

**PORTSMOUTH
PARKING & TRAFFIC SAFETY COMMITTEE
8:00 A.M. – MARCH 1, 2018
CITY HALL – CONFERENCE ROOM A**

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

No new business.

VII. OLD BUSINESS

- A. Report back: Request to remove meters and parking spaces on north side of State Street between Middle Street and 487 State Street. **Sample motion: Move to make no changes at this time and revisit action item after the new parking garage is operational.**
- B. Report back: Request to modify parking spaces on Cornwall Street and Rockingham Street between Islington Street and McDonough Street. **Sample motion: Move to restripe parking spaces to add one additional space on Cornwall Street and Rockingham Street.**
- C. Report back: Request for crosswalks on Lafayette Road at Robert Avenue, and on Ocean Road at Suzanne Drive.

VIII. PUBLIC COMMENT

IX. INFORMATIONAL

- A. Public Meeting on potential Echo Avenue and Farm Lane closures to be held on Thursday, March 22, 2018 in the Portsmouth Library's Levenson Room.
- B. PTS open action items.

X. MISCELLANEOUS

XI. ADJOURNMENT

Percentage of Fiscal Year Complete 58.33%
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Totals Thru
January 31, 2018

FY 18

	Total	Budgeted	% of Budget
Parking Meter Fees	1,876,356.42	2,955,000.00	63.5%
Meter Space Rental	61,195.00	80,000.00	76.5%
Meter In Vehicle	68,273.06	95,000.00	71.9%
Parking Garage Revenue	1,459,783.39	2,400,000.00	60.8%
Garage Passes	821,967.00	1,350,000.00	60.9%
Pass Reinstatement	2,830.00	2,500.00	113.2%
Vaughan St Parking Facility	7,500.00	-	
Parking Violations	505,562.77	715,000.00	70.7%
Immobilization Administration Fee	10,800.00	15,000.00	72.0%
Summons Admin Fee	75.00	3,000.00	2.5%
Total FY 18 Parking	4,814,342.64	7,615,500.00	63.2%

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

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: February 21, 2018

SUBJECT: Report Back, Parking Spaces and Meters near 487 State Street

Steve Bergeron at 487 State Street requested that the parking spaces and meters for the first five parking spaces on State Street west of Middle Street be removed to improve the ability of vehicles to turn in and out of the driveways between the five parking spaces. The narrow driveway openings, together with traffic stopped at the traffic signal at the intersection of Middle Street and State Street, can cause delays for drivers attempting to turn out of these driveways.

City staff has taken measurements of the area and conducted observations of the parking spaces using a traffic video camera. Data on the usage of the parking meters was also evaluated. Based on the information gathered, it appears that the five parking spaces are used sporadically throughout the day, and then are filled after parking enforcement ends at 8:00 PM. Historical parking usage data indicates that the spaces are used, on average, 49 percent of the time, with a peak usage of 100 percent. These figures correspond with the video observations that revealed that most of the time there were 0-2 vehicles during weekday hours, with occasionally 4-5 vehicles. The rest of the parking spaces on this section of State Street are used more frequently as they are not metered.

Because the parking spaces are not fully occupied during the day, the difficulty of turning in and out of the driveways between the spaces is not a constant occurrence. The presence of parking spaces on each side of a private driveway is one that is commonly found here in the City. While it can at times be difficult to turn out of the driveways, it is not that much more difficult than many other similar locations throughout the City. The City has a parking supply shortage, these spaces are a close walk to the downtown, and do not pose an unreasonable safety concern. Therefore, it is recommended that the spaces remain as they are, with meters, for the foreseeable future. Once the new parking garage is open, the parking spaces on State Street could be reevaluated to determine the best course of action at that time.

VII.B. Report back: Request to modify parking spaces on Cornwall Street and Rockingham Street between Islington Street and McDonough Street.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: February 21, 2018

