

Portsmouth
Parking & Traffic Safety Committee
8:00 A.M. – March 3, 2016
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: Please meet on Tuesday, March 1st at 8:00 AM in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following location:

- **West Road at Campus Drive**
-

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

VI. NEW BUSINESS:

- A. Peirce Island Wastewater Treatment Facility Expansion Construction Impacts. Presentation by AECOM. **Sample motion - move to recommend joint meeting with City Council, Peirce Island Committee and Recreation Board to discuss proposed impacts.**
- B. Borthwick Forest Subdivision Roadway. Presentation by applicant's development team. **Sample motion - move to recommend approval of roadway to Planning Department.**
- C. Scooter and Moped Parking. Request from Marc Stettner to revise rules regarding enforcement. **Anticipated action – move to refer to City staff for report back at future meeting.**

VII. OLD BUSINESS/ACTION ITEMS:

- A. Water Country Traffic Impacts. **Sample motion - move to recommend City fund remaining portion of traffic study to analyze alternative exit routes.**
- B. West Road and Campus Drive Intersection. **Anticipated action - move to approve and accept staff recommendation to remove STOP signs on Campus Drive.**
- C. Woodbury Avenue and Maplewood Avenue Intersection. Improvement concepts by Frank Jones Farm Neighborhood Association. **Anticipated action – move to refer proposed plans to City's consultant for review and consideration as part of the Maplewood Avenue corridor project.**

VIII. PUBLIC COMMENT

IX. INFORMATIONAL

- A. Parking shuttle operations and recommendations for 2016, by Juliet Walker.

ADJOURNMENT

City of Portsmouth

Parking Related Revenues

Unaudited

Percentage of Fiscal Year Complete
58.33%

Totals Thru
January 31, 2016

FY 16

Parking Meter Fees
 Parking Meter Space Rentals
 Meter In Vehicle
 Parking Garage Revenue
 Garage Passes
 Parking Validation
 Pass Reinstatement
 Vaughan St Parking Facility

 Parking Violations
 Boot Removal Fee
 Summons Admin Fee

 Total FY 16 Parking

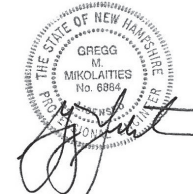
FY 16 to Date:	BUDGETED	% of Budget
TOTALS	BUDGETED	
1,300,020	1,765,500	74%
72,861	50,000	146%
54,791	50,000	110%
1,287,255	1,850,000	70%
582,690	1,000,000	58%
8,750	10,000	88%
1,895	2,000	95%
10,000	15,000	67%
441,701	700,000	63%
13,800	12,000	115%
125	5,000	3%
3,773,888	5,459,500	69%

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

VI.B. Borthwick Forest Subdivision Roadway

PERMITTING PLANS
NOT FOR CONSTRUCTION



Borthwick Forest, LLC

Proposed Subdivision Road

Portsmouth, New Hampshire

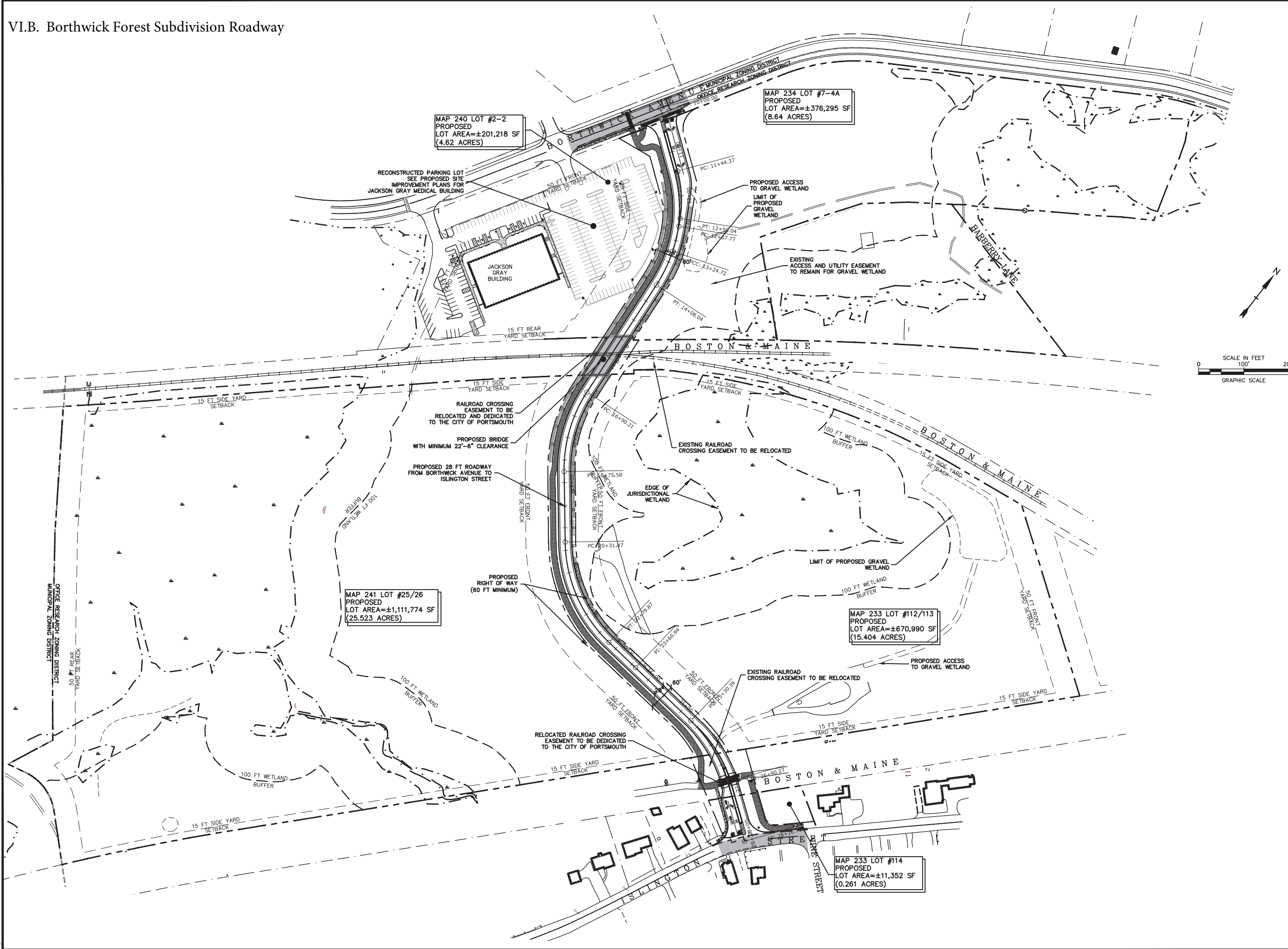
Mark	Date	Description
3.	2/22/15	REVISED ROADWAY LAYOUT
2.	1/18/15	REVISED ROADWAY LAYOUT
1.	10/19/15	TAC SUBMISSION

PROJECT NO: K-0043
 FILE: K0043_SITE.DWG
 DRAWN BY: GWH
 CHECKED BY: PMC
 APPROVED BY: GMM

OVERALL ROADWAY PLAN

SCALE: AS SHOWN

Dic: 23, 2015 8:45am Plotted By: GWH
 Tighe & Bond, Inc. 21 WICKFORD Lane Co - Borthwick Ave. Master Plan Portsmouth, NH DWG: CAD/DESIGN/K0043_SITE.DWG Layout: OVERALL ROAD



VI.C. Scooter and Moped Parking

Marc Stettner
91 Fairview Avenue
Portsmouth NH 03801

2/24/16

John P. Bohenko
Portsmouth NH City Manager
1 Junkins Avenue
Portsmouth, NH 03801

Dear John P. Bohenko,

I am writing you to request that the issue of Moped & Scooter parking is addressed at the next Parking and Traffic Safety Committee on March 3rd.

Please see the attached letter I prepared for this meeting.

I look forward to working with the Parking and Traffic Safety Committee to improve the parking opportunities of mopeds and scooters.

Sincerely,



Marc Stettner

Marc Stettner
91 Fairview Ave
Portsmouth NH 03801

VI.C. Scooter and Moped Parking

Dear Parking and Traffic Committee,

I am writing to request that the city of Portsmouth change the rules for parking mopeds and scooters. As you are well aware parking can be a challenge in this ever growing historical city with limited available parking space. One solution to limited parking is to maximize the use of transportation that has a small footprint when parked. Mopeds, scooters and bicycle's achieve this. However, the current parking enforcement policy for mopeds and scooters needs to be updated to maximize availability for parking of all vehicles.

The current policy regarding parking mopeds and scooters on sidewalks and in bicycle racks is below:



DATE: 20 September, 2004
TO: All Parking Enforcement Officers
FROM: Neil Bilodeau, Parking Enforcement Supervisor
RE: Policies and Procedures

#1-22 PARKING OF MOPEDS/MOTOR SCOOTERS ON SIDEWALK

It is permissible to park a moped or motor scooter on a city sidewalk or at a bicycle rack, provided it

1. Does not block a pedestrian walking path, and
2. Does not create a safety hazard.

Individuals **are not allowed by Ordinance** to operate mopeds or scooters on sidewalks. These vehicles must be walked to an off-street location in a manner that does not create a hazard to pedestrians.

Parking Enforcement Officers shall use proper judgement in determining whether the above criteria have been met. If there are any questions, please contact the Parking Enforcement Supervisor.

The policy above is not a NH State Law, Rule or Regulation. It is also not a Portsmouth City Ordinance. The state of New Hampshire has no Laws or Regulations that concern how the City of Portsmouth handles how it utilizes public pedestrian sidewalks. I am requesting that the Portsmouth enforcement policy is improved.

The applicable Moped & Scooter New Hampshire Regulations are below:*Section 263:33*

263:33 **Driving Mopeds.** – No person may **drive** a moped upon any way in this state unless he holds a current valid driver's license issued by any state, a special motorcycle license issued pursuant to RSA 263:31 or a special moped license. A person who holds a special moped license may drive any moped without holding any other class of driver's license. Source. RSA 261:11-b. 1976, 4:13. 1979, 11:1. 1981, 146:1; 301:1, 4, eff. Jan. 1, 1982 at 12:01 a.m.

Section 263:33-a

263:33-a **Special Moped Licenses; Driving Mopeds.** – The department shall cause to be issued a special license for persons without a driver's license or special motorcycle license for all applicants who successfully complete the requirements for a moped license. Applicants for such license shall be required to pass a written examination prepared by the director. No person shall drive a moped on a way of this state unless such person possesses a driver's license or special motorcycle license or is duly licensed to **drive a moped** by a special moped license issued under this section. No person shall knowingly authorize or allow the **driving of a moped** owned by him or in his charge on a way of this state by any person who does not hold a driver's license, a special motorcycle license or a special moped license. Source. 1981, 301:5, eff. Jan. 1, 1982 at 12:01 a.m.

NH Further defines the classification as follows:

<https://www.nh.gov/safety/divisions/dmv/driver-licensing/apply/classifications.htm>

Drivers in New Hampshire must have the proper class of license to match the type of **vehicle they drive**. Vehicles in New Hampshire are classified according to the manufacturers' gross vehicle weight rating and body style. The New Hampshire classified license system is broken down as follows:

Driver License Classifications

- [Class A: Commercial, CDL-A.](#)
- [Class B: Commercial, CDL-B.](#)
- [Class C: Commercial, CDL-C.](#)
- Class D: Operator License. An operator license is what most people think of as a "regular" driver license. It allows you to drive a vehicle with a gross vehicle weight of 26,000 pounds or less. With an operator's license, you can tow a trailer with a gross weight of 10,000 pounds or less, but you cannot transport hazardous materials or drive a bus designed to transport more than 15 persons. An operator license allows you to **drive** a moped but not a motorcycle, 3-wheeled motorcycle or motor-driven cycle.
- **Motorcycle License:** A motorcycle license allows you to **drive** motorcycles, mopeds and 3 wheeled motorcycles. Most drivers with a motorcycle license also hold either an operator or commercial license, although, it is possible to hold a Motorcycle-only license which allows operation of a motorcycle but no other class of vehicle.
- 3-Wheeled Motorcycle: This license type allows you to drive a three-wheeled motorcycle but not a two-wheeled motorcycle or motor-driven cycle. If you take a motorcycle road test on a three-wheeled motorcycle, you are restricted to operating only a three-wheeled motorcycle. If you take a motorcycle road test on a conventional, two-wheeled motorcycle you can operate a three-wheeled motorcycle.
- Motor-driven Cycle License: This license type allows you to **drive any moped, motor scooter**, bicycle with motor attached and small motorcycle with no more than five (5) horsepower.
- **Moped License: This license type allows you to drive a moped only. To be classified as a "moped", a vehicle must meet all of the following:**
 - **Not require the driver to shift gears.**
 - **Have a motor not more than two (2) horsepower or 50 cc. in size.**
 - **Not be able to go faster than 30 MPH on level ground.**

You need a special moped license to drive a moped only if you don't hold any other class of license. If you already hold an operator, CDL, motorcycle or motor-driven cycle license you can also drive a moped.

NH set the moped regulations with the foresight to make sure any operator of a moped or scooter that has the power to possibly **drive on roads** where the speed limit is more than 30 MPH and has the proper training (motorcycle license). **However, the licensing and driving regulations for the State of NH do not have anything to do with parking of mopeds and scooter on city sidewalks.**

Problem: Currently Portsmouth parking enforcement personnel are instructed to use the NH plate to determine if a Moped/Scooter can park on a sidewalk or in a bike rack. If the moped or scooter has a “motorcycle” plate they are not allowed to park on a sidewalk or bike rack. The State of Maine does not annotate on their license plates the word “motorcycle” so it is not possible to enforce a Maine Moped or Scooter in the same manner as NH. I have heard from enforcement that they go by the speedometer for Maine mopeds to determine if they can park on sidewalks or bike racks. Speedometers are not an accurate way to determine the maximum speed a moped or scooter can go. These inconsistencies prevent modern mopeds and scooters from being able to park in Portsmouth on sidewalks and cycle racks. The current enforcement rules make it difficult for enforcement to quickly determine if a Moped or Scooter can park on the sidewalk or bike rack. Modern scooters and mopeds may have no digital speedometers and are fuel injected that gives them better gas mileage for the same sized moped. My Vespa Primavera is 150 cc. It is exactly the same size and weight of the Vespa Primavera 50cc which has a carburetor. It is not a good city practice to treat modern mopeds and scooters differently, for parking purposes, than less modern and fuel efficient mopeds and scooters that have the same parking footprint.

Only a Moped or Scooter has the following features:

- **Step thru Frame.**
- **2 tires less than 16 in diameter.**
- **The engine mounted below or rear of rider.**



Moped



Scooter



Motorcycle

Solution: I am requesting that the Parking and Traffic Committee revise the “Policies and Procedures” for the enforcement of parking Mopeds and Scooters to:

Define what a Moped and Scooter is for parking purposes only. This change would not conflict with any existing NH State law, Rule or Regulation:

The new revised Policies and Procedures for [Parking of Mopeds/Motor Scooters on Sidewalks](#) to say:

It is permissible to park a moped or motor scooter on a city sidewalk or at a bicycle rack, provided that

1. Does not block a pedestrian walking path, and
2. Does not create a safety hazard.
3. *A moped or motor scooter is defined that they have a step thru frame, two tires less than 16" and the engine is mounted below or to the rear of the driver.*

There are several good reasons to make this change such as:

- Parking Enforcement personnel can easily determine from a distance if the moped or scooter meets this definition and is not a motorcycle. They do not have to look at a license plate or speedometer.
- Allows modern and more fuel efficient mopeds and scooters to park on the sidewalks.
- Maximizes street parking for larger vehicles.

Does the City of Portsmouth want this as a result of the current Policies and Procedures?



Note: The above Vespa scooter is 150cc and is exactly the same dimensions as a 50cc Vespa scooter.

PRIMAVERA

50 / 150 3V



The Vespa Primavera stands out for its modern streamlined look, whose key elements echo the exclusive style of the "Vespa 946". Hallmark features include the new frame with innovative features for enhanced quality. The increased space between the handlebars and the seat, and the saddle height for easier access to the ground, ensure greater comfort for rider and passenger. The longer wheelbase and length boost stability while maintaining the lightweight riding and agility typical of every Vespa. The compartment beneath the seat easily accommodates a full-jet helmet. LED daylights and rear light, new digital instrument panel with trip computer, 4-stroke 4V 50 cc engine, 4-stroke 3V electronic injection 150 cc engine improve fuel consumption and reduce emissions.

- MARRONE CRETE SENESI
- MONTEBIANCO
- NERO VULCANO
- BLU MIDNIGHT
- ROSSO DRAGON



VI.C. Scooter and Moped Parking

	Primavera 50 4S 4V	Primavera 150 3V Primavera Touring 150 3V	Sprint 50 4S 4V	Sprint 150 3V Sprint S 150 3V	GTS 300 GTV 300	GTS Super 300* GTS SuperSport 300*	LXV 150 ie
Engine	HIPER 4-stroke 4V single cylinder, catalytic	4-stroke 3-valve single cylinder, catalytic	HIPER 4-stroke 4V single cylinder, catalytic	4-stroke 3-valve single cylinder, catalytic	4-stroke 4-valve single cylinder, electronic injection, catalytic	4-stroke 4-valve single cylinder, electronic injection, catalytic	Single-cylinder 4-stroke LEADER engine with catalytic converter
Engine capacity	49,9 cc	154,8 cc	49,9 cc	154,8 cc	278 cc	278 cc	150 cc
Bore x Stroke	39 mm x 41,8 mm	58 mm x 58,6 mm	39 mm x 41,8 mm	58 mm x 58,6 mm	75 mm x 63 mm	75 mm x 63 mm	62,6 mm x 48,6 mm
Max. power	-	9,5 kW -12,9 CV- a 7,750 rpm	-	9,5 kW -12,9 CV- a 7,750 rpm	15,8 kW -22 CV- a 7,500 rpm	15,8 kW -22 CV- a 7,500 rpm	8,7 kW -7,9 CV- a 6,000 rpm
Max. torque	-	12,8 Nm a 6,500 rpm	-	12,8 Nm a 6,500 rpm	22,3 Nm a 5,000 rpm	22,3 Nm a 5,000 rpm	11,5 Nm a 6,250 rpm
Fuel	Carburettor	Electronic injection	Carburettor	Electronic injection	Electronic injection	Electronic injection	Electronic injection
Cooling	Forced air	Forced air	Forced air	Forced air	Liquid	Liquid	Forced air
Starter	Electric	Electric	Electric and kick starter	Electric	Electric	Electric	Electric
Gearbox	HPT with torque server	HPT with torque server	HPT with torque server	HPT with torque server	HPT with torque server	HPT with torque server	Automatic Twist and Go (CVT with torque server)
Clutch	Automatic centrifugal dry, with damper pads	Automatic centrifugal dry, with damper pads	Automatic centrifugal dry, with damper pads	Automatic centrifugal dry, with damper pads	Automatic centrifugal dry, with damper pads	Automatic centrifugal dry, with damper pads	Automatic dry centrifugal clutch with vibration dampers
Bearing structure	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements	Steel frame with welded structural reinforcements
Front suspension	Single arm with coil spring and hydraulic shock absorber	Single arm with coil spring and hydraulic shock absorber	Single arm with coil spring and hydraulic shock absorber	Single arm with coil spring and hydraulic shock absorber	Single-arm ESS suspension with coil spring and hydraulic shock absorber	Single-arm ESS suspension with coil spring and hydraulic shock absorber	Single arm with coil spring and hydraulic shock absorber
Rear suspension	Coil spring with single shock absorber	Adjustable spring pre-loading (4 positions) and single hydraulic shock absorber	Coil spring with single shock absorber	Adjustable spring pre-loading (4 positions) and single hydraulic shock absorber	Dual hydraulic shock absorber, with adjustable spring pre-loading, 4 positions	Dual hydraulic shock absorber, with adjustable spring pre-loading, 4 positions	Hydraulic shock absorber
Front brake	Hydraulically controlled Ø 200 mm stainless steel disk	Hydraulically controlled Ø 220 mm stainless steel disk	Hydraulically controlled Ø 200 mm stainless steel disk	Hydraulically controlled Ø 200 mm stainless steel disk	Hydraulically controlled Ø 220 mm stainless steel disk	Hydraulically controlled Ø 220 mm stainless steel disk	Hydraulically controlled Ø 200 mm stainless steel disk
Rear brake	Mechanically controlled Ø 140 mm drum	Mechanically controlled Ø 140 mm drum	Mechanically controlled Ø 140 mm drum	Mechanically controlled Ø 140 mm drum	Hydraulically controlled Ø 220 mm stainless steel disk	Hydraulically controlled Ø 220 mm stainless steel disk	Mechanically controlled Ø 110 mm drum
ABS/ASR	-	-	-	Standard	Standard	Standard	-
Front tire	Tubeless 110/70 - 11"	Tubeless 110/70 - 11"	Tubeless 110/70 - 12"	Tubeless 110/70 - 12"	Tubeless 120/70 - 12"	Tubeless 120/70 - 12"	Tubeless 110/70 - 11"
Rear tire	Tubeless 120/70 - 11"	Tubeless 120/70 - 11"	Tubeless 120/70 - 12"	Tubeless 120/70 - 12"	Tubeless 130/70 - 12"	Tubeless 130/70 - 12"	Tubeless 120/70 - 10"
Length / Width / Wheelbase	1,860 / 735 / 1,340 mm (73 / 29 / 53 in)	1,860 / 735 / 1,340 mm (73 / 29 / 53 in)	1,860 / 735 / 1,340 mm (73 / 29 / 53 in)	1,860 / 735 / 1,340 mm (73 / 29 / 53 in)	1,930 / 755 / 1,370 mm (76 / 30 / 54 in)	1,930 / 755 / 1,370 mm (76 / 30 / 54 in)	1,800 / 740 / 1,280 mm (71 / 29 / 50 in)
Saddle height	780 mm (30,7 in)	780 mm (30,7 in)	790 mm (31,1 in)	790 mm (31,1 in)	790 mm (31,1 in)	790 mm (31,1 in)	785 mm (30,9 in)
Fuel tank capacity	7 liters (1,84 US gal)	8 liters (2,1 US gal)	7 liters (1,84 US gal)	8 liters (2,1 US gal)	9,5 liters (2,5 US gal)	9,5 liters (2,5 US gal)	8,2 liters (2,16 US gal)

The company reserves the right to make technical and aesthetic changes at any time. Ride carefully and always wear a crash helmet and suitable clothing. Comply with the Highway Code and environmental regulations. Read the user and maintenance handbook carefully. Always ask for type-approved original spare parts. Apply to Vespa Official Dealers and authorised sales outlets for a sure purchase and guaranteed assistance. Vespa original spare parts are a guarantee of quality and ensure consistent vehicle performance.



is a registered trademark of



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: February 25, 2016

SUBJECT: Suggested Water Country Traffic Impact Action Plan

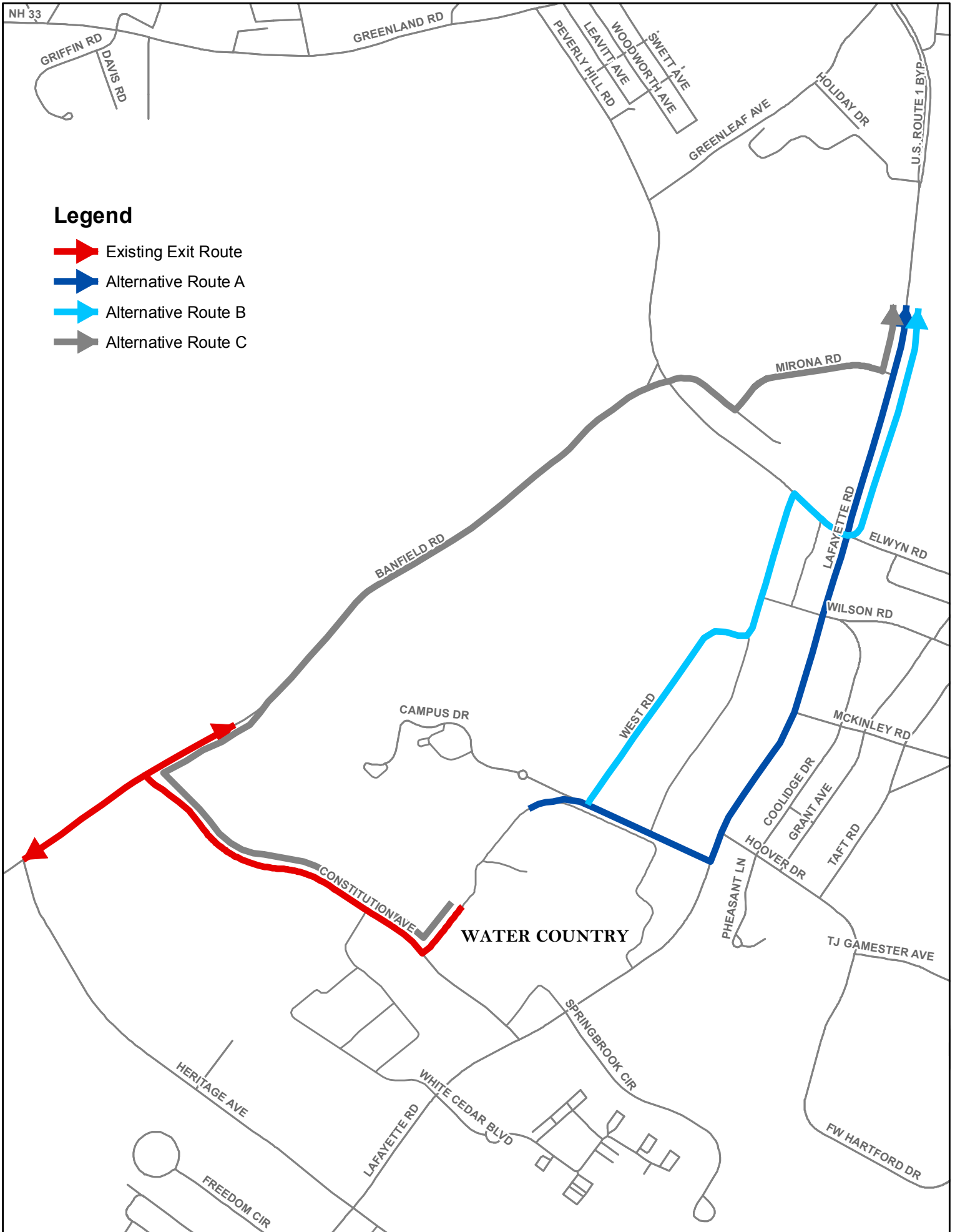
Based on discussions with NHDOT officials, any change in Water Country traffic patterns that will substantially increase the volume of traffic on Route 1 will require analysis and approval by NHDOT prior to implementation, even on a trial basis. To properly analyze the impacts of potential traffic pattern changes, the following suggested action plan has been developed.

1. Identify potential alternative routes for Water Country exiting traffic that reduces the volume of traffic on local residential roadways to the maximum extent possible. These potential routes are shown on the attached map:
 - a. Alternative A: Close Constitution Avenue driveway to Water Country and direct all exiting traffic onto West Road to Route 1, with police officer control at Route 1. Traffic destined to I-95 would turn left on Route 1 and continue on the Route 1 Bypass to the Portsmouth Traffic Circle.
 - b. Alternative B: Close Constitution Avenue driveway to Water Country and direct all exiting traffic onto West Road. Traffic destined to I-95 would continue on West Road to Peverly Hill Road, turn right on Peverly Hill Road, left onto Route 1 at the signalized intersection with Elwyn Road, and then proceed to the Portsmouth Traffic Circle.
 - c. Alternative C: keep Constitution Avenue driveway open and direct all I-95 traffic to turn right onto Constitution Avenue, right onto Banfield Road, straight onto Mirona Road, left onto Route 1 at the signalized intersection at McDonalds, and then proceed to the Portsmouth Traffic Circle.
2. Obtain new non-summer traffic turning movement counts during the weekday peak period (4:00-6:00 PM) and the Saturday Water Country peak period (4:00-6:00 PM) at each of the following intersections:
 - a. Route 1 at West Road
 - b. Route 1 at Wilson Road and Market Basket driveway
 - c. Route 1 at Peverly Hill Road and Elwyn Road

VII.A. Water Country Traffic Impacts

- d. Route 1 at Mirona Road and Church driveway
 - e. West Road at Peverly Hill Road and plaza driveway
3. Adjust non-summer traffic volumes to summertime conditions using historical seasonal adjustment factors provided from NHDOT permanent traffic counting stations in the area.
 4. Analyze traffic operations during both peak periods at the study intersections using Synchro, a traffic signal optimization and simulation modeling software program. This will provide a baseline condition from which to compare the impacts of Water Country traffic.
 5. Add Water Country traffic to the intersections and reanalyze to determine intersection operations with the addition of Water Country traffic. Water Country traffic volumes are based on actual traffic counts taken in 2012 at Water Country's Constitution Avenue driveway.
 6. If necessary, determine improvements needed at each intersection to accommodate the increase in traffic volumes from Water Country.
 7. Collect actual summer traffic volumes at each intersection, as well as Water Country driveway at Constitution Avenue, and reanalyze each alternative exit route to verify assumptions.

Water Country Exiting Traffic Routes



PORTSMOUTH RESIDENT PROPOSAL TO PTS COMMITTEE:
PILOT PROJECT FOR WATER COUNTRY TRAFFIC ALTERNATIVES IN THE
SUMMER OF 2016

March 3, 2016

PROBLEM:

Portsmouth residents of Banfield Road, Ocean Road, and Peverly Hill Road are burdened with the excessive Water Country (WC) traffic in the summer months based on outdated exiting traffic patterns that directs commercial grade traffic from a Rte 1 business (Water Country) into their neighborhood towards 95 North/95 South. Residents have made attempts at prior PTS meetings to advocate for changes in the current WC traffic patterns. Residents have also had in person meetings with city DPW staff and multiple phone calls/emails with city DPW staff to collaborate on the WC traffic issues impacting their neighborhood. There has been a lot of discussions, researching, and meetings by the city. The city placed signs last year on roads within the current traffic pattern (Constitution Ave and Banfield Road) to better guide the current traffic through Banfield Road, but no action has been made to implement or study **alternative** traffic patterns that will **remove this excessive traffic** from already busy Portsmouth residential neighborhoods. The residents of Portsmouth have created a pilot project proposal for the WC traffic to trial alternative traffic patterns during the summer of 2016 to be implemented by the city of Portsmouth.

GOAL:

The goal of the Portsmouth residents is to **reroute the traffic originating from WC** out of their neighborhoods and back to Rte 1. The pilot ideas described in this proposal will give a realistic picture of the effects of alternative traffic patterns for exiting WC traffic. The residents of Portsmouth are looking for approval from the PTS committee of our proposal described in this document so the alternative traffic pattern suggestions can be trialed in the summer of 2016. The residents are also requesting the **city approve the second half of a traffic study** to obtain current traffic data and identify long term solutions to the WC traffic issues. WC has agreed to pay the other half of the study.

REASON FOR PILOT PROJECT:

- WC's current **EXITING** traffic pattern is behind the Southgate Plaza with a right onto Constitution Ave towards Banfield Road (a residential neighborhood). **Cars frequently back up** on Constitution Rd and most cars wait at the intersection of Banfield Road and Constitution Ave to take a left for 95 South and a right for 95 North. See attached map.
- Exiting WC **traffic is excessive** in the summer between 4pm and 7 pm - particularly close to the park closing time (6 pm).

VII.A. Water Country Traffic Impacts

- WC traffic is a burden to the residents of Banfield Road, Ocean Road, and Peverly Hill Road - all residential neighborhoods that already experience a significant amount of traffic, speeding, and trucks on a normal given day. Add the WC traffic in the summer and it is **WAY TOO MUCH!**
- Portsmouth Police Department collected data on Banfield Road in July 2015 (peak WC season) and there were **21,000 cars traveling one way in a 7 day period** on Banfield Road!!!
- Traffic counts in 2012 from the Southgate Plaza showed that **800 cars an hour exit from WC!**
- Residential neighborhoods should NOT have to absorb the burden of commercial grade traffic originating from a Rte 1 business.
- WC **traffic patterns have not changed in ~ 30 years**, but the park attractions and patrons visiting the park has grown significantly over the years.
- NH DOT confirmed that WC currently **does not have a driveway permit through NH DOT.**
- WC management reports about 5,000 patrons visit the park daily with the majority of patrons leaving at one time (park closing time at 6pm).

FUTURE CONCERNS FOR INCREASING TRAFFIC:

- Rail trail development for the old railroad tracks on Banfield Road will attract additional vehicular, bicyclists, and pedestrian traffic to an already busy Banfield Road - especially in the summer months (peak WC season).
- Developer announced in February 2016 that they plan to build a 94 apartment complex in the Southgate plaza with entrance/exit on Constitution Ave adding to the increase of excessive traffic on Constitution Ave and Banfield Road.

PILOT IDEA # 1:

- Reroute WC exiting traffic to West Road. Follow West Road to the end (behind Market Basket) and come to the intersection of West Road and Peverly Hill Road. Place large barrels at the intersection with temporary signs stating "RIGHT HAND TURN ONLY BETWEEN THE HOURS OF 4PM & 7PM DAILY" for the duration of the WC season. This will direct the WC traffic towards the Rte 1 Market Basket traffic light. Vehicles can head back towards Rte 1 and the traffic circle where they originated from in the first place. We request police presence initially to make sure traffic is following the right hand turn only sign as GPS will direct north bound traffic to take a left on Peverly Hill Road towards Rte 33 (past residential homes). See attached map.

PILOT IDEA# 2:

- Reroute WC exiting traffic onto West Road directly towards Rte 1 (across from St James Church on Lafayette Road). That intersection is currently a right hand turn only with a small island in the middle of the road. Request a police detail to manage WC traffic on Rte 1 between 4pm and 7pm daily (similar to the St James church traffic on Saturday night). See attached map.

VII.A. Water Country Traffic Impacts

PILOT IDEA# 3:

- Combine pilot idea #1 and pilot idea #2 at the same time to help disperse the exiting traffic towards two different intersections to help alleviate the traffic burden in one place. Traffic will exit Water Country from West Road sending half the cars towards the end of West Rd (behind Market Basket). Large barrels with signage will be at that intersection of West Road and Peverly Hill Road directing traffic "RIGHT HAND TURN ONLY BETWEEN THE HOURS OF 4PM & 7PM DAILY" towards the Rte 1 traffic signal. The other half of the cars will exit Water Country from West Road and head straight towards Rte 1. Police detail can direct the exiting traffic onto Rte 1 from West Road and at the corner of Peverly Hill Road & West Road. See attached map.

SUGGESTED PILOT TERMS:

- City will trial pilot idea 1, pilot idea 2, and pilot idea 3 for one week each in the months of June, July, and August in the summer of 2016 to look for the effects of "unintended consequences" of the alternative traffic patterns (i.e backing up on Rte 1, increased traffic in other areas of the city, etc).
- WC has agreed to fund half of a traffic study that will obtain current traffic counts and will propose long term solutions for the WC traffic. The city should recognize this excessive commercial traffic as a significant burden to its residents and residential neighborhoods and approve the funding the other half of the study ASAP to look for alternative long term solutions to address the problem (i.e. traffic signals placed on Rte 1 at the WC entrance to allow exiting and entering traffic, traffic light on Rte 1 off of West Rd for exiting traffic, etc).
- City will provide monthly updates via email to the residents of Portsmouth on the status of the pilot project and any positive or negative effects of the pilot project.
- City will present a final summary of the pilot project in a public meeting format to the residents of Portsmouth, WC, and NH DOT in the Fall of 2016 with the results of the pilot project. Allow for a public comment session for all parties to express their concerns, share feedback and ask/answers questions based on the results of the pilot project to discuss future plans.
- The residents of Portsmouth understand that this is a pilot project that will take place for 3 weeks each month in the summer of 2016 and is NOT a permanent solution to the WC traffic. However, it is a trial of alternative solutions to get commercial level traffic from a Rte 1 business out of residential neighborhoods and back to Rte 1 where it originated from.

PILOT PROJECT PRO'S:

- The pilot project will allow commercial grade traffic from a Rte 1 business to not impact already busy residential neighborhoods in Portsmouth.
- The pilot project will allow for safer road conditions in the event of an emergency. Rte 1 is a wide, multi-lane state road made to accommodate excessive vehicles. In the event of an emergency (police, fire, ambulance), there is adequate lane spacing on Rte 1 to provide the safe

VII.A. Water Country Traffic Impacts

passage of emergency vehicles. This is not the case on Banfield Road, Ocean Road, and Peverly Hill Road with heavy traffic, narrow roads, and dangerous culverts.

- The pilot project will allow for economic stimulation of Portsmouth businesses on Rte 1 as WC patrons will be passing by numerous local businesses in their travels on Rte 1 on their way back to the traffic circle (i.e. multiple food establishments).
- Pilot option# 3 will allow for two different traffic patterns to alleviate the burden of excessive traffic at one intersection.

PILOT PROJECT CON'S:

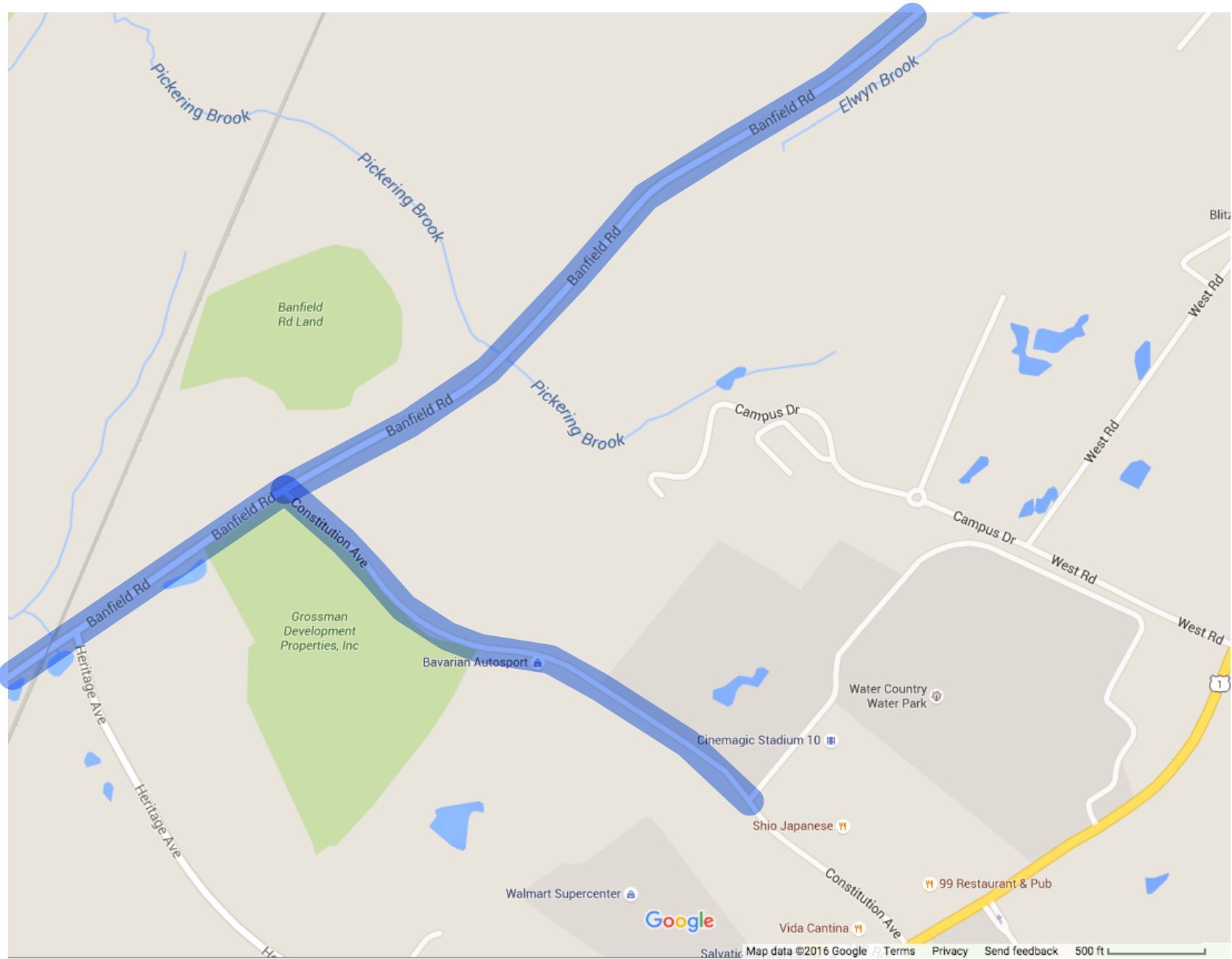
- The pilot project option # 1 may have WC traffic follow their GPS and not the right hand only signage at the corner of Peverly Hill Road and West Road. GPS will currently direct people at that intersection to turn left onto Peverly Hill Road (towards Rte 33) and into the residential portion of Peverly Hill Road - this is the reason we need large barrels and temporary signage stating "RIGHT HAND TURN ONLY BETWEEN THE HOURS OF 4PM & 7PM DAILY" at that intersection. The pilot will show if WC patrons follow the signage or follow their GPS.
- The pilot project option #1 and option #2 may cause traffic to back up at the Market Basket light on Rte 1 and/or West Rd intersection at Rte 1. However, Rte 1 is more equipped and appropriate for this commercial grade traffic that is originating from Rte 1 in the first place. And pilot option# 3 will trial if using two different alternate traffic flow patterns at the same time will be a more realistic solution.

CONCLUSION:

- Portsmouth residents of Banfield Road, Ocean Road, and Peverly Hill Road are burdened with the excessive WC traffic in the summer months based on outdated traffic patterns that directs commercial grade traffic from Rte 1 into their neighborhood. The residents are requesting the city of Portsmouth PTS Committee to approve a pilot project in the summer of 2016 that would trial three options of alternative traffic patterns (one week for each option for a total of three weeks per month as described above) redirecting the WC traffic back onto Rte 1. These trials will give us a realistic picture of the positive and negative effects in the city and on Rte 1 because of the rerouted traffic. The residents also request that a formal WC traffic study is funded to look at the entire situation and propose long term solutions for the traffic. WC has agreed to pay half of the study and we are requesting the city approve the funding for the other half of the study to start ASAP. The residents would like frequent email communication (monthly) from the city on the status of the pilot during the summer and a final public meeting in the Fall of 2016 with all stakeholders (Residents, City, NH DOT, and WC). The residents understand that this is a trial pilot project and not permanent changes being made to current traffic patterns.

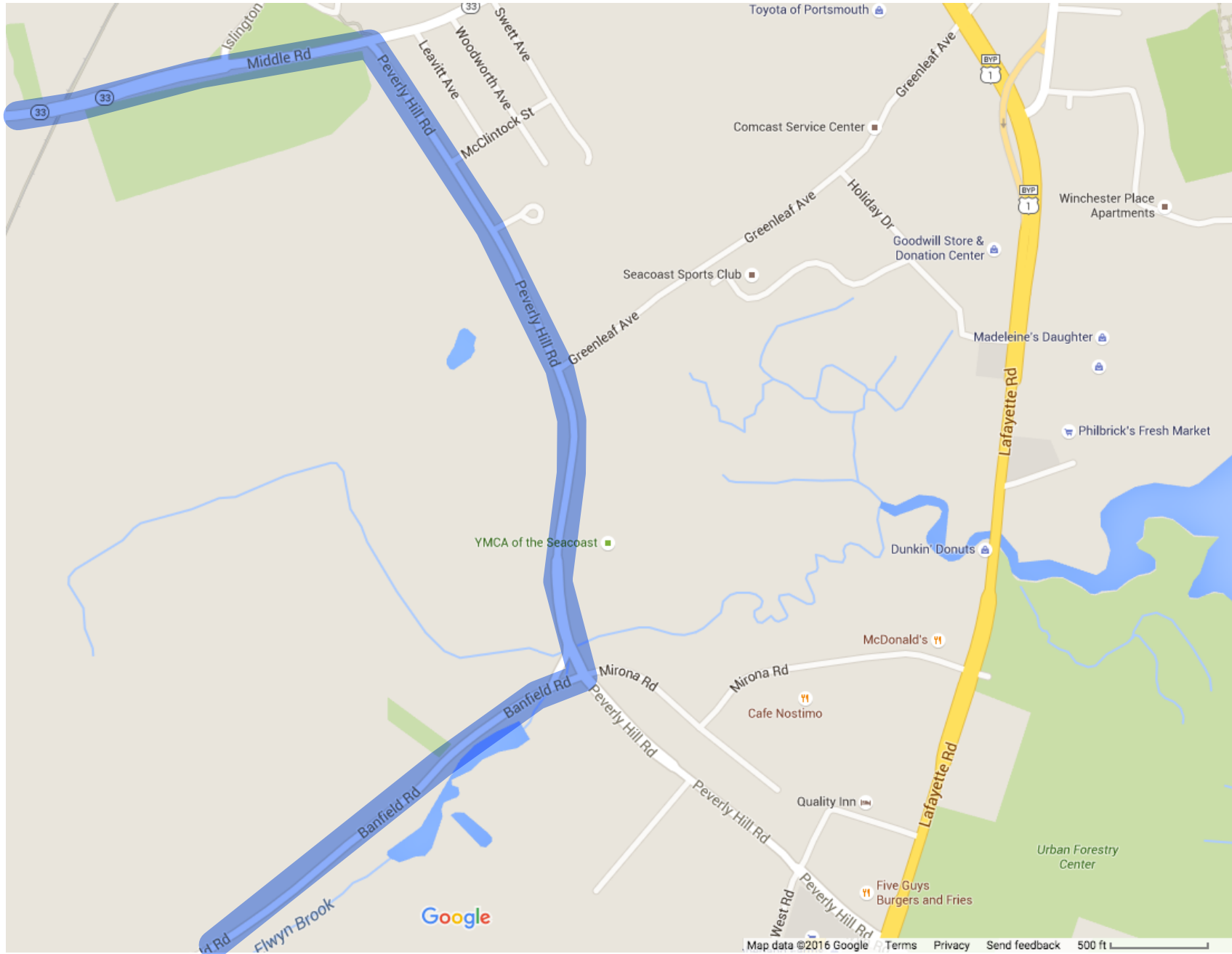
CURRENT TRAFFIC PATTERN
Constitution Ave to Banfield Road

VII.A. Water Country Traffic Impacts



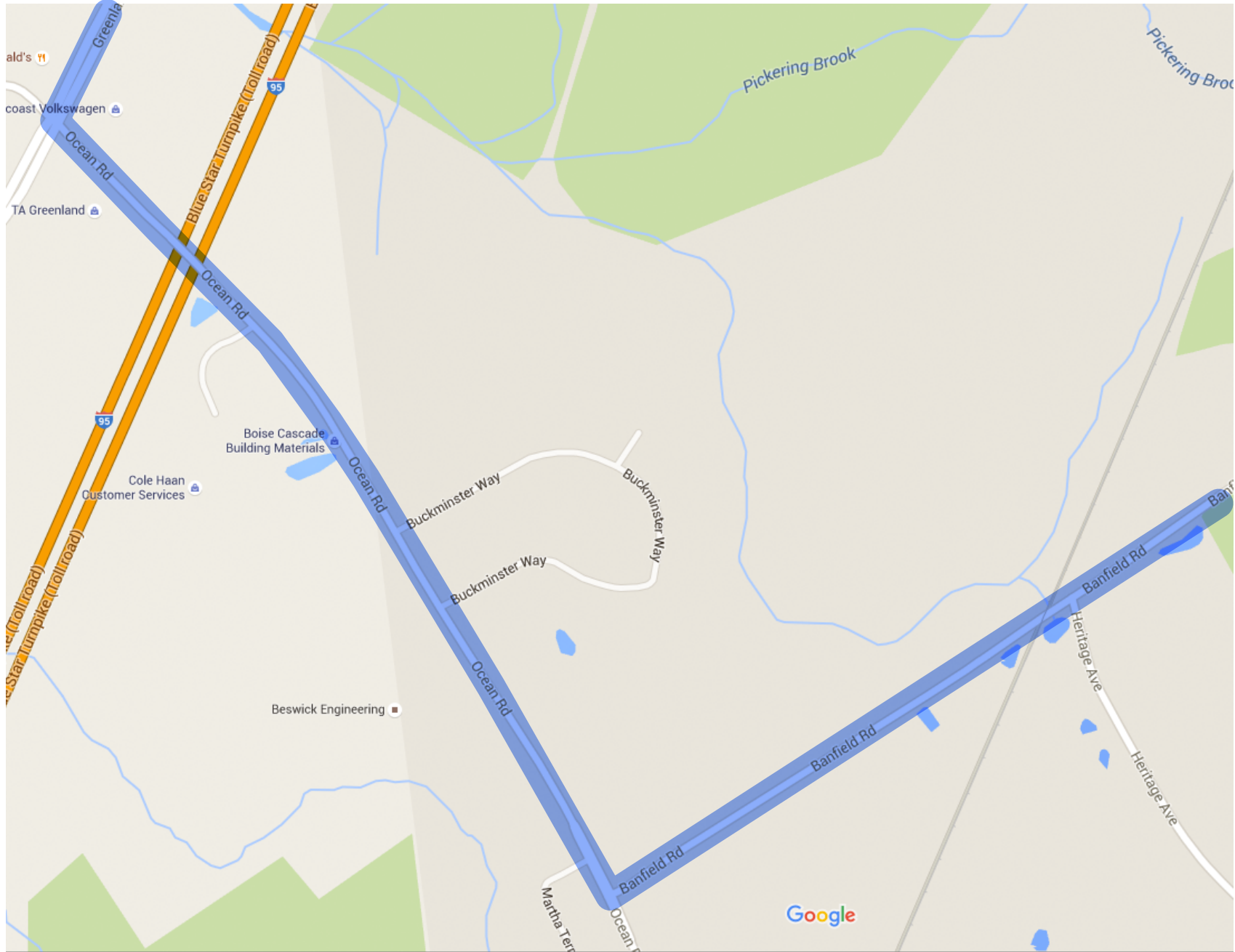
CURRENT TRAFFIC PATTERN
Banfield Road (Continued) to Peverly Hill Rd

