

PORTSMOUTH
PARKING & TRAFFIC SAFETY COMMITTEE
8:00 A.M. – DECEMBER 7, 2017
CITY HALL – CONFERENCE ROOM A

ON-SITE COMMITTEE: Please meet on Tuesday, December 5th, at 8:00 A.M. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Middle Road at Essex Ave
 - Dennett Street at Hunters Hill Ave
 - 33 Deer Street
 - 30 Brewster Street
-

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

A. Financial report (totals through 10/31/17).

V. PUBLIC COMMENT (15 MINUTES)

VI. NEW BUSINESS

- A. Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello. **Sample motion: Move to have staff collect data, evaluate and report back.**
- B. Request for 15-minute space at 33 Deer Street, by NH iPhone Repair. **Sample motion: Move to recommend approval for 15-minute space at 33 Deer Street.**
- C. Request for NO PARKING near 30 Brewster Street, by Kelly Hurd. **Sample motion: Move to have staff collect data, evaluate and report back.**

VII. OLD BUSINESS

- A. Report back on traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue. **Sample motion: Move to repaint and lengthen crosswalk stripes on Middle Road at Essex Avenue.**
- B. Report back on request for an In-Street Pedestrian Crossing Sign at the existing crosswalk on Borthwick Avenue at Greenland Road. **No action required.**

VIII. PUBLIC COMMENT

IX. MISCELLANEOUS

X. ADJOURNMENT

Percentage of Fiscal Year Complete 33.33%
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Totals Thru
October 31, 2017

FY 18

	Total	Budgeted	% of Budget
Parking Meter Fees	1,200,463.05	2,955,000.00	40.6%
Meter Space Rental	20,435.00	80,000.00	25.5%
Meter In Vehicle	40,227.56	95,000.00	42.3%
Parking Garage Revenue	927,894.30	2,400,000.00	38.7%
Garage Passes	458,397.00	1,350,000.00	34.0%
Pass Reinstatement	1,605.00	2,500.00	64.2%
Vaughan St Parking Facility	5,000.00	-	
Parking Violations	292,382.01	715,000.00	40.9%
Immobilization Administration Fee	5,700.00	15,000.00	38.0%
Summons Admin Fee	75.00	3,000.00	2.5%
Total FY 18 Parking	2,952,178.92	7,615,500.00	38.8%

	BUDGETED	
	5,203,195	68% Transfer to Parking Fund
	2,412,305	32% Funds Remaining in Gen Fund

VI.A. Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello

From: Cheryl Coviello
Sent: Monday, November 20, 2017 1:59 PM
To: Eric B. Eby
Subject: Dennett Street - Hunters Hill Parking

Hi Eric.

Attached is a PDF with photographs depicting the parking and safety conditions we discussed in October after DPW marked out for a no parking here to corner sign.

Per our discussion, the location marked represented the City's 20-foot standard distance for no parking at an intersection. The photographs show that for the Hunters Hill-Dennett Street intersection, the 20 feet is not adequate. Cars exiting Hunters Hill have no site line towards the southwest up Dennett until the exiting car is actually turning onto Dennett and is partially over the yellow center line. Cars heading northeasterly down Dennett have no visual of Hunters Hill until they are at the intersection. This condition is created due to the hill of Hunters Hill and the rise in Dennett that exists southwesterly of the intersection. With cars parked along Dennett at this intersection, it creates unsafe conditions for both vehicles and pedestrians.

The four houses with driveways on Hunters Hill have eight children ranging in age from approximately 2 years to 17 years. These children walk downtown, around the neighborhood and to New Franklin School. When crossing Dennett Street to the sidewalk, they must stand in Dennett Street in order to see around the parked cars before crossing. (There is no crosswalk at this intersection.)

Further, snow removal is impeded with the cars parked on Dennett Street. With the vehicles parked on the street, the plows remove snow from about 1/3 of the travel lane (see photos in the PDF) and cannot adequately plow the intersection. Historically, the City would store snow from the intersection beginning at the 20-foot distance from the intersection and along the curb in front of our house. However, that too has been impeded by the parked cars. Although, I do not have a photo, the stored snow ends up blocking a fair portion of the Dennett Street travel lane and the site lines because the snow becomes a high pile rather than stored along the length of the curb.