SUBJECT: Report Back, Parking Spaces on Cornwall Street and Rockingham Street

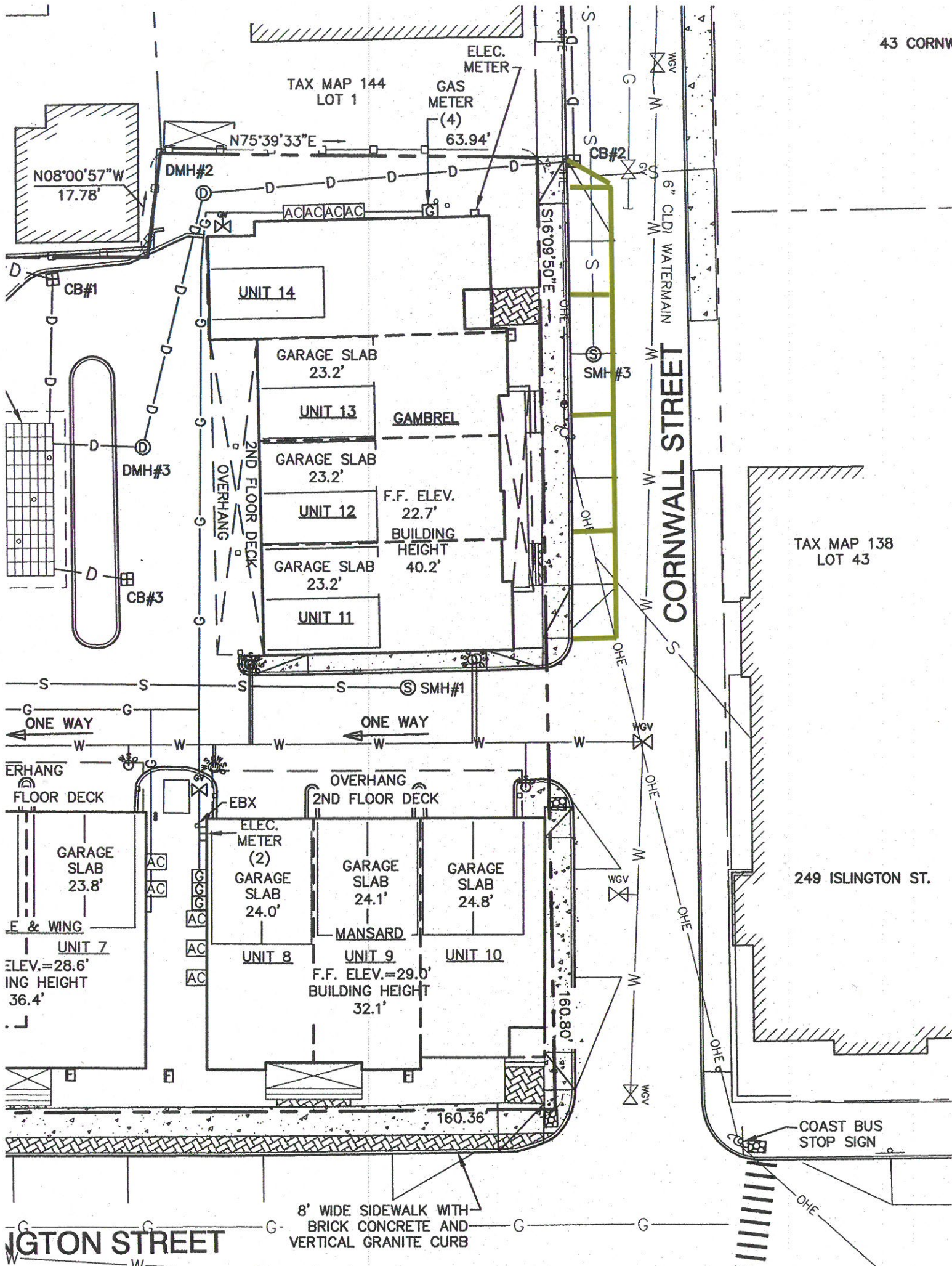
Residents and business owners in the Cornwall Street and Rockingham Street area requested that the parking spaces painted on these streets as part of the Islington Green Condos be reevaluated in an effort to provide additional parking spaces.

City staff conducted field measurements of the parking spaces on each street, and observed the traffic flow patterns to determine whether it is possible to reconfigure the spaces to gain an additional space or two.

On Cornwall, it would be possible to restripe the existing 3 parking spaces to provide 4 parking spaces. This can be done by allowing vehicles to park closer to the condo driveway and the private driveway at each end, while also shortening the middle parking spaces to 20 feet long. The area between Islington Street and the condo driveway cannot be reconfigured to gain any additional parking space due to corner clearance requirements. Allowing additional parking spaces in this area would make turning movements onto Cornwall Street or the condo driveway very difficult.