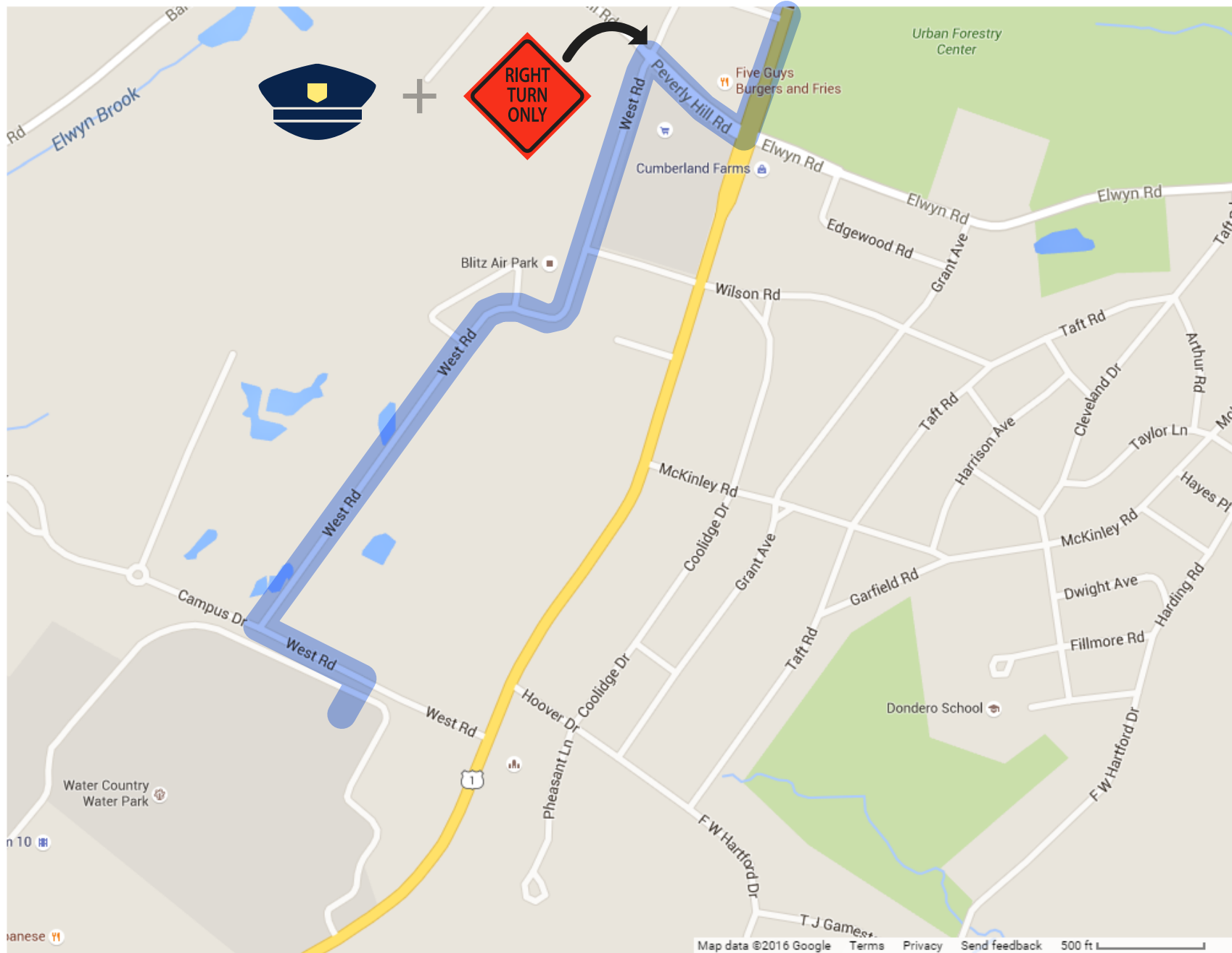
VII.A. Water Country Traffic Impacts

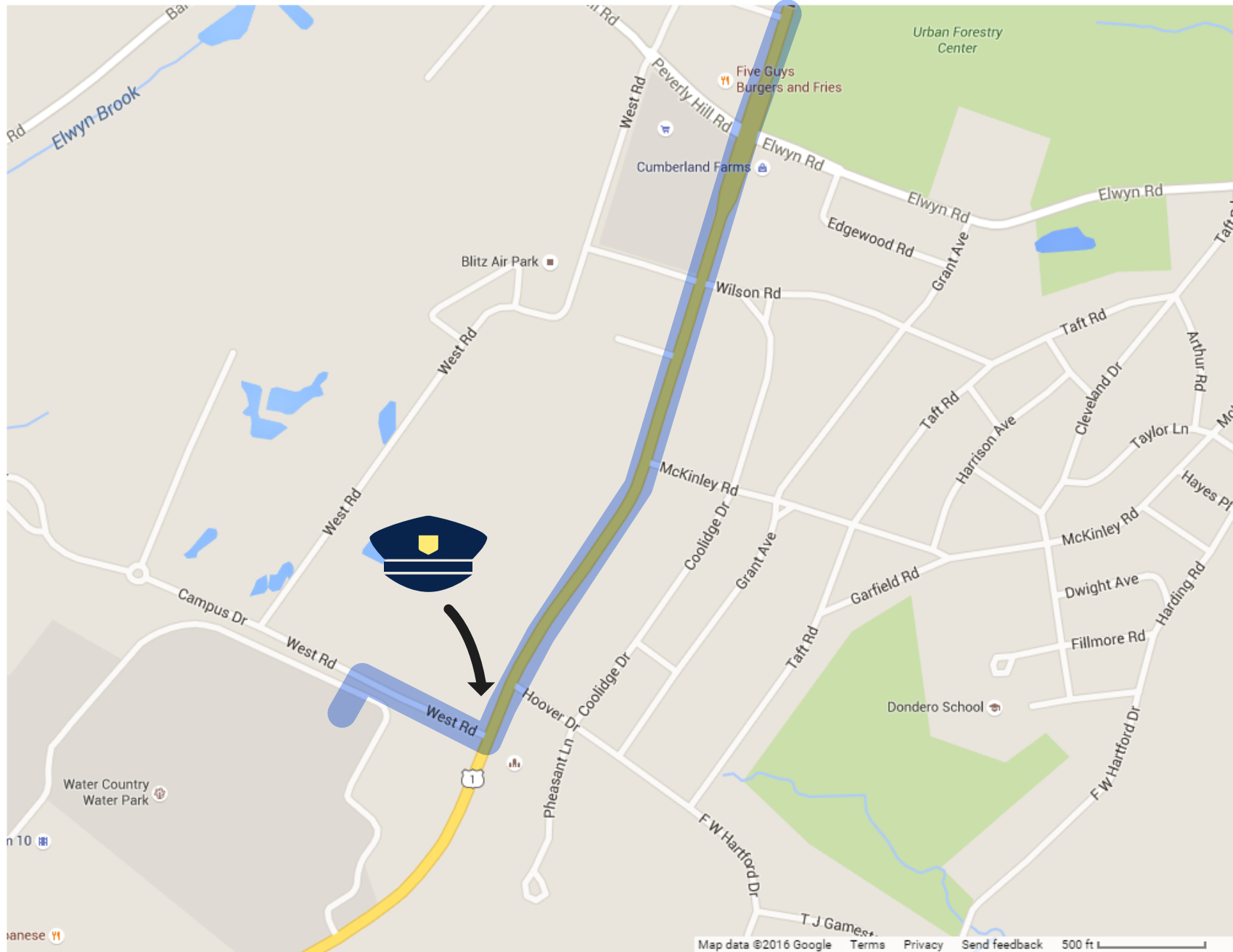


CURRENT TRAFFIC PATTERN
Banfield Road (Continued) to Ocean Rd

VII.A. Water Country Traffic Impacts



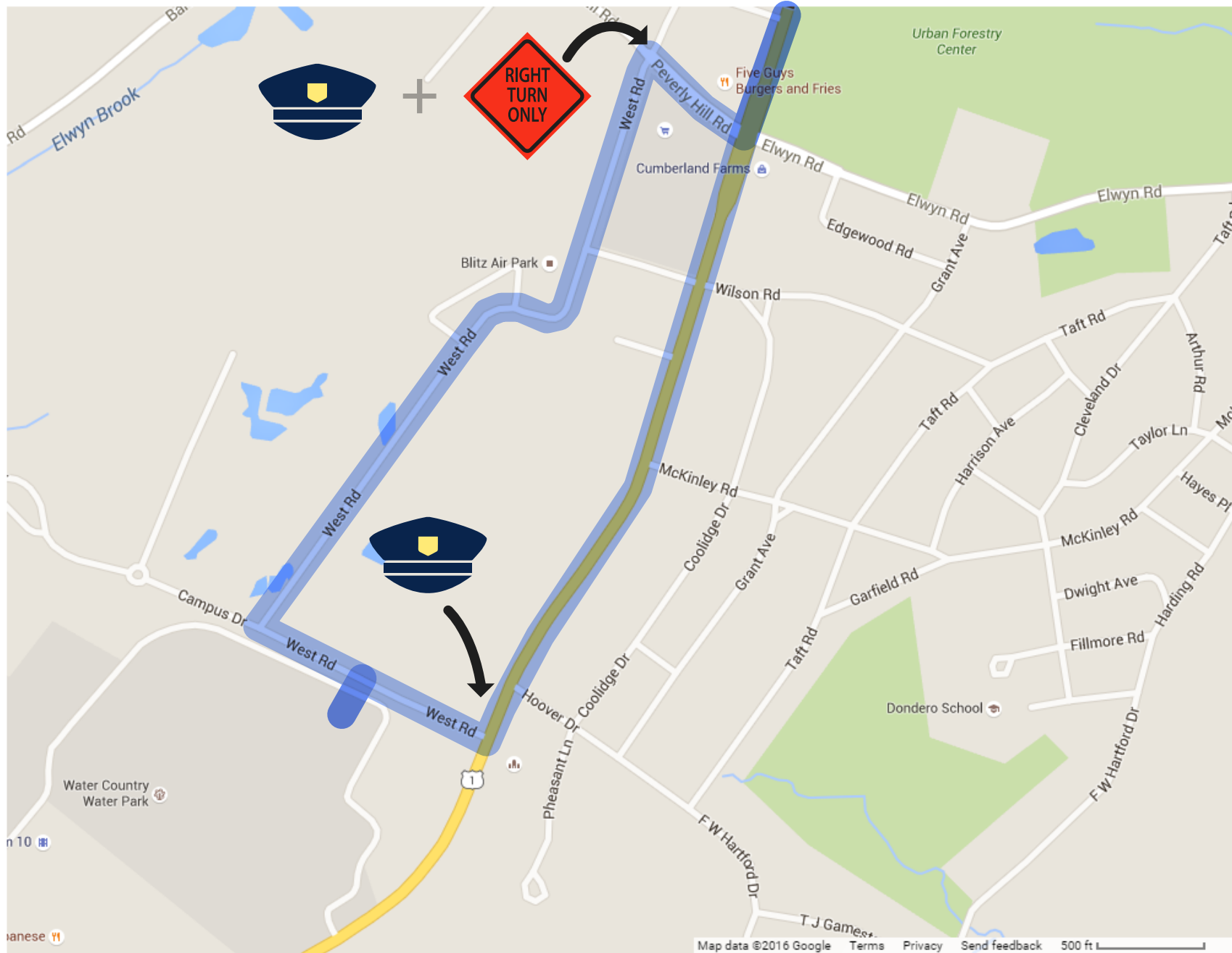




OPTION 3

Combination of West Road to Peverly Hill Road and Lafayette Road (Rte 1)

VII.A. Water Country Traffic Impacts



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: February 24, 2016

SUBJECT: Recommendation – West Road at Campus Drive Intersection

In response to concerns regarding the existing all-way STOP control at the intersection of West Road and Campus Drive, City staff conducted an analysis of the intersection to determine if the all-way stop is warranted. Traffic counts were conducted at the intersection for a one-week period. Observations of traffic flow and sight lines were also conducted. The traffic volume data indicated that peak traffic volumes were 140 vehicles per hour on Campus Drive, and 40 vehicles per hour on West Road. These volumes are far below the 200 to 300 vehicles per hour needed to meet the minimum volume levels to warrant all-way STOP control. Sight lines far exceed minimums in all directions and all-way stop control would not improve traffic operational characteristics of the intersection. Based on the data collected and the conditions at the intersection, the all-way STOP is not warranted or needed. It is recommended that the two STOP signs on Campus Drive heading to and from Lafayette Road be removed, while retaining the STOP sign on the West Road southbound approach to the intersection.

VII.C. Woodbury Avenue and Maplewood Avenue Intersection



Frank Jones Farm Neighborhood Association
Lenore Weiss Bronson, Chair
828 Woodbury Ave.
Portsmouth, NH 03801

Mr. Eric Eby
City of Portsmouth Parking & Transportation Engineer
Portsmouth City Hall
1 Junkins Ave.
Portsmouth, NH 03801

Feb. 8, 2016

Dear Mr. Eby,

Eight Portsmouth residents met at the intersection of Maplewood and Woodbury Avenues on January 30, 2016 to discuss ideas with the goal of calming traffic on the two streets and improving the neighborhood in that area. We were able to agree on a preferred concept for the intersection. We appreciate the City's plans to improve Maplewood and want to offer the two attached conceptual plans of the intersection for your consideration.

The plans create a single squared-up intersection and eliminate the oblique portion of the intersection, thus eliminating the tendency to whip onto Maplewood from Woodbury and accelerate. The addition of 3-way stop signs at the reconfigured intersection would serve to calm the in-bound Woodbury traffic as well, by requiring the traffic to stop and re-start.

The color plan replaces the oblique portion of Maplewood with a grass and tree area, which could be planted with birch trees or similar. This would improve the residential feel of the neighborhood.

The second attached plan relocates the squared-up intersection slightly to the left, which would have the benefit of saving the existing river-birch tree. The city owns the adjoining property. There was consensus that we would like to see the existing birch tree saved.

The roundabout plan from 2008 was shown. It was agreed that the roundabout was the wrong way to go as it decreases the residential feeling of that area. People also felt that the money would be better spent on other improvements to Maplewood and Woodbury.

There was also a consensus of support for a sign at each end of Woodbury notifying drivers that they are entering the Frank Jones Residential Neighborhood, and also residential signage on Maplewood, at Edmond and at Woodbury.

VII.C. Woodbury Avenue and Maplewood Avenue Intersection

2/2

The following residents attended the meeting: Susan Lewis, Fred Lewis, Diana Frye, Lenore Weiss Bronson, Nancy Johnson, Brian Johnson, Howard Mangold, and Joe Caldarola.

Thank you

Sincerely yours,

Lenore Weiss Bronson
Susan Lewis
Fred Lewis
Diana Frye
Nancy Johnson
Brian Johnson
Howard Mangold
Joe Caldarola

Attachments (2): design plans


cc: David Allen, Assistant City Manager

Maplewood-Woodbury Intersection Conceptual Plan

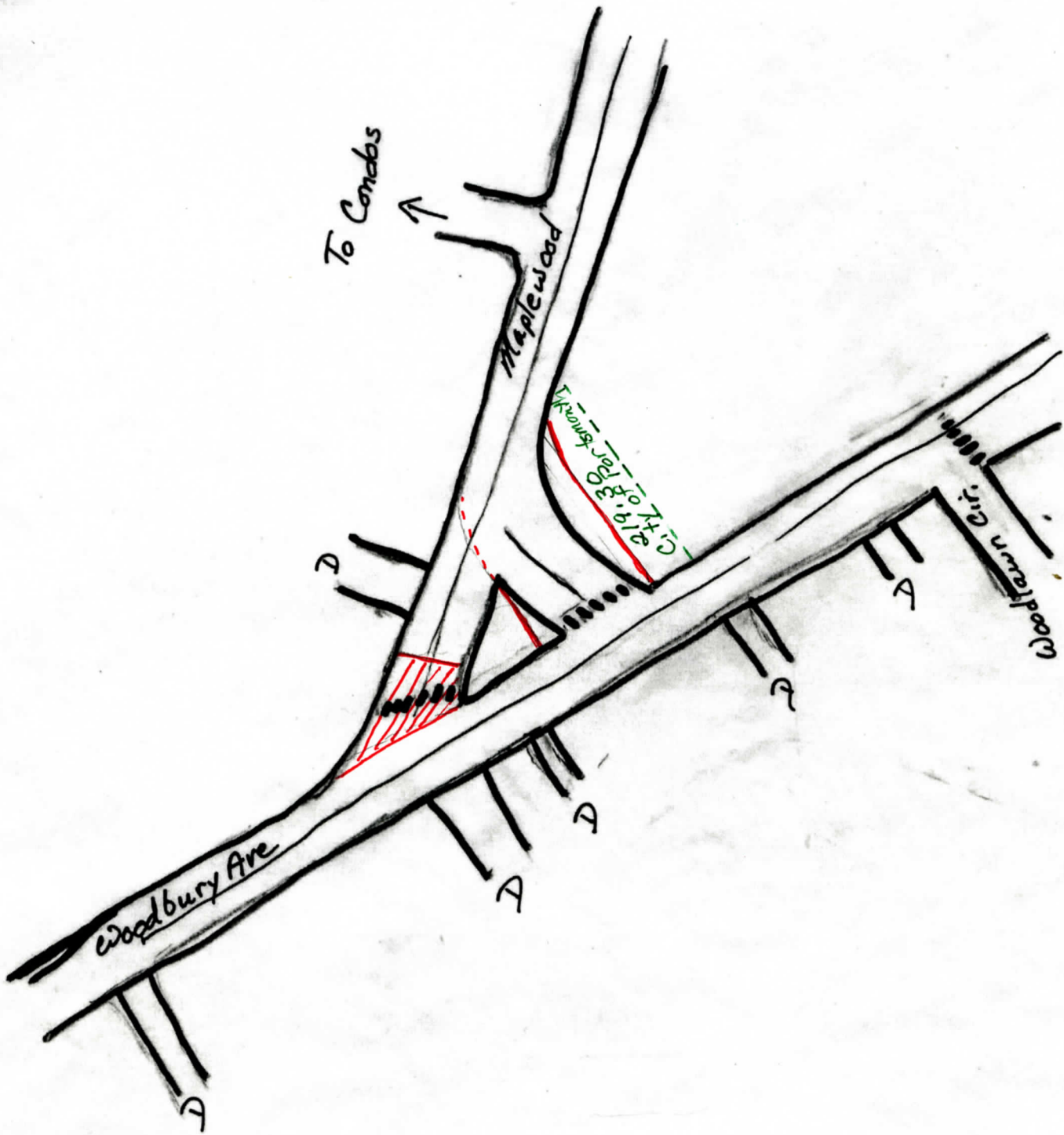
Squared-up Intersection

1/30/16



- Legend:
-  Birch Trees
 - Short Red Lines: Three way stop signs
 - Green-colored Area: Grass and tree area

VII.C. Woodbury Avenue and Maplewood Avenue Intersection



//// = new green space
D = driveways
|||| = crosswalks



MEMORANDUM

TO: JOHN P. BOHENKO, CITY MANAGER

FROM: JULIET WALKER, TRANSPORTATION PLANNER *JTW*

SUBJECT: DOWNTOWN PARKING SHUTTLE SERVICE RECOMMENDATION FOR 2016

DATE: 1/29/2016

Summary of 2014 and 2015 Operations

For the 2015 season, the shuttle operated from May 1, 2015 to January 3, 2016. Over 36 weeks and 121 days in service, the shuttle transported 16,859 total one-way riders. The average weekly ridership was 469 one-way riders, ranging from a low of 95 over Christmas weekend to a high of 1,403 for the Independence Day Fireworks.

As with the 2014 season, the City contracted with TransAction Corporate Shuttles to operate the Shuttle in 2015. Marketing costs, which were contracted to Darci Creative, included design and print of shelter posters and rack cards and web page formatting. On-site security at the Market St Church lot was provided through a contract with the Connect Community Church staff. The total costs for the 2015 season were \$123,343. This resulted in a total cost per ride, by the end of the shuttle season, of \$7.32.

In comparison, in 2014, which was the first year of the pilot program's operation, the shuttle operated for 40 weeks and 134 days and cost \$145,989. Though the actual operating budget increased in 2015, reductions were made in marketing and security costs. In the 2014 season, over 23,000 one-way riders used the shuttle, resulting in a total cost per ride of \$6.34.

Connect Community Church Parking Lot Lease Agreement

Prior to October 2014, the City's agreement with the Church provided for public use of 93 spaces until 2019. Per the terms of the agreement, the City conducted pavement repair and crack sealing of the lot in 2009. In October 2014, the Church requested that the City re-negotiate the terms of the parking lot usage and maintenance agreement to include financial compensation.

Based on the advice from an independent parking consultant, the City initially offered the Church an annual lease of \$13,500, which is a little more than half of what the City pays for the Masonic Lot at the corner of Middle St and Richards Ave. After several discussions, the Church and the City negotiated an annual lease of \$18,000. The agreement term is for 3-years and allows the City use of 124 parking spaces for public parking (with the exception of 5:00 a.m. to 1:00 p.m. on Sundays) as well as the installation and maintenance of a bus shelter on the property.

Options for 2016 Season

When the City agreed to begin operation of the downtown parking shuttle in 2014, the goal of the program was to help off-set downtown parking demand and maximize existing parking infrastructure. As the City staff considered whether to recommend continuing this pilot program for the 2016 season, a few options were evaluated. These included: 1) continuing the same level of

IX. Parking shuttle operations and recommendations

PLANNING DEPARTMENT

service as the 2015 season; 2) reducing service to peak months and special events only; 3) extending service to week-day hours; and 4) eliminating the service all together.

As a potential cost-saving option, staff has approached the Cooperative Alliance for Seacoast Transportation (COAST). COAST is a regional public transit provider that operates as an independent public body. The regional system that COAST operates is funded in part from contributions from the communities it serves, including Portsmouth. As a quasi-public body, COAST cannot compete directly with private service providers and, therefore, was unable to respond to the previous request for bids for operation of this service in 2014 and 2015. At the City's request, COAST has provided a preliminary estimate for operating a comparable parking shuttle using their existing fleet vehicles and operators, this would result in a 6% reduction in total operating costs.

Recommendation for 2016

While the option of offering the shuttle service to weekday downtown employees is intriguing, City staff believe that more information gathering is needed to determine if there is adequate demand for this service as well as the potential to generate revenue. Rather than expending additional funds to operate this type of service for the 2016 season, staff would like to do some outreach and surveying of the downtown business community to determine the interest and feasibility of running a commuter-oriented service in the future.

For the 2016 season, staff recommends negotiating a contract with COAST to operate weekend service (Friday to Sunday) from the first weekend in July to Labor Day. Staff also recommends providing additional shuttle service for special events throughout the year (specifically, the Independence Day Fireworks, the Halloween Parade, Holiday Parade, and First Night). Staff would recommend continued funding for marketing both of the existing shuttle service as well as outreach to downtown establishments.

The staff's total recommended shuttle budget for the 2016 season is \$30,000.

This does not include the \$18,000 annual cost for ongoing use of the CCC parking lot.

Parking Shuttle Costs for 2015 Season

Service Period	Service Hours	Weekly Costs	Total Costs
5/2 – 5/31/2015 (5 weeks)	Friday 12pm-1:30am (13.5 hrs) Saturday 12pm-1:30am (13.5 hrs) Sunday 1pm-11pm (10 hrs)	\$2,808	\$14,040
6/4 – 9/6/2015 (14 weeks)	Thursday 4:30pm – 1:30am (9 hrs) Friday 12pm-1:30am (13.5 hrs) Saturday 12pm-1:30am (13.5 hrs) Sunday 1pm-11pm (10 hrs)	\$3,486	\$48,804
9/11/2015 – 1/3/2016* (17 weeks and additional service for holidays)	Thursday (12/31) 4:30pm-1:30am Friday 12pm-1:30am (13.5 hrs) Saturday 12pm-1:30am (13.5 hrs) Sunday 1pm-11pm (10 hrs)	\$2,780	\$47,255
Total TransAction Cost			\$110,099
Total Marketing Costs			\$1,444
Total Security Costs			\$11,800
Total Parking Shuttle Costs			\$123,343

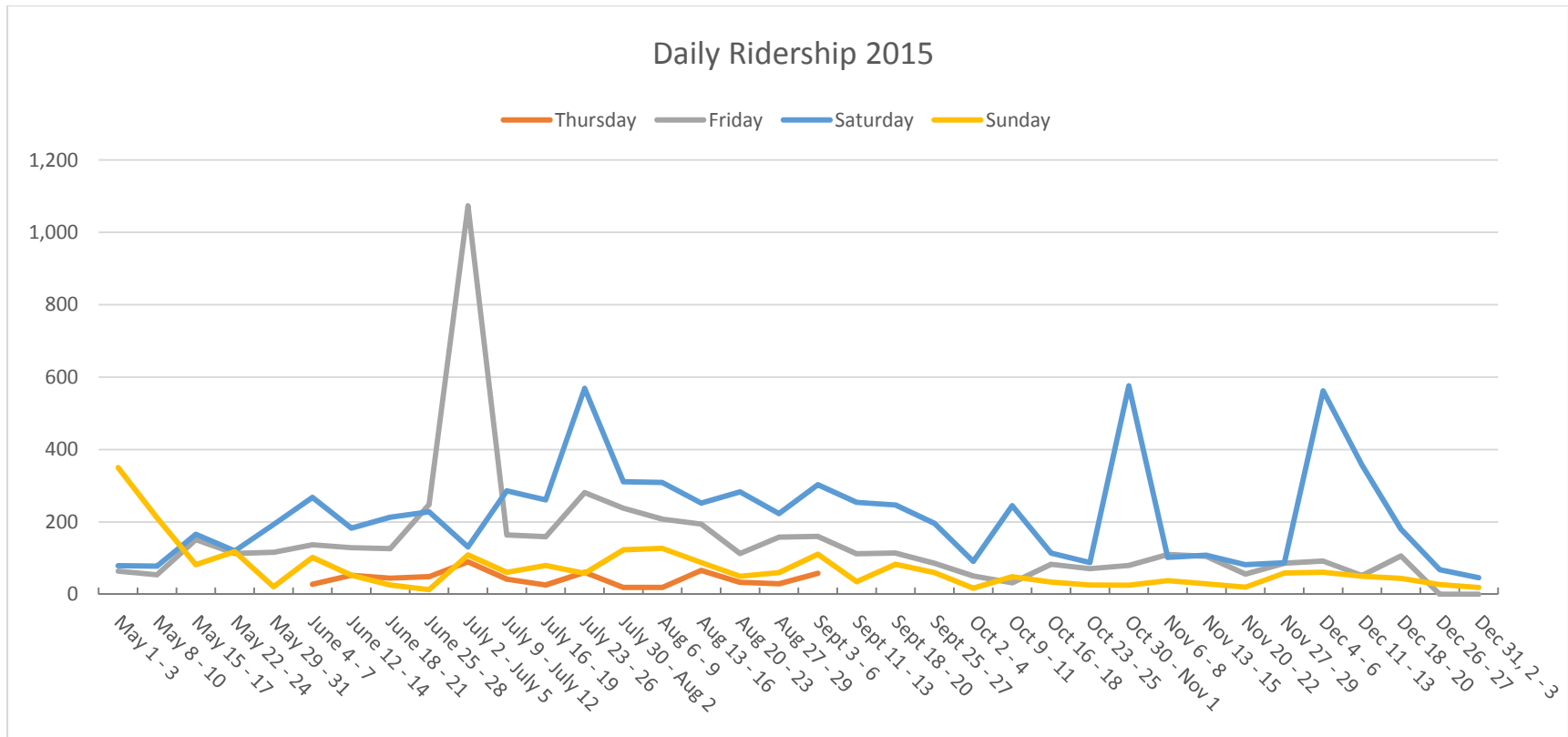
IX. Parking shuttle operations and recommendations

PLANNING DEPARTMENT

Summary of Daily and Weekly Ridership for 2015 Shuttle Season

	Notes	Dates	Thursday	Friday	Saturday	Sunday	Weekly Total
Week 1	Children's Day	May 1 - 3		64	79	350	493
Week 2	Mother's Day	May 8 - 10		54	78	212	344
Week 3		May 15 - 17		151	166	82	399
Week 4	Memorial Day Weekend	May 22 - 24		113	120	118	351
Week 5		May 29 - 31		116	193	21	330
Week 6		June 4 - 7	28	137	268	102	535
Week 7	Market Square Day	June 12 - 14	53	129	183	53	418
Week 8	Father's Day	June 18 - 21	45	126	213	26	410
Week 9		June 25 - 28	49	248	228	13	538
Week 10	Fireworks	July 2 - July 5	90	1073	131	109	1,403
Week 11		July 9 - July 12	42	164	286	61	553
Week 12		July 16 - 19	26	159	261	80	526
Week 13	Tall Ships, Big Apple Circus	July 23 - 26	61	281	569	58	969
Week 14		July 30 - Aug 2	19	238	311	123	691
Week 15		August 6 - 9	19	208	309	127	663
Week 16		August 13 - 16	66	194	252	88	600
Week 17		August 20 - 23	33	113	283	50	479
Week 18		August 27 - 29	29	158	223	60	470
Week 19	Labor Day Weekend	Sept. 3 - 6	58	160	303	111	632
Week 20		Sept. 11 - 13		112	254	35	401
Week 21		Sept. 18 - 20		114	247	83	444
Week 22		Sept. 25 - 27		86	196	60	342
Week 23		Oct. 2 - 4		51	91	17	159
Week 24		Oct. 9 - 11		32	245	49	326
Week 25	Film Festival	Oct. 16 - 18		83	114	34	231
Week 26		Oct. 23 - 25		71	88	26	185
Week 27	Halloween Parade	Oct. 30 – Nov. 1		80	576	25	681
Week 28	Restaurant Week	Nov. 6 - 8		110	102	38	250
Week 29	Restaurant Week	Nov 13 - 15		105	108	29	242
Week 30		Nov 20 -22		56	82	20	158
Week 31		Nov 27 - 29		86	87	59	232
Week 32	Holiday Parade	Dec 4 - 6		92	562	61	715
Week 33		Dec 11 - 13		52	357	50	459
Week 34		Dec 18 - 20		106	180	44	330
Week 35		Dec 26 - 27		0	68	27	95
Week 36	First Night	Dec 31, 2 - 3	740	0	46	19	805
Total			1,358	5,122	7,859	2,520	16,859

IX. Parking shuttle operations and recommendations



IX. Parking shuttle operations and recommendations

