

**PORTSMOUTH
TRAFFIC & SAFETY COMMITTEE MEETING
8:00 a.m. – Thursday, December 11, 2008
City Hall – Eileen Dondero Foley Council Chambers**

I. CALL TO ORDER:

Councilor Ken Smith, Chairman called the meeting to order at approximately 8:05 a.m.

II. ROLL CALL: Members Present:

Councilor Ken Smith, Chairman	Ted Gray, Member
Steve Parkinson, P.E. Public Works Director	Jonathan Bailey, Member
Deputy Police Chief Len DiSesa	John Howe, Member
Asst. Fire Chief Steve Achilles	John Connors, Member
Debbie Finnigan, Traffic Engineer	Christina Westfall, Member

Excused absence: Brendan Cooney

III. ACCEPTANCE OF THE MINUTES:

IT WAS VOTED on a Motion made by Christina Westfall to accept the amended minutes of the November 13, 2008 meeting. Seconded by Jonathan Bailey. Motion passed.

It was requested of the Chair to move up Referrals from City Boards and Commission.

MOTION made by Steve Parkinson to move “Other Business” first. Seconded by Christina Westfall. Motion passed.

IV. OTHER BUSINESS:

Referrals from City Boards and Commissions:

- (A) **Roller Skates, Skateboard and Similar Devices** – (Memo dated October 22, 2008 and Police Department memo dated October 20, 2008) – Deputy Police Chief DiSesa stated that the position of the Police Department is that the City wide ban with exception of skateboard parks and designated areas remain in effect primarily for safety reasons. Their position is that all people should exercise more including children and getting to schools without use of cars is supported by the Police Department. The issue of skateboards is that it is a different mode of transportation than roller blades, bicycling or other mode of transportation. It is very easy to slip off a skateboard, become separated from that device and fall. Head injuries from skateboard injuries far surpass any other mortalities of transportation. The Police Department’s position is that skateboarding city-wide should remain in effect.

The Chair stated that the City Council has been asked that we look into this to remove the ban on skateboarding, staying in effect in the downtown area, this is for the rest of the City.

Steve Parkinson asked how are we defining the downtown area?

John Connors responded when it was written the area was from Deer over to Court Sts, Memorial Bridge up to the Library, which was considered the Central Business District.

Lucy Tillman stated that the Central Business District actually spreads out further. There is Central Business A and Central Business B. Central Business B extends down Islington St. to the Park and Court St. and goes out to Maplewood Ave. up to the Cindy Ann Cleaners side. Central Business A is down to Nobles Island.

Mr. Connors stated he wrote the Ordinance about 25 years ago pertaining to skateboards and roller skates, and the Central Business may have expanded but that is how it was written at the time.

Ted Gray suggested to specifically delineate where the downtown district is so there will be no question.

The Chair stated his intention today is to gather as much information as possible to give us an opportunity to digest it and then vote on it at our next meeting for a recommendation back to the Council.

Deputy Police Chief stated for the Committee's background is the issue they discovered especially in the downtown business area is not so much the issue of children using skateboards to get to school, it's individual using skateboards for tricks, wax curbing in order to get a friction free ride, they would go down railings, get hurt, damage property, associated graffiti attached to that sport, a whole combination of issues as well that plagued the City which is why this Ordinance was put into effect and why the skateboard park was created for a crime aspect as well as the safety aspect. There is also pedestrian danger, danger to the skateboarder, darting in and out of traffic, very hard to see, very hard for motorists to react. Areas designated as "hot trick areas" creates a host of problems for the Police Department and for the community. The Department has received complaints from downtown business owners that private property and City property is being destroyed, so it is not just the safety aspect, there are other problems associated with this as well.

Councilor and State Representative Laura Pantelakos, Dennett St. stated that this is about the worst Ordinance she has seen. It discriminates against one group. The Police have to follow this Ordinance. Skateboarders are not the only ones darting in between cars, what about sleds, and bicycles. We have a skateboard park, but is accessible for people that only live in that area, it isn't accessible to everyone. The kids can't even set up their own boards in their own neighborhoods. Councilor Pantelakos does not want the skateboards to be able to go down in the business area, but they should be allowed to skateboard elsewhere. In reading the police report, 150 calls have been made, most of them came from one person. There's a danger in every sport, feels it is a parent's responsibility, not the City's.

Anything written 25 years ago needs to be updated.

Give consideration to this and send back to City Council in favor of rewriting the Ordinance to allow skateboarding in all locations except the downtown area.

Erin Macket, Islington Street – She has an issue with the stigma attached to skate boarders, feels they are responsible and don't do the things that are described by the Police. We are asking only for it to be in the neighborhood streets where it won't effect traffic or pedestrians.

Mike Ferguson, Islington Street feels that Greenleaf is remote, no one is around, it is dangerous, and not easily accessible. Feels the City Council's concern about use of transportation is something to consider in Neighborhood areas.

Andy Ward, Ocean Road stated this issue has come up through hundreds of towns in the country. It does work in other towns. Referred to California skateboarding, there are two kinds of skateboarding identified in their Ordinance, the transportation skateboarding and the tricks skateboarding, and they address safety equipment. Our state does not have a helmet law for motorcyclists. Everyone wants to promote safety and there are ways of doing that. He is advocating that the City of Portsmouth include downtown. Hopes the Committee looks at other towns and cities to see what they have done, there is so much information and precedents for this out there

Jonathan Bailey asked Mr. Ferguson if he has used and do you use the City skate park and would you send your kids?

Mr. Ferguson responded he has used it and does not use it now, primarily transportation skateboarding. Parents shouldn't have to have their eyes on the kids to the whole time, it should be a City environment with fences around and safety surfaces.

The Chair stated for the record the current Ordinance does ban it all over, we are looking at lifting it.

Erin Macket collected signatures which she presented to the Committee. The majority of people she spoke with are in favor of discontinuation of the ban in the neighborhood streets and are in agreement that downtown streets is not a good idea.

MOTION made by Christina Westfall recommending City Council lift the ban on skateboarding except for the downtown business district with certain safety parameters put in place. Seconded by Jonathan Bailey. Motion passed. Deputy Police Chief DiSesa opposed.

Christina Westfall commented on the good points presented and as the Chair of Safe Routes to School (SRTS) Committee would like to see this lifted as a means of transportation for the children. There were a large number of Middle Schoolers coming to school on skateboards on the National Walk to School Day. Feels Greenleaf Park is not ideal and you need to take the kids there and stay with them, it's not a good area. Rye Airfield is an excellent park, you are required to wear helmets and gear and the kids adhere to that. As a pediatric nurse working in the emergency room, appreciates the injuries and safety requirements required. The Police say they had a 70% increase in calls regarding skateboarding, which says people are skateboarding and there is a need to address this issue and make it safe for everyone.

John Bailey a former member of SRTS stated all the issues stated by the Police Department are legitimate and real and are all enforcement issues. To ban this means of transportation stigmatizes a large group of legitimate riders. Feels it is a legitimate means of transportation, something kids use to get back and forth to school, it does belong in the neighborhoods and agrees with the Motion that this ban be lifted.

Ted Gray stated that all of this is part of the same problem and if an Ordinance is going to be written perhaps thought should be given to other modes of transportation.

Deputy Fire Chief Achilles stated from a firefighters standpoint, have not seen or had reports of significant statistical information that there are a lot of pedestrians or skateboarders being injured, but agrees that helmets would reduce head injuries, arm fractures. Banning skateboards maybe going too far. Does not propose skateboarders should be on sidewalks downtown in the business district. Is in favor of removing ban including the downtown business district with appropriate safety measures enforced.

John Howe stated we need to recognize the situation and asked what the City's degree of responsibility is at the skate park? Is it possible to have other recreational areas in neighborhood areas.

John Connors stated the reason this came about was that it was written up namely for skateboards and roller skates, which do not have mechanical braking devices. The problem in downtown was a group of kids skateboarding, roller skating up and down the sidewalks on Congress St. As a result elderly women coming out of the beauty school and there were broken legs, broken arms and serious injuries. As a result took it upon himself to write the Ordinance to protect people walking in and out of the downtown stores as there were so many injuries. Nothing to do with bicycles as they weren't a problem. Skateboards were used 40 years ago, Mr. Connors had one.

Assistant Fire Chief Achilles referred to the memo dated October 22nd.

The Chair stated the referral from City Council was specifically to lift the ban throughout the City but leaving it in the downtown and we need to define the area of downtown.

Steve Parkinson stated that the Motion as it stands is to place the ban in the entire City except for the downtown area. This Committee is not working on the Ordinance we are making a recommendation back to the Council regarding a change if this Motion is passed.