When the snow conditions along Dennett make parking less desirable there, the vehicles then park on Hunters Hill (see photos in the PDF). The width of Hunters Hill is not adequate for

VI.A. Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello

everyday parking along it, and especially not during the winter when its width is further reduced. (There are no curbs on Hunters Hill to guide snow removal efforts. As such, plows are careful to not damage the yards and do not plow to the edge of pavement.) The four houses on Hunters Hill have managed the reduced plowed width and have an awareness of the conditions. However, when vehicles park on Hunters Hill, it further reduces the travel lane and makes it difficult to enter and exit our driveways. There have been numerous periods when an emergency response vehicle would have had great difficulty accessing Hunters Hill. This situation also occurs during non-snow periods when vehicles park on both sides of Hunters Hill, making passage extremely tight and turning in/out of driveways multi-point turns.

I have lived at the corner of Hunters Hill and Dennett for 26 years, my family since the 1930s. These conditions have developed over the last five or so years as new owners come in along Dennett Street. The new owners have more vehicles than the previous owners and are less inclined to use their driveways. I understand parking along the streets is allowed. However, I am concerned about the safety issues for both vehicles and pedestrians that have resulted because of the parked cars at the intersection and along Hunters Hill. I am asking that the situation be reviewed and measures taken to improve the safety.

Please let me know if you schedule a site visit and when you may discuss these conditions. I would like to attend to provide direct feedback and/or answer questions based on my experiences.

Thanks,
Cheryl Coviello
341 Dennett Street

VI.A. Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello

Hunters Hill Ave Approach to Dennett Street – Vehicle Site Line with Parked Vehicles at 20-ft from Intersection (as marked by Flag & DigSafe Paint)



Photo 1: Site Line Obstructed by Vehicles



Photo 2: Partial Site Line with Vehicle beginning to Enter Intersection



Photo 3: Site Line with Vehicle into the Lane



Photo 4: Vehicles Parked on Dennett Street (Requires Vehicle to Enter Oncoming Lane to Avoid Parked Vehicles)

Hunters Hill Ave Approach to Dennett Street – Pedestrian Site Line with Parked Vehicles at 20-ft from Intersection (as marked by Flag & DigSafe Paint)



Photo 5: Pedestrian Site Line as Approach Intersection Obstructed by Vehicles



Photo 6: Pedestrian Site Line at Intersection Obstructed by Vehicles



Photo 7: Pedestrian Site Line (Approaching Vehicle not Visible until at driveway of 346 Dennett Street)



Photo 8: Pedestrian Site Line after Vehicle Passes (Note the Rise along Dennett Street)

**Hunters Hill Ave Approach to Dennett Street – Vehicle Site Line with Parked Vehicles Greater than 20-ft from Intersection
(as marked by Flag & DigSafe Paint)**



