible. She noted another at Albany/Cass/State was hardly visible, she put in a notice to the website and it has been painted promptly.

Bill Downey questioned if there was a ticketing policy for mopeds on sidewalks. He has noted several times where they have been scattered and cluttered- particularly on Bow and Penhallow. He asked if parking enforcement are permitted to ticket mopeds if they are

egregious. He also requested to know if anyone had questioned from the GSA if we could use the lower parking spaces at the McIntyre Building Monday-Friday. He comments it's great to have on weekends.

In regards to the Holiday Parking item, he questioned if it is possible to put messaging on the screen at the meter, "Happy Holidays, parking is free." He states there was a lot of confusion over the weekend.

Chairman Peter Whelan responded that the GSA still has control of the McIntyre Building. The Sample agreement with the City allows for parking during the weekend, but due to security, not during the week. When and if the FBI leaves, which is supposed to happen in September, the City will control that parking, and it will be available 7 days a week. That's all we know at this point, and we will probably have another meeting with the GSA in 2-3 weeks.

The policy on mopeds is that they cannot impede access on the sidewalk, to a business, or block sidewalks, and if they are then the moped will be ticketed. Parking Director Ben Fletcher added that the rules and regulations for this are posted on ParkPortsmouth.com and the City has been handing out fliers and warning tickets to make people aware of the rules and regulations for mopeds.

In response to the Holiday Parking questions, Parking Director Ben Fletcher commented that he would respond further in the discussion later in the meeting, but stated that it is possible to use the devices to have the messaging, but it is not efficient and very difficult for the requests to be accurate with the City's vendors.

Brian Johnson commented information item VIII D; inquiring if the new intersection at Cate Street and Bartlett Street will have flashing beacons. Suggested brush clearing around pedestrian signs at Bartlett Street and Islington Street. Stated that new sign on Bartlett coming from Islington cannot be seen due to tree branches.

Elizabeth Bratter commented on the Brewery Lane traffic study. Stated that she appreciates and approves of the stop signs that were put in, and feels they were necessary and help to slow down traffic. She has grave concerns about making Chevrolet Avenue and Brewery Lane one-way. People complain that cars move slowly through those roads as the space is tight, but that's really what you want there. There are a lot of pedestrians moving through there. There are a lot of people on foot, a lot of people on mopeds moving through there. She commented that she feels, the slower the cars go, the better. It has been her experience that when traffic slowing methods are installed after the fact, they are less effective at controlling traffic flow for safety. She also stated she is concerned about fire trucks getting through if the roads were to be made narrower. Other thing she is concerned about is making Brewery Lane one way out of Pick and Pay, and making Chevrolet Avenue one way into it, is that you're going to be moving cars that normally come down Brewery Lane, into a more residential area. It also creates Pick and Pay's parking lot as a street.

Has concerns about Cate Street. Cars don't know there are people crossing there. It would be interesting to see if they're lighted, and how well they work. I hope it can be a moving project, that if neighbors notice things that those will be addressed as they go along. She comments that she is looking forward to hearing more about Parking Director Ben Fletcher's report on the Neighborhood Parking Program.

Robin Huslage commented on the Neighborhood Parking Program. Would like to encourage the Parking and Traffic Safety Committee to include the pilot program for the Islington Creek neighborhood and if approved by City Council, and a pilot program is launched, it would be immensely helpful to have an easy way for feedback to be provided so tweaks can be made along the way. She suggested it would be very helpful to collect the persons address or other identifier. So it could be determined if from a resident, visitor, a downtown worker, business owner- so we know who is having the issue.

## **V. NEW BUSINESS:**

### Presentation by Liz Oltman with TEC, Brewery Lane Traffic Study

Liz Oltman, Director of Transportation Planning with TEC, presented the Brewery Lane Traffic Study findings. Purpose was to evaluate the Brewery Lane area for parking occupancy, circulation, and pedestrian safety. Area studied was bounded by Islington Street in the east, Chevrolet Avenue in the west, Cass Street to the north, and Plaza 800 to the south. The data collected included turning movement counts at all internal intersections, automatic traffic recorder counts along Brewery Lane, Albany Street, and Chevrolet Avenue. Historic data had been provided by the City, so even though the data was collected in March 2021, when school was still hybrid, and some business were still not at full occupancy, there was good historic knowledge from previous counts that the City provided. A parking occupancy count was done on a weekday afternoon for several hours, and on Saturday, late to midafternoon period. Looked at sight distances at intersections, and watched pedestrian circulation and pathways throughout the area.