On Rockingham Street, the 2 parking spaces north of the condo driveway could be reconfigured to provide 3 spaces. Again, this would be accomplished by moving the spaces closer to the condo driveway and shortening the middle space to 20 feet. The area between Islington Street and the condo driveway cannot be made to accommodate any additional vehicles, due to the same turning movement requirements as Cornwall Street.

Staff will work with City crews to restripe these parking spaces when the weather permits.



TAX MAP 144
LOT 1

N08°00'57"W
17.78'

ELEC. METER
GAS METER
(4)
63.94'

UNIT 14

GARAGE SLAB
23.2'

UNIT 13

GARAGE SLAB
23.2'

UNIT 12

GARAGE SLAB
23.2'

UNIT 11

GAMBREL

F.F. ELEV.
22.7'
BUILDING
HEIGHT
40.2'

CORNWALL STREET

TAX MAP 138
LOT 43

249 ISLINGTON ST.

COAST BUS
STOP SIGN

8' WIDE SIDEWALK WITH
BRICK CONCRETE AND
VERTICAL GRANITE CURB

ISLINGTON STREET

TO ROCKINGHAM ST.

ROCKINGHAM ST

35 ROCKINGHAM ST.

TAX MAP 144
LOT 13

TAX MAP 144
LOT 7

INV.
4" PVC
ELEV.=22.22

N08°00'57"W
17.78'

ACF ENVIRONMENTAL R-TANK
UNDERGROUND DETENTION
SYSTEM PER DESIGN PLAN

S74°48'16"W 94.09'

TAX MAP 144
LOT 12

NEW ENGLANDER
GROUP

UNIT 1

GARAGE SLAB
23.1'

UNIT 2

GARAGE SLAB
23.4'

UNIT 3

GARAGE SLAB
23.4'

F.F. ELEV.=24.2'
BUILDING HEIGHT
40.2'

GAS
METER
(3)

ELEC.
METER
(3)

2ND FLOOR DECK
OVERHANG

TAX MAP 144
LOT 11

6" CLDI WATERMAIN
N16°13'36"W

SMH#2

ONE WAY

UP FP 254/1

OVERHANG
2ND FLOOR DECK

OVERHANG
2ND FLOOR DECK

GARAGE
SLAB
22.0'

ELEC.
METER
GARAGE
SLAB
22.7'

ELEC.
METER
GARAGE
SLAB
23.5'

GARAGE
SLAB
23.8'

GABLE & WING

UNIT 4

UNIT 5

F.F. ELEV.=28.0'
BUILDING HEIGHT
38.8'

UNIT 6

UNIT 7

F.F. ELEV.=28.6'
BUILDING HEIGHT
36.4'

RET.
WALL

144.91'

N74°31'11"E

303 ISLINGTON ST.

12" C.I. WATERMAIN

ISLINGTON ST



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

February 9, 2018

Eric B. Eby, P.E.
Public Works Department
City of Portsmouth
680 Peverly Hill Road
Portsmouth, NH 03801

RE: Ocean Road and Lafayette Road Crosswalk Requests

Dear Mr. Eby,

This letter is in response to your inquiry dated October 10, 2017 requesting a signal-controlled crosswalk on Lafayette Road at Heritage Avenue and Robert Avenue, and a midblock (uncontrolled) crosswalk on Ocean Road at Suzanne Drive and Winchester Street.

LAFAYETTE ROAD

We agree that the safety and convenience of pedestrians can be enhanced at the Lafayette Road location by adding pedestrian controls to the existing signal with minimal impact to the flow of motorized traffic at the intersection. Therefore, we would approve the addition of a crosswalk to connect the existing sidewalk on Robert Avenue to the shopping plaza on the westerly quadrant of the intersection.

If the City wishes to proceed with the installation of a crosswalk in this location, we require that an engineered design of the work within the State right-of-way be provided for our review and comment, and that the approved design be constructed by the City or its contractor. Additional information is attached hereto for use by the City or its Consultant. A Special Provision for traffic signal equipment will also be required for our review (an electronic template is available upon request). These improvements will also require an Excavation Permit and possibly an MOU for new sidewalks and ADA-accessible ramps and landings so that the disabled persons can reach the pushbuttons. These will both be coordinated with District 6 once we receive the design.

Upon completion of the installation and acceptance by NHDOT, the City will continue to be responsible for maintenance of sidewalks (including the ADA-accessible components), and NHDOT will assume maintenance responsibility for the pavement markings and signal equipment.