Photo 9 – Site Line Obstructed by Parked Vehicle

Dennett Street Approach

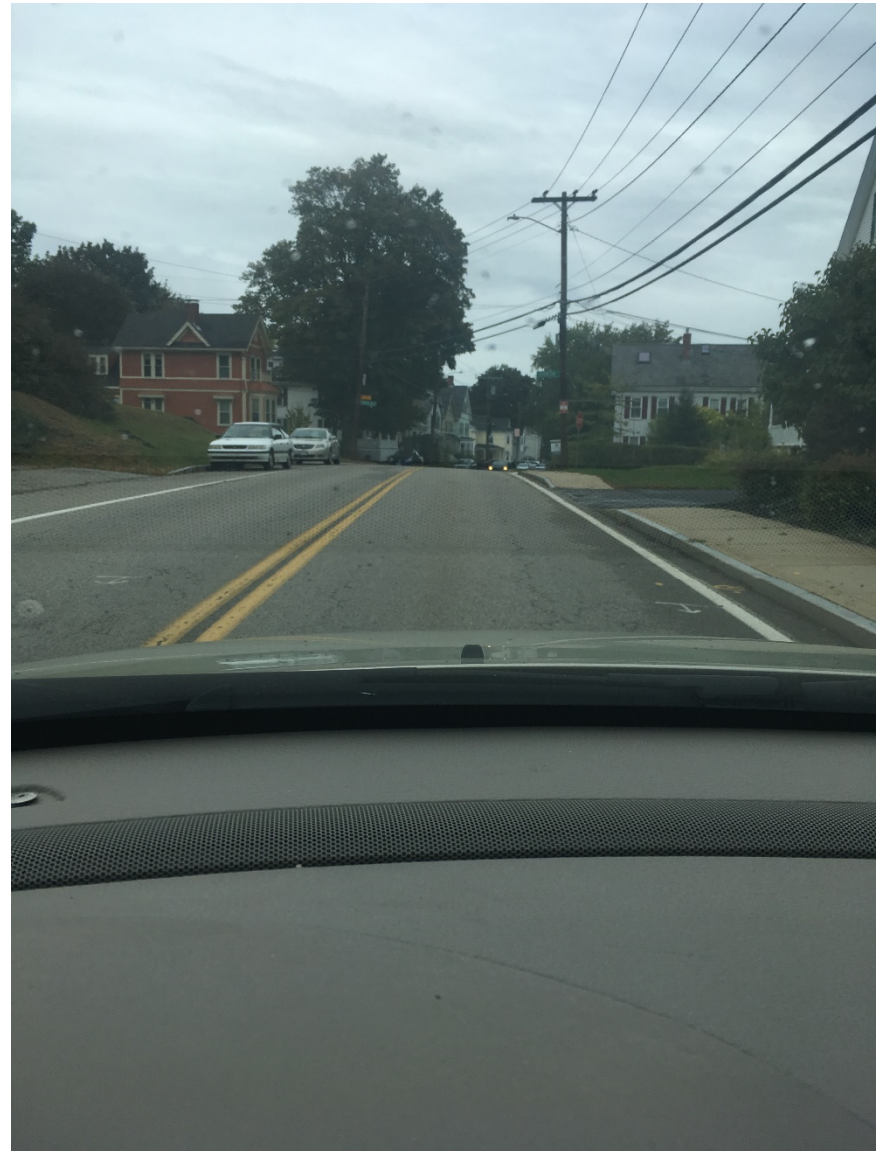


Photo 10: No Visual of Hunter Hill Ave with Vehicles Parked on Dennett Street

Example Winter Conditions



Photo 11: Dennett Street Lane Not Plowed due to Parked Vehicles

