

**Portsmouth**  
**Parking & Traffic Safety Committee**  
8:00 A.M. - January 7, 2016  
City Hall – Eileen Dondero Foley City Council Chambers

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**ON-SITE COMMITTEE:** Please meet on Tuesday, January 5<sup>th</sup> at 8:00 AM in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Versailles Avenue at Jones Avenue
  - Union Street at State Street
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AGENDA

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. SELECTION OF COMMITTEE CHAIRMAN**

**IV. ACCEPTANCE OF THE MINUTES**

**V. FINANCIAL REPORT**

**VI. PRESENTATION**

A. Middle Street bicycle lane project, by Greenman-Pedersen, Inc.

**VII. NEW BUSINESS:**

A. STOP sign request on Versailles Avenue at Jones Avenue. (Donald Weeks)  
**Proposed Motion:** To acknowledge and place on file. No action needed.

B. Request for NO PARKING HERE TO CORNER on Union Street at State Street. (Arthur Hanscom)

**Proposed Motion:** To prohibit parking along the west side of Union Street, starting at the northerly curblineline of State Street and running 45 feet northerly.

C. Request to install sidewalks on Thornton Street between Woodbury Avenue and Bartlett Street. (Martin Ryan)

**Proposed Motion:** To acknowledge and refer request to Capital Improvement Planning process.

**VIII. OLD BUSINESS/ACTION ITEMS:**

A. NO PARKING restriction on east side of Summit Avenue. (Colby Gamester)

**Proposed Motion:** To direct DPW to shift center line on Summit Avenue to provide 12-foot wide northbound lane and 20-foot wide southbound lane.

- B. Request for No Parking on east side of Cutts Street between Maplewood Avenue and Leslie Drive. (Cindy Dodds)

**Proposed Motion:** To prohibit parking along the east side of Cutts Street between Maplewood Avenue and Leslie Drive.

- C. Loading Zone on Congress Street between Fleet Street and Vaughn Mall. (Andrew Chase)

**Proposed Motion:** To create an official loading zone on the north side of Congress Street starting 20 feet west of the westerly curblines of Fleet Street and running 120 feet westerly along Congress Street. Loading zone to be in effect Monday through Saturday, 6 AM to 7 PM. Also to direct DPW to paint broken white lane line on Congress Street between Fleet Street and Chestnut Street.

## **IX. PUBLIC COMMENT**

## **X. INFORMATIONAL**

- A. Woodbury Avenue/Franklin Drive corridor traffic study public meeting  
January 13, 2016, 6:30 PM at Portsmouth Library.

## **ADJOURNMENT**

### III. Selection of Committee Chairman

Parking shall be at the rate of one dollar seventy-five cents (\$1.75) per hour in the following areas:

1. Daniel Street, starting at Chapel Street through to Market Square
2. Bow Street, starting at Chapel Street through to Market Street
3. Congress Street, starting at Market Square through to Chestnut Street
4. Pleasant Street, starting from Court Street through to Market Square
5. Market Street, starting from Moffatt-Ladd House through to Market Square
6. Deer Street, starting at Market Street through to Maplewood Avenue
7. Fleet Street, starting at Hanover Street through to State Street
8. Hanover Lot, at intersection with Market Street
9. Penhallow Street, starting at State Street through to Bow Street
10. Chapel Street, starting at Daniel Street through to State Street

- B. Parking in all other parking meter zones shall be at the rate of one dollar twenty-five cents (\$1.25) per hour.

#### **Section 7.103: PARKING AND TRAFFIC SAFETY COMMITTEE**

There is hereby created a Parking and Traffic Safety Committee under the terms and conditions described herein:

- A. The Parking and Traffic Safety Committee (“Committee”) shall consist of nine (9) regular members and one (1) alternate appointed by the Mayor and City Council. The composition of the Committee shall be the City Manager, Police Chief, Fire Chief, Public Works Director or their respective designees as well as a member of the City Council and five (5) residents of the City (4 regular members and one alternate). The City Manager, Police Chief, Fire Chief and Public Works Director (or their respective designees) shall serve during their terms of employment with the City. The City Council member shall serve co-terminus with his/her as a member of the Council. Each of the five (5) resident members of the Committee shall serve a term of three (3) years from the date of appointment. The Committee shall take office upon completed appointment of the five (5) resident members. In the first instance the City Council member of the Committee shall serve as Chairperson until the first meeting of the subsequent calendar year. Thereafter, at its first meeting of any calendar year the Committee shall select a Chair who shall serve until another member is selected Chair at the first meeting of the subsequent calendar year.
- B. The Committee shall have the authority to recommend temporary parking and traffic regulations to the City Council by means of the presentation of written minutes. The acceptance of such minutes by the City Council shall constitute the authorization to implement such temporary regulations for a period not to exceed one (1) year. The implementation shall begin at the time designated in the Parking and Traffic Safety recommendation unless otherwise determined by the City Council. After any such change has been implemented for up to one (1) year, or such lesser time as might be determined by the City Council, the City Council may consider making the temporary regulation permanent by means of a duly adopted ordinance. Failure to adopt such an ordinance shall cause the temporary regulation to expire at the end of one (1) year at which time the prior ordinance in effect shall become operable.

Parking Related Revenues

**Unaudited**

<b>Percentage of Fiscal Year Complete</b> 41.67%
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Totals Thru  
November 30, 2015

**FY 16**

	FY 16 to Date:		
	TOTALS	BUDGETED	% of Budget
Parking Meter Fees	965,495	1,765,500	55%
Parking Meter Space Rentals	57,411	50,000	115%
Meter In Vehicle	39,582	50,000	79%
Parking Garage Revenue	976,046	1,850,000	53%
Garage Passes	417,841	1,000,000	42%
Parking Validation	7,025	10,000	70%
Pass Reinstatement	1,425	2,000	71%
Vaughan St Parking Facility	7,500	15,000	50%
Parking Violations	322,726	700,000	46%
Boot Removal Fee	10,050	12,000	84%
Summons Admin Fee	125	5,000	3%
Total FY 16 Parking	2,805,226	5,459,500	51%

**FY 16 BUDGETED**

(3,047,195.00)	Transfer to Parking Fund
2,412,305.00	Funds Remaining in Gen Fund
5,459,500.00	Total Revenue

City of  
Portsmouth  
*Department of Public Works*



**MEMORANDUM**

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TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: December 29, 2015

SUBJECT: Recommendation – Versailles Avenue at Jones Avenue

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Versailles Avenue intersects Jones Avenue across from the driveway to the Clipper Harbor Healthcare Center. There is currently no STOP sign on the Versailles Avenue approach to the intersection. An inspection of the intersection revealed that there is no available roadway layout for the installation of a STOP sign. A STOP sign, if needed, would have to be installed in the abutter's front lawn at 179 Jones Avenue, or Versailles Avenue would need to be realigned and reconstructed to provide room for the sign. If the sign was placed in the front lawn of 179 Jones Avenue, trees on the property would block the view of the sign. Discussion with the abutter at 179 Jones Avenue indicated that they would not like to have a sign in their front lawn, and that they have never seen a need for a STOP sign.

It is recommended that no changes be made at this time, and that the request be acknowledged and placed on file for future reference.

VII.A. STOP sign request on Versailles Avenue at Jones Avenue



# City of Portsmouth

*Department of Public Works*



## MEMORANDUM

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TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: December 29, 2015

SUBJECT: Recommendation – Union Street Parking Restriction at State Street

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Union Street north of State Street is 24 feet wide for a distance of 50 feet from the intersection. Union Street is one-way from Islington Street to State Street. There is currently a NO PARKING HERE TO CORNER sign posted along the west side of Union Street 20 feet north of its intersection with State Street. When a vehicle is parked north of the sign, with vehicles also parked on the east side of the street, the remaining travel lane is only 8 feet wide, not sufficient for larger vans, trucks and emergency vehicles. It is recommended that the sign be relocated to the edge of the driveway at 62 Union Street, 45 feet north of the intersection with State Street. This will provide for a 16 foot wide travel lane for the last 45 feet on Union Street as it approaches State Street. This will allow for all vehicles to safely travel on Union Street through the State Street intersection. Discussions with the abutter at 62 Union Street indicated that they would be in favor of this change, even though it means the loss of one on-street parking space in front of their residence.