OCEAN ROAD

As you may be aware, a request was made in 2008 for a midblock crosswalk on Ocean Road in this location, which was denied. Since that time our practice relating to midblock crosswalks has changed based on studies that have been published, so we conducted a new review of this location based on the current practice. With that in mind, one thing that has remained the same is that midblock crosswalks are not recommended, in that they create an unexpected location for pedestrian crossings.

In order to justify approval of a midblock crosswalk, two basic criteria must be met:

- 1) That the crosswalk tells motorists where they would frequently see pedestrians; and,
- 2) That the crosswalk identifies a safe place to cross for pedestrians.

Our engineering study of this location revealed that the first condition is not met. It was not evident during our review that there are land uses generating significant pedestrian traffic in the vicinity of the requested crosswalk. To further verify our observation, the data provided by the City indicates a maximum of only 6 pedestrians per hour from 6:30-7:30AM. Although New Hampshire has not adopted any minimum requirement, many states use 20 pedestrians per hour as the threshold to consider approval of a midblock crosswalk.

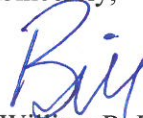
When a crosswalk is installed in a location where it is rare for a motorist to see a pedestrian, it can lead drivers to ignore or otherwise disrespect not only this crosswalk, but other crosswalk locations in the City and region where crosswalks are truly needed and appropriate.

We do understand that the needs of urban areas such as downtown Portsmouth relative to pedestrian infrastructure may differ from the practice we apply within our jurisdiction that includes primarily small towns and villages as well as suburban and rural areas. Note that motorists traveling between Portsmouth and Greenland on Ocean Road are adapted to the "occasional" pedestrian traffic associated with suburban areas as opposed to the type of "frequent" pedestrian traffic that would justify installation of a midblock crosswalk.

To address your mention of the school bus stop, it is important to recognize that a stopped school bus creates a controlled situation with activation of the flashing red lights, even at an otherwise uncontrolled location. Pupils can safely cross the street to or from the stopped bus regardless of whether or not the crossing location is marked with a crosswalk.

Please contact Mike O'Donnell at 271-1581 or via email at michael.o'donnell@dot.nh.gov to discuss this matter further.

Sincerely,



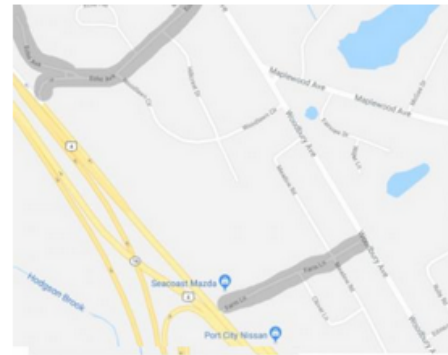
William R. Lambert, PE
State Traffic Engineer/Administrator
Bureau of Traffic

cc: Eric Healey, NHDOT Bureau of Traffic
Julie Mathews, NHDOT Bureau of Traffic
Michael O'Donnell, NHDOT Bureau of Traffic
K. George Savell, NHDOT Bureau of Traffic
Brian Schutt, NHDOT District 6 Engineer

PUBLIC MEETING ON POTENTIAL ECHO AVENUE AND FARM LANE CLOSURES TO BE HELD THURSDAY, MARCH 22ND

March 22, 2018

On Thursday, March 22nd at 6:30 p.m. in Portsmouth Library's Levenson Room, City staff and DOT officials will be hosting a meeting with the public to discuss a possible closure of Echo Avenue and Farm Lane access to the Spaulding Turnpike. Affected residents and business owners of the area are highly encouraged to attend this meeting to share their thoughts or concerns about this possible closure, and learn more details from officials on the possible closure or other alternatives to address cut-through and speeding traffic on these neighborhood streets.