Parking On street parking was observed to be full along Albany Street between Islington and Brewery lane most often when they were out there. Around 60-70% along Cass Street. The parking spaces that were delineated along Brewery Lane were open. Private parking lots had a lot of capacity available, they would be functionally full at around 90% and none of them were close to that threshold. This provides an opportunity for shared parking in the area if that continues to be the case.

Vehicular Circulation throughout the area, Brewery Lane, adjusted for Covid, generates about 2000 vehicles a day. Chevrolet Lane about 1900 vehicles a day. Brewery Lane daily, is about 60% northbound, and Chevrolet shows that people coming from the east on Cass Street are using Chevrolet to enter and exit from the Plaza 800 and the residential development (new apartment units). The intersections operate well, as far as level of service goes. There was not a lot of delay or queuing at the intersections. Pedestrian circulation was observed, they do stay on the sidewalks- where sidewalks are available. However, there is such low traffic volumes, at least right now, hourly, that pedestrians cross not in cross walk areas. They cross midblock, they cross at an angle across intersections. It's not the safest thing, but right now, the development levels are such that hourly volumes feel safe for pedestrians doing that, however not ideal situation to continue.

All-way stop control looked at for 2 existing intersections; Brewery Lane/Jewell Court and Chevrolet/Cass/Lovell. Found that the volume warrants are not met at the intersections per the METCD requirements, however, the METCD does allow for a safety warrant where sight distances are restricted from the side streets. Both intersections sight distances are restricted at both locations, so adding an all-way stop control at these locations would benefit the safety of the side street traffic, promote vehicle safety, promote pedestrian visibility because it will allow the implementation of crosswalks on all of the stop bars, on all

approaches, in those locations and really encourage pedestrians to use those crosswalks in those locations and not cross at an angle. It is not a primary use but it does also have a bit of a traffic calming effect.

One Way Alternatives The first alternative looked at was Brewery Lane and Chevrolet as a one way pair. Brewery Lane northbound and Chevrolet Avenue southbound does mirror the existing traffic flow, it wouldn't affect the operations of the traffic intersections. One way traffic flow does help reduce the number of pedestrian conflict points- pedestrians don't have to look in both directions to cross the street. However, both streets are relatively wide, so TEC would recommend if one way pair was considered, on street parking should be considered as well to reduce the visible width of the roadways, and maintain slow vehicle speeds. Fire Department would need to approve on street parking in this area, which is restricted in some parts of Brewery Lane. There wouldn't be a lot of diversion of traffic. It's something to consider, from a circulation stand point, and if new on street parking was desirable by new businesses in the area.

There is sufficient width on Chevrolet Avenue to put a sidewalk on the west side between Cass Street and where the sidewalk currently ends. Also looked at one way alternative pair on Albany Street and Jewell Court, but quickly dismissed that alternative due to concerns about putting extra traffic entering Jewell Court from Islington Street and having the left turn queue back up into Islington Street at Bartlett. However, this scenario would allow adding sidewalk on Albany Street between Brewery and Islington and maintain on street parking. Albany Street in that area is only 26 feet wide, so if the City were to add sidewalk and parking, two way traffic flow could not be maintained.

Recommendation is broken down into 2 Phases. The first phase is things that can be implemented easily.

#### Phase 1

New crosswalks where sidewalks are missing or crosswalks are faded (northbound Brewery Lane at Jewell and Albany Street Extension at Brewery Lane). All-way stop control at the two intersections. Maintain Cass Street parking because of traffic calming properties. Post 25 MPH speed limits on both Brewery Lane and Chevrolet Avenue. Because the 85<sup>th</sup> percentile speed are below that can be posted.

#### Phase 2 (More construction and more time).

Construct sidewalk along Albany Street – likely would remove on street parking to maintain two way traffic flow. Consider one-way traffic flow to provide on-street parking and reduce pedestrian conflict.

#### Questions

Harold Whitehouse asked what “reduce pedestrian conflict points” refers to in one-way scenario. Liz Oltman explained that currently pedestrians have to look left and right at an intersection. If the intersection were one-way only, the pedestrians would only have to look one way.

Jonathan Sandberg questioned if we know if there is adequate parking now. Liz Oltman commented right now it seems there is sufficient off street parking in the private lots in the area. If there were more street level retail they might be more amenable to more on street

parking in front of their businesses, but if that is not the direction that the area is going then there seems to be sufficient off street parking at this time.

Steve Pesci stated he feels one way traffic would not enhance pedestrian safety as he has observed in this neighborhood wider streets have resulted in higher speeds, wiping out pedestrian safety. He commented he does not feel Chevrolet Avenue should be considered for one way, and is concerned with the Hannaford parking lot becoming a street. It is already noticeably busier there, the thru-way corridors in that lot are already pretty tight. He does not know how private property owner would feel about increasing that as a street through way. Steve commented he feels the most dangerous area is the Jewell Court and Islington intersection. He wants to be sure whatever we do discourages or prohibits lefts into and out of Jewell Court onto Islington Street.

Liz Oltman responded that she believes left turns are restricted out, currently. She believes it is well signed for that. Steve interjected and stated it's the in, that's a problem. Liz Oltman responded that she did not know the volume off the top of her head, but that this could be diverted to Albany Street or to Cass Street. She reiterated introducing the one way pair. If considered, the City would want to look at on-street parking at the same time to visually reduce the width.

Steve Pesci commented that he is concerned there would be no demand for those parking spaces on Chevrolet Avenue, and they would be empty 90% of the time, and you would be relying on paint to change people's behavior.

Director of Public Works Peter Rice commented that he wanted to remind everyone why this study was done; at the time, the concern was availability of parking. One of the big questions was, how can we reconfigure this space to possibly generate more parking for the area. He commented as can be seen in a later part of the agenda, we are not recommending pursuing this, it's just a discussion. He also wanted to make all aware that the easements have been secured to create the sidewalk down Chevrolet Avenue and that should be completed by the end of summer or early fall, which will be a significant safety improvement. He concluded that a study of this type is to look at options, not saying, "you shall."

Erica Wygonik asked if Chevrolet Avenue was a private road. Liz Oltman responds that it is. Erica comments that she shares a lot of Steve's concerns for the idea of one-way but asked if we had the authority to execute. Liz Oltman responds the City would have to work with the owner.

A. Proposed all-way STOP control at intersection of Brewery Lane and Jewell Court

Public Works Director Peter Rice moved to approve the recommendation. Jonathan Sandberg seconded.

**On unanimous roll call 9-0, voted** to approve all-way STOP control at intersection of Brewery Lane and Jewell Court.

B. Proposed all-way STOP control at intersection of Cass Street, Chevrolet Avenue and Lovell Street.

Public Works Director Peter Rice moved to approve the motion as presented, seconded by Steve Pesci.

Erica commented that she agrees with the benefits of putting all-way stops here, but any time an all way stop isn't meeting the volume warrant, there is a lot of concern that people are not paying attention to the stop sign. These are changes that are easy to make, and easy to unmake if they're not a good idea. She asked that the City monitor for people running the stop signs, which may pose a bigger safety concern.

Harold Whitehouse asked if these are considered action items by the City Council, Chairman Peter Whelan said yes. He asked if they were separate from the minutes, Chairman Whelan explained that we distill these down for the City Council to vote.

Fire Chief Todd Germain is concerned as a resident; he lives at this intersection. He is not opposed to the proposed stop sign, but is concerned with the queuing up of traffic blocking driveways and with parking continuing on both sides of the street, it may cause congestion going towards Islington Street. He is also concerned about the noise of traffic continuously stopping and starting at this intersection. He is unsure if the people who live at this intersection know if this change is being proposed.

Chairman Peter Whelan asked if we should table it, Fire Chief Germain could have the opportunity to talk to his neighbors. Public Works Director Peter Rice modified his motion to try a pilot effort with temporary signage, advance notice, put traffic cameras up, and monitor the interaction and come back with recommendation on whether it is appropriate to make it permanent. Chairman Whelan questioned if this modification was ok by the second, Steve Pesci confirmed that this was ok.

Harold Whitehouse asked if there was a timeline for the pilot. Public Works Director Peter Rice questioned if Harold meant for the pilot to be implemented, or duration of the pilot would run. Harold confirmed for how long it would run. Public Works Director Peter Rice suggested a month or two months. Fire Chief Todd Germain suggested 90 days, as he feels that's a good measure of traffic moving through there. Public Works Director Peter Rice commented we would want to do advanced noticed of the change, so people could understand what was being done.

Public Works Director Peter Rice requested to ask Liz Oltman a question. He asked if there was any benefit to a three way stop; from Islington Street, Chevrolet Avenue, and Lovell Street, but no fourth one. Liz Oltman responded she finds three way stops are confusing for people and that would be her concern. She recommends in the one or two spaces between Chevrolet Avenue and Lovell Street that parking be restricted there when all way stop signs installed, so people could see in all directions. Jonathan Sandberg comments he does not find it overly problematic as it is now, he does not see the added safety benefit of the four way stop, but he is ok with the pilot as long as it is just a pilot. He would not support permanently implementing, especially not without talking with the neighborhood.

**On a unanimous roll call 9-0 voted** to refer back to staff for recommendation following a 90 day pilot effort with camera and temporary signage.

C. Discussion of one-way traffic flow on Brewery Lane and Chevrolet Avenue.

Public Works Director Peter Rice moved to table the item. Jonathan Sandberg seconded. Erica Wygonik stated she feels at this point in time there is not the demand for parking. Feels that the sidewalks in progress will improve pedestrian safety but thinks further discussion may be needed once activity returns to normal. Chairman Peter Whelan agreed that tabling would allow to make future adjustments.

**On unanimous roll call 9-0, voted** to table item.

D. Request for safety improvements at crosswalk on Middle Road at Kensington Road and Monroe Street, by Virginia von Muhlen.

Harold Whitehouse moved to approve the motion as presented. (?? seconded)

**On unanimous roll call 9-0, voted** to refer to staff for report back at future meeting.

E. Holiday parking discussion, by Parking Director Ben Fletcher. - *Informational item, no action required.*

Benjamin Fletcher stated that the way the Chapter 7 Ordinance is written is that the City charges for parking all days of the year with the exceptions being for enforcement on nationally recognized federal holidays. The reason this went into effect years ago was to give a bonus to the residents, was never intended to be extended to the tourist traffic, which is about 95% of parking traffic at this time. City does about \$30,000 on a holiday, so going to 11 federal holidays next year including Juneteenth, assuming it is added, it would be around \$330,000 loss of revenue next year, in addition to which the City would have to pay overtime for staff to get out and put bags on and off 264 meters and order a large enough supply to do so. The other goal is to have the turnover rate at the 3 hour mark, currently the City has a 94% turn rate at the 3rd hour so it is very successful with Stay & Pay but during free holiday parking at Christmas-time people tend to park and not leave, causing gridlock and congestion and the increase of carbon footprint and pedestrian safety. Benjamin Fletcher recommends no changes.

Erica Wygonik requested clarification on whether or not enforcement on holidays was being suggested. Benjamin Fletcher clarified that currently we do not enforce on federal holidays and he does not seek to change that, the suggestion was to somehow mark the meters stating that parking was free for the holidays which is not accurate to Chapter 7. He stated in response to the question earlier regarding changing the meters to read a holiday message it is technically possible but complicated and difficult to do in an accurate and timely manner through the parking vendors the City uses. The last time the City attempted it the message stayed on the meter for 3-4 days. Stated we have received no complaints on this.

## VI. OLD BUSINESS:

### A. Report Back on Islington Street Parking Program

Benjamin Fletcher stated that newest iteration of NPP was introduced in Mar 2020, is being revisited this year after Covid tabled the request for a year; have received requests for changes in that time to one more similar to the 2019 model. First change is to consider every street in the Islington Creek neighborhood, inclusive of Islington Street on the north side only. Includes entire neighborhood rather than just streets included earlier. Public requests: a 6 month pilot, that a permit is a hunting license and not a guarantee, that all streets be

included in the neighborhood pilot, all Islington Creek residents and business eligible for 3 permits per participating residence or business, and one guest permit, permits subject to annual renewal, participation is not required, and enforcement would take place from 9 am to 8 pm daily. Any fees would be approved by the Council and we would use the event pass model from the 2019 model, meaning each household could request up to 4 one day passes if they were going to have a large number of guests. Peter Whelan added that City Manager is empowered to make changes on the fly so if there is a business that needs extra passes or we need to tweak the program a bit the City Manager can step in. Have been working on it for 4 years, will see how it goes at the end of the pilot. Have had 2 neighborhood meetings, primary voiced concern was including all streets in neighborhood.

Steve asked about 3 permits per participating residence, does that mean per lot/housing unit. Benjamin Fletcher stressed that it is per dwelling. A duplex would be entitled to 6. Peter Rice said it is per vehicle, if they only have one vehicle they can have only one. Steve has concerns that people will line up vehicles to take advantage. Steve asked what the rational carrying capacity limit is for residents. Peter Whelan brought up Heinemann Lot charging and tightening parking in the area. Jonathan suggested a graduated fee system for more permits to discourage multiple cars. Peter Rice said pilot program will not have a fee but if we go forward with it the fee would be determined, has already factored cost into parking budget. Steve feels it is encouraging more cars being brought into neighborhood as a policy and a practice. Todd Germain asked Ben if there would be arrangements for a resident who uses a vehicle not registered to that address. Ben Fletcher said in 2019 determined a lease vehicle if you could prove residency would be allowed. Karen Conard asked Ben what he thought reasonable rollout of the program would be. Ben said we've done legwork ahead of time; a lot of the physical work, creating signs, setting up a database, updating the paperwork to reflect the changes had been done. He thinks within 3.5 weeks it could be ready. Steve stressed that there be some tracking of the cost to implement and enforce even if we're not implementing payment at this time, feels it is important to the City Council to know the time and money before making any decisions.

Peter Rice moved to pass the item on to the City Council for a 6 month pilot program. Harold Whitehouse seconded.

**On unanimous roll call 9-0, voted** to pass on to City Council for a 6 month pilot program.

B. Request for two 1-hour limit spaces on Portwalk Place, by Seacost Spine & Sports Injuries.

Benjamin Fletcher explained that our transportation associate Andy Rosenberg had placed cameras in this area to see how the space was being utilized. What was noticed was that the area was not properly used because the other cars were over-parking on either side of the center space. The City re-striped the area and are putting camera back up to monitor usage and report back. Peter Rice moved to have staff install cameras and location and report back. Harold Whitehouse seconded. Harold asked about jurisdiction on Portwalk Place, it is a private street but the City handles enforcement.

**On unanimous roll call 9-0, voted** to have staff install cameras at location, and-report back.

C. Report back on time limit for handicap vehicles in downtown on-street parking spaces. - *Informational item, no action required.*



Assistant Attorney Jane Ferrini said a month or so ago the committee asked how handicap parking is impacted by stay and pay program. Generally we would enforce using the hour limitations but when we changed to stay and pay we technically don't have an hour limit on parking. Wanted to make sure we checked with the Governor's Office on Disability. Jane explained what the stay and pay program was, where the goal for the pricing was 3 hours for a current rate and rate goes up after. We are not obligated to provide free parking all day simply because we have the stay and pay system. We are obligated to provide a reasonable amount of hours for the free parking required under statute; the guideline in the packet was put together by commission on disability.

Various suggestions are provided. Jane stated that the committee needs to come up with a reasonable number of hours and then it needs to be codified in an ordinance. Ben said we have received many calls that people are parking all day, he recommends that we return to the previous 3 hour limit. Harold asked if there was any dialogue about service disabled veterans, Jane said they are considered the same. Ben clarified that the ADA symbol is what is required, regardless of the plate type or whether it is a placard. Ben clarified that the vehicles are electronically chalked in order to track their parking times, says the city cannot charge for ADA parking but we are looking to create a reasonable limit on the free parking. Jane noted that it is everywhere, not just on street metered parking. Ben clarified that there is free parking for ADA plates/placards in the garages for 24 hours. Jane stressed that both would need to be addressed in the ordinance. Peter Rice recommended that Jane Ferrini develop the draft ordinance and bring it back to the Committee, and at the same time Ben can investigate what it would mean to have it apply to the Hanover and Foundry Garages and whether the hardware can handle it and what operational changes it would entail.

D. Monthly accident report from Police Department. - *Informational item, no action required.*

Police Captain Mike Maloney stated that in May of last year there were 47 crashes during covid, we are back up to 78 which is more the normal number, down 6 from 2019. Numbers are continuing to increase across the board as people and traffic continue to get back out. There were no bicycle related accidents in May, there was one motor vehicle versus pedestrian accident which occurred into a parking lot, was backing up and struck pedestrian in parking lot. Numbers are trending normal, statistically there are a lot in parking lots which are difficult to enforce. Last few months there has been a significant jump in alcohol related accidents which have been particularly concerning. A cruiser the night before was hit by an impaired driver.

**VII. INFORMATIONAL:**

A. Maplewood Avenue pedestrian signal project update. – *Informational, no action required.*

Benjamin Fletcher addressed the safety concerns at the intersection at Maplewood Avenue with Hanover Street and Islington and Congress in regards to pedestrian safety, traffic footage was analyzed between 12pm on 6.3.21 to 12am on 6.7.21. In a typical 24 hour period, an average of 1200 pedestrian crossings were observed taking place at those intersections. With the total of observation time being 86 hours, about 4300 pedestrian crossings took place. They were watching for when a pedestrian begins to cross and the vehicle begins to turn ahead of (in front of/in the path of) that pedestrian. In the 86 hours they did not see an instance of a vehicle cutting off a pedestrian in the roadway. The time reduction at the intersections seems to be something everyone is pleased with and we have not seen any situations so far where it seems dangerous.