The Chair stated in intention was to have a vote next meeting but feels we can go forward and keep going.

This brought back memories of the Chair's skateboarding and feels the issue is still out there but just to do a ban and sideline a whole group of people is not appropriate. Feels it is appropriate to keep the ban in the downtown area as it is more congested, sees them coming down the railings, going along benches and other areas and causing damage. To have one out in Elwyn Park where you can

see them and feels that helmets and safety gear should be a parent issue. Feels having a vote at this time to lift the ban outside of the downtown area is appropriate. Our motion is a recommendation to City Council to lift the ban excluding downtown.

Deputy Police Chief asked whether or not Prescott Park is included in the downtown business area.

The Chair responded “yes”

V. NEW BUSINESS:

- (A) **746 Middle Road** – Request for No Parking – Tabled from last month for 2nd on-site – **MOTION** made by Ted Gray to take off the table from last meeting. Seconded by Jonathan Bailey. Motion passed.
 Ted Gray referred to the on-site and one problem was that enactment of banning parking in that area could start a domino effect with some neighbors. Parking area on the south side, there is a wide area between grass and travel area. Visibility to come out or go into a driveway in that area is not impeded at all. If a driveway is blocked, the homeowner has the right to call the Police Department and the offending vehicle will be ticketed and towed.

MOTION made by Ted Gray to place on file. Seconded by John Connors. Motion passed.

- (B) **207 International Drive** – Request for Crosswalk – Tabled from last month – **MOTION** made by Steve Parkinson to take off table from last meeting. Seconded by Jonathan Bailey. Motion passed.
 Debbie Finnigan reported that Maria Stowell and she reviewed the area and whether or not there are currently ADA curb ramps already or sidewalks. Debbie Finnigan referred to New Hampshire at Rochester Ave. there are existing ramps on each side, and is not sure the slope and width will meet current ADA Standards. There is not a crosswalk at that location painted. The sidewalk is on the easterly side of street. Continuing down to International at New Hampshire where the PDA building is in the middle lower part of the map, there is an ADA ramp, however, on the other side there is not a ramp. The sidewalk is on the northerly side of International Drive all the way past Oak St. onto Rye St. There is not a curbing at their driveway between New Hampshire & Oak where the circle is in front of the building, there is a ramp there which doesn't completely meet ADA Standards at the moment and there is not a curb ramp on the other side and need to build a section of sidewalk across the grass strip in order to facilitate a curb ramp there. There will be a proposed curb ramp on Oak Ave. and crosswalk built as part of the project that is there it has been approved and it is Debbie's understanding from Maria it will start shortly. Also looked at Rye Ave., there is a curb ramp on the easterly side, however, doesn't meet ADA Standards and also goes into a catch basin. On the westerly side there is not a curb ramp facing in that direction, however, there is a sidewalk that continues up that side of the street.

The request was for sidewalks on the southerly portion of International Dr. There is not a sidewalk at that location and there's also a transformer in the way on that side of the street that would negate the ability to put an appropriate

sidewalk, but there is one on the northerly side of that section of road. There are a total of four and the Committee requested that we look at Rye which is not part of 207 International Dr. Just for recommendation purposes does not recommend putting one at New Hampshire at International Dr. because the sidewalk is on the northerly side of street and makes sense to stay on that side of the street.

Maria Stowell, Pease Development Authority feels there are two issues, one is whether or not these are appropriate locations to be crosswalks and two, is the construction that needs to be done if installing crosswalks at these areas. The construction issue is something the PDA needs to look at and work with the City. She is looking for the City to tell the PDA if it is appropriate to have crosswalks at these locations. Several locations are at intersections.

John Howe's understanding that there is construction across from the Fire Station for a new building and seems to be a lot of activity there and at some point need to address the crosswalk as the sidewalk is on one side of the street, the other side of the fire station.

Susanne Delaney from the National Passport Center, stated there is a lot of activity along International Dr. and the reasoning for the request for sidewalks is that there are 800 employees walking there and cars speed along there and suggested that this area should be patrolled or some sort of study on the speed there. Pease is continuing to grow.

Steve Parkinson reported that he would not approve the locations unless there was a plan in place to rebuild them and would not feel comfortable approving crosswalks there. Secondly, the actual construction of improvements at these intersections for crosswalks would be discussion between PDA and the City.