Google Image of Echo Ave and Farm Lane

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street, by Islington Green Condo Association	VOTED to table the action item until the new parking garage is operational.	Tabled until new parking garage is operational
2/1/2018	Request to remove meters and parking spaces on north side of State Street between Middle Street and 487 State Street, by Steve Bergeron	VOTED to table the action item to remove meters and parking spaces on north side of State Street between Middle Street and 487 State Street until the March 1, 2018 meeting . Staff will report back in 90 days (May 2018) on intersection improvements at Middle Street and State Street as requested by the Chairman.	March 1, 2018 May 3, 2018
2/1/2018	Request to change parking meter zone designation on Portwalk Place, by Portwalk	VOTED to table the action item to change parking meter zone designation on Portwalk Place until the new parking garage is operational or as part of the overall Parking Division budget process.	Tabled until new parking garage is operational
12/17/2017	Request for NO PARKING near 30 Brewster Street, by Kelly Hurd	2/1/18 VOTED to table action item until road construction is finished & report back in July 2018 12/17/17 VOTED to have staff collect data, evaluate, and report back.	July 5, 2018
12/17/2017	Request for 15-minute space at 33 Deer Street (associated with this action item)	VOTED to review 15-minute spaces to determine the appropriate length of time for short-term spaces.	Will be using traffic cameras to monitor parking when weather permits
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue, by Peter Nelsen	12/7/17 VOTED to increase the visibility of the crosswalk by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists. 11/2/17 VOTED to have staff collect data, evaluate & report back at the next meeting.	when weather permits (2018 project)
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike, by Charles McMahan	2/1/18 - VOTED to schedule public meeting 11/30/17 - Neighborhood Meeting - sent notice to members 10/5/17 VOTED to have staff work with neighborhood, to determine desirability and report back with next steps in process. 10/6/17 - Echo Ave action item by Dave Palumbo	Public Meeting Scheduled March 22nd @ Library
9/7/2017	Request for crosswalk on Grafton Drive at Sherburne Road	10/5/17 - VOTED to have City staff work with PDA to implement pedestrian crossing at intersection of Grafton Drive and Sherburne Road. 9/7/17 VOTED to have staff collect data, evaluate, and report back with a recommendation at next month's meeting. (October Meeting)	Pending PDA funding for project
7/6/2017	Crosswalk on Middle Street & Miller Ave - traffic signals and right on red / wants conditions improved soon (requested by Committee member)	Informational Section of Agenda	Monitoring with traffic camera
4/6/2017	Request for Valet Service license on Pleasant Street near Court Street	VOTED to direct staff to report back at a future meeting.	On hold pending site development
1/5/2017	Rick Chellman Presentation	VOTED staff to report back on recommendations presented by Mr. Chellman at a later date.	Reviewing recommendations to implement
7/7/2016	Petition by White Heron Tea for permanent crosswalk on Islington Street at Albany Street, referred by City Council	2/2/17. Report back on temporary crosswalk and bump-out on Islington Street at Albany Street – VOTED to table the action item until a summertime survey, defined as June, July and August, is completed. The temporary crosswalk and bump-out would be reinstalled and data would be gathered using traffic cameras during June, July and August. 10/6/16 - VOTED to extend pilot program until 10.31.2016 7/7/16 VOTE 6-3, to approve a 30-day pilot project to study impacts of a temporary crosswalk, bump-out and signage on Islington Street at Albany Street.	Collect data on crosswalk when weather permits

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
5/5/2016	Rock Street, request to include in Residential Parking Zone	VOTED to table action item until comprehensive residential parking program is implemented.	Residential parking program
2/1/2018	Request for NO PARKING on both sides of Langdon Street, north of McDonough Street, by Beth Moreau	VOTED to prohibit parking along the west side of Langdon Street, north of McDonough Street.	2018 Omnibus
12/17/2017	Request for 15-minute space at 33 Deer Street, by NH iPhone Repair	VOTED to approve the request for a 15-minute space at 33 Deer Street.	2018 Omnibus
12/17/2017	Request for NO PARKING on Dennett Street at Hunters Hill Avenue, by Cheryl Coviello	2/1/18 VOTED to restrict parking on Dennett St within 60' of the south side of Hunters Hill Ave. 12/17/17 VOTED to have staff collect data, evaluate, and report back at the next meeting.	2018 Omnibus
9/7/2017	Request to restrict parking on the corners of Vaughn Street	VOTED to restrict parking on the inside corner of Vaughn Street 150' from Maplewood Avenue, and on the inside corner of Raynes Avenue 200' from Maplewood Avenue.	2018 Omnibus
7/6/2017	Request for NO PARKING areas on Mechanic Street	VOTED to approve NO PARKING areas as proposed on Mechanic Street between Peirce Island Road and Gates Street, and between Gardner Street and Hunking Street.	2018 Omnibus
6/1/2017	Clarification of overtime parking definition	VOTED to modify City ordinances to require a vehicle to move at least 500 feet from their original parking space, once they have reached the designated time limit.	2018 Omnibus