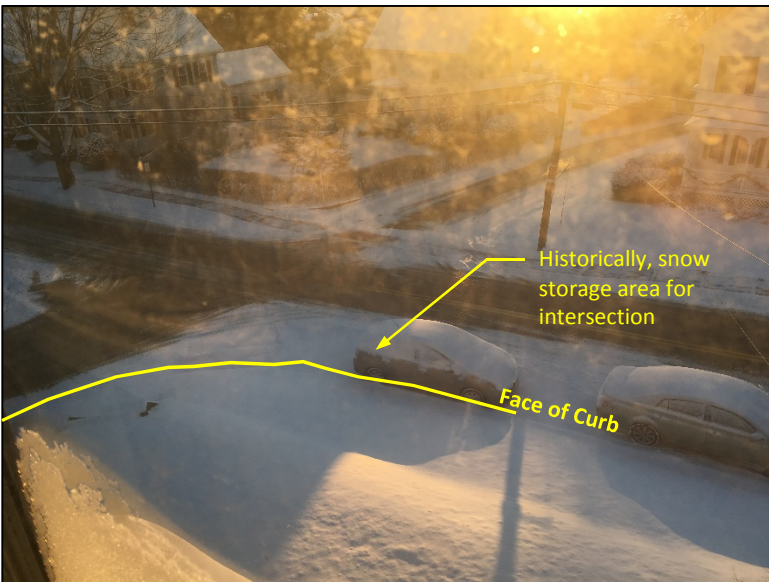
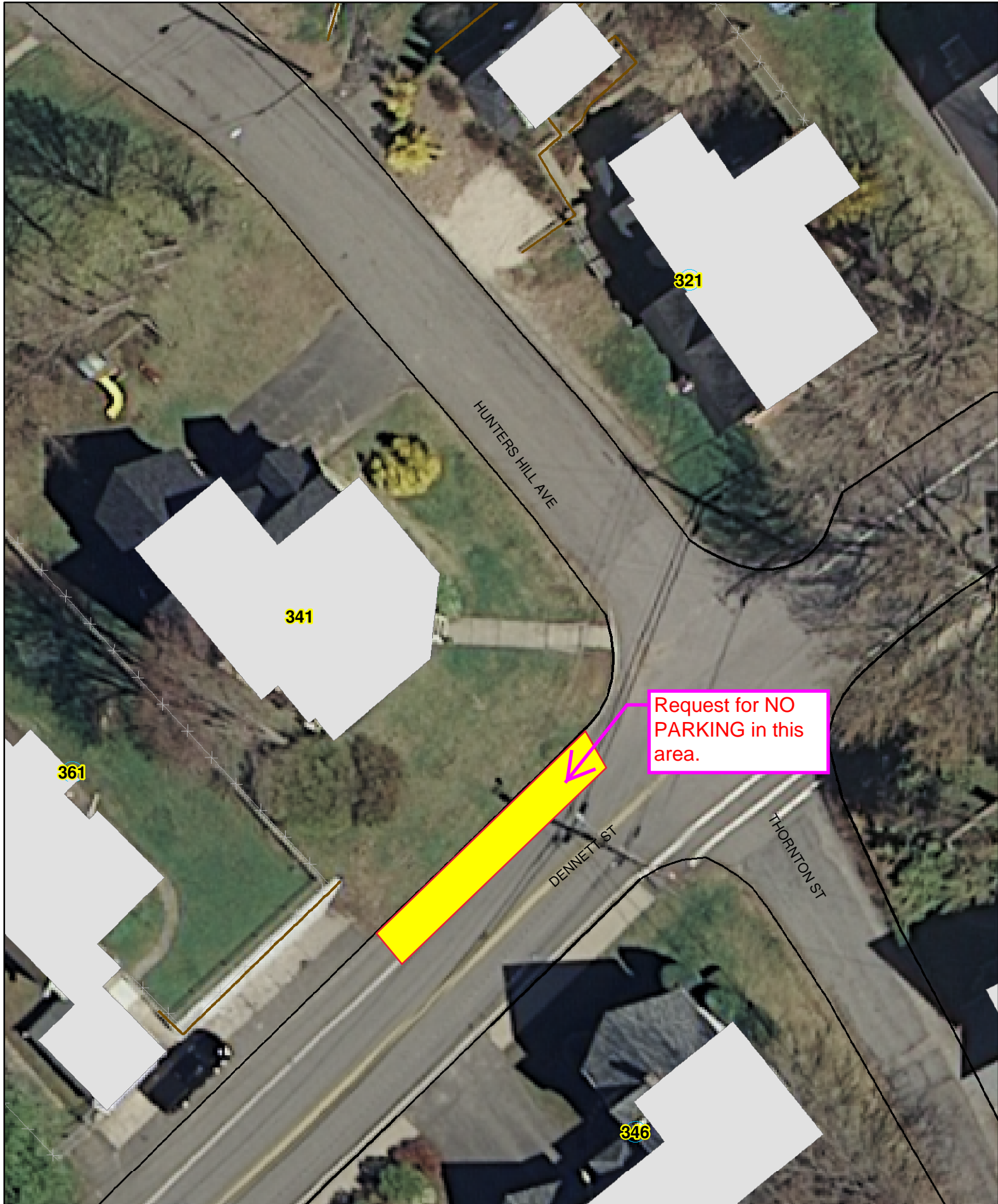


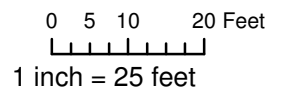
Photo 12: Hunter's Hill Intersection not Adequately Plowed due to Parked Vehicles (Snow Storage Area Blocked by Parked Vehicles)