MOTION made by Ted Gray to approve Debbie Finnigan's recommendation contingent upon the reconstruction of whatever requirements are put forth by the Traffic Engineer are constructed prior to the painting of the crosswalks. Seconded by Christina Westfall. Motion passed.

The Chair stated these would be for the three Rochester at New Hampshire ?
Debbie Finnigan responded at Rochester/New Hampshire recommendation would be to make curb curb ramps meet ADA Standards so we can paint crosswalk across New Hampshire Ave. as there is not a sidewalk along the other side of New Hampshire Ave. The location that is their site driveway at Durham/Oak Ave., you would have to put in a small section of sidewalk about 6 ft. long, the appropriate curb ramp there on the northerly side, paint crosswalk and then determine and fix if necessary the curb ramp that is on the northerly side of the driveway as well as the appropriate signage and pavement markings. We don't need to put one on Oak Ave. as it is being done by another project. Ms. Finnigan does recommend adding Rye and it will need to have an updated sidewalk on the northerly side of Rye and have to put in a new curb ramp and probably have to move the catch basin in order to do that and a crosswalk and on the other side need to put a small section of sidewalk 2 or 3 and an appropriate ADA curb ramp. A total of three crosswalks.

The Chair suggested amending the motion for the two recommended crosswalks and allow the Department of Public Works to work with PDA on a plan to take care of these.

Steve Parkinson suggested amending the Motion that the approval is contingent upon the reconstruction of whatever requirements are put forth by the Traffic Engineer are constructed prior to the painting of the crosswalks. This was agreeable to the maker of the Motion and the second.

- (C) **40 Bridge Street** – Proposed Redevelopment Retail Space and 10 Residential Units (Site plan attached) – Jonathan Bailey referred to the on-site and their concern was there was no parking for any of the retail or residential units that were going to be added and it seemed that the mitigation fee the developer will be paying would not be an adequate sum considering the impact being borne by the City and that particular neighborhood. There were no particular safety concerns that jumped out at us. The closing of the current curb cut in front of available open parking seems to make sense to close parking spaces and then move a loading zone for the property to the uphill section by Islington and felt that should be a 24 hour loading zone.

MOTION made by Jonathan Bailey to accept with the loading zone moved as stated. Seconded by Christina Westfall. Motion passed.

The chair stated there would be no loss of parking spaces and the other recommendation was that the loading zone be a 24 hour loading zone.

John Chagnin stated they are creating a parking space for the City, a net gain of one on the street side. Assist. Fire Chief Achilles asked that the loading zone be 24 hours because when fire apparatus are there it makes it easier to make the sweep.

The Chair stated this would be referred to parking and the 24 hour issue could be taken up at that point.

Steve Parkinson stated the issue he has with going to Parking is that there is not a fire representative for the Parking Committee and they are the ones having this concern.

The Chair asked if this needs to go back to TAC?

Debbie Finnigan responded that this got tabled until next month and stated this would be a recommendation she brings up at TAC.

The Chair suggested amending the Motion instead of having it 24 have it go the standard hours.

John Bailey, as maker of the motion prefers to do this.

MOTION made by Jonathan Bailey to accept with the loading zone as a standard day time loading zone. Seconded by Christina Westfall. Motion passed.

- (D) **State Street Reconstruction** – Sidewalk, Curb, Pavement and Parking Layout (site plan attached) – Peter Rice, City Engineer, Water/Sewer Divisions –Part of this upgrade is to address traffic & safety issues as well as the esthetics in that section of State St. A lot of the projects we do throughout the City we leverage state and federal funds to address infrastructure issues and at the same time improve overall functionality of the space. As part of this design two public

meetings were held for input from property owners and business owners and received a lot of comments on traffic calming measures improve pedestrian amenities as well as trying to maintain parking. Mr. Rice introduced Jeff Murray and Jeff Hyland, design team for this project. We tried to incorporate a lot of the comments that the public had in developing this conceptual design at this point. There are a number of improvements, we have the same number of parking spaces that we had to begin with and the same number of loading zones with some adjustments.

Jeff Murray, CMA Engineers, Project Manager for the State St. project explained the conceptual layout shows parking and site improvements as well as traffic and turning motion evaluations done with trucks to ensure what we have as a layout will work. One of the things that come from the public informational meeting was to slow traffic down using traffic calming devices and improvement of pedestrian safety on State St. One way to accomplish this is by narrowing the travel lane currently 14 ft with 8 ft parking line. The proposed plan reduces those traveled lanes to 11 ft, maintains the parallel parking and basically we gained another 6 ft within that corridor which we can add amenities to and increase width of sidewalks and enhance traffic calming and use of sidewalks. There will be a series of bump outs at intersections, reduce crosswalk lights which are currently 44 ft back to 22 ft length. Bump outs are located at Piscataqua Savings Bank, Pleasant St. at Chapel St. and Penhallow Streets where there are currently crosswalks. Crosswalk locations are slightly re-aligned with pedestrian traffic flow. Another feature is enhancement of the Pleasant St. intersection including installation of an island on the southerly side again to reduce pedestrian traffic crossing that area. This along with the other enhancements with bump outs and existing parking layout will provide significant increase of pedestrian safety and also the approach onto the State St. coming from the west forces the vehicle's attention that this is a narrower roadway as a means to calm traffic from State St. to Pleasant down to the Bridge on Marcy St.

Met with the Parking Committee prior to this meeting to discuss maintaining the existing number of parking spaces and also the current two loading zones adjacent to the Rusty Hammer and Victory Restaurant. The location at Victory is not changing from existing one. We are proposing at Rusty Hammer to shift that loading zone to the east which would us to increase the bump out and sidewalk improvements at the corner of their entrance, still providing two parking spaces, which we'll coordinate with the owners of the property and then report back to the Parking Committee for acceptability of this.

Another issue to review is Dutton Ave. where there is an existing crosswalk and a dilapidated stairway up the Hill to Dutton Ave. a location that does not have a current crosswalk constructed across to the bridge, heavily used by pedestrians coming down Bow St. The State DOT project currently on hold has significant improvements to the parking lot including closing off through traffic so vehicles cannot enter State St. from the North or South. We are planning to provide the crosswalk on the southerly side of Dutton Ave. as it is in line with the DOT project.

Jeff Hyland, Landscape Architect, showed the Committee graphics prepared for the public meeting. The traffic control island is defining the travel way and also helps to reduce pedestrian crossing distances. Referred to the Penhallow intersection by the Temple showing improvements in front of the Temple and the proposed textured pavement and the enlarged pedestrian crossing area. A lot of

the bump outs basically are an evolution of those painted areas into something that's more concrete.

In summary Jeff Murray informed the Committee where the project is at this point. The conceptual design is done, held public informational meetings, received input, presented the conceptual plan to everyone who attended the meeting everyone was in favor of the development.

Ted Gray asked when is the starting schedule?

Peter Rice responded the intent is to start this project probably late summer.

Ted Gray then asked who was paying for this?

Peter Rice responded the sewer/water revenue funds as well as general fund and taxpayers.

Ted Gray asked if and when the Memorial Bridge is replaced what will the impact be in the Dutton Ave. area, will it be coordinated with this.

Peter Rice responded they met with DOT to discuss the project. The intent is not to double our work in this case. We may hold off on the Dutton Ave./Scott Ave. area of the project because of this issue.

Ted Gray asked about coming out of the Piscataqua Bank parking lot because of blind spot there?

Jeff Murray responded the bump out at the bank allows the vehicle leaving to pull out further.

John Connors also referred to the Piscataqua Bank parking area and the line of sight coming out and could they move it ahead a little farther between the two bump outs?

Mr. Murray responded his sense is we put the loading zone there, the trucks would probably park closer to the Rusty Hammer.

John Connors feels the island by the State St. Saloon is a good idea. Look like you'll be bricking out a lot narrower road, that's where a lot of the trucks park.

Peter Rice responded the texture of pavement will be changed.

John Connors asked if the Temple said anything about loss of parking out front.

Peter Rice responded they have met with the Temple and actually change in configuration provides additional parking in their parking lot. They did have an issue with the reconfiguration with the handicap parking being shifted over.

John Connors stated it is hard now coming down State St. taking a right onto Washington St.

Peter Rice responded it was not their intent to change the configuration of Washington St. The project was not intended to address that issue other than making sure the turning radius were maintained.

John Connors complimented Peter Rice in doing a great job.

John Howe referred to the signage for the traffic flow in the project for the whole corridor.

Peter Rice responded that this was reviewed by the Traffic Engineer and Department of Public Works to make sure the enhancements made are consistent with studies they re doing. Signage will be looked at when a more solid design is completed.

The Chair is concerned with the loading zone area in front of Rusty Hammer and looks forward to a report on this. Asked if the white space in front of the Temple is for the bus?

