

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

ON-SITE COMMITTEE: Please meet on Tuesday, July 5th at 8:00 AM in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following location:

- Elwyn Road at Harding Road
-

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

VI. PRESENTATIONS

- A. Islington Street Lab project, by PS21

VII. NEW BUSINESS

- A. Petition by White Heron Tea for permanent crosswalk on Islington Street at Albany Street, referred by City Council. **Sample motion – move to approve 30-day pilot project to study impacts of crosswalk on Islington Street at Albany Street.**
- B. Banfield Road local delivery route ordinance. Clarification on truck restriction requested by Dave Ecker. **Sample motion – move to have City staff review history and intent of ordinance and report back on recommended changes to ordinance to clarify where and when trucks are excluded.**
- C. Audible pedestrian signals, request for information. **Anticipated action – no action required.**
- D. Stark Street one-way traffic flow reversal, by DPW and School Department. **Sample motion – move to change one-way flow on Stark Street bridge, to allow New Franklin School traffic to exit onto Dennett Street.**
- E. Bicycle riding restrictions in parks, referred by City Council. **Sample motion – move to have City staff review existing ordinances and report back with recommendations and clarification.**
- F. Request for crosswalk on Elwyn Road at Harding Road, by Vernon Pearce. **Sample motion – move to have City staff report back with recommendation.**

VIII. OLD BUSINESS/ACTION ITEMS

- A. Dedicated moped, motorcycle and scooter parking. Informational update on request to identify on-street parking spaces for mopeds, motorcycles and scooters. **Anticipated action – no action required. City staff to continue efforts to identify potential spaces.**

IX. PUBLIC COMMENT

X. INFORMATIONAL

- A. 4-way stop at Arboretum Drive and Pease Boulevard

ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete 91.67%

Totals Thru
May 31, 2016

FY 16

	FY 16 to Date:		% of Budget
	TOTALS	BUDGETED	
Parking Meter Fees	2,131,650	1,765,500	121%
Parking Meter Space Rentals	108,175	50,000	216%
Meter In Vehicle	88,854	50,000	178%
Parking Garage Revenue	1,893,522	1,850,000	102%
Garage Passes	957,110	1,000,000	96%
Parking Validation	11,150	10,000	112%
Pass Reinstatement	2,715	2,000	136%
Vaughan St Parking Facility	15,000	15,000	100%
Parking Violations	703,597	700,000	101%
Immobilization Administration Fee	21,235	12,000	177%
Summons Admin Fee	200	5,000	4%
Total FY 16 Parking	5,933,208	5,459,500	109%

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

TO: John P. Bohenko, City Manager

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

DATE: June 28, 2016

SUBJECT: Petition for Permanent Crosswalk on Islington Street at Albany Street

The Islington Street Lab project conducted by PS21 for four days in early June included a temporary crosswalk on Islington Street at the intersection with Albany Street. This location was chosen as it experiences many pedestrians crossing the street to access the White Heron Tea shop. Due to the high volume of traffic at this location, as well as the three-lane width of Islington Street, it was necessary to also install a “bump-out” in front of the White Heron to eliminate one of the lanes on Islington Street to allow for a shorter and safer crossing. The owners and patrons of the White Heron Tea shop have now petitioned to have a permanent crosswalk installed at this location.

Prior to the PTS Committee deciding to approve this petition request, City staff recommends that the temporary crosswalk and bump-out be reinstalled at this location for a period of up to 30 days as a short-term, pilot project to better determine the impacts and effects of a crosswalk at this location. The three parking spaces in the right-turn lane on Islington Street that were part of the PS21 project would not be recommended as part of the pilot project, as these spaces appeared to have a significant impact on queuing and traffic flow at the Bartlett Street intersection. Extending the duration of the crosswalk and bump-out will allow for further study of the impacts on traffic, parking, deliveries, pedestrians, buses and bicycles. City staff would set up newly purchased traffic cameras to record queue lengths and vehicle delays, something that was not able to be done during the PS21 project. This would allow the impacts of the pilot project to be objectively measured and observed, rather than relying on the anecdotal evidence of drivers whose experiences can differ greatly depending on time of day and other factors. The results of this short-term pilot project would be very helpful in determining whether to make the crosswalk and bump-out permanent and whether to include it in the design plans of the Islington Street corridor, currently being prepared by the City’s consultant. The pilot project could be constructed in such a way as to be more durable and safer than the PS21 project, yet quickly removed should it prove to cause acute problems in the area.

WHITE HERON TEA LLC

601 ISLINGTON ST, UNIT 103
PORTSMOUTH, NH 03801



6/15/16

Portsmouth City Council
City Hall
1 Junkins Ave
Portsmouth, NH 03801

Att: PETITION FOR A PERMANENT CROSSWALK @ ALBANY AND ISLINGTON STREET

On Thursday, June 2nd, 2016, PS21 in cooperation with the City of Portsmouth, installed an "Islington Street Lab" project between Albany and Bartlett Streets. The project included a temporary crosswalk at Albany and Islington, a bumpout to slow traffic in front of White Heron, temporary on street parking @ 621 Islington St and a traffic slowing measure at the corner of Bartlett St.

Of all components of the "Islington Lab" project, the most popular was the crosswalk at Albany Street. Traffic regularly exceeds the speed limit between Albany and Bartlett Streets on Islington. Without a crosswalk, cars have no reason to slow down, even with pedestrians standing at the edge of Islington looking for an opportunity to cross.

While there are crosswalks at Bartlett and Cass Streets, Bartlett is still a dangerous place to cross and Cass is seldom used. The West End has an increasing number of pedestrians, joggers, cyclists, dog walkers, and Moms with strollers looking for a place to cross Islington *between* Bartlett and Cass. While White Heron has contributed to pedestrian traffic, we also see many people walking to the dentist or to the gym, for yoga class, to Ricci Lumber or any number of West End destinations.

People who used the temporary crosswalk at Albany and Islington had big smiles on their faces when cars *actually stopped to let them cross*. Traffic slowed to something resembling the speed limit, which is also key to making the West End more pedestrian and bike friendly.

Since the "Islington Lab" project was taken down on June 6, there have been many, many people asking why the crosswalk was removed. I submit 250 signatures (see attached) in support of making a permanent crosswalk at Albany and Islington Street. I have also included photos of the temporary crosswalk in place.

Thank you for your time and consideration!

Jonathan Blakeslee

White Heron Tea, LLC

Owner, Managing Partner

JONATHAN BLAKESLEE
OWNER/NAVIGATOR
JONATHAN@WHITEHERONTEA.COM
OFC 877-501-6266
CELL 603-702-1581
WHITEHERONTEA.COM

ORGANIC TEA ORGANIC COFFEE ORGANIC CHAI HANDCRAFTED



WHITE HERON **White Heron T**
 TEA & COFFEE COMMUNITY
 Published by Jon
 Page Liked · June

Good morning Portsmo
 Islington St is getting m

Tag Photo Add I

Like Comment

74

15 shares

View 3 more comments

 **Liz Lake** I saw all y
 Looking good!
 Like · Reply · Mess:

 **Stacy Lonergan** A
 would have been he
 Like · Reply · Mess:

 **Gail Knowles** Wow
 in your hands while
 Like · Reply · Mess:

WHITE HERON Write a comment...
 TEA & COFFEE COMMUNITY



WHITE HERON TEA AND COFFEE COMMUNITY
 White Heron · Published by Ma Page Liked · Jun

Loving this photo from swing by the temporary Heron and check out the additions to Portsmouth

#whiteherontea #portsmouthlove — at

Tag Photo Edit

Like Comment

12

WHITE HERON TEA AND COFFEE COMMUNITY
 Write a comment..

PETITION TO KEEP THE CROSSWALK @ ALBANY AND ISLINGTON STREET

(IN FRONT OF WHITE HERON)

#	Printed Name	Signature	Comments
1	Jonathan Blakeslee	[Signature]	Please keep the crosswalk
2	Sajin Murphy	[Signature]	so much safer!!!
3	Pia Bickford	[Signature]	Safety first!
4	KIRSTEN BARTON	[Signature]	
5	Katherine Perrin	[Signature]	YAY! Dnm safe
6	Rosemary Finn	[Signature]	OKIE DOKIE people!
7	112 Turner	[Signature]	So Nice + Friendly!!
8	Maggie Sutherland	[Signature]	YAY!
9	Kurt Fratis	[Signature]	Absolutely need it!
10	Ken Thivierge	[Signature]	It's good!
11	Laurie Hoey	[Signature]	CROSSWALKS!!! YES!
12	Kathleen O'Connell	[Signature]	
13	Jonathan Merwin	[Signature]	The crosswalk saved my life!
14	NED SAVOIE	[Signature]	KEEP THE WHOLE THING!
15	Elise Leticia	[Signature]	LOVE THIS
16	Matt Haas	[Signature]	Love it
17	SARAH BOHANAN	[Signature]	
18	Laura Schmidt	[Signature]	Are you kidding!
19	Kickaro Co	[Signature]	Keep it
20	Noelle Beckley	[Signature]	YES
21	David Hills	[Signature]	Go for it!
22	Keith Wilkinson	[Signature]	About time
23	Kendra Ford	[Signature]	pedestrian city = good
24	Jennifer Seidles	[Signature]	Safety first!
25	Nancy Vauter	[Signature]	Keep it!
26	Brian Vauter	[Signature]	" "
27	Sarah Banaoski	[Signature]	
28	Michael B...	[Signature]	
29	JARA CURRY	[Signature]	SAFE + BEAUTY
30	JARON CURRY	[Signature]	
31	Erin Clayton	[Signature]	
32	Ann Bliss	[Signature]	It's safer - lots of traffic
33	Keirina Quintana	[Signature]	
34	Evan Mullen	[Signature]	
35	Dan Nielsen	[Signature]	
36	Jackie Lucas	[Signature]	lets make the area more walkable!
37	Matt J...	[Signature]	
38	Jen Yager	[Signature]	I can walk with my kids!
39	Jeff Bartolini	[Signature]	Make it even bigger!!!
40	Rachel Bremer	[Signature]	Huge fan = safer, prettier!!
41	Shea Cook	[Signature]	
42	Genevieve Amate	[Signature]	Finally!
43	Kerrie Attwood	[Signature]	Thank you! FINALLY
44	Jonah...	[Signature]	
45	John Cole	[Signature]	awesome!
46	Ammanda Gross	[Signature]	Yay!
47	JOE POWELL	[Signature]	
48	Kelly Gioe	[Signature]	Yay!
49	Scott Gioe	[Signature]	
50	Holly Curtis	[Signature]	😊

PETITION TO KEEP THE CROSSWALK @ ALBANY AND ISLINGTON STREET

(IN FRONT OF WHITE HERON)

#	Printed Name	Signature	Comments
51	Dan Marchiboda	[Signature]	
52	Patti Janesy	[Signature]	Please!
53	Jill Tootell	[Signature]	Please!!!!
54	Stephanie Caswell	[Signature]	Please!!!
55	John [unclear]	[Signature]	
56	Jess Nichols	[Signature]	
57	Sarah Curtin	[Signature]	
58	Greg [unclear]	[Signature]	Need!
59	Sarah Harnum	[Signature]	yes slow down
60	Morgan Desjardis	[Signature]	
61	JESSE WARE	[Signature]	AWESOME
62	USA [unclear]	[Signature]	yes please
63	Meredith Boyle	[Signature]	yes!
64	MARY JARROW	[Signature]	
65	Brandon Lindert	[Signature]	
66	Cather Berton	[Signature]	
67	JOSY GRATTAN	[Signature]	Please MR. BOTTOM/LO
68	Alisha Parillo	[Signature]	
69	SEBASTIAN	[Signature]	
70	[unclear]	[Signature]	KEEP IT!!
71	Jar Mitchell	[Signature]	
72	Blair Cynan	[Signature]	
73	Micum Davis	[Signature]	Helps slow traffic on Islington
74	Patrick Mayer	[Signature]	Great Community Help.
75	Ariel Schmitt	[Signature]	Safety!
76	Jodi Labouche	[Signature]	
77	WAYNE GAGNON	[Signature]	
78	Wm [unclear]	[Signature]	
79	Breegan Johnson	[Signature]	Please keep it!!! Safety 1st!
80	Catherine Peebles	[Signature]	Safety!
81	JANIS SEBASTIAN	[Signature]	Keep it!
82	Nancy Kanner	[Signature]	
83	Fred Katvic	[Signature]	Keep it please
84	ALEX VAN HORN	[Signature]	Safety 1st! keep it!!
85	Bill Garrison	[Signature]	1. New white lines
86	Steven Greenwood	[Signature]	
87	Elixa Bowly	[Signature]	
88	Ben Powers	[Signature]	
89	Krishy Hillier	[Signature]	A MUST!!
90	Chris Myers	[Signature]	stuff yeah so
91	Janel Myers	[Signature]	No Dead People!!
92	Brittany Murphy	[Signature]	
93	ADRIENNE MARTINEZ	[Signature]	LOOKS AWESOME!
94	FRANK RAYES	[Signature]	AWESOME!
95	Eulis Taylor	[Signature]	it's great.
96	Matt Smith	[Signature]	
97	Robin Rickmeier	[Signature]	
98	GINA HAYET	[Signature]	LOVE IT! Great addition to the west end.
99	Sage Charache	[Signature]	
100	Joli Foucher	[Signature]	

PETITION TO KEEP THE CROSSWALK @ ALBANY AND ISLINGTON STREET

(IN FRONT OF WHITE HERON)

#	Printed Name	Signature	Comments
101	Eric Barrett	[Signature]	
102	Lauren Barrett	[Signature]	
103	Bob White	[Signature]	
104	Angela Haynes	[Signature]	
105	Andrea Ernst	[Signature]	Lane separated into ramps ^{cut down}
106	Judith Rubenstein	[Signature]	See
107	STEVE RODRIGUEZ	[Signature]	
108	Sam Hill	[Signature]	
109	Kathryn Orde	[Signature]	
110	Porter Talmer	[Signature]	
111	Nick Girard	[Signature]	Keep sidewalk/s, Remove patio thing
112	Kya Talley	[Signature]	
113	CHRISTIE WEST	[Signature]	
114	Jamie Byles	[Signature]	
115	Gina Abed	[Signature]	
116	Maryann Politis	[Signature]	
117	Charlotte Babbier	[Signature]	
118	EMILY CORBETT	[Signature]	
119	Cecilia Bailey	[Signature]	
120	Margot Petler	[Signature]	
121	PETER JANDERMANEK	[Signature]	
122	EFFIE MALLEY	[Signature]	Better traffic speed + walking
123	Tom Morgan	[Signature]	
124	Patrick Healey	[Signature]	Calm Traffic, Safe Crossing
125	Becky Verdell	[Signature]	
126	Nancy High	[Signature]	
127	Barbara Dewell	[Signature]	I need to cross my bike
128	Andre Louise	[Signature]	to make pol smart pedestrian friendly
129	Samuel Cook	[Signature]	Please.
130	Cameron Gallant	[Signature]	I need to access Jam safely! Use it all the time
131	Kelly Moore	[Signature]	
132	Tommy Foster	[Signature]	
133	Leah Murphy	[Signature]	safety first!
134	Katrina Ernst	[Signature]	
135	Liza Conly	[Signature]	
136	Tracey Melcher	[Signature]	
137	Danielle Mulligan	[Signature]	
138	Myes Barr	[Signature]	
	Kerry Nolte	[Signature]	
	Teri Hill	[Signature]	
	Lindsay Gee	[Signature]	
	Oprie Bee	[Signature]	
	Tracy	[Signature]	
	Pranah	[Signature]	plz!
	Minsky	[Signature]	
	Black	[Signature]	PLEASE!! I don't want to die :s

PETITION TO KEEP THE CROSSWALK @ ALBANY AND ISLINGTON STREET

(IN FRONT OF WHITE HERON)

#	Printed Name	Signature	Comments
151	Christiana Clews	<i>Christiana Clews</i>	Totally necessary!!
152	Elizabeth Murray	<i>Elizabeth Murray</i>	YES!!
153	Alex Colan	<i>Alex Colan</i>	good idea
154	CHRIS WOOD	<i>Chris Wood</i>	MUST HAVE X WALK!
155	CHIP PATERSON	<i>Chip Paterson</i>	
156	Jill Miranda	<i>Jill Miranda</i>	
157	Andrew Sennott	<i>Andrew Sennott</i>	great idea!
158	NICK DIANA	<i>Nick Diana</i>	"
159	Wendy Brown	<i>Wendy Brown</i>	Awesome!
160	Kenny Madden	<i>Kenny Madden</i>	Necessary.
161	Casey Carson	<i>Casey Carson</i>	YES!
162	Whitney LePinte	<i>Whitney LePinte</i>	yes!
163	JOE TRIVITT	<i>Joe Trivitt</i>	100% yes!!
164	VERNA BROOKS	<i>Verna Brooks</i>	yes, yes!
165	PETER BROOKS	<i>Peter Brooks</i>	Need the crossing!
166	C. Trivitt	<i>C. Trivitt</i>	
167	Alex Nunn	<i>Alex Nunn</i>	
168	Gene Hooper	<i>Gene Hooper</i>	1000% YES!
169	Emily Kern	<i>Emily Kern</i>	YES YES!
170	Katie MacKinnon	<i>Katie MacKinnon</i>	yes!
171	Victoria Stables	<i>Victoria Stables</i>	Good Idea!
172	ANANDA McSHARRY	<i>Ananda McSharry</i>	YES!
173	Ann Marie Milone	<i>Ann Marie Milone</i>	yes
174	Gary Fickman	<i>Gary Fickman</i>	Safety first
175	Leslie Hogan	<i>Leslie Hogan</i>	"
176	Caley Nevin	<i>Caley Nevin</i>	keeps people safer!
177	Ilianna Paschalidis	<i>Ilianna Paschalidis</i>	Thank you
178	Samuel Johnson	<i>Samuel Johnson</i>	Yes!
179	Liza Oprandi	<i>Liza Oprandi</i>	Yes
180	Bella Oprandi	<i>Bella Oprandi</i>	YASSS!
181	Emily Christie	<i>Emily Christie</i>	Very good + traffic
182	JACQUELINE BRUHN	<i>Jacqueline Bruhn</i>	definitely
183	STEPHEN LICHTENSTEIN	<i>Stephen Lichtenstein</i>	100%
184	CATHERINE STEWART	<i>Catherine Stewart</i>	Totally necessary!!!
185	SARAH DUCLOS	<i>Sarah E. Douglas</i>	SAFETY SAFETY SAFETY
186	Jen Niemczyk	<i>Jen Niemczyk</i>	excellence!
187	Thomas McConrad	<i>Thomas McConrad</i>	Thank you
188	ROLF BREMER	<i>Rolf Bremer</i>	
189	Cathy Merwin	<i>Cathy Merwin</i>	we need it for safety
190	Bethany Tommaso	<i>Bethany Tommaso</i>	safety + walkability
191	DAVID COSGROVE	<i>David Cosgrove</i>	SAFETY FIRST!
192	Mark & Caren	<i>Mark & Caren</i>	Safety first.
193	Marks Baldassarre	<i>Marks Baldassarre</i>	yes!
194	JEN MAXWELL	<i>Jen Maxwell</i>	DO IT! YES
195	Kelli Vossler	<i>Kelli Vossler</i>	
196	Laura Kennedy	<i>Laura Kennedy</i>	So much easier w/ stroller! Please!
197	Anne Lehman	<i>Anne Lehman</i>	
198	Wendy Cannella	<i>Wendy Cannella</i>	yay for crosswalks!
199	Mark McKinnon	<i>Mark McKinnon</i>	
200	Nichole Marsh	<i>Nichole Marsh</i>	

PETITION TO KEEP THE CROSSWALK @ ALBANY AND ISLINGTON STREET

(IN FRONT OF WHITE HERON)

#	Printed Name	Signature	Comments
201	Jared Cosmo	[Signature]	
202	Allison Welch	[Signature]	important safety!
203	Kim Marino	[Signature]	a crosswalk here is a necessity
204	Sandy Rice	[Signature]	Safety!
205	Shan Zuidema	[Signature]	walkability - slow traffic
206	Maurice Ann	[Signature]	please!
207	Joli Foucher	[Signature]	yes!
208	Terrri O'Connell	[Signature]	absolutely!
209	Prue Wagner	[Signature]	absolutely! safety!
210	Stacey Sargent	[Signature]	
211	Christie O'Leary	[Signature]	
212	Kate Dilgado	[Signature]	Safety!
213	Kate Buraski	[Signature]	Safety!
214	MARILYN MORGAN	[Signature]	Slows traffic
215	Rynn Costa	[Signature]	
216	Michael Rodriguez Toront	[Signature]	
217	Richard W. W.	[Signature]	
218	Kathleen Larney	[Signature]	
219	Lyne Tucci	[Signature]	Safety
220	Dei McGee	[Signature]	
221	MARY MCGRAW	[Signature]	
222	Nathan Therrin	[Signature]	
223	ALEX SHAFER	[Signature]	PLEASE PLEASE LOVE SIDEWALKS!
224	Samantha Finigan	[Signature]	Please!!
225	Christine Munnroe	[Signature]	
226	Marylou M'Elwain	[Signature]	NEEDED!
227	Hanna Strong	[Signature]	
228	Kim Ween	[Signature]	IS THIS SERIOUS - NO BARRIER!
229	CHRISTY PASOVANIC	[Signature]	
230	Mary Hope	[Signature]	DUH.
231	Meg Murphy	[Signature]	safety
232	meg skea	[Signature]	safety
233	Am Harath	[Signature]	safety and look otherwise
234	Amber Albertson	[Signature]	
235	Jordan Garetz	[Signature]	
236	Michelle Rowan	[Signature]	
237	ERIC SITES	[Signature]	
238	Meredith Jackson	[Signature]	LOVE IT!
239	Tault Taylor	[Signature]	Like it!
240	Catherine Plouffe	[Signature]	For safety sake!
241	Laurie Westbrock	[Signature]	oh, love the idea
242	Julee Katzman	[Signature]	
243	Ellen Cohn	[Signature]	Very needed for safety
244	JAN FONTAINE	[Signature]	PLEASE KEEP!
245	Mary Oakes	[Signature]	Loved it! Cars need to slow there!
246	Justin A. Galep	[Signature]	face coffee bribes
247	William Lyons	[Signature]	or moment PLEASE
248	Brianna Mash	[Signature]	So much safer!
249	STEVEN YAZINKA	[Signature]	
250	Byron Matto	[Signature]	MUCH safer!
	Diane Parsons	[Signature]	Yes!

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: June 28, 2016

SUBJECT: Banfield Road local delivery route truck exclusion

Concerns regarding the current level of truck restrictions on Banfield Road have been brought to the attention of the DPW. City ordinance prohibits trucks with a box, body or platform of over 12 feet in length from using Banfield Road for its entire length, subject to the exception of a separate ordinance that allows the section of Banfield Road between Peverly Hill Road and Heritage Avenue to be used as a local delivery route. The concern is whether or not the designation as a local delivery route allows for trucks to use the roadway if not conducting business at an abutting property on that roadway. In other words, is it acceptable to use the roadway to gain access to other roadways in the area? The wording of the ordinance does not specifically state that trucks must only use a local delivery route when conducting business at a property on the roadway. Judging by the streets that are included in the local delivery route ordinance, such as the section of Dennett Street between Woodbury Avenue and Bartlett Street, and Bartlett Street to Islington Street, it would appear that being designated as a local delivery route allows for trucks to use the street to get to other streets.

Discussions with the City's legal staff indicate that the original intent of the local delivery route ordinance was to prohibit the use of the designated roads by trucks unless the truck was doing business at an abutting parcel on the roadway. However, the ordinance that prohibits truck traffic altogether on certain streets, including Banfield Road in its entirety, would seem to serve this purpose. For practical purposes, trucks cannot be completely banned from these streets, as in the case of moving vans or large deliveries. It is recommended that staff continue to examine the original intent of the local delivery route ordinance and report back with a recommendation to clarify the ordinances.

ARTICLE VII: TRUCK AND BUS TRAVEL

Section 7.701: PROHIBITED ON CERTAIN STREETS

Notwithstanding any other provision of this ordinance, no tractor – trailer truck may travel on the following streets at any time for any reason.

1. Maplewood Avenue from Central Avenue to Woodbury Avenue
2. Woodbury Avenue from Dennett Street to Bartlett Street.

Section 7.702: TRUCK TRAFFIC PROHIBITED

It shall be unlawful for any truck with a box, body or platform of over 12 feet in length to use the following streets subject to the exceptions of Section 7.704 of this Article.

1. Adams Avenue
2. Banfield Road
3. Broad Street (between South Street and Jones Avenue).
4. Burkitt Street (between Dennett Street and the Maine/New Hampshire Interstate so-called).
5. Cate Street
6. Chestnut Street (from Congress Street to Porter Street)
7. Circuit Road
8. Cleveland Drive
9. Coolidge Drive
10. Dennett Street (Between Bartlett Avenue to Maplewood Avenue)
11. Dwight Avenue
12. Echo Avenue
13. Edgewood Road
14. Farm Lane
15. Fillmore Road
16. F.W. Hartford Drive
17. Garfield Road
18. Granite Street
19. Grant Avenue
20. Greenleaf Avenue (between Peverly Hill Road and the Rt. 1 Bypass)
21. Harding Road
22. Hayes Place
23. Hoover Drive
24. Mangrove Street
25. Maplewood Avenue (from Central Avenue to Woodbury Avenue)
26. McKinley Road
27. Myrtle Avenue (between Dennett St. and the Maine/New Hampshire Interstate so-called)
28. Nixon Park
29. Pickering Street
30. Polk Avenue

31. Profile Avenue
32. Ranger Way
33. Rockhill Avenue
34. Sherburne Road
35. Taft Road
36. Taylor Lane
37. Thornton Street (between Woodbury Avenue and Bartlett Street)
38. T.J. Gamester Avenue
39. Truman Place
40. Van Buren Avenue
41. Wilson Road
42. Woodbury Avenue, between Market Street and Bartlett Street

Section 7.703: BUS TRAFFIC PROHIBITED ON CERTAIN STREETS

Notwithstanding any other provision of this ordinance, no bus may travel on the following streets at any time for any reason.

1. Ceres Street (all public sections).

Section 7.704: LOCAL DELIVERY ROUTES

- A. The following streets are designated to serve as local delivery routes. Their status is determined based upon: 1) their intersection with a through truck route, 2) their importance in ensuring residential deliveries, 3) their importance in ensuring deliveries to business or industrial uses where no other access is practical.

Heritage Avenue in its entirety;

Constitution Avenue in its entirety;

Banfield Road from intersection of Heritage Avenue to intersection of Peverly Hill Road;
Peverly Hill Road in its entirety;

Route 33 at the intersection of Route 33 and Borthwick Ave/Greenland Rd to South St to Lafayette Road;

South Street from Lafayette Road to Sagamore Avenue;

Sagamore Avenue from intersection of South Street to City line with Rye; Wentworth Road in its entirety;

Lafayette Road from intersection with US Route 1 and US Route 1 ByPass to Middle St;

Woodbury Avenue from intersection US I-95 off ramp to intersection with Dennett St.;

Dennett Street from Woodbury Avenue to intersection of Bartlett Street;

Bartlett Street to Islington Street;

Islington Street in its entirety;
Daniel Street in its entirety;
Congress Street in its entirety;
State Street from intersection of Middle Street to Memorial Bridge;
Marcy Street in its entirety;
New Castle Avenue in its entirety;
Market Street from intersection of Russell Street to Hanover Street;
Hanover Street from Market Street to Maplewood Avenue;
Deer Street from Maplewood Avenue to Market Street; and,
Russell Street in its entirety.

Section 7.705: ENFORCEMENT

The City Manager shall cause those streets which are through truck routes and local delivery routes to be posted to give notice that this Ordinance is in effect. Where applicable, the City Manager shall coordinate sign posting with the New Hampshire Department of Transportation.

The Chief of Police shall cause enforcement of this Ordinance to occur through local, county and state law enforcement sources.

A plan of through truck routes and local delivery routes shall be kept on file at the City Clerk's Office and the Portsmouth Police Department.

Section 7.706: VACANT

Section 7.707: TRUCK OR BUS PARKING

It shall be unlawful for any person to park any truck or bus any size on the following streets:

- A. Hancock Street: either side
- B. Woodbury Avenue: westerly side from Route #1 Bypass bridge to Boyd Road.

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: June 28, 2016

SUBJECT: Audible pedestrian signals

In response to a request from a citizen as to when audible pedestrian signals are installed, City staff has provided the following information. Accessible pedestrian signals, which include audible tones and messages for pedestrians with visual disabilities, are subject to federal guidelines and requirements published in the Manual on Uniform Traffic Control Devices (MUTCD). According to the MUTCD, accessible pedestrian signals are not currently required at all signalized intersections. However, if a particular signalized location presents difficulties for pedestrians who have visual disabilities to cross the roadway, an engineering study should be conducted that considers the needs of pedestrians in general, as well as the information needs of pedestrians with visual disabilities. The engineering study should consider the following factors:

- Potential demand for accessible pedestrian signals;
- A request for accessible pedestrian signals;
- Traffic volumes during times when pedestrians might be present, including periods of low traffic volumes or high turn-on-red volumes;
- The complexity of traffic signal phasing (such as split phases, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases); and
- The complexity of intersection geometry.

The factors that make crossing at a signalized location difficult for pedestrians who have visual disabilities include: increasingly quiet cars, right turn on red (which masks the beginning of the through phase), continuous right-turn movements, complex signal operations, traffic circles, and wide streets. Furthermore, low traffic volumes might make it difficult for pedestrians who have visual disabilities to discern signal phase changes.

When accessible pedestrian signals are installed, there are several requirements that must be adhered to, including location, indications, and hardware. More information regarding these design elements can be provided if the Committee desires.

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: June 28, 2016

SUBJECT: Stark Street one-way traffic flow

As previously reported to the PTS Committee, this summer the City will be constructing a cul-de-sac at the end of Myrtle Avenue at the entrance to the New Franklin School. This will allow school buses to use Myrtle Avenue to enter and exit the school grounds, rather than entering on Stark Street and exiting onto Woodbury Avenue. The removal of school buses from Stark Street will allow for all other school traffic to exit the school grounds by way of Stark Street to Dennett Street. This will enable traffic to avoid having to exit the school by way of Franklin Drive onto Woodbury Street, which is a difficult maneuver.

Stark Street is currently restricted to one-way traffic heading into the New Franklin School, starting on the school side of the driveway to 2 Stark Street. To accommodate the new traffic pattern at the school, it is recommended that the one-way flow on Stark Street be reversed to allow for one-way traffic leaving the school, up to the driveway at 2 Stark Street, where the road would continue to allow 2-way traffic between 2 Stark Street and Dennett Street. DO NOT ENTER signs would need to be posted just beyond the driveway to 2 Stark Street, facing traffic coming from Dennett Street. NO THRU TRAFFIC signs could also be installed at the intersection with Dennett Street to inform drivers of the change in traffic pattern.

While the Stark Street bridge is 20 feet wide, sufficient for two-way traffic, the bridge weight rating is based on its use as a one-way roadway. Therefore, it is recommended to keep traffic to one direction only on the bridge.





MEMORANDUM

TO: JOHN P. BOHENKO, CITY MANAGER
FROM: JULIET T.H. WALKER, TRANSPORTATION PLANNER *JTW*
SUBJECT: CITY COUNCIL REFERRAL REGARDING BICYCLES IN CITY
PARKS
DATE: JUNE 28, 2016

At the June 20, 2016 meeting, the City Council voted to refer Chapter 8, Article II, Section 8.204 – Traffic – Item G regarding bicycle riding in parks to the Parking & Traffic Safety Committee for a report back.

At present, this section of the ordinance stipulates that “no person in a park shall ride a bicycle on other than a vehicular road or park path designated for that purpose.” This section also indicates that “a bicyclist shall be permitted to wheel or push a bicycle by hand over any grassy area or wooded trail or on any paved area reserved for pedestrian travel.”

In order to reduce potential conflicts between pedestrians and bicyclists in highly pedestrian areas and also provide for safe and convenient bicycle and pedestrian paths between destinations, City transportation staff is reviewing all of the City’s parks and will be recommending locations where existing paths could be designated for shared bicycle and pedestrian use. Appropriate signage or pavement markings for these shared use paths will also be part of the staff’s recommendation in this regard. No significant changes to the ordinance are anticipated at this time.

Section 8.203: SANITATION

- A. **Pollution of Waters:** No person in a park shall throw, discharge, or otherwise place or cause to be placed in the waters of any fountain, pond, lake, stream, bay or other body of water in or adjacent to any park or tributary, stream, storm sewer or drain flowing into such waters, any substance, matter or thing, liquid or solid, which will or may result in the pollution of said waters.
- B. **Refuse and Trash:** No person in a park shall have brought in or shall dump, deposit or leave any bottles, broken glass, ashes, paper, boxes, cans, dirt, rubbish, waste, garbage, or refuse, or other trash. No such refuse or trash shall be placed in any waters in or contiguous to any park, or left anywhere on the grounds thereof, but shall be placed in the proper receptacles where these are provided; where receptacles are not so provided all such rubbish or waste shall be carried away from the park by the person responsible for its presence and properly disposed of elsewhere.

Section 8.204: TRAFFIC

- A. **State Motor Vehicle Laws Apply:** No person in a park shall fail to comply with all applicable provisions of the state motor vehicle traffic laws in regard to equipment and operation of vehicles together with such regulations as are contained in this and other Ordinances.
- B. **Enforcement of Traffic Regulations:** No person in a park shall fail to obey all traffic officers and park employees, such persons being hereby authorized and instructed to direct traffic whenever and wherever needed in the parks and on the highways, streets or roads immediately adjacent thereto in accordance with the provisions of these regulations and such supplementary regulations as may be issued subsequently by the Director.
- C. **Obey Traffic Signs:** No person in a park shall fail to observe carefully all traffic signs indicating speed, direction, caution, stopping or parking, and all others posted for proper control and to safeguard life and property.
- D. **Speed of Vehicles:** No person in a park shall ride or drive a vehicle at a rate of speed exceeding 15 mph except upon such roads as the Director may designate, by posted signs, for speedier travel.
- E. **Operation Confined to Roads:** No person in a park shall drive any vehicle on any area except the park roads or parking areas, or such other areas as may on occasion be specifically designated as temporary parking areas by the Director.
- F. **Parking:** No person in a park shall:
 - I. Park a vehicle in other than an established or designated parking area and such use shall be in accordance with the posted directions there at and with the instructions of any attendant who may be present.

2. Leave any vehicle anywhere in the park with one or more wheels chained or with motor set in gears and doors locked, or in any manner fixed or arranged so that such vehicle cannot readily be moved by hand.
3. Double park any vehicle on any road or parkway unless directed by a park official.

G. Bicycles: No person in a park shall:

1. Ride a bicycle on other than a vehicular road or park path designated for that purpose. A bicyclist shall be permitted to wheel or push a bicycle by hand over any grassy area or wooded trail or on any paved area reserved for pedestrian travel.
2. Ride a bicycle other than in full compliance with the traffic regulation of the City of Portsmouth.
3. Leave a bicycle lying on the ground or pavement or set against trees, or in any place or position where other persons may trip over or be injured by it or leave bicycle in a place other than a bicycle rack when such is provided and there is space available.

H. Skateboards and In-line Skates (Roller Blades): In Prescott Park, no person shall ride a skateboard, or wear either roller skates or in-line skates (Roller Blades). (5/2/94)

Section 8.205: RECREATIONAL ACTIVITIES

A. Bathing and Swimming: No person in a park shall:

1. Swim, bath or wade in any waters in any park except in such waters and at such places as are provided therefor, and in compliance with such regulation as are herein set forth or may be hereafter adopted. Nor shall any person frequent any waters or places customarily designated for the purpose of swimming or bathing, or congregate there when such activity is prohibited by the Director upon a finding that such use of the water could be dangerous or otherwise inadvisable.
2. Frequent any water or places designated for the purpose of swimming or bathing, or congregate there at except between such hours of the day as shall be designated by the Director for such purposes for each individual area.
3. Allow himself to be so covered with a bathing suit as to indecently expose his person or call forth merited criticism. No person shall appear in bathing costume at any place in the parks except within the limits of designated bathing places or areas, and all bathing costumes shall conform to commonly accepted standards.
4. Dress or undress on any beach, or in any vehicle, toilet or other place, except in such bathing house or structures as may be provided for that purpose.

B. Hunting and Firearms:

No person in a park shall hunt, trap or pursue wild life at any time. No person shall use, carry or possess firearms of any descriptions or air rifles, spring guns, bow and arrows, slings or any other forms of weapons potentially inimical to wild life and dangerous to human safety, or any instrument that can be loaded with and fire blank cartridges or any kind of trapping device. Shooting into park areas from beyond park boundaries is forbidden.

VII.F. Request for crosswalk on Elwyn Road at Harding Road

From: Bradley M. Lown [<mailto:Lown@nhtrialattorneys.com>]
Sent: Thursday, June 23, 2016 2:26 PM
To: Peter H. Rice; Eric B. Eby
Cc: John P. Bohenko; Ann Sharpe; Bradley M. Lown; Vernon Pearce (vernonpearce@yahoo.com)
Subject: RE: Parking - Portsmouth

Dear All – I met with Vernon Pearce , lives on Elwyn Road extension. He would like to look into the possibility of getting a crosswalk at the end of Harding Road crossing over Elwyn, toward the Urban Forestry Center. This would be right near the entrance to the Forestry Center. Could you please take a look at this and put it on the agenda for the next meeting? Vernon reports that many people from Elwyn Park across the road at that location, and there is no crosswalk. Thank you for your help. Brad

Bradley M. Lown
Coughlin, Rainboth, Murphy and Lown, P.A.
439 Middle Street
Portsmouth, New Hampshire 03801
phone: 603-431-1993
facsimile 603-431-8333
e-mail: lown@nhtrialattorneys.com



VIII.A. Dedicated moped, motorcycle and scooter parking

Marc Stettner
91 Fairview Ave
Portsmouth NH 03801

6/27/16



For consideration at the July 7th, 2016 Meeting

Subject: Dedicated Motorcycle, Moped and Scooter Parking

Dear Parking and Traffic Committee,

I am requesting that the City of Portsmouth continue working to provide dedicated moped, motorcycle and scooter parking in addition to maintain the current allowance for sidewalk parking of mopeds and bicycles.

I also wish to bring to your attention that not only does Boston have special parking for Mopeds, Motorcycles and Scooters but the City of Portland Maine does also. It is time for Portsmouth to follow the lead of our surrounding cities and encourage this type of transportation by following the lead of our surrounding cities that also face challenging parking issues

Please see the attached information and pictures from Portland Maine

Sincerely,

Marc Stettner

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Where can I park my motorcycle or mopeds?

Motorcycle may park at parking meters for a fee or park for up to 10 hours for free at designated motorcycle/moped parking areas.

Motorcyclists need to pay to park motorcycles at parking meters. Receipts from multispace meters must be securely displayed on the motorcycle. Detach the perforated stub and take it with you as a receipt in the event the receipt falls off your motorcycle.

Additionally, there are various locations where motorcycles can park for free at motorcycle / moped only designated spots throughout the city.

The City of Portland has dedicated certain on street parking areas to be used exclusively by motorcycles / mopeds only, allowing them to park for up to 10 hours for free without moving. The City Council approved this to enhance the viability of alternative transportation choices as well as free up existing vehicle parking spaces now used by mopeds and motorcycles.

48 moped / motorcycle parking spaces on the following streets

- Bramhall St. @ Hill St.
- Commercial St. @ Chandler's Wharf
- Commercial St. @ Cross St.
- Commercial St. @ Union Wharf
- Congress St @ Atlantic St
- Congress St. @ Myrtle St.
- Federal St. @ Market St.
- High St. between Spring St. and Congress St.
- High St. @ Deering St.
- Market St. @ Middle St.
- Middle St @ Market St
- Myrtle St. @ Congress St.
- 72 Oak St (Between Congress St & Cumberland Ave)
- Pine St @ Winter St
- Silver St. @ Fore St.
- Spring St – Southside near Union St.
- State St. @ Deering St.
- Temple St. @ Free St.

Motorcycles / mopeds can also park at metered spaces, and multiple two-wheelers can use the same space as long as the meter is fed. If it expires all the vehicles in that space can be ticketed.

▼ Parking

