

Portsmouth
Parking & Traffic Safety Committee
8:00 A.M. – May 5, 2016
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: There will be no site visit this month.

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. Rock Street, request to include in Residential Parking Zone, by Nicole LaPierre. **Sample motion – move to table request until comprehensive residential parking program is implemented.**
- B. Proposed Bike Corral siting for Summer 2016. **Sample motion – move to approve staff recommendation for bike corral site.**

VII. OLD BUSINESS/ACTION ITEMS:

- A. Moped and scooter parking on sidewalks. Update on request from Marc Stettner to revise rules regarding enforcement. **Anticipated action – no action required. Staff continuing to develop policy on moped and scooter parking, and will report back at future meeting.**
- B. Court Street at Washington Street. Request to remove STOP signs on Court Street, by The Inn at Strawberry Banke. **Sample motion – move to deny request to remove STOP signs on Court Street.**
- C. Miller Avenue speed limit. Request by resident to relocate speed limit signs. **Sample motion - move to have existing speed limit signs removed.**

VIII. PUBLIC COMMENT

IX. INFORMATIONAL

- A. Water Country traffic study public meeting May 17
- B. Wayfinding signs Phase II status
- C. “Islington Street Lab” workshop May 12
- D. Peverly Hill Road project update
- E. New Franklin School traffic circulation improvements meeting May 9

ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete
75.00%

Totals Thru
 March 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
 Immobilization Administration Fee
 Summons Admin Fee

 Total FY 16 Parking

FY 16 to Date:		
TOTALS	BUDGETED	% of Budget
1,702,613	1,765,500	96%
91,401	50,000	183%
71,392	50,000	143%
1,567,491	1,850,000	85%
793,420	1,000,000	79%
11,150	10,000	112%
2,400	2,000	120%
12,500	15,000	83%
573,536	700,000	82%
17,485	12,000	146%
200	5,000	4%
4,843,588	5,459,500	89%

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.A. Rock Street

From: Nicole LaPierre [<mailto:nicoleglapierre@hotmail.com>]

Sent: Saturday, April 23, 2016 6:42 PM

To: Eric B. Eby <ebeby@cityofportsmouth.com>

Subject: Residential parking sign on Rock Street request

Dear Council members and members of the Parking & Traffic Safety Committee,

I am writing to request a sign that reads: Resident Parking Only, Mon-Fri, 6am-6pm on Rock Street. This same exact sign is on Hanover Street and Pearl Street. Please note their direct proximity. While I have tried without success to learn the history of the placement of those signs, I do know they have been there the 13 years I have now lived in Portsmouth. I am making this request primarily based on the increased number of people who work downtown and are parking on our street weekdays and the increased number of tourists parking on weekends. My main simplified point has been: how did they get them (the sign), why do they have them and we don't, and how do we get them?