Peter Rice responded we are continuing with the existing bus stop there.

The Chair asked if the 15 minute space in front of Portsmouth Provision remains.

Peter Rice responded that is the intent, no changes.

The Chair asked if there was any change to the sidewalk in front of Victory, it is a heated sidewalk. It was put in as a stipulation with the Planning Board when Victory Restaurant was redeveloped.

Peter Rice stated this needs to be looked at.

Steve Parkinson stated we have not gotten to that degree of the plans yet, it is still conceptual and will be taken into account in now the existing sidewalk is constructed.

The Chair stated it was put in was that area always had a huge ice build up and they recognized it from their building and they wanted to do it, there was a big ice build up so they put in the heated sidewalks.

Peter Rice stated that the other thing to know is that as we do these projects we provide drainage outlets for businesses and will make sure they have a solution to this problem.

MOTION made by Jonathan Bailey for CMA to come back with the final plans. Seconded by John Connors. Motion passed.

Steve Parkinson stated that because it is still conceptual, they come back to us once the final plans are done.

- (E) **Elwyn Road/Rte.1** – Traffic Light Issues – (letter dated October 9, 2008, Response dated November 7, 2008 and DOT e-mail dated November 25, 2008) – Debbie Finnigan referred to the letter sent to the Mayor concerning the way Rte.1 operates, which Ms. Finnigan forwarded directly to the State’s Traffic Engineer. The State’s Traffic Engineer responded via e-mail this corridor would be reviewed. Her recommendation is that she follow-up with the State concerning his e-mail and report back.

MOTION made by Steve Parkinson to have Debbie Finnigan follow-up with the State and report back and to contact the letter writer to advise them of our action. Seconded by Ted Gray. Motion passed.

VI. OLD BUSINESS:

- (A) **Marcy St./New Castle Ave.** - Safety Concerns – Report back (Memo dated December 4, 2008 attached) – Debbie Finnigan reported that Mr. Megliola was present earlier but had to leave to get to work and asked Ms. Finnigan to report to the Committee to thank everyone for taking the time and effort to deal with this situation and was pleased with the recommendation Ms. Finnigan made to see how it would work in the interim.

Debbie Finnigan and Captain Ferland went out to reenact the accident, then went out again with Mr. Megliola and one of his colleagues to do it again. She had Captain Ferland read over her memo to see if he concurred with her findings which he did. There is a sight distance issue but it’s 800 ft. from the intersection, so it’s not a sight issue for this location. The sight line is blocked for a short distance but does not impact the several intersections from this part of the

intersection in question. Ms. Finnigan recommended, because of other issues, as well as this, referring to the last page of the memo referring to the drawing and recommended extending the double yellow centerlines to make it clear where to turn giving people a visual as to where they should be when making a left hand turn. There was a stealth state there and the 85 percentile speed is 29 MPH, the average speed is 22 MPH and posted at 20 MPH, this is not a location of exorbitant speed, one accident in five years. In the year and a half it has been built this is the only accident, prior to that no accidents. Also recommended an intersection ahead sign if the committee so chooses, realizing it needs to go on the seawall side of the roadway.

MOTION made by Steve Parkinson to accept the recommendations of our Traffic Engineer and ask that she work with the Public Works Department to effectuate the improvements including the signage. Seconded by Deputy Police Chief DiSesa. Motion passed.

Jonathan Bailey is opposed to the sign, doesn't feel intersection ahead doesn't mean anything, it's one more thing we're asking for but doesn't really address the issue the way extending the paint. Feels the paint fixes it, the intersection ahead sign.

Steve Parkinson stated the sign is imperative to this project. These signs indicate that something is coming up ahead, they have a purpose, people intend to notice them more than they used to.

Ken Smith feels this will work out well. The line that was added all along Bridge St. has worked, it has slowed down traffic and people don't cross anymore and feels we will see the same effect here. Would prefer not to see the sign.

The Chair thanked Jonathan Bailey for his years of service, it was a pleasure working with him.

Jonathan Bailey stated it has been a tremendous pleasure and he's very grateful for the opportunity to have served on this Committee.

The Chair informed the Committee that former member Ron Cypher has accepted to take the seat.

Merry Christmas, Happy New Year to all of you.

VI. ADJOURNMENT:

Respectfully submitted,
Elaine E. Boucas, Recording Secretary