VII.B. Request for NO PARKING HERE TO CORNER on Union Street at State Street





## VII.C. Request to install sidewalks on Thornton St between Woodbury Ave and Bartlett St

Martin Ryan  
221 Woodbury Avenue  
Portsmouth, NH 03801

October 24, 2015

Brad Lown  
City Councilor  
City Of Portsmouth  
1 Junkins Ave  
Portsmouth, NH 03801

Dear Mr. Lown:

On August 25<sup>th</sup> I had my vehicle stuck while it was parked outside my home. The vehicle was estimated as a total loss. Prior to that, my brand new 2014 vehicle, which I had purchased just a week before, was stuck outside my home. This occurred on May 4<sup>th</sup> and was a hit and run offense that generated over \$8,500 in damages. In a matter of 5 months I have had two vehicles struck by traffic traversing Thornton Street at a total loss of over \$11,300. Back in 2011 my side porch on Thornton Street was damaged by a hit and run driver. Years earlier the home at 378 Thornton was struck by a hit and run driver causing major structural damage to the home. These are just a few of the more recent events on this small stretch of Thornton Street. There is a long and detailed history of major and minor accidents that have occurred on this small city street. I would suspect that there is no other street in Portsmouth that has had as many houses damaged by vehicle accidents.



Figure 1- Thornton Street looking west.

I have lived at the corner of Woodbury and Thornton for the past 19 years so I understand the nature of the neighborhood. Thornton Street from Bartlett to Woodbury is a very heavily travelled corridor with hundreds of cars and trucks passing through daily. Few city streets possess as much traffic without proper sidewalks. I often advocate for the recent growth that Portsmouth has experienced because I realize that it is important for the welfare of the community to progress. But with growth and a greater concentration of traffic comes an increased obligation on the city to properly manage the risks associated with greater intensity. That is why I am asking the City to install sidewalks with raised curbs on Thornton from the corner of Bartlett to Woodbury Avenue.

## VII.C. Request to install sidewalks on Thornton St between Woodbury Ave and Bartlett St

For a vital and heavily travelled path, not to have a proper separation between pedestrian and speeding vehicles is to allow a very dangerous situation to continue. The front doors of four residences are within a few feet from traffic moving at speeds of 35 mph or greater. I believe that sidewalks would change the character of this area from the country road it currently appears to its true nature, which is a dense city neighborhood. This will create a calming effect as it has for Woodbury Avenue and other parts of the city.

Please review the attached materials. I would be happy to provide you any additional information upon request.