**B. Bartlett Street/Cate Street reconfiguration. – *Informational, no action required.***

Peter Rice stated that as part of the Hodgson Way/ Cate Street extension project this intersection is going to get reconfigured. Currently the through traffic goes underneath the railroad and up Bartlett Street. In the new configuration the through traffic will now be going onto Cate Street and Hodgson Way. Bartlett Street coming out of town will have a slip lane that will be curved island and the right hand turn coming out of town will go onto Bartlett, the island will act as a pedestrian refuge. There are two stop bars coming down Bartlett onto Cate, and the final configuration of the layout may adjust a bit. Once Hodgson Way is opened up to traffic will put barrels out in the area and see how traffic is flowing in the area. Work will start the end of next week, the 19th, then will start on the next area.

Harold asked if in CIP budget. It was in a previous CIP. Harold asked if we could get money from contractor. Peter said they have paid for half the road.

**C. Aldrich Road traffic calming measures discussion by Director or Public Works Peter Rice. – *Informational, no action required***

Peter Rice said one of the concerns there was previous action to allow for raised intersection at Boss Ave, was comfortable with moving forward prior to a full traffic calming for the area. Included calming as part of CIP request, now going to move forward with raised intersection in near future, already have a contractor, will be making a CIP for the rest of the project later.

**PTS Open Action Items (Ben)**

- 1) Request for traffic signal at intersection of Lafayette and Hoover. Was being undertaken by Walker. Not a PTS item at this time. Removed from list.
- 2) Request to examine speed of vehicles on Sagamore Avenue approaching South Street, voted to refer to staff to report back. Waiting for a future meeting and if the topic will reemerge doesn't have to be on list. Took it off list.
- 3) Recent accidents at the intersection of Marcy Street and Mechanic. Nick Cracknell item, fence should be removed. Stop sign is way back on Mechanic Street. Should be addressed by PTS.
- 4) Request for all-way stop at intersection of Jewell Court and Brewery Lane. Discussed today.
- 5) Chase Drive request to prohibit parking on north side of roadway. Monitor for event traffic. From 2019; took off list.
- 6) Request for Sagamore Avenue south of Sagamore Grove request for no parking on the west side, has to do with golden egg, can be tabled until it resurfaces with the development of that property.
- 7) Discussion of speed limit legal requirements on city gateway roads. Has a taskforce been set as recommended; leave on list.
- 8) Loading zone hours 3 hours Pleasant St, have recommendations coming pending a discussion with City Manager and Peter Rice; leave on.
- 9) Request for 15 minute parking spaces on Hanover Street and the Vaughan Mall Lot, voted to table 6/6/19; removed item.
- 10) Congress at Fleet land use change, was already done, restriping and loading zone put in; removed from list.
- 11) Request for parking space and bike lane at 60 Lafayette road, tabled until final bike lane suggestions are made, data is in progress of being assessed.
- 12) Request to remove 10 metered spaces on Deer Street between Bridge St and Deer

- St, can be tabled until more development occurs in the area; removed from list.
- 13) Request to remove 2-hour time limit on Islington between Cornwall and Rockingham, NPP should take care of it; removed from list.
  - 14) Request to eliminate access to Spaulding turnpike at Frank Jones neighborhood, has been done on a temporary basis, waiting for DOT to make it permanent, has been done for a while but is finished from the standpoint of the City.
  - 15) Request for crosswalk Grafton Road (Pease item) doesn't pertain to PTS; removed from list.

### **MISCELLANEOUS**

Jonathan Sandberg requested an explanation as to whether Ben Fletcher is taking over for Eric Eby. Position is posted publicly, haven't heard at this point, Peter will be checking. Intent is to hire and fill the position.

Meetings will be in Conference Room A at 3 pm for next few months but may change later.

### **VIII. ADJOURNMENT:**

Harold Whitehouse moved to adjourn. Peter Rice seconded. **On a unanimous roll call 9-0, voted to adjourn.**

Respectfully submitted by:

Kathryn Chodor and Shanleigh McGonagle, Department of Public Works