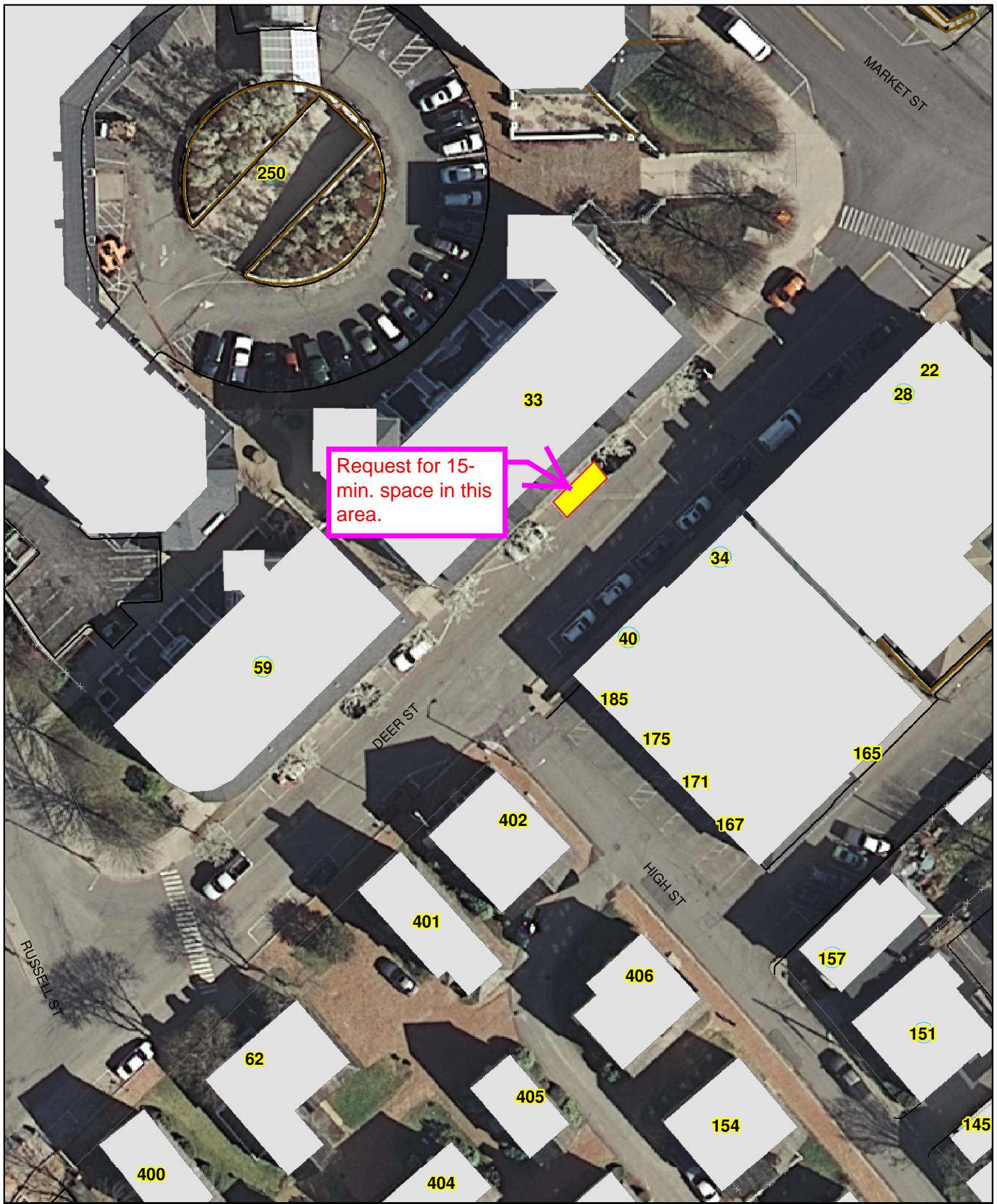


Photo 13: Vehicles along Hunter's Hill (Reduced Street Width Difficult for Standard Vehicles. Likely Inadequate for Emergency Response Vehicles)

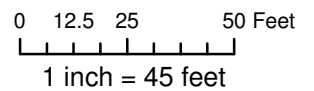


V.I.A. Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello





VI.B. Request for 15-minute space at 33 Deer Street, by NH iPhone Repair



VI.C. Request for NO PARKING near 30 Brewster Street, by Kelly Hurd

Hi Peter,

I am hoping you'll help me - I would like to request that a portion of the road in front of my house be posted for no parking. Is there an official process I should go through? (My apologies - I could not find it online.)