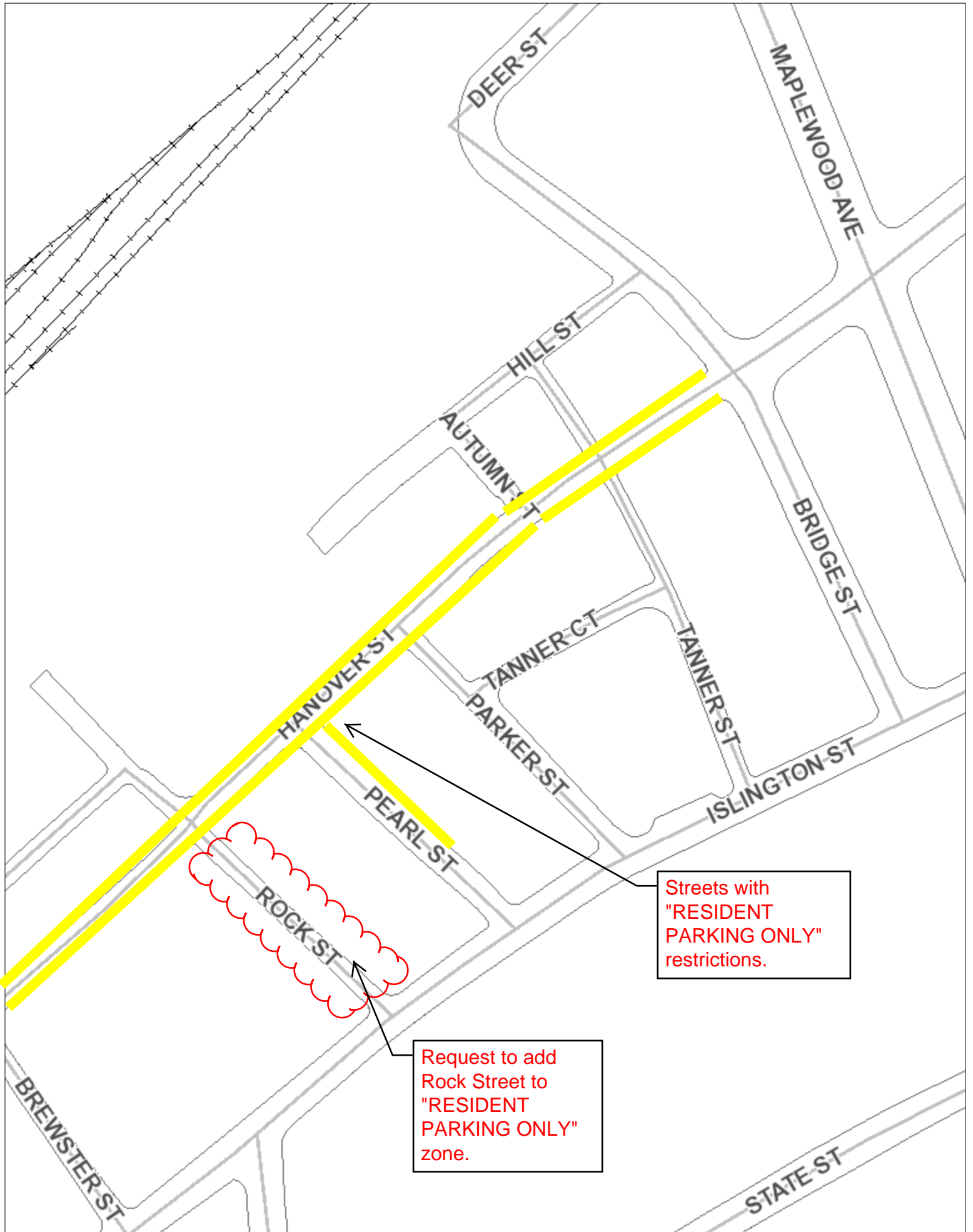
As stated, people working downtown and parking on our street has always been an issue but in the recent years it has increased in severity. The current parking crisis has pitted us against downtown workers. They do not want to pay for parking, or walk any distance, and some may not have the financial means to pay for parking based on their job. In upcoming parking discussions, options for downtown workers needs to be a priority. It is having a great effect on residential neighborhoods such as mine. It is also necessary to expand on the issue of people simply not wanting to walk a few yards more. For example there is a woman currently parked in front of my house on a Saturday afternoon with Connecticut plates that proceeded to walk downtown. My husband had moved his car to take it to Davies Tires. Keep in mind at the end of Rock Street behind Heinemann there is an entire free lot open to anyone on weekends, holidays, and weekdays overnight 6pm-8am. People are *not* utilizing this lot. It's easier to park in front of my house so she did regardless of the city's efforts to provide her ample free parking. You can clearly see the parking sign from where she parked.

Regarding weekday parking, there are many people that park in front of my house who work downtown regardless of the fact that at the end of Rock Street before The Rock Street lot previously mentioned there are 12 spots of 72 hour parking open to anyone. This is located on the side of the Heinemann Building. There are eight available spots and across from that room for at least four cars to park along the park's edge. That is 12 spots open to anyone at anytime! On Rock Street itself (meaning only up to the stop sign that crosses Hanover Street) there is room for only 8-9 cars maximum to park on the street. There are six homes and only three "single car" off street spots. There are more residents' cars than the allotted spots on Rock Street from corner of Islington Street to the corner of Hanover Street. When they are taken by downtown workers and tourists, it leaves no parking for actual residents.

I have two young children. They require a lot of stuff: school bags, groceries, sports bags and equipment, etc. I cannot begin to explain the frustration of not being able to park in front of my house because of people working downtown or tourists. The city has done a lot to accommodate growth and tourists. I take no issue with city development but I draw the line at this current situation. At some point the best interest of residents needs to be addressed. After speaking with Councilor Lown and Eric Eby (Parking and Transportation Engineer), I understand a formal residential parking plan will not be put into effect (if at all) for some time and is contingent on the garage being built and residential parking studies. I am very much an advocate of formal residential parking and did receive an email from Joseph Giordano (Parking Manager) regarding his upcoming meeting on residential parking with the Citywide Neighborhood Committee. I understand the necessity for further study so in the meantime, it is not unreasonable to request the very same signs that are on abutting streets. A weakly enforced deterrent is better than nothing. Please take my request under consideration.

Thank you,
Nicole LaPierre
44 Rock Street

VI.A. Rock Street



Streets with "RESIDENT PARKING ONLY" restrictions.

Request to add Rock Street to "RESIDENT PARKING ONLY" zone.



MEMORANDUM

TO: JOHN P. BOHENKO, CITY MANAGER
FROM: JULIET T.H. WALKER, TRANSPORTATION PLANNER *JTW*
SUBJECT: BIKE CORRAL LOCATIONS FOR 2016 SEASON
DATE: APRIL 27, 2016

Last year, the Parking & Traffic Safety Committee voted in support of installing bicycle corrals at two locations in the downtown: 1) on Daniel St before the intersection with Penhallow St in a no-parking zone 2) at the parking space next to the entrance to the public parking area entrance at the corner of Hanover St and Market St. The Daniel St location will provide capacity for 12 bicycles, and the Market St location has capacity for 16 bicycles.

In reviewing potential locations, staff considered the following guidelines for siting of bike corrals:

- Accessible and convenient to use and access – for example along a bicycle route and in destinations where people can get quickly from their bike parking to wherever their end destination is. The rack area should be located adjacent to the entrance / entrances it serves (30 second walk or 50 to 120 feet from entrance).
- Visible from the destination and easy to find (not hidden behind other street amenities or buildings). Visibility allows bicyclists to quickly locate parking as they do not need to stray off their normal route to locate it, and it should be visible from their destination or in an area with lots of “eyes on the street” so they feel secure about leaving a bicycle there.
- In high demand areas -- Located in areas with high pedestrian traffic and low vehicle speeds. The location should not only keep the bikes protected and away from harm, it also stays out of the way of pedestrians and vehicles.
- Adequate end and side clearance – Location should provide enough space to park and secure the bicycle without interfering with pedestrian flow or blocking other bicyclists from using the space.

Staff is recommending installing bicycle corrals at both of these locations for the 2016 season. The corrals would be installed in early May, which is National Bike Month, and removed in November.

VI.B. Proposed Bike Corral siting for Summer 2016



Daniel St Location



Market St Location

VI.B. Proposed Bike Corral siting for Summer 2016



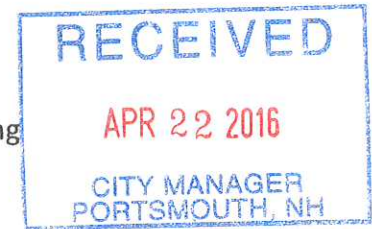
VI.B. Proposed Bike Corral siting for Summer 2016



VII.A. Moped and scooter parking on sidewalks

Marc Stettner
91 Fairview Ave
Portsmouth NH 03801

4/22/16



For consideration at the May 5, 2016 Meeting

Dear Parking and Traffic Committee,

Subject: Moped and Scooter Parking on Sidewalks

As a follow up to the last meeting I am writing to provide my comments below:

1. **Please do no harm** with regard to making the parking situation worse by either allowing only NH registered mopeds and scooters to park on city sidewalks or by outright prohibiting them. Either of these actions does not address my concerns. If such recommendations are made by the committee, these recommendations, if adopted by the City Council, will further frustrate the parking situation in the city of Portsmouth.
2. Although the parking committee requested that the City employees have a meeting with me to come up with real solutions and ideas to address my concerns, I have not been contacted by any individuals to effectuate solutions. This is the second time the parking committee made this request.
3. Some City employees may be interpreting the NH RSAs incorrectly which may frustrate the development of solutions to the issues I have raised. If there is any conflict between what the City believes a NH RSA means as compared to what the citizens believe it to mean then the proper solution is for the City to seek the legal meaning from the State to resolve the interpretation issues.
4. I look forward to working with the parking committee to resolve my concerns regarding moped and scooter parking. Solving the issues I raised will make the city parking more efficient.

Sincerely,

Marc Stettner

PS The Subject of this letter is "Moped and Scooter Parking on Sidewalks" please be sure the Agenda for the meeting reflects the subject of my letter so the public has a clear understanding of what the agenda item is should they wish to come to the meeting.

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: April 26, 2016

SUBJECT: Recommendation – Court Street at Washington Street Intersection

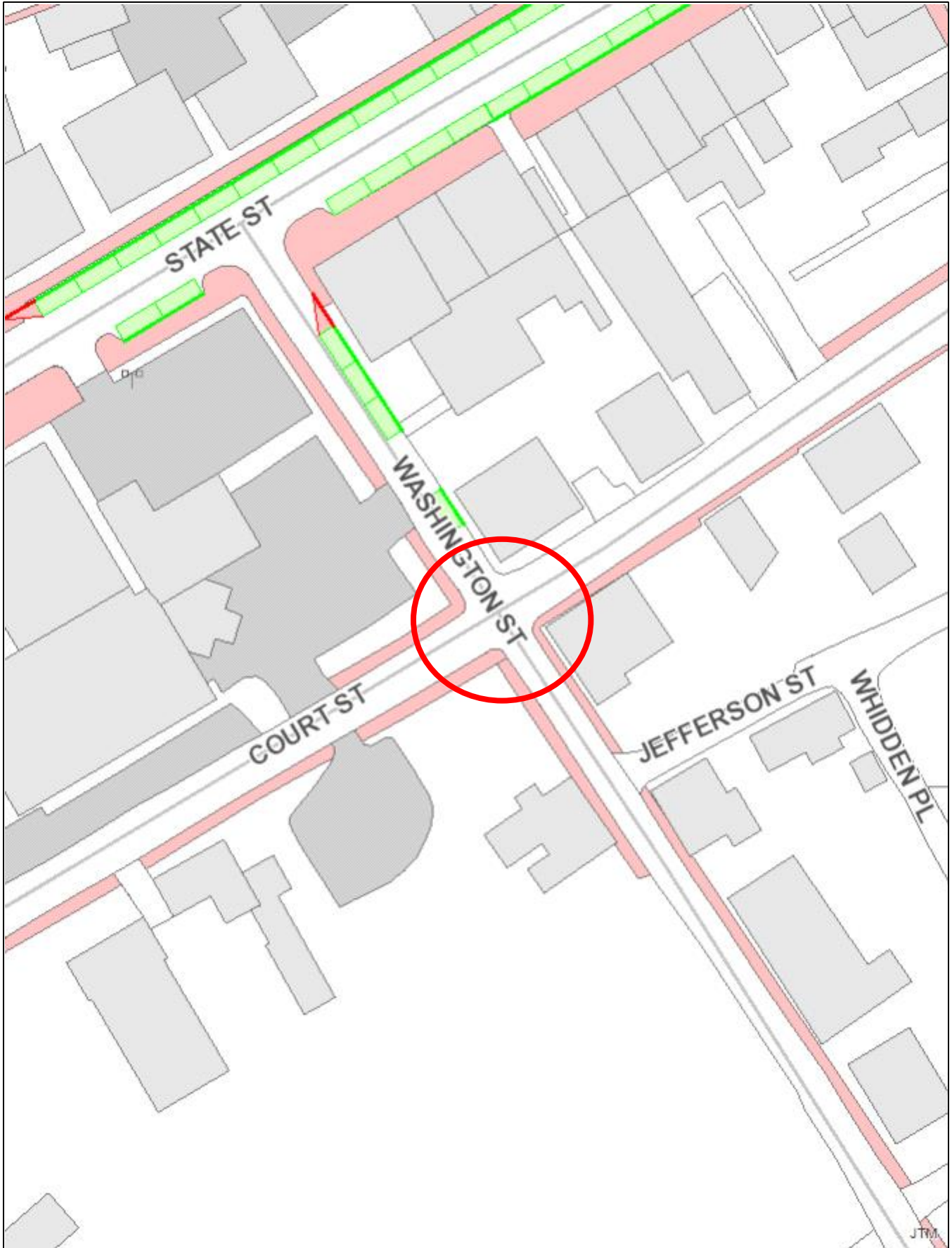
In response to concerns regarding the existing all-way STOP control at the intersection of Court Street and Washington Street, City staff conducted an analysis of the intersection to determine if the four-way stop is warranted. An employee of The Inn at Strawberry Banke complained of the noise caused by vehicles braking and accelerating on Court Street, and the exhaust fumes that are generated at the intersection.

Observations of traffic flow and sight lines at the intersection were conducted. Peak hour traffic volumes on both streets are well below the 200 to 300 vehicles per hour needed to meet the minimum volume levels to warrant all-way STOP control. Court Street carries less than 200 vehicles during the summer peak hour, while Washington Street carries less than 60 vehicles during the summer peak hour. If considering only the volume of traffic at the intersection, an all-way STOP is not required.

After the April PTS Committee meeting, City staff spent considerable time at the intersection observing pedestrian and vehicle behaviors, as well as placing a traffic counter on both Washington and Court Streets to record traffic volumes and speeds. The traffic recorder verified the low volumes on both streets, as well as average vehicle speeds of less than 20 mph on both streets. A search of the Portsmouth Police Department records revealed that there have been no accidents at this location over the past 10 years.

Sight lines are restricted by the buildings on the east side of the intersection. When a driver pulls forward to see around the building, their vehicle does not extend past the Court Street curb line, but it blocks the crosswalk. There is a high level of pedestrian activity at this intersection, as it abuts Strawberry Banke and is a short walk from downtown and Prescott Park. If the STOP signs were to be removed on Court Street, it would force vehicles to pull forward into the crosswalks in order to see oncoming traffic on Court Street. This would then block pedestrians from using the crosswalks. **Therefore, it is recommended that the all-way STOP at the intersection be maintained, to ensure the continued safety of both pedestrians and vehicles.**

VII.B. Court Street at Washington Street



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: April 26, 2016

SUBJECT: Recommendation – Miller Avenue speed limit signs

In response to concerns from a resident regarding the speed of vehicles on Miller Avenue, City staff has conducted extensive field surveys and data collection, and has researched the State RSAs and City Ordinances regarding the speed limit on Miller Avenue.

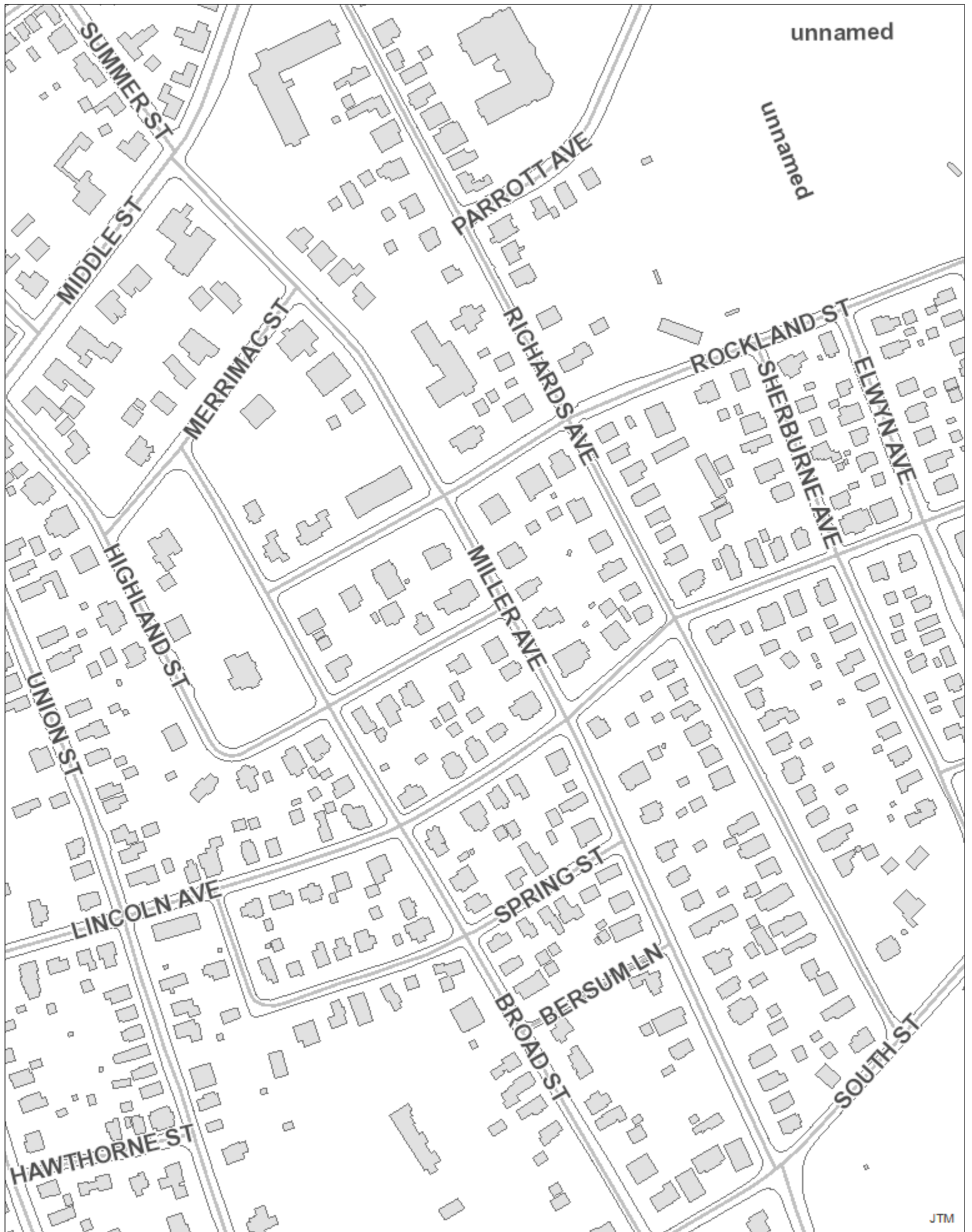
Currently there are several 25 MPH speed limit signs on Miller Avenue inbound, and one 25 MPH speed limit sign outbound. A review of the City Ordinances revealed that there is no local ordinance for the speed limit on Miller Avenue. Therefore, the State RSA applies, which defines the speed limit as 30 mph. In order for the City to post a lower speed limit than 30 mph, an engineering study must be done to document the conditions on the roadway, and the study must show that a lower speed limit is warranted and justified.

The primary factor to consider in a speed limit study is the 85th percentile speed of traffic on the roadway. The speed limit should be set at the 85th percentile speed of traffic unless there are special circumstances such as restricted sight lines, dangerous intersections or other unexpected hazards along the roadway. City staff placed a traffic recorder at each end of Miller Avenue to record vehicle speeds over several days in each location. The results of the speed study indicated that average speeds are 25 to 29 mph, with 85th percentile speeds of 29 to 33 mph. This data indicates that, if no special circumstances or hazards exist, the speed limit should be posted at 30 mph.

City staff also measured sight lines at each intersection along the roadway, as well as at the vertical crest curve between Rockland Street and Highland Street. At every point along the roadway, sight lines exceed the minimum requirements for safe stopping at speeds of 30 mph or more. Looking to the left from the stop line on Spring Street, a large tree and a fence obscure the sight line. However, the stop line is located 20 feet from the intersection with Miller Avenue. At a distance of 15 feet from Miller Avenue, which is where sight lines are required to be measured, the fence and the tree do not block the sight line. A portion of an oncoming car is always visible on one side of the tree.

It is recommended that the 25 mph speed limit signs be removed, as they are in conflict with State RSAs and City Ordinances, and the vehicle speeds and characteristics of the roadway do not justify lowering the official speed limit to 25 mph.

VII.C. Miller Avenue speed limit



CITY OF PORTSMOUTH



PRESS RELEASE

**FOR
IMMEDIATE
RELEASE**

April 21, 2016

**Public Information Meeting for Water Country Traffic Study to be held
Tuesday, May 17th**

PORTSMOUTH, NH – The Department of Public Works will host a public information meeting to review findings and discuss recommendations from a study focused on traffic patterns surrounding Water Country. This meeting will be held on Tuesday, May 17th from 6:30 p.m. to 8:30 p.m. in City Hall's Conference Room A.

Residents who live in the neighborhoods around Water Country have been concerned about the volume of motorists who leave Water Country and use their neighborhood streets to get back to I-95. The City and Water Country each provided half the funding for this study, which evaluates the feasibility of redirecting Water Country's exiting traffic onto Route 1, away from Banfield Road, Ocean Road and Peverly Hill Road. The City's consultant, TEC, as well as City staff, will be present at this meeting to summarize this evaluation and discuss potential opportunities. Any changes in traffic patterns that would result in additional traffic on Route 1 would require approval by the New Hampshire Department of Transportation, as they have jurisdiction over this section of Route 1.

For additional information, please contact Eric Eby, Portsmouth's Parking and Transportation Engineer, at 766-1415 or eeby@cityofportsmouth.com.

CITY OF PORTSMOUTH



PRESS RELEASE

**FOR
IMMEDIATE
RELEASE**

April 27, 2016

Phase 2 of City's Wayfinding Program Resumes

PORTSMOUTH, NH – The City of Portsmouth has resumed the second phase implementation of its city-wide Wayfinding Program, developed to enhance wayfinding types, messaging and locations in a uniform and recognizable design menu that is unique to the City. As a complement to Phase 1, which focused on the City's public parking areas, the Phase 2 signs will facilitate navigation to key visitor destinations within Portsmouth.

Approximately 60 signs will be installed as part of this phase, being placed in the downtown area as well as along the primary road corridors into downtown, including Islington Street, Middle Street and Sagamore Avenue. This work is anticipated to be substantially complete in 60 days.

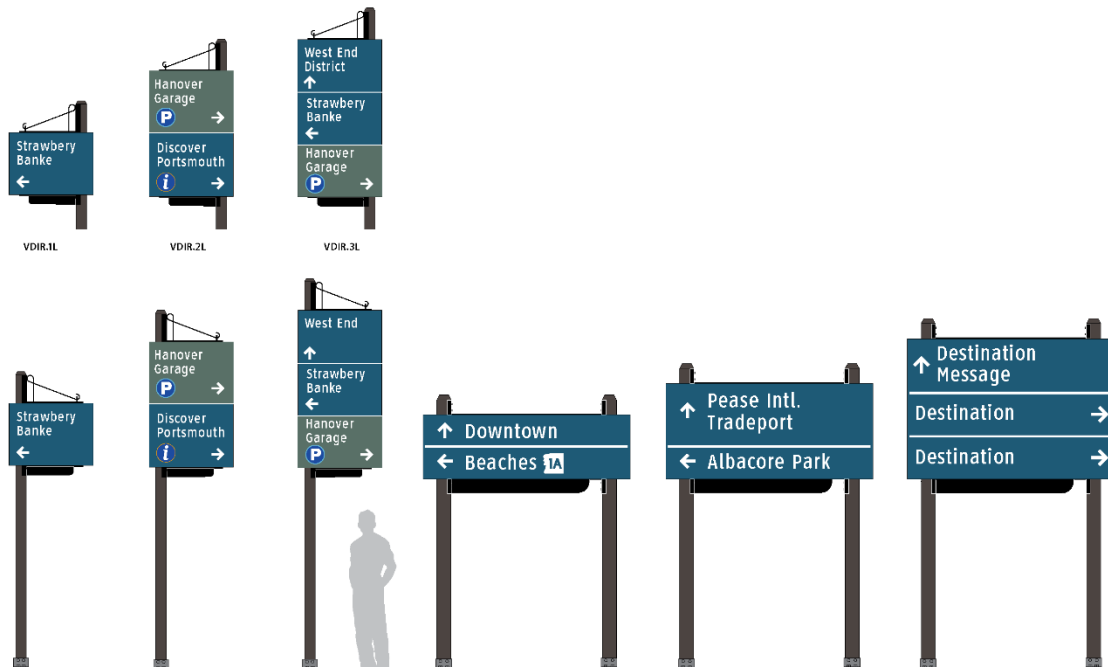
This phase will also provide an opportunity for a unique collaboration with ArtSpeak to work with local artists to develop designs for the back side of some of the one-sided signs in certain locations. Later this year, City staff will be working with ArtSpeak to develop a Request for Proposals for local artists. Initially, the signs will be installed with a temporary graphic design on the back panel, but once the public art process has been complete, the locally designed panels will be installed at select locations.

Another aspect of the Wayfinding Program is also nearly completion -- namely, interior wayfinding for the Hanover Parking Garage. Improvements being considered will include guidance for drivers and pedestrians accessing and circulating through the Parking Garage, as well as aesthetic enhancements and information to guide visitors to key destinations from the Parking Garage. Once the City's consultant completes the design plan for the interior improvements, visitors to the garage should expect to see improvements starting to be implemented later this year.

In early 2014, the City completed development of a citywide Wayfinding Plan that identified appropriate wayfinding types, messaging and locations in a uniform and recognizable design menu that is unique to the City. The City was assisted by MERJE, a consulting firm with extensive community wayfinding experience, in the preparation of the Plan and the design menu. The Plan documents are available online at www.planportsmouth.com/wayfinding.html.

This entire wayfinding system is outlined in four total phases and includes a combination of citywide signage as well as online and mobile tools to assist pedestrians, bicyclists and transit users, as well as motorists to navigate efficiently to their destinations.

For more information on the Wayfinding Program, please visit <http://planportsmouth.com/wayfinding.html>, or contact Transportation Planner Juliet Walker at jthwalker@cityofportsmouth.com or 610-7296.



Islington

Street

Lab

A Project to Reimagine
the West End

PROJECT OVERVIEW

A short-term makeover of one block of Islington Street to experiment with ideas that improve vitality and walkability.

Tactical urbanism expert Mike Lydon, head of Street Plans Collaborative, leads a multi-part event that engages community groups in brainstorming and creating the project.

1

Neighborhood Orientation & Social—What's this all about?

Thursday, April 28, doors open at 5:30pm, presentation at 6pm, Port City Makerspace

Meet the PS21 event planning team, learn more about Tactical Urbanism, and talk about the project and why we chose the West End. We invite all event partners, residents, businesses, employees, artists, makers and shakers who want to learn more and help spread the word.

2

Design Workshop with Mike Lydon—Kick off the project!

Thursday, May 12, Portsmouth City Hall

Let's spread out the maps and sharpen our pencils. Project facilitator Mike Lydon will help us explore ideas about the West End and put them to paper. The project needs: 20-30 volunteers, artists, activists, businesses, property owners and city representatives to design the scope and help make it happen.

3

Community Talk with Mike Lydon—The Power of Tactical Urbanism

Wednesday, June 1, Portsmouth Public Library

Mike Lydon shares stories of how low-cost, short-term, community-based projects—from pop-up parks to open streets initiatives—have become a powerful and adaptable tool for a new generation. Engaged citizens, urban designers, land-use planners, architects, and policymakers can experience and shape their community in response to rapid or unexpected change. All welcome!



Mike Lydon

4

Installation with Mike Lydon

Thursday, June 2, Islington-Bartlett street area.

Workshop volunteers, Mike Lydon and the City make temporary changes to the street on June 2. Then, the community is invited to visit the West End to check out: the new ideas in the following days and share feedback.

5

What We Learned, What's Next?

We'll share project results, invite more community conversation, and hear from the City on next steps for the West End and Islington Street corridor.

Event Sponsors: NH Charitable Foundation, City of Portsmouth, White Heron Coffee & Tea.

Season Sponsors: Chinburg Properties, Piscataqua Savings Bank, Seacoast Rotary Club, Coruway Film Institute.

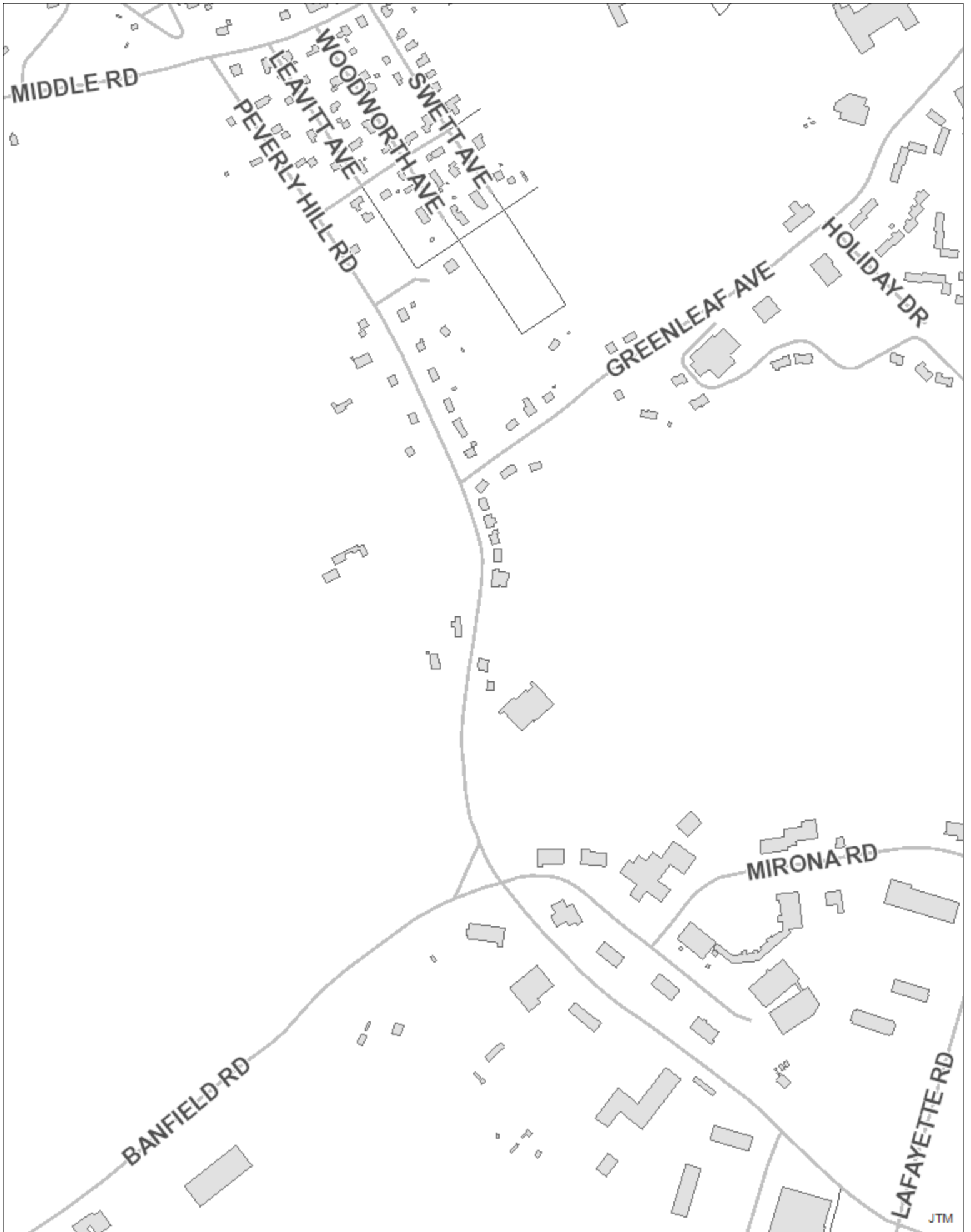
Event Partners: Port City Makerspace, Seacoast Media Group, The Sound

PS21 presents ideas and encourages discussion and policy development around planning issues in Portsmouth. Our goal is to support the creation of a vibrant, sustainable, livable, and walkable community compatible with the principles of smart growth, the historic nature of Portsmouth, and the context of the 21st century.



PORTSMOUTH
SMART GROWTH
FOR THE 21ST
CENTURY

IX.D. Peverly Hill Road project update



CITY OF PORTSMOUTH



PRESS RELEASE

**FOR
IMMEDIATE
RELEASE**

April 27, 2016

**Public Informational Meeting on New Franklin School
Traffic Circulation Improvements to be held on
Monday, May 9th**

PORTSMOUTH, NH – The City of Portsmouth will be hosting a public informational meeting regarding New Franklin School traffic circulation improvements on Monday, May 9th at 6:30 p.m. at the New Franklin School.

In order to improve traffic safety surrounding the New Franklin School, Public Works will be constructing a cul-de-sac for school bus use at the end of the Myrtle Avenue driveway this summer. The cul-de-sac will allow all school buses that service New Franklin School to both enter and exit via Myrtle Avenue, removing them from Stark Street and Woodbury Avenue. Meanwhile, regular vehicular traffic will continue to enter on Franklin Drive and will have the opportunity to exit through Stark Street onto Dennett Street, avoiding having to exit onto Woodbury Avenue.

City staff will present and discuss the conceptual design plans. Construction will not impact the nearby tennis courts, and the improvements will be made in time for the new school year this fall. This project will also comply with the City's Safe Routes to School Action Plan by increasing overall vehicular, biking and pedestrian traffic safety.

For more information, please contact Eric Eby, Portsmouth's Parking and Transportation Engineer, at 766-1415 or ebeby@cityofportsmouth.com.

IX.E. New Franklin School Traffic Circulation Improvements