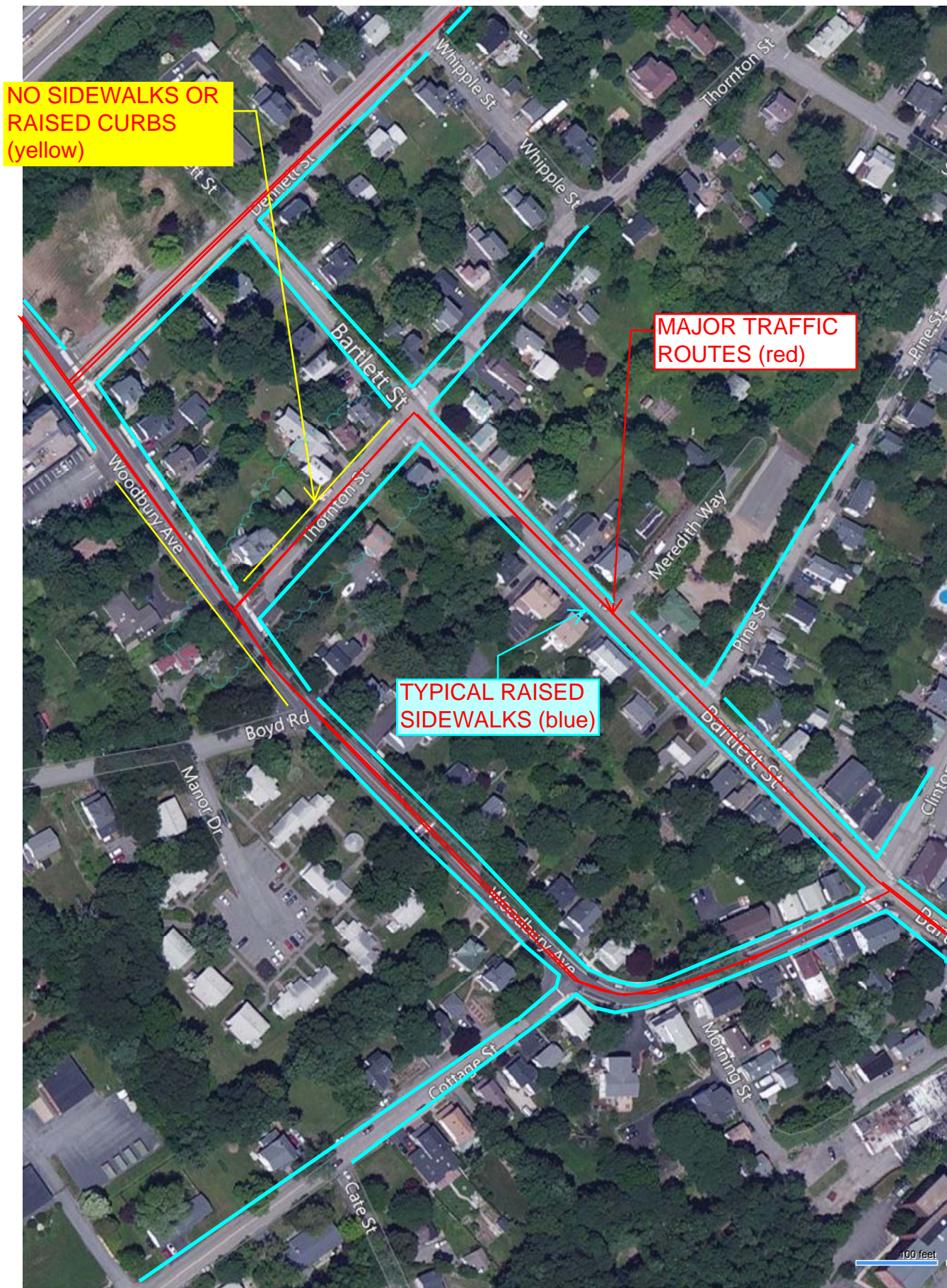
Sincerely,

Martin Ryan

Enclosures: Site diagrams, Herald Article- Feb. 15 2004.

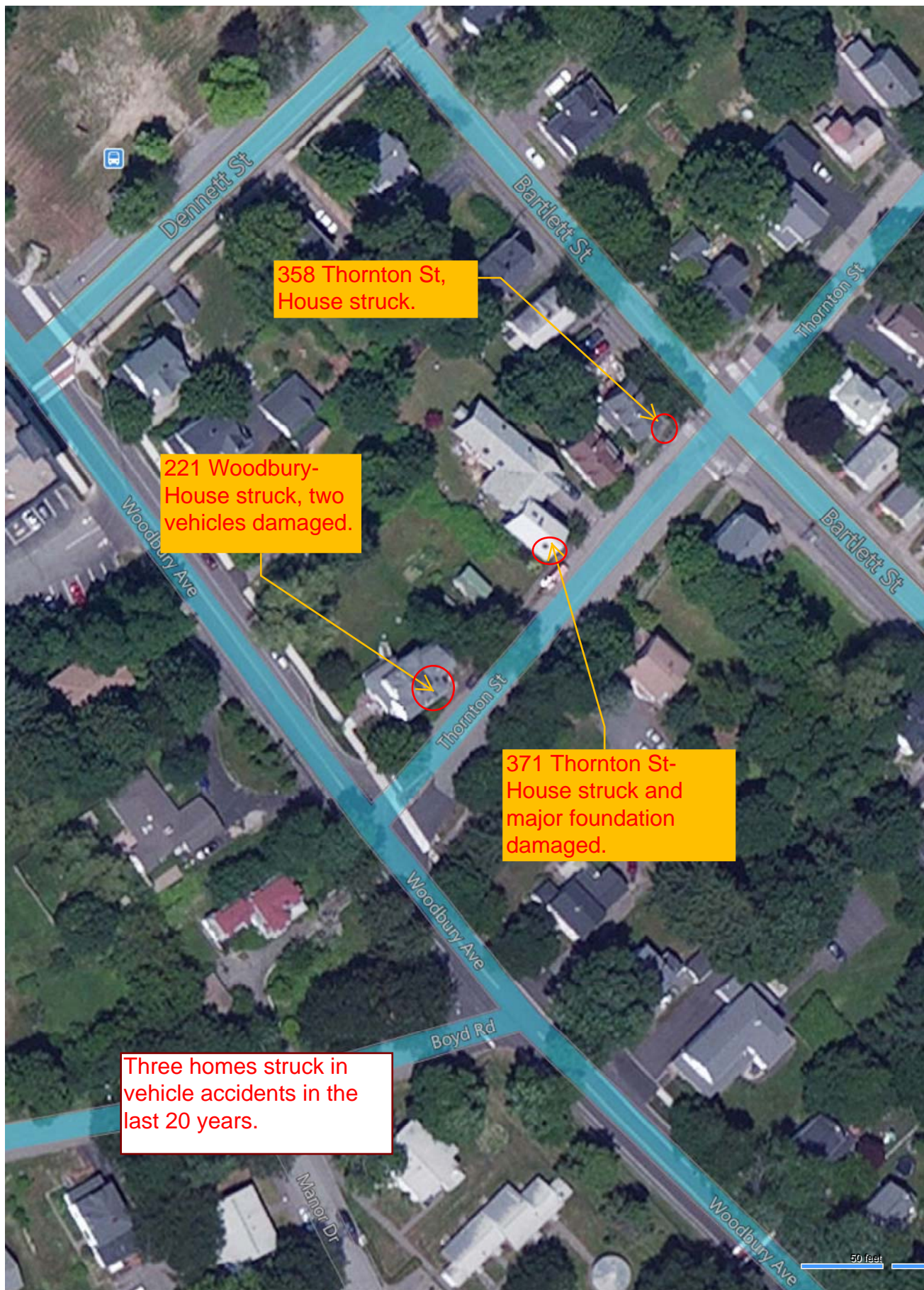
CC:

VII.C. Request to install sidewalks on Thornton St between Woodbury Ave and Bartlett St





VII.C. Request to install sidewalks on Thornton St between Woodbury Ave and Bartlett St



## VII.C. Request to install sidewalks on Thornton St between Woodbury Ave and Bartlett St



By Jack Loftus

Print Page

February 15, 2004 2:00AM

## Hit-and-run damages Port City house

PORTSMOUTH — Tom Kennedy was awakened at about 12:30 a.m. on Saturday by a loud crash, and when he went to call police, he said, he noticed a part of his house was missing.

According to Portsmouth Police, the disturbance was the sound of a vehicle striking the corner of his 378 Thornton St. home. The crash is being classified as a hit-and-run accident.

Kennedy said the impact was followed by the sound of squealing tires as the driver of what is being described as a "dark-colored, full-sized pickup truck" sped away from the scene before police could arrive.

"I heard the sound of squealing tires and figured out we had been hit," Kennedy said.

The impact knocked out the power and caused extensive damage to multiple floors of the home, Kennedy said.

The large hole that resulted from the impact left both the basement and first floor of the circa 1900 house exposed to the outside air, and cracks appeared throughout the plaster walls of the home on both the first and second floors.

Kennedy said an insurance claims adjuster had visited the scene, but cost of the damage had not been released yet. A small gathering of family and friends arrived Saturday afternoon to lend support, patch the holes with plywood and clean the pile of brick and stone that spilled into the basement.

Portsmouth police did not have any additional information by deadline on Saturday, but Kennedy said a lack of tire tracks leading up to the point of impact has led him to believe the vehicle had become airborne before striking his home.

Kennedy's wife, Jean Kennedy, said vehicle speed is a problem on Thornton Street and had worsened after the installation of a stop sign at the intersections of Bartlett and Thornton streets.

Portsmouth police have stated the public should watch for a dark-colored, full-sized pickup truck, possibly a Ford model, with extensive right-front quarter damage. They also asked that any additional information about this crime be reported to the police at 427-1513 or by calling the CrimeStoppers line at 431-1199.

<http://www.seacoastonline.com/article/20040215/NEWS/302159972>

Print Page

# City of Portsmouth

*Department of Public Works*



## MEMORANDUM

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TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: December 29, 2015

SUBJECT: Recommendation – Summit Avenue Parking Restriction

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There are currently several NO PARKING signs posted along the east side of Summit Avenue between the High School and South Street. Parking is unrestricted along the west side of the roadway. Summit Avenue is 32 feet wide with a sidewalk along the east side. Other than during school opening and closing times, the street experiences relatively low traffic volumes. During school peak traffic periods, school buses and many passenger vehicles utilize Summit Avenue for entering and exiting the school grounds. The school buses require a large turning radius when turning from South Street onto Summit Avenue and for this reason, exiting traffic heading towards South Street is instructed by the crossing guard to stop at least 50 feet south of South Street.

A request to allow parking on both sides of the roadway was brought to the PTS Committee and the Committee requested a report back from City staff. A 32-foot wide roadway is capable of allowing room for parking on one side and a 12-foot wide travel lane in each direction. However, the center line on Summit Avenue divides the roadway into two 16-foot wide lanes. This results in an inefficient use of the roadway width. When vehicles are parked on the pavement on the west side, only an 8-foot wide travel lane remains, with a 16-foot wide lane in the other direction. To alleviate this, several residents have placed gravel on the shoulder to provide themselves a parallel parking space while allowing sufficient width for traffic to pass. Allowing parking on both sides would leave only an 8-foot wide travel lane in each direction. For most of the day, this is sufficient width for the volume of traffic that the roadway carries. During the school peak periods, however, this is insufficient width, especially during times when snowbanks are present.

It is recommended that the parking restriction remain in place on the east side of Summit Avenue and that the roadway center line be relocated 4 feet to the east. This will provide a 20-foot wide lane on the west side and a 12-foot wide lane on the east side. This will allow adequate width for on-street parking on the west side, while providing 12-foot wide travel lanes in each direction. Providing adequate width on the west side will allow for more on-street parking on the west side where landscaping and curbing currently prevents vehicles from parking off the pavement. A 20-foot wide lane on the west side would also provide sufficient width for school buses making the turn onto Summit Avenue from South Street.

VIII.A. NO PARKING restriction on east side of Summit Ave



Shift center line 4 feet to the east to allow more room for parking on west side.

City of  
Portsmouth  
*Department of Public Works*



**MEMORANDUM**

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TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: December 29, 2015

SUBJECT: Recommendation – Cutts Street Parking Restriction

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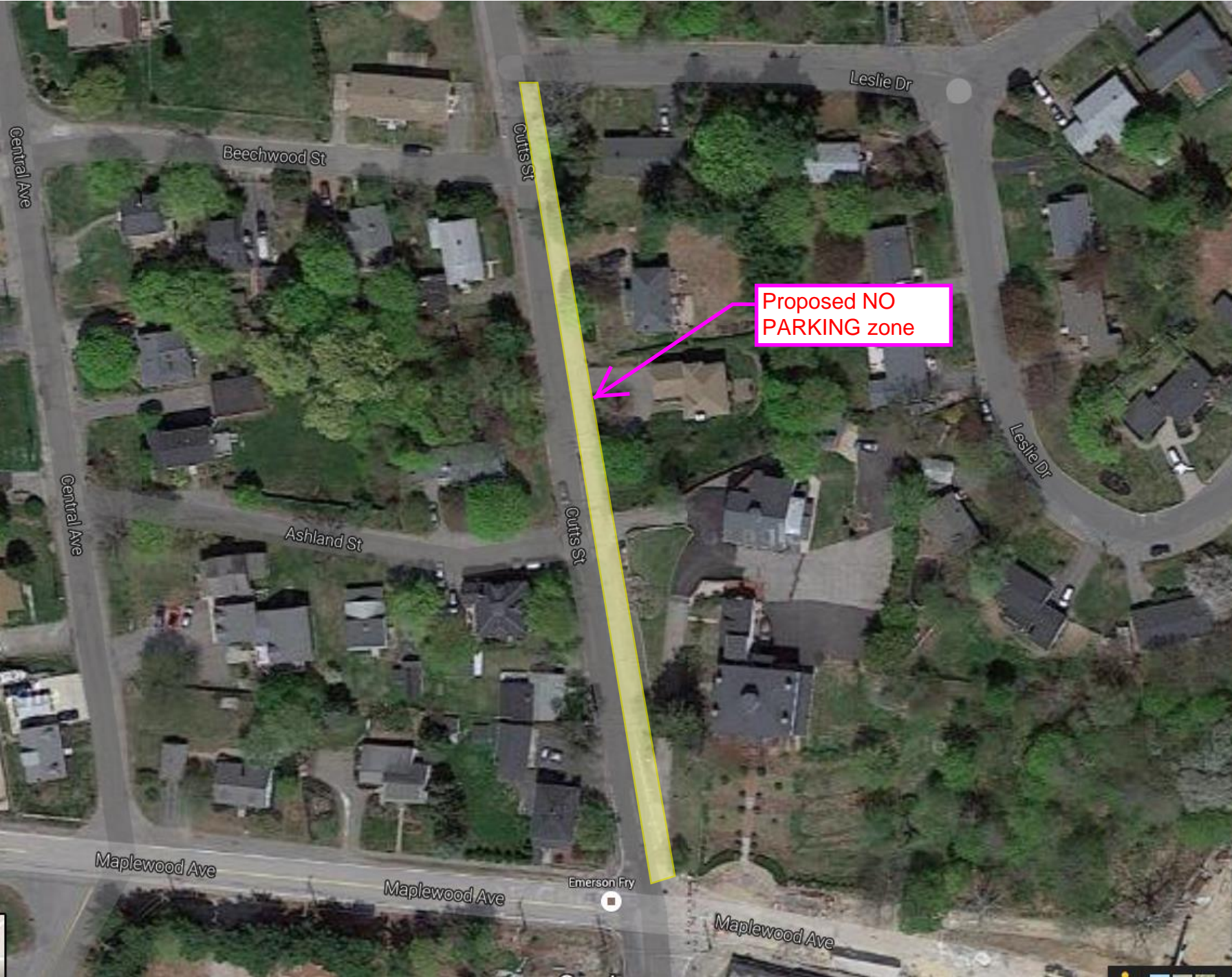
There are currently several NO PARKING signs posted along the east side of Cutts Street between Maplewood Avenue and Leslie Drive. However, there is no ordinance in place to legally enforce the signs. The owner of the Cutts Mansion has requested that the City pass an ordinance to make the existing signs legally enforceable. The Parking and Traffic Safety Committee conducted a site visit on Tuesday, December 1, 2015, and at the PTS meeting on December 3 requested a report back on recommendations for where parking could be allowed.

The roadway width is 26 feet, which provides room for parking on the west side, and 18 feet for two-way traffic, or 9 feet per lane, which is very narrow. The only area where vehicles could park on the east side of the roadway and not block sight lines from driveways is the unpaved shoulder between the Cutts Mansion exit and entrance driveways. However, as this area is not paved it is subject to mud and snow accumulation. If parking were allowed on the east side, vehicles could legally park on the pavement and block sight lines and reduce the travel lane width to 10 feet, insufficient for two-way travel.

Discussions with residents of the neighborhood revealed that the neighbors were the ones who originally requested the NO PARKING signs, as the street was too narrow when vehicles were parked on both sides. Based on this information, as well as input from Portsmouth Fire officials, it is recommended that all the NO PARKING signs remain in place, with a PTS Committee vote to establish this section of Cutts Street as NO PARKING ANYTIME.



VIII.B. Request for No Parking on east side of Cutts St between Maplewood Ave and Leslie Dr



# City of Portsmouth

*Department of Public Works*



## MEMORANDUM

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TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer

DATE: December 30, 2015

SUBJECT: Recommendation – Congress Street Loading Zone at Chestnut Street

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The north side of Congress Street between Fleet Street and Chestnut Street is designated as a NO PARKING zone. A sign designates the area as a 30 minute loading zone between the hours of 6 AM and 7 PM, Monday through Saturday, although the loading zone is not listed in the City ordinances. Problems occur when trucks park too close to the crosswalk at the intersection with Chestnut Street, blocking sight lines for pedestrians in the crosswalk. When this happens, pedestrians trying to cross Congress Street from the Vaughn Mall to Chestnut Street cannot see oncoming traffic until they have stepped out beyond the parked vehicle, about 10 feet into the street. At this point, traffic can be traveling too fast to safely stop for them, or if they are able to stop in time, the following vehicle may not react in time, possibly crashing into the rear end of the first vehicle that has stopped.

To remedy this situation, it is recommended that the loading zone be defined in the ordinances as to its exact location, the loading zone be painted on the pavement, and that the far end of the loading zone be located no closer than 20 feet to the crosswalk at Vaughn Mall. This will alert vehicles looking to unload as to the proper location to park so that the sight lines at the crosswalk are not obscured. The loading zone could also possibly be used as regular parking spaces after 7 PM, providing an additional 6 parking spaces for passenger vehicles.

The loading zone will need to be 9 feet wide to accommodate trucks. This will leave 22 feet for through traffic on Congress Street between the loading zone and the parking spaces on the south side of Congress Street. Currently this area is unmarked and appears as one wide lane. It is recommended that a broken white lane line be installed on Congress Street between Fleet Street and Chestnut Street to provide two 11-foot wide through lanes between the loading zone on the north side and the parking spaces on the south side. This will provide continuity for the two lanes that feed into this section from the Fleet Street intersection, and help to guide vehicles to the proper location for through traffic.

VIII.C. Loading Zone on Congress St between Fleet St and Vaughn Mall