I live at 30 Brewster St. and have a driveway to the left of my house. Unfortunately, everything is really tight in our neighborhood. When my neighbor has 2 cars in his driveway (20 Brewster) and cars are parked on Brewster in front of my driveway, I sometimes cannot get into my driveway. This is *especially* difficult when snow is on the ground.

People don't mean to, but sometimes they park far away from the curb. I'm attaching a picture of just a few days ago (when we did not have snow obviously) so you can see how far people park and the room I have to get into my driveway. (My house is the white one with gray trim and the jeep.)

Thank you for any help you can give! :)

Best,
Kelly Hurd, 30 Brewster Street





V.I.C. Request for NO PARKING near 30 Brewster Street, by Kelly Hurd

Map prepared by Portsmouth Department of Public Works

0 5 10 20 Feet
1 inch = 27 feet



VII.A. Report back on traffic not yielding to pedestrians in crosswalk on Middle Road at
Essex Avenue

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: November 29, 2017

SUBJECT: Report Back, Middle Road crosswalk at Essex Avenue

A resident of Middle Road wrote to express their concern regarding the crosswalk on Middle Road at its intersection with Essex Avenue. Their concern is that traffic does not always stop for a pedestrian in the crosswalk. They requested two measures to help resolve the matter: install a blinking safety light similar to the one on Lafayette Road, and prohibit truck traffic from Middle Road. City staff has visited the site to observe traffic conditions and has collected data on traffic volume, speeds, sight lines and pedestrian usage of the crosswalk. After evaluating the data and observing conditions in the field, it is the staff's recommendation that the crosswalk be repainted and widened to provide better visibility of the crosswalk.

The data was collected over a 5-day period in November, with temperatures in the mid-50s to mid-70s and very little rain, so pedestrian usage was not affected by the weather. The data revealed that during peak hours of the day, approximately 400 vehicles per hour travel past the crosswalk on Middle Road. The posted speed limit is 30 mph. Average vehicle speeds were measured at 31 mph. Sight lines exceed the minimum requirements for speeds of 35 mph. The crosswalk length is 28 feet, and a total of 86 pedestrians used the crosswalk over the 52-hour period, equivalent to, on average, 1.6 pedestrians per hour. The greatest number of pedestrians observed was 7 pedestrians in one hour. A slight vertical crest hill limits drivers' visibility of the crosswalk markings as they approach from the bridge over the Route 1 Bypass. Two advance warning signs for the crosswalk are present in each direction on Middle Road in advance of the crosswalk.

Based on the volume and speed of vehicles during the peak hour, the average pedestrian delay to cross the street is 10 seconds. This means, on average, during the peak hour of traffic, a pedestrian would have to wait 10 seconds for a gap in traffic that is long enough for them to cross the street. At other times of the day when traffic is lighter, a pedestrian would not need to wait as long.

Crosswalks are usually not warranted when the peak volume of pedestrians is less than 20 per hour. When pedestrian volume is less than 20 per hour, they are only present at the crosswalk for

a very small percentage of the total hour. This crosswalk is a prime example of the consequences of a crosswalk being installed when not warranted. The crosswalk provides a false sense of security as pedestrians expect drivers to yield when they are in a crosswalk, but with so few pedestrians using the crosswalk, drivers are not accustomed to having to yield at that location. The minimal number of pedestrians breeds driver disrespect for the warning signs and crosswalk markings. Studies have shown that a location like this can be safer if the crosswalk markings are not present. Pedestrians would be required to use more care in crossing the street, and there are plenty of gaps in traffic to do so, without the pedestrian having to wait for an excessive period of time.

A flashing warning light similar to the ones on Lafayette Road, South Street and Sagamore Avenue, would not be warranted unless the volume of pedestrians crossing was more than 460 per hour, or the traffic volume was over 1,500 vehicles per hour.

Banning trucks from Middle Road would not be a feasible alternative, as Middle Road is a major route into the City from I-95. Middle Road was actually identified as a preferred truck route several years ago when the City was designating primary truck routes and looking to prohibit trucks from many city streets.

While removing the crosswalk altogether could actually help to improve safety for pedestrians, City staff recommends that the visibility of the crosswalk be enhanced by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists.