

**PORTSMOUTH
TRAFFIC & SAFETY COMMITTEE MEETING
8:00 a.m. – Thursday, July 12, 2007
City Hall – Eileen Dondero Foley Council Chambers**

DRAFT

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	Jonathan Bailey, Member
Steve Parkinson, P.E. Public Works Director	John Connors, Member
Deputy Police Chief Len DiSesa	John Howe, Member
Assist. Fire Chief Steve Achilles	Christina Westfall, Member
Deborah Finnigan, P.E., Traffic Engineer	Eric Spear, Member
	Ted Gray

III. ACCEPTANCE OF THE MINUTES:

IT WAS VOTED on a Motion made by John Connors to accept the minutes of the June 14, 2007 meeting. Seconded by Steve Parkinson. Motion passed.

MOTION made by Ted Gray to accept the minutes of the June 28, 2007 meeting. Seconded by Asst. Fire Chief Achilles. Motion passed.

III. NEW BUSINESS:

(A) **Willard Avenue** – Request for blinking speed limit sign (E-mail dated 06/13/07 attached) – Deputy Chief DiSesa received an e-mail from a Willard Ave. resident Stating his concern of people going down Wibird to Willard to avoid South Street lights or school letting out and was excessive speed and requested a blinking speed limit sign for Willard Ave. at the intersection. A stealth stat could be place there to see if there is a speeding problem. There have not been any other complaints received of this nature. At the on-site it was determined that a blinking speed sign would not be appropriate.

The Chair stated it was also discussed putting up a speed limit sign on the street. Deputy Chief DiSesa stated it was also discussion on the arm border possibly getting the arm deflector border.

Debbie Finnigan reported reviewing studies on blinking speed signs, the studies were based on high speed.

Debbie Finnigan stated she felt it was a good idea but thinks we should be very selective where we put them.

The Chair felt putting up a new sign catches people's eye, draws their attention to it and after some time take it down and remove it to another location.

Steve Parkinson felt the border is less obtrusive in a residential neighborhood.

Steve Parkinson suggesting tabling this to next month to give Debbie Finnigan a chance to check out what speed limit is, if in fact it is 30 MPH area, we may want to send a recommendation to the City Council to change the Ordinance for this area.

John Connors suggested putting a regular speed limit sign, the speed limit signs we have throughout the City should be sufficient.

John Howe asked how "Children at Play Signs" are used?

Debbie Finnigan responded near parks and playgrounds.

Steve Parkinson suggested using the stealth stat when school reopens.

MOTION made by Steve Parkinson to table this to our October meeting to give Debbie Finnigan a chance to check out what speed limit is there, if in fact it is a 30 MPH area, we may want to send a recommendation to the City Council to change the Ordinance for this area. Seconded by Ted Gray. Motion passed.

- (B) **Street Name Signs at Signalized Intersections** – Eric Spear stated he has noticed as new traffic lights have gone up they don't have the street signs on them. Street signs are still on telephone poles or small poles on the curb and feels it would be more appropriate to have the street signs on the arm of the traffic light. He is proposing that the City have a policy going forward as we put up projects for new traffic lights that street signs are included on the arm of traffic lights and that anytime repairs, replacements or request for a missing street sign, that when it comes time to put it up it is put on the arm of the traffic light.

MOTION made by Eric Spear that the City have a policy that as we put up projects for new traffic lights that street signs are included on the arm of traffic lights and that anytime repairs, replacements or request for a missing street sign, that when it comes time to put the sign up it is put on the arm of the traffic light
Seconded by Deputy Chief DiSesa.

Ted Gray stated there we have some at 3 or 4 intersections and feels they are quite effective.

Steve Parkinson stated there are a number of intersections with mass arms that we have the names on them and suggested that this be referred to Public Works to do an inventory of how many intersections do we have that have mast arm type installations, how many currently have street name signs on them. There are a number of intersections in the City that we do not control, i.e. Route 1, things on the Bypass are under state jurisdiction and we can put forth a request to the state.

Asst. Fire Chief asked if it requires a different size sign.

Steve Parkinson responded it requires a much larger sign than normally use. The signs we currently have up on mast arms, in some cases they are 12"-18" versus your standard street blank now have gone from 6" blank with 4" letters to 9" blanks with 6" letters.

Steve Achilles stated it would help to have those up.

MOTION made by Eric Spear to refer to Public Works for an inventory and a report back. Seconded by Deputy Chief DiSesa. Motion passed.

IV. OLD BUSINESS:

Islington Creek - Speeding - Deputy Chief DiSesa referred to neighbors concerns of speeding on Bridge and McDonough Streets, one car in particular going 40-50 MPH on McDonough Street. Deputy Chief DiSesa reported stealth stat was run for two days, Thursday and Friday in May, the maximum speed on McDonough was 31 MPH, the 85 percentile was 19 MPH, 50 percentile was 13 MPH, the average speed was 14 MPH. The 10 mile pace meaning that the 10 mile pace that most cars did on that street was between 10-19 MPH. Cars can seem to be going a lot faster than they appear to be. It was a little higher on

Bridge St., the maximum speed was 39 MPH, 85 percentile was only 24 MPH, the 50 percentile was 20 MPH, the average speed was less than 20 MPH for the whole street, the 10 mile pace was between 15-24 MPH meaning most cars did that speed gap. Does not statistically see these streets to be high accident areas. The accidents that we ran for the Neighborhood Assoc. had to do with cars rolling into the intersection, cars being clipped while turn was made, but not intersection collisions, not head on, not speed related collisions.

The Chair sated that in talking to some of the business owners where the road curves where Deer St. ends and the way we now have the line is painted to come all around the curb the curb, are finding it is less dangerous and people are now actually staying on the other side of the other side of the line.

Ted Gray suggested notifying the complainant.

V. ADJOURNMENT

Respectfully submitted,

Elaine E. Boucas, Recording Secretary