

**PORTSMOUTH
PARKING & TRAFFIC SAFETY COMMITTEE
8:00 A.M. – MAY 3, 2018
CITY HALL – CONFERENCE ROOM A**

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

- Highland Street at Middle Street
 - Vaughan Street at 3S Artspace
 - Dodge Avenue
-

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. Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace, by Martin Holbrook. **Sample motion: Move to refer to staff for report back.**
- B. Request to lower speed limit to 20 mph on Dodge Avenue, by Harold Sullivan. **Sample motion: Move to have staff collect data and report back.**
- C. Request to expand No Parking area on Highland Street near Middle Street, by Jane Nilles. **Sample motion: Move to have staff collect data and report back.**
- D. Electric vehicle charging station parking space regulations. **Sample motion: Move to approve proposed parking space regulations for electric vehicles.**

VII. OLD BUSINESS

- A. Report back: Request to restrict parking along both sides of Thaxter Road within 150 feet of Islington Street, by Jesse Choquette. **Sample motion: Move to limit No Parking area on both sides of Thaxter Road to within 60 feet of Islington Street.**
- B. Report back: Frank Jones Neighborhood Turnpike connections. **Sample motion: Move to fully close Echo Avenue at the Turnpike and implement a one-way restriction outbound on Farm Lane at the New England Marine driveway.**

- C. Report back: Islington Street at Albany Street crosswalk and bump-out.
Sample motion: Move to include crosswalk and bump-out as part of the Islington Street corridor reconstruction project.
- D. Report back: Langdon Street and Brewster Street parking and traffic flow. **Sample motion: Move to schedule a public meeting on proposed changes.**
- E. Report back: Intersection of Middle Street and State Street.
- F. Report back: Chairman Robert’s parking space suggestions.

VIII. INFORMATIONAL

- A. Parking revenue report line item explanation, and tax rate offset, by Parking Director Ben Fletcher.
- B. Rectangular Rapid Flash Beacon (RRFB) installation at Miller Avenue and Lincoln Avenue.
- C. Zagster bike share 2018 update, by Planning Director Juliet Walker.
- D. Neighborhood Traffic Calming Program, by Planning Director Juliet Walker.
- E. Parking meters on Vaughan Street, Raynes Avenue, Islington Street, State Street, and Parrott Avenue.
- F. Emails regarding Bartlett Street and Cate Street area.
- G. PTS open action items.

IX. MISCELLANEOUS

X. ADJOURNMENT

Percentage of Fiscal Year Complete
75.00%

**Totals Thru
March 31, 2018**

FY 18

	Total	Budgeted	% of Budget
Parking Meter Fees	2,295,465.33	2,955,000.00	77.7%
Meter Space Rental	88,695.00	80,000.00	110.9%
Meter In Vehicle	92,042.56	95,000.00	96.9%
Parking Garage Revenue	1,788,951.78	2,400,000.00	74.5%
Garage Passes	1,063,912.00	1,350,000.00	78.8%
Pass Reinstatement	3,915.00	2,500.00	156.6%
Vaughan St Parking Facility	7,500.00	-	
Parking Violations	670,750.24	715,000.00	93.8%
Immobilization Administration Fee	13,640.00	15,000.00	90.9%
Summons Admin Fee	275.00	3,000.00	9.2%
Total FY 18 Parking	6,025,146.91	7,615,500.00	79.1%

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

VI.A. Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace, by Martin Holbrook.

From: Martin Holbrook
Sent: Friday, April 06, 2018 1:11 PM
To: Eric B. Eby; Maggie Osborn
Subject: Re: Thank you from 3S

Hi Eric -

I have indicated the area on the attached image, its actually three spots. We'd like those three spots designated as a loading zone from 9am - 5pm 7 days a week. This would allow for restaurant deliveries to happen without adding to the construction congestion issues, i.e unloading in the middle of the street as they have to do currently. It would also allow for 3S to utilize the loading area to load-in different acts that come through without blocking the street as well. After 5pm they would open up for anyone, but would give patrons of 3S & its tenant (Barrio) a chance to park when we are up and running rather than someone leaving their car in front of our building for the whole weekend. Part of Barrio's business is take-out so it will come in handy with that as well.

-Thank you for your attention to this. **Martin Holbrook, Director of Operations I 3S Artspace**

From: Martin Holbrook
Sent: Friday, April 06, 2018 11:49 AM
To: Eric B. Eby

Hi Eric -

Would you be able to give me a run down on getting the request for a loading zone moving forward? **Martin Holbrook**

----- Forwarded message -----

From: **Juliet T.H. Walker** <jthwalker@cityofportsmouth.com>
Date: Tue, Mar 27, 2018 at 12:22 PM
Subject: RE: Thank you from 3S
To: Beth Falconer <bfalconer@3sarts.org>
Cc: Maggie Osborn <mosborn@barrio-tacos.com>, Martin Holbrook <mholbrook@3sarts.org>, "Eric B. Eby" <ebeby@cityofportsmouth.com>

Beth,

You are welcome and thanks for attending the meeting today to share your concerns. Your request below regarding a permanent loading zone for the restaurant actually requires a different approval process than the temporary parking changes that are being proposed by the AC Hotel. The process for that request is handled via the Parking & Traffic Safety Committee who would consider the request and then make a recommendation to the City Council. I am copying Eric Eby, who is the City's Parking & Transportation Engineer and who is the staff liaison to the Parking & Traffic Safety Committee.

Best, *Juliet T. H. Walker, AICP, Planning Director*

From: Beth Falconer

Sent: Tuesday, March 27, 2018 12:06 PM

To: Juliet T.H. Walker, [John Bohenko](#)

John and Juliet,

Thank you for taking the time to meet with 3S today and consider the needs of businesses in operation on Vaughan Street during construction of the AC Marriot hotel.

I have included Maggie Osborn, from the restaurant opening on Vaughan Street, in this email so that she may be included in any conversations/proposals moving forward.

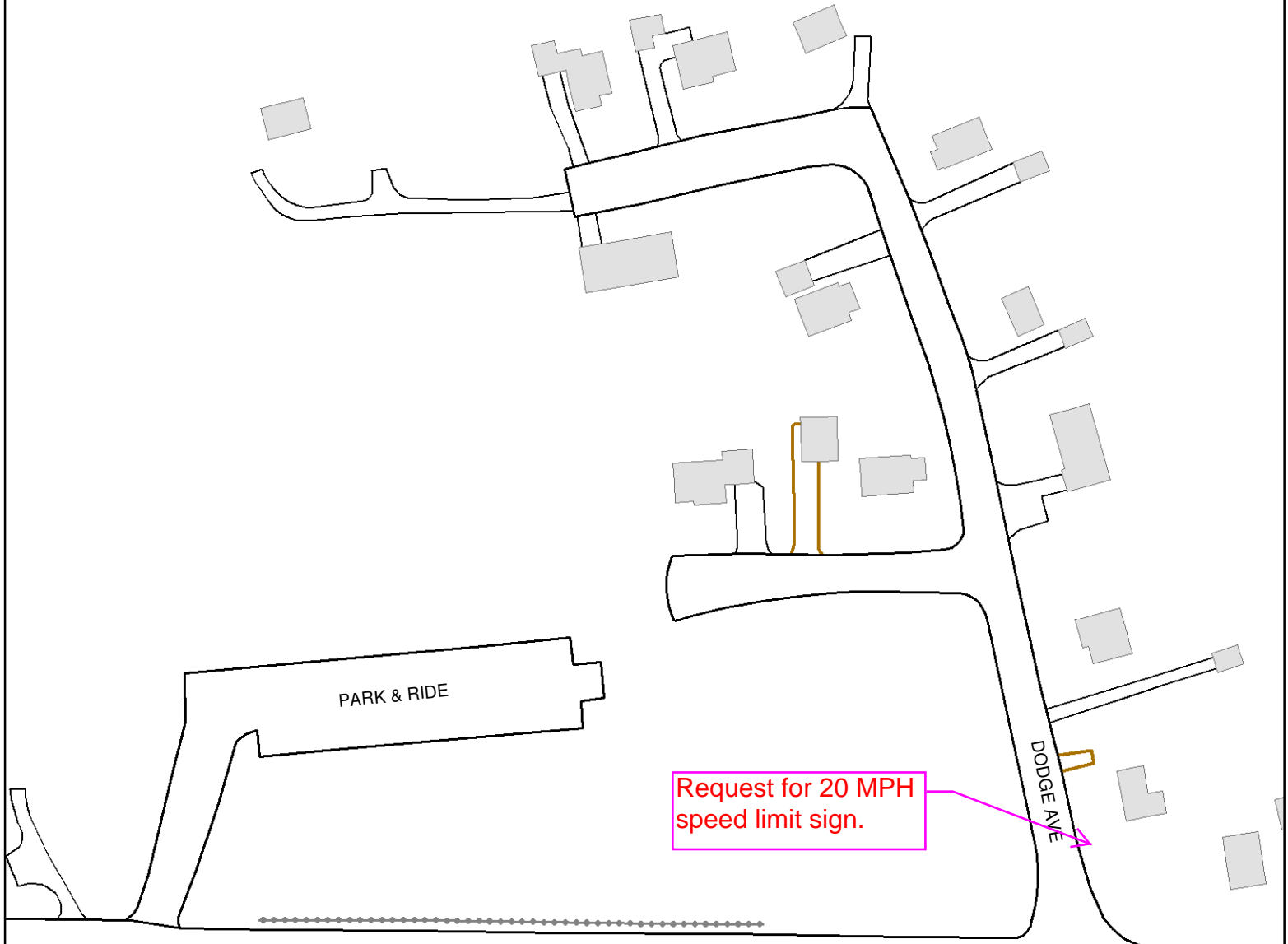
One request moving forward related to Vaughan Street parking is the inclusion of a loading spot(s) to accommodate restaurant deliveries as well as equipment drop-off for 3S/Barrio Portsmouth during day time business hours. Appreciate your consideration.

Best, Beth Falconer, Executive Director, 3S Artspace

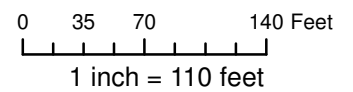
VI.A. Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street
3S Artspace, by Martin Holbrook.



VI.B. Request to lower speed limit to 20 mph on Dodge Avenue, by Harold Sullivan.



GREENLAND RD



VI.C. Request to expand No Parking area on Highland Street near Middle Street, by Jane Nilles.

From: Jane Nilles
Sent: Friday, April 20, 2018 12:05 PM
To: Eric B. Eby
Subject: Lack of safety of Middle and Highland Street intersection

Hi Eric,

Thank you for meeting me this morning at the intersection of Middle and Highland Streets. As we discussed, the current no parking signs are not far enough back to allow safe passage for automobiles and pedestrians at this intersection. It would be best if the signs could be moved back, or parking allowed on only one side of Highland to allow incoming and outgoing traffic at the corner simultaneously.

As we walked along lower Highland Street you also pointed out that pedestrians have no where to go but the street when automobiles are parked at either of the two apartment buildings. Neither have designated parking areas so the renters park in the asphalted areas in front of their respective buildings. This only adds to the dangerousness of the Middle and Highland intersection.

Again many thanks for talking with me,
Jane Nilles
208 Highland Street



Request to expand
NO PARKING
in this area.

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: April 17, 2018

SUBJECT: Recommendation on Electric Vehicle Charging Station Regulations

The City recently installed a new electric vehicle (EV) charging station in the Lower City Hall parking lot. The single station has two plugs, which provides the capability of charging two vehicles at one time. The station is located near the intersection of Junkins Avenue and South Street, next to the reserved parking spaces for Police Department employees. The station is open to the public 24 hours a day, 7 days a week.

There is a similar charging station located in the lower level of the Hanover Parking Garage near the Fleet Street entrance. Both charging stations are accessed and activated through an electronic network contracted by the City. To ensure the charging stations are available to electric vehicles that need to use them, City staff recommends the following parking regulations be adopted by the Parking and Traffic Safety Committee, which would then be approved by the City Council and incorporated in the annual omnibus ordinance process:

Electric Vehicle (EV) Station use is subject to the following conditions:

- A. Associated parking spaces are designated for Electric Vehicles only
- B. Four-hour maximum time limit for charging
- C. Vehicle must be actively charging while occupying an EV station parking space
- D. Vehicle is subject to all rules, regulations and fees of the associated parking area

At the Hanover garage, EV station users will have the ability to move from the EV space to a regular space within the garage if they wish to stay longer than the four hour maximum.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

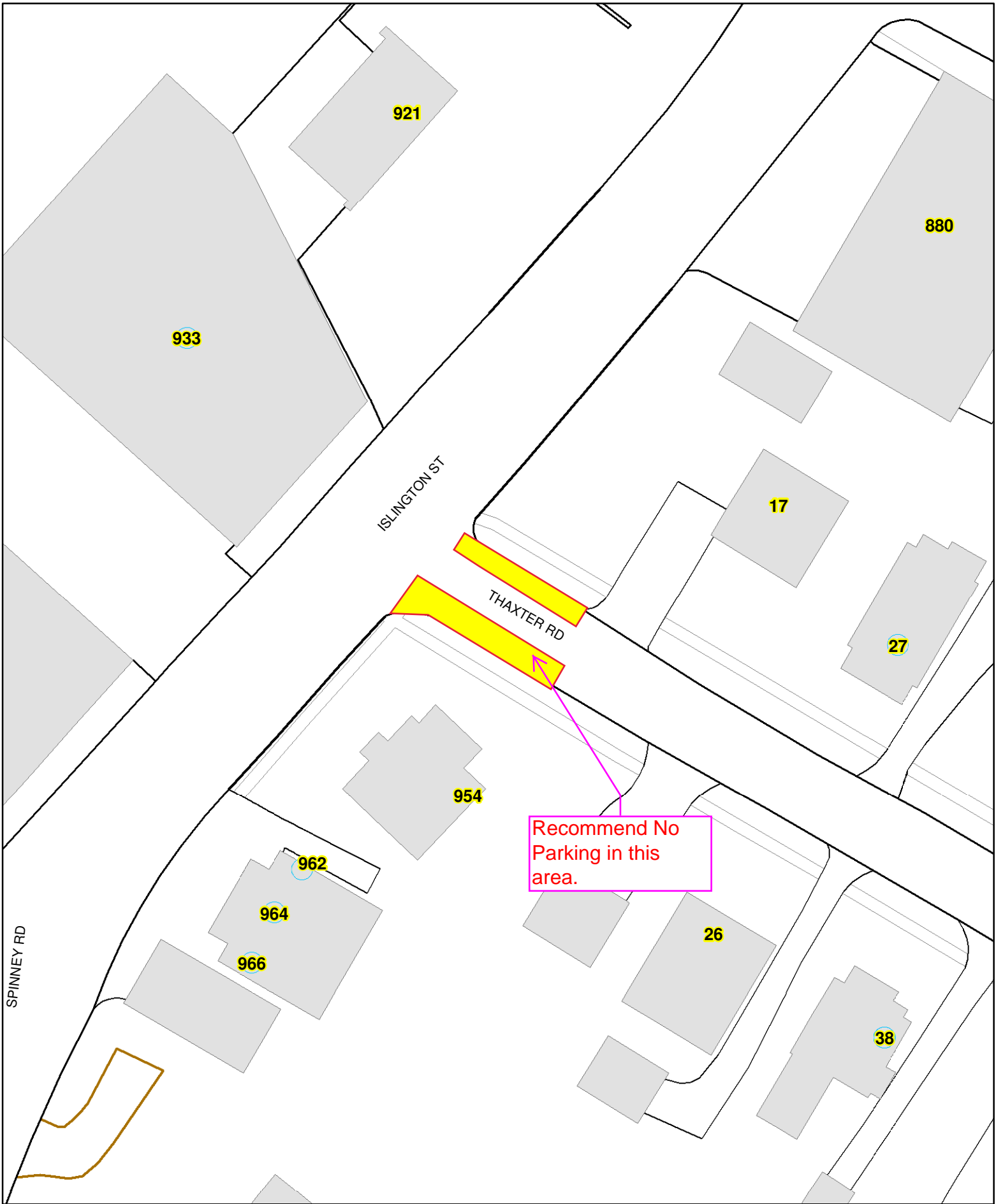
FROM: Eric Eby, P.E., Parking and Transportation Engineer *EE*

DATE: April 19, 2018

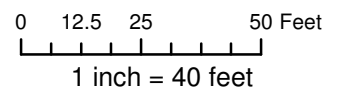
SUBJECT: Recommendation on No Parking Restriction on Thaxter Road at Islington Street

The resident of 17 Thaxter Road requested that parking be restricted along both sides of Thaxter Road for a distance of 150 feet from its intersection with Islington Street. Currently parking is only restricted for the first 20 feet, in accordance with State and City regulations. Because of the narrowness of the road, when vehicles are parked on the side of the road and vehicles are waiting at the STOP sign to turn onto Islington Street, vehicles turning into Thaxter Road from Islington Street have little room to get through.

City staff has conducted observations of the intersection using a traffic camera over a 3-day period. Based on the visual data from the camera, the longest queue observed at the STOP sign was 2 vehicles, or 50 feet. Therefore, it is recommended that the NO PARKING HERE TO CORNER signs on Thaxter Road be relocated to a point 60 feet from the intersection with Islington Street. This will allow for traffic to turn onto Thaxter Road from Islington Street, while still allowing room for residents to park a couple of vehicles in front of their house at 954 Islington Street.



VII.A. Report back: Request to restrict parking along both sides of Thaxter Road within 150 feet of Islington Street, by Jesse Choquette.



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: April 17, 2018

SUBJECT: Recommendation on Traffic Restrictions in Frank Jones Neighborhood

A public meeting was held on March 22, 2018 at the Portsmouth DPW offices, to discuss alternatives to address the volume and speed of cut-through traffic on the streets of Echo Avenue, Farm Lane and Rockingham Avenue in the Frank Jones Neighborhood. These three streets all provide a direct connection from the Spaulding Turnpike to Woodbury Avenue. While these streets provide convenient access to the neighborhood and the businesses located along the Turnpike, it also allows for cut-through traffic by vehicles destined to the retail areas on Woodbury Avenue. Analysis of historical traffic data reveals that volumes on these three roadways increase during the summer months, indicative of the cut-through nature of the streets. In addition, navigation apps and GPS units direct more traffic onto these roadways, when they are the shortest route between two points.

While the preferred option of the majority of residents on Echo Avenue is for the complete closure of Echo Avenue from the Turnpike, this option, if implemented alone, could result in a diversion of traffic to Farm Lane and Rockingham Avenue. A less drastic measure, a diversion of traffic at the Echo Avenue and Woodlawn Circle intersection, could help to create a less direct route to Woodbury Avenue and possibly removal of the route from GPS navigation apps. But it would result in more traffic on Woodlawn Circle, and likely more conflicts with wheelchair-using residents of Betty's Dream apartments.

A closure of Echo Avenue at the Turnpike off-ramp would limit access to the rear driveway of Portsmouth Ford, but they would still have direct access from the Turnpike and to Brady Drive. The parcel owned by New England Marine and Industrial, Inc. has frontage on Echo Avenue, but a closure of Echo Avenue at the Turnpike would not block access to this parcel, as it would still have access to Echo Avenue from Woodbury Avenue, as well as access from Farm Lane.

If Echo Avenue is closed at the Turnpike, a diversion of traffic to Farm Lane could occur. Whether or not this diversion would occur, residents of Farm Lane have expressed a desire to have less cut-through traffic on their street. To address this concern, a partial restriction of Farm Lane immediately east of the driveway to New England Marine and Industrial could be implemented.

This restriction would not block Farm Lane entirely, but would be a one-way restriction intended to prohibit all traffic coming from the Turnpike and the businesses from accessing the residential portion of Farm Lane. The one-way restriction would still allow traffic coming from Woodbury Avenue and the residential neighborhood to get to the businesses and the Turnpike. This partial restriction would attempt to strike a balance between the need of the businesses to provide convenient access for their customers, while improving the quality of life of the residents by reducing the volume of cut-through traffic from the Turnpike.

If Echo Avenue is closed at the Turnpike, and a partial one-way restriction is implemented on Farm Lane, Rockingham Avenue could experience an increase in traffic from the Turnpike as this would be the only direct connecting roadway into the neighborhood. Traffic counts have shown that Rockingham Avenue already carries a high volume of traffic to the Turnpike. If access to the Turnpike from Rockingham Avenue was restricted, this volume would either have to use the southbound ramp from Woodbury Avenue onto the Route 1 Bypass and the Traffic Circle, or would continue on Woodbury Avenue to Farm Lane to get to the Turnpike. Neither of these alternatives is desirable, as the Woodbury Avenue intersection with the southbound ramps does not have the capacity to handle the increased volume of left turning traffic, while the use of Farm Lane would simply be shifting the traffic from one residential street to another. It is recommended that traffic volumes on Rockingham Avenue be monitored after the changes to Echo Avenue and Farm Lane. If the volume increases significantly and there is a need to limit the volume, the exit ramp from the Turnpike onto Rockingham Avenue could be closed, while keeping the on-ramp to the Turnpike open to allow traffic to access the Turnpike.

With the upcoming closure of the Woodbury Avenue bridge over the Route 1 Bypass, the state's designated detour route for traffic heading north on Woodbury Avenue will be to use Cottage Street to the Route 1 Bypass, travel halfway around the Traffic Circle onto the Turnpike and then turn right onto Rockingham Avenue to get back to Woodbury Avenue. While this could cause a large increase in traffic on Rockingham Avenue, it is possible that many motorists may avoid the area altogether. It is recommended that the traffic volumes on Rockingham Avenue be monitored once the detour is in place. If there is a large increase in traffic on Rockingham Avenue and long delays and queuing occur at the intersection with Woodbury Avenue, a couple of different options could be considered. One would be to install a four-way stop at the intersection of Woodbury Avenue and Rockingham Avenue. The other option would be to close the exit ramp from the Turnpike to Rockingham Avenue and force all traffic to continue on the Turnpike and exit at Brady Drive.

In summary, it is recommended that a full closure of Echo Avenue at the Turnpike ramp be implemented for at least a six-month trial period. In addition, it is recommended that a partial one-way restriction of Farm Lane at the New England Marine and Industrial driveway be implemented at the same time. It is recommended that these measures be implemented prior to the Woodbury Avenue bridge closure, to avoid extra traffic on these streets during the bridge closure and detour. During the trial period, traffic volumes and speeds would be periodically monitored on Rockingham Avenue to determine the impacts to that roadway.

Regardless of whether any changes are made to Echo Avenue and Farm Lane, traffic volumes and conditions on Rockingham Avenue will be monitored during the Woodbury Avenue bridge closure to determine whether additional measures are needed to address the detour traffic impacts.





VII.C. Report back: Islington Street at Albany Street crosswalk and bump-out.

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: April 23, 2018

SUBJECT: Report Back – Pedestrian Crosswalk and Bump-Out on Islington Street at Albany Street and White Heron Café.

A temporary crosswalk and bump-out was installed on Islington Street at the intersection of Albany Street in the Fall of 2016. In 2017, the temporary crosswalk and bump-out was reinstalled during the peak traffic months of June, July and August, and traffic cameras were used to record the traffic operations, impacts and benefits of the crosswalk. This memorandum summarizes the findings of the peak month observations and provides a recommendation for the future construction of a permanent crosswalk at this location.

Many pedestrians cross Islington Street at the intersection of Albany Street, with over 20 pedestrians an hour during the peak midday period, despite the lack of a crosswalk. A crosswalk at this location would not by itself make for a safer crossing. Based on the volume and speed of traffic on Islington Street, it was necessary to reduce the crossing distance for pedestrians. This was done by adding a bump-out made of white delineators which served to restrict the beginning of the right-turn lane on Islington Street at the Bartlett Street signal. The bump-out and restriction of the right-turn lane raised fears that travel time delays would increase significantly and that vehicle queuing on Islington Street would extend far back from the intersection with Albany Street, possibly blocking other intersections along Islington Street at Cass Street and Columbia Street.

During a review of the video recorded by the traffic cameras during June, July and August 2017, several items were noted with respect to traffic and pedestrian operations:

- Vehicles turning in and out of the driveways and intersections in the vicinity of the bump-out were able to do so safely and with less difficulty as there was one less lane of traffic to cross.
- Vehicle travel time was measured between Albany Street and Cate Street for vehicles heading outbound on Islington Street. Comparisons of travel times with and without the bump-out in place showed no significant difference. Average travel times with the bump-

out in place were 31 seconds; without the bump-out the average travel times were 30 seconds.

- Vehicle queues from the Bartlett Street signalized intersection would occasionally extend back past the bump-out, but usually only during peak periods, and even then only about 5 percent of the time.
- The times of greatest vehicle delay occurred when a vehicle on Islington was stopped, waiting to turn left into Albany Street. With the bump-out, following vehicles were not able to bypass the waiting vehicle. However, this provided opportunities for vehicles to safely enter and exit the parking lot between White Heron and Port City Barbershop.
- Vehicles yielded to pedestrians in the crosswalk.
- About half the pedestrians using the crosswalk were not going to or from the White Heron Café, indicating that the crosswalk is used by more than just White Heron customers.
- Vehicle speeds appeared to be lower with the bump-out in place.

Based on the observed traffic operations with the temporary crosswalk and bump-out in place, City staff recommends that a permanent bump-out and crosswalk be constructed as part of the Islington Street reconstruction project which is planned to start construction in 2018.

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: April 19, 2018

SUBJECT: Recommendation on Traffic Flow and Parking Restrictions on Brewster Street and Langdon Street

In February 2018 the Parking and Traffic Safety Committee voted to restrict parking on the west side of Langdon Street, with the understanding that the issue would be revisited in the coming months with respect to traffic flow and parking on both Brewster Street and Langdon Street.

With the completion in 2017 of the connector roadway at the end of Brewster Street and Langdon Street, there is an opportunity to improve traffic circulation in the neighborhood. Currently, the section of Langdon Street between McDonough Street and Islington Street is one-way towards Islington Street. The remainder of Langdon Street and the entire length of Brewster Street allows two-way traffic flow.

In addition, the parking restrictions on both streets need to be addressed and updated. As of the beginning of 2018, there were no official parking restrictions on the sections of Langdon Street and Brewster Street north of McDonough Street, although signs have historically been posted for No Parking on one or both sides of each street. Vehicles have been parking on both sides of the narrow streets and impeding two-way traffic flow, which led to the request to restrict parking on Langdon Street in February.

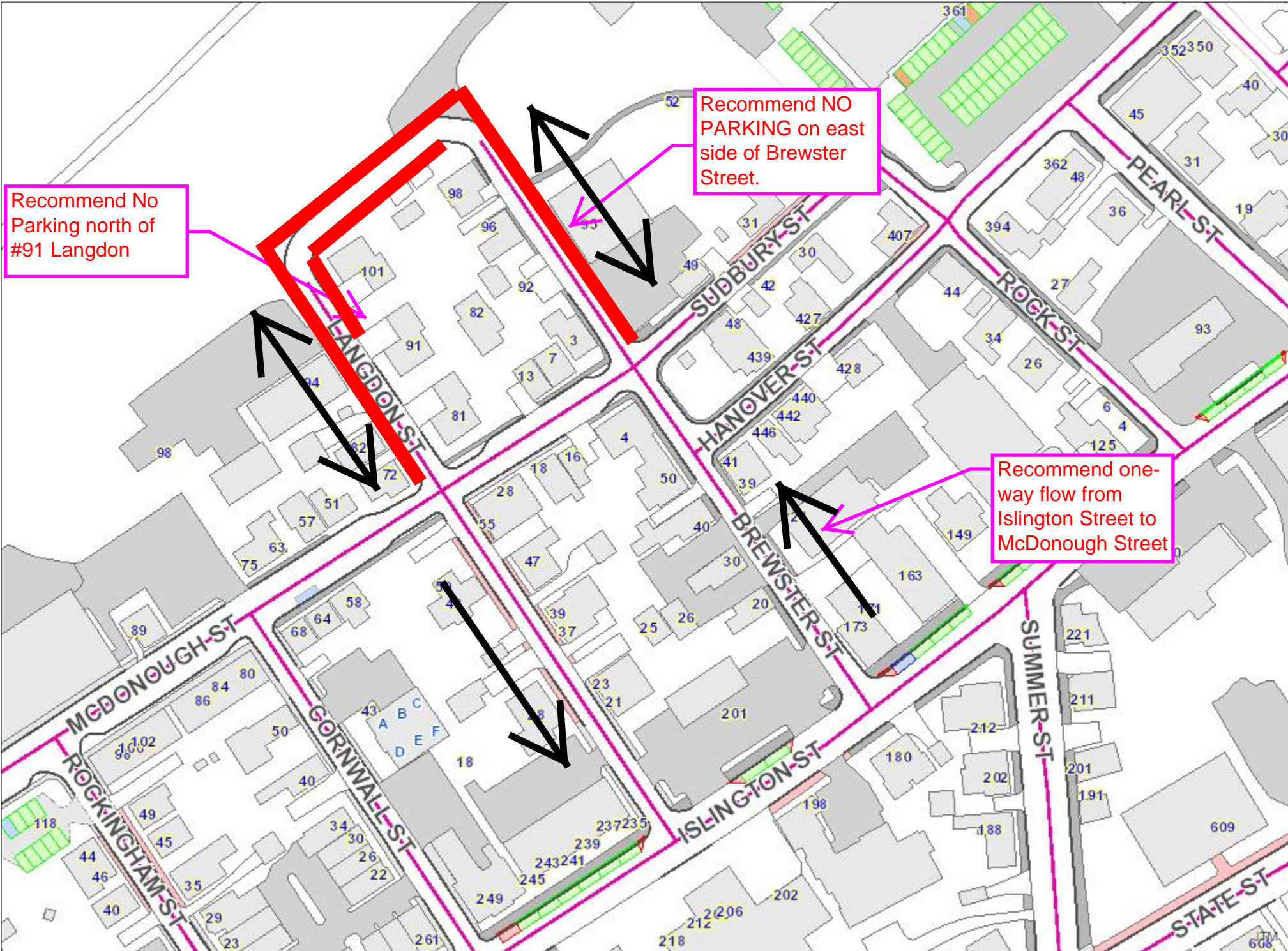
City staff has used traffic cameras to record and observe traffic and parking conditions on both streets. In addition, staff has met with and discussed the needs of the business owners on both Langdon Street and Brewster Street. To improve traffic flow in the neighborhood, it is recommended that Brewster Street be converted to a one-way street between Islington Street and McDonough Street, with traffic flowing towards McDonough Street. This section of Brewster Street is only one lane wide and carries a higher volume of traffic due to the presence of the Kitchen restaurant and the Mobil gas station at the Islington Street intersection. The section of Brewster Street north of McDonough Street should continue to allow two-way traffic, as the volume of traffic on this section is much lower than the section between Islington Street and McDonough

Street. This section also provides access to the Nickerson-Remick business and maintaining two-way flow would allow them flexibility in accessing their site.

It is recommended that the portion of Langdon Street north of McDonough Street remain a two-way street as well, in order to maintain access to Regan Electric. The current gate to the Regan Electric site is not wide enough or in the proper location to allow right turns into their site for their larger vehicles. One-way flow from Brewster Street to Langdon Street on the new connector roadway would require the gate, driveway and parking lot of Regan Electric to be reconfigured.

City staff recommends that parking be prohibited on the east side of Langdon Street starting at the north side of the driveway to #91 Langdon Street. This will provide sufficient room for large vehicles to enter and exit the Regan Electric site.

City staff also recommends that parking be prohibited along the east side of Brewster Street north of McDonough Street. This will allow for two-way traffic and will prevent blockage of the Nickerson-Remick driveway.



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee

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

DATE: April 23, 2018

SUBJECT: Report Back – Intersection of State Street and Middle Street

At the February PTS Committee meeting, there was a request to have City staff make an evaluation of the intersection of State Street and Middle Street, to determine if there were any safety improvements that could be implemented.

Subsequent to that meeting, the Portsmouth Police Department provided accident history at the intersection for the past 5 years. In addition, City staff used a traffic camera to record video and observe traffic operations at the intersection.

A review of the accident history revealed that a total of 17 accidents have occurred at the intersection over the past four years, for an average of 4.25 accidents per year. This number of accidents does not represent a significant safety concern by itself, when taking into consideration the volume of traffic that passes through the intersection on a daily and yearly basis.

Concern was raised regarding the speed of vehicles turning right from Middle Street onto State Street outbound, and whether any measures could be taken to slow the speed of vehicles making this turn. Observations in person and of the recorded video did not reveal a problem with vehicle speeds. The corner radius at the intersection is fairly small at 15 feet. By comparison, the radii on the other corners of the intersection are 35 feet. The width of the receiving lane on State Street is 10 feet. These geometric conditions do not allow for high speeds of turning vehicles. The volume of turning traffic was also light, as most traffic at this intersection is turning onto the other leg of State Street to head downtown.

Another concern noted at the intersection is that left turning traffic from Middle Street onto State Street inbound sometimes makes the left turn on red, when vehicles could be turning left from State Street onto Middle Street. To help prevent this illegal and potentially dangerous maneuver, a sign will be posted on the signal mast arm informing motorists that a left turn on red is not allowed.

No other measures are recommended at the intersection, as the crash history and vehicle speeds do not indicate the need for any immediate action.

VII.F. Report back: Chairman Robert's parking space suggestions.

Potential New Parking Spaces

In addition to providing more parking, 40+ spaces could yield \$140,000 a year in revenue

3 – Fleet Street by TD Bank parking lot



4-6 Fleet Street by Franklin Oyster House

The two lanes and hatched area are 28'-29' wide.



VII.F. Report back: Chairman Robert's parking space suggestions.

1 - Pleasant Street at State Street: 1 diagonal space in front of where State Street Saloon used to be.

1 - Pleasant Street at Court Street intersection in striped area: 1 diagonal space.



1 - Bow Street as it nears Daniel Street



2 - State Street, north side at Pleasant Street (left turn lane by Book & Bar)



VII.F. Report back: Chairman Robert's parking space suggestions.

8 - Market Street, river side, to railroad tracks or Noble's Island. (Is a bike lane planned?)



15 – Congress Street south, left lane from Vaughan Mall to Middle Street intersection.

This would also provide protection for pedestrians on the very narrow sidewalk on the south side of the street. Parking could face the opposite direction if two-ways streets eventually prove feasible.



Note: Congress in Market Square might also be narrowed to two lanes before Fleet by converting the left-turn lane into parking. That would create an empty stretch of pavement. To fill the void, in lieu of wider sidewalks, planters and/or seating could be added.

8? - Pleasant St update

2? - Junkins Ave with Pleasant Street update

Doug Roberts

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: April 16, 2018

SUBJECT: Report Back, Potential Parking Spaces Suggested by Councilor Roberts

Councilor Roberts provided a list of several locations throughout the downtown area where additional parking spaces could potentially be provided. City staff has reviewed these potential locations and has summarized the feasibility of each one below.

Fleet Street between State Street and Court Street – The double yellow center line on Fleet Street could be shifted to the west to allow parking on the east side of Fleet Street. With the exit from TD Bank drive-through on the west side, there is not sufficient room to provide parking on that side. Five parking spaces could be provided on the east side of Fleet Street. The one drawback to this situation is that shifting the centerline on Fleet Street would cause an offset alignment of Fleet Street as it passes through the State Street intersection. Vehicles heading south on Fleet would need to shift 10 feet to the right as they proceed through the State Street intersection, to avoid head-on conflicts with northbound vehicles. With the low volumes and low speeds of Fleet Street traffic, and the width of State Street, this maneuver should be able to be accomplished safely.

Fleet Street by the River Run Bookstore and Franklin Oyster House – The curb to curb width of Fleet Street in this section is similar to the width of Fleet Street closer to Hanover Street where parking is allowed. This area could be restriped to provide five parking spaces, while keeping a safe distance from the intersection with Congress Street, to allow for larger vehicles making the right turn from Congress onto Fleet.

Pleasant Street at State Street – No Parking area in front of the former site of the State Street Saloon looks large enough to accommodate another angled parking space. This No Parking area is used as a truck loading zone during the day. Trucks park parallel to the curb when using the space. If an angle space was added, it would take away from the loading zone area and leave the loading zone too small for trucks to use. Recommend to make no change at this location.

Pleasant Street at Court Street –the striped area looks large enough for another angled parking space. However, the striped area is the No Parking area for the fire hydrant at this location. City ordinance requires 15 feet of No Parking on each side of a fire hydrant. The striped area is not large enough to provide any parking spaces while still keeping the 15 foot clearance area. Recommend no change at this location.

Bow Street at Daniel Street – there is an unmetered area between Daniel Street and the parking lot driveway on Bow Street that is long enough for a parking space. However, a vehicle parked in this location would be closer than 20 feet to Daniel Street, and would make left turns into the parking lot driveway difficult. Recommend no change to this location.

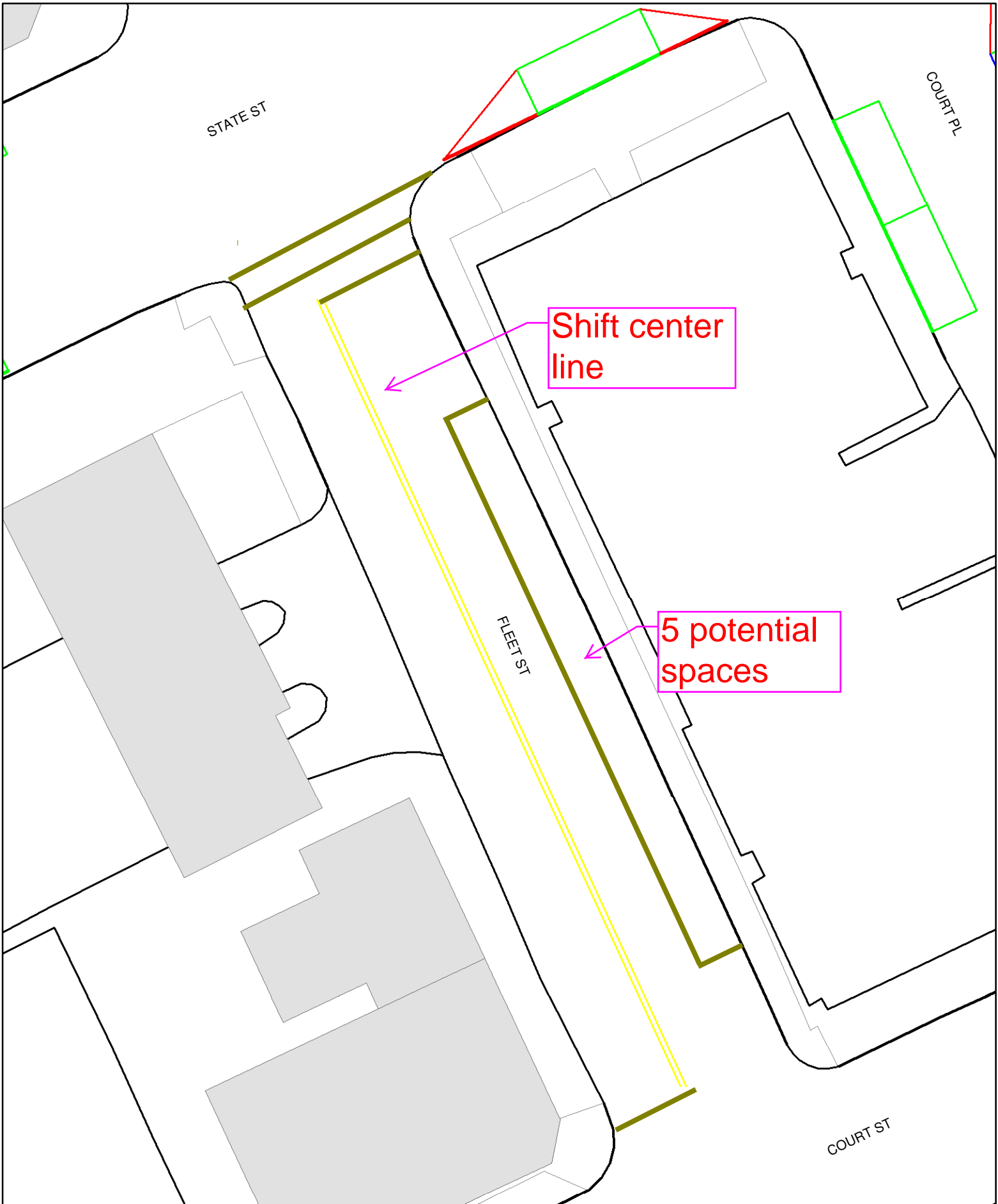
State Street between Church Street and Pleasant Street – While it would appear that one or more parking spaces could be provided on State Street in this 65 foot long block, there actually is not enough length between the crosswalk at Pleasant Street and the intersection of Church Street to provide any spaces. A minimum of thirty feet of no parking is required prior to a crosswalk at a signalized intersection, and 20 feet is required at an unsignalized intersection. This leaves only 15 feet for a parking space, where 18 feet is the minimum length. A parking space in this location would also eliminate the left-turn lane, which is used for traffic circulation, especially when the Memorial Bridge draw span is open.

Market Street, between Russell Street and Nobles Island – The City is planning a reconstruction project of Market Street in this area. The project will include narrowing the roadway to provide a bike lane. There is not sufficient roadway width to also provide parking in this area. Another potential project is the reconfiguration of the intersection of Market Street and Russell Street to provide a roundabout. If parking was provided here, it would need to be removed in the next year when the projects commence. Recommend no changes to this area.

Congress Street, south side between Vaughn Mall and Middle Street intersection – this would entail the conversion of the left-turn lane on Congress Street to a parking lane. This would have capacity impacts on the intersection of Congress Street, Middle Street, Maplewood Avenue and Islington Street, which would result in longer queues of vehicles on Congress Street. Analysis of this intersection as part of the Maplewood Avenue complete streets project indicates that the three lanes on Congress Street are needed for the intersection to operate efficiently and without undue delays and queuing.

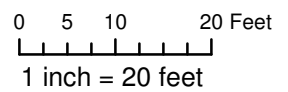
Pleasant Street, between Court Street and Junkins Avenue – As part of the City's reconstruction project of Pleasant Street, the roadway will be restriped to provide 9 parking spaces on the inbound side of Pleasant Street. These spaces will be metered.

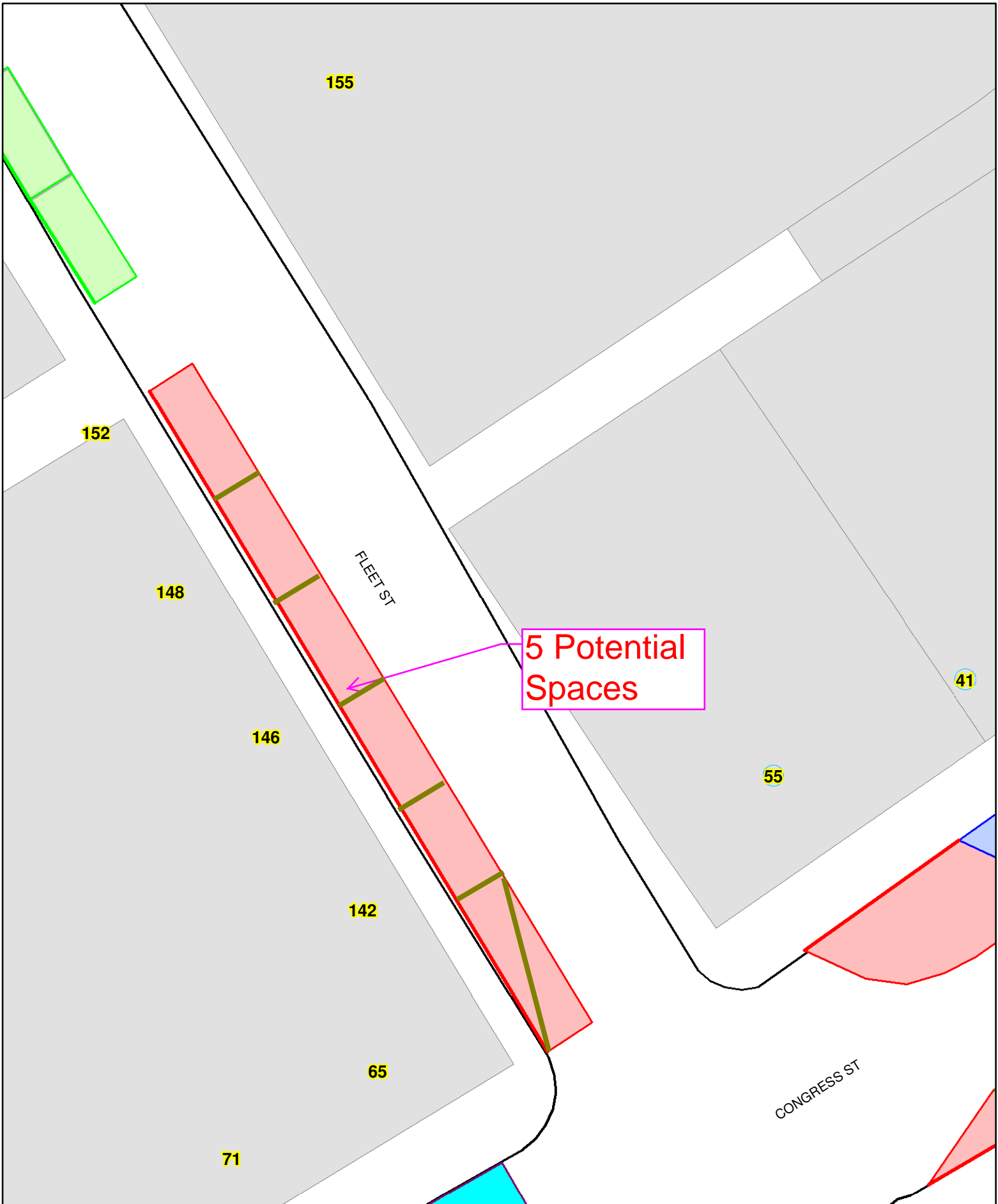
Junkins Avenue at Pleasant Street – Junkins Avenue is 28 feet wide between Parrot Avenue and Pleasant Street. This width is insufficient to provide parking and two travel lanes, considering the volume of traffic that Junkins Avenue carries. Recommend no changes at this location.



VII.F. Report back: Chairman Robert's parking space suggestions.

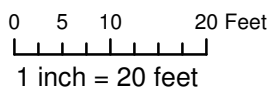
Map prepared by Portsmouth Department of Public Works





VII.F. Report back: Chairman Robert's parking space suggestions.

Map prepared by Portsmouth Department of Public Works



City of Portsmouth-Parking Related Revenues

Parking Meter Fees

City Ordinance Chapter 7 - There are single space and multi-space parking meters throughout the City charging either \$1.50 per hour or \$2.00 per hour in high occupancy spaces. Times and days of enforcement for the meters are as follows: Sunday noon-8pm and Monday through Saturday 9am to 8pm.

Meter Space Rental

City Ordinance Chapter 7. The Department of Public Works may issue to a contractor or person actually engaged in construction and repair work, a temporary permit for exclusive use of a metered parking space for the parking of a vehicle or other equipment being used in construction or repair work (\$35 per day per space \$50 for High Occupancy space).

Meter in Vehicle

City Ordinance Chapter 7. The In-Dash meter affords the parker the convenience of paying for parking while sitting in their vehicle. The parker needs to first purchase the meter and then contact the City's third party vendor via either the internet or telephone and purchase time in advance.

Parking Garage Revenue

City Ordinance Chapter 7 - Revenue from non-monthly customers in the High-Hanover Parking Facility. Rates per hour are \$1.50, Max Rate \$30. Residents can park for free on Sundays.

Garage Passes

City Ordinance Chapter 7 - Monthly pass holder payments in the High-Hanover Parking Facility. Residents pay \$150/month and all other pass holders \$165/month.

Pass Reinstatement

City Ordinance Chapter 7 - An administration fee to reissue passes to leaseholders that have misplaced their original.

Vaughan St. Parking Facility

Vaughan Street pays CoP \$1250 monthly for 299 Vaughan

Parking Violations

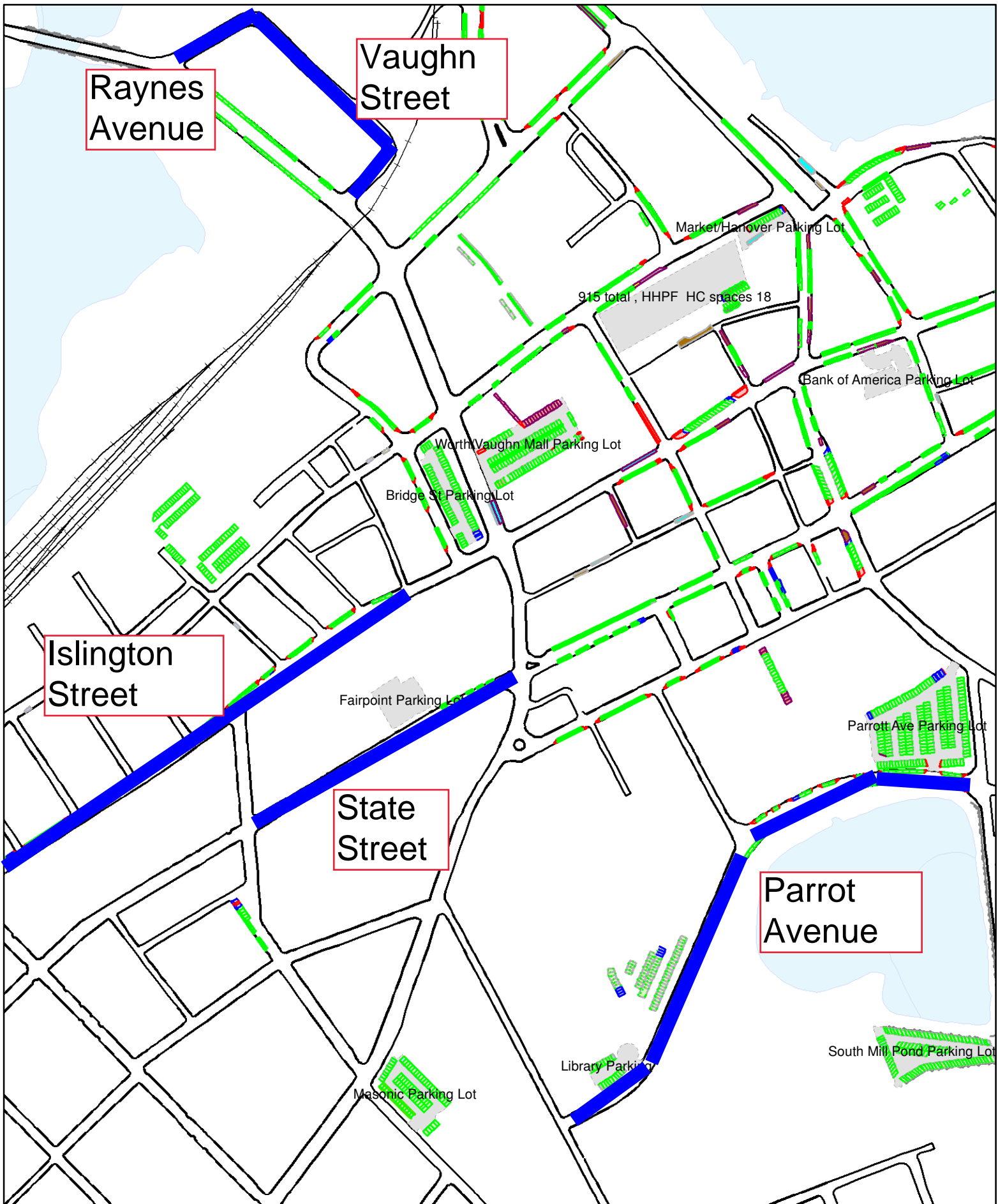
City Ordinance Chapter 7 - Payments received from violations of parking ordinances.

Immobilization Admin Fee

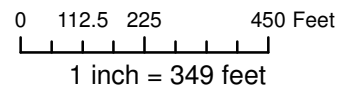
City Ordinance Chapter 7 - Reimbursement received from City expenses incurred to boot a vehicle.

Summons Admin Fee

City Ordinance Chapter 7 - Any person or entity for which the City serves a summons for any traffic or parking offense is also liable to the City for a summons administration fee.



VIII.E. Parking meters on Vaughan Street, Raynes Avenue, Islington Street, State Street, and Parrott Avenue.



Emails regarding Bartlett Street and Cate Street area:

address: 130 Pine Street

Hi Doug,

Thank you for reading. My wife and I plus our twin infant girls live just in from the corner of Bartlett and Pine Street. I'd like to voice support for the traffic calming improvements that could be included as part of the Bartlett Street updates that I understand are in the works.

Bartlett Street is clearly a busy road and that's ok. What would help are improvements in the following ways:

- updated curb cuts & pavement to provide more definition that this is also a neighborhood
- new road lines and paint especially for cross walks would help drivers see the definition of intersections
- calming measure such as cross walk bump outs to narrow the crossing distance of a rather wide road
- signage for cross walks

Many of these ideas have been outlined in the Islington Street design plans that have been put forward, and extending those designs up into our neighborhood as much as is financially possible would be a huge benefit to the entire are.

Further, the ability to divert traffic to Cate Street as part of the ongoing connector efforts would be a huge improvement. That said, a major change in traffic patterns would be needed to encourage the behavior. One idea would be to make the Bartlett/Cate Street an intersection where Bartlett Street is the stop and turn off of the future Cate Street. Space is tight so no idea if that is possible.

Thank you again for your time.

Best,
Jeff Bartolini

address: 236 Cate St

Hi Doug- I'm writing in regards to Bartlett St traffic issues. Traffic on Bartlett drives at excessive speeds. I'd love to see the street narrowed by extending the sidewalks to encourage a slower pace as well as encouraging

traffic to go up a connector road on Cate street.

I live on Cate and make a left from Bartlett onto Cate at least 2-3 times per day. If a connector road is going to successfully encourage traffic to divert that way instead of taking Bartlett, it must be easy to take a left onto Cate.

Currently, taking a left there is not easy for the following reasons: cars often block the entry to the road, the flow of traffic leaving Bartlett going to Islington is heavy and travels fast, waiting to take a left blocks traffic going up Bartlett. Left hand turns (without the right of way) are inherently dangerous and difficult. The current layout and traffic patterns make that particular left hand turn a bit trickier to navigate due to lack of visibility. I suggest that the city look into purchasing the lot where Precision auto is and creating a roundabout. Expensive, yes, but likely worth it in the long run. This should be done BEFORE the three developments begin breaking down so we aren't fixing a problem after it's created.

Additionally, Bartlett St is difficult to walk and bike. The sidewalks are narrow and in disrepair. One neighbor constantly parks on the sidewalk so I have to walk my toddler and dog in the road around their cars. In the winter, sidewalks are not shoveled or plowed and walking in the street is the only option. I lived in Worcester Ma for two winters and Providence RI for another two. Residents were required to shovel the sidewalks in front of their homes within 24 hours after a snow fall. If they didn't, they were fined. Why can't Portsmouth do something similar (or just have the sidewalk plow take care of it within a reasonable amount of time?) Thanks so much for your time and your dedication to our city!

Regards,
Michelle Anderson

address: 70 Morning St

comments: Dear Mr. Roberts, I wanted to write to you as a member of the Traffic and Safety committee about some of the problems see on Bartlett Street. I'm a resident of Morning Street who frequently walks (to daycare on Thornton, to Pine St Park, to Ricci and CVS, etc), bike commutes in to town, and of course drives. I see a few ways that walkability and safety could be greatly improved.

For me it's the sidewalks that most need improvement on the whole length of Bartlett. Fresh pavement would help in some places, but the road is also wide enough to expand sidewalks in most places. I'd like to see one added between Morning and Cate St (in front of Precision Auto), there is enough space for parked cars on this curve but nobody parks here, and especially with two large new housing projects on Cate St it is essential that Cate be connected to the rest of Bartlett. Wider sidewalks for the whole length of Bartlett would allow the sidewalk plows through, there are a few constrictions now where they build huge snow mountains or do not plow at all, forcing walkers into a busy street. A "road diet" would also slow the cars closer to the posted speed,

VIII.F. Emails regarding Bartlett Street and Cate Street area.

improving safety at crosswalks. While it is legal to park on both sides for most of the length of Bartlett, most of this parking is not used, so on street parking could be limited to one side or certain areas to make room for more sidewalk if needed.

Turning to crosswalks, I applaud the city and Ms. Walker for the recent addition of a crosswalk at Cottage and Woodbury. There should also be a way to cross Bartlett safely somewhere between Clinton and the RR bridge. Perhaps this is in the plan with all the other Cate St development. The existing crosswalk at Clinton needs to be more visible--cars are accelerating up the hill and most won't stop even for a parent with stroller. And the pedestrians coming down Morning St or Cate St are unlikely to walk the extra distance away from town up to Clinton to cross to the North side of Bartlett and on toward Islington. I've seen people dart across at all different parts of this blind bend in the road; or, alternately, walking under the RR bridge on the outside curve where there is no sidewalk. This to me is the greatest danger as cars come around the blind curve.

Finally, as a cyclist (who learned to ride in Boston traffic), I manage well enough, but for much of Bartlett the safest place to position myself is in the middle of the lane. Perhaps some "sharrows" painted in the road or "bikes may use full lane" signs would help. The most dangerous spot is when westbound from Ricci-- bikes that are climbing the hill are frequently passed by cars that may not see other cars and buses coming off Woodbury and down the hill. I'm not sure the best solution here where the road is more narrow, but it is worth looking at.

Thank you for your time and efforts.

Matthew Glenn

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
4/5/2018	Request to restrict parking along both sides of Thaxter Road within 150 feet of Islington Street, by Jesse Choquette.	VOTED to have staff collect data, evaluate and report back with a recommendation at the next meeting.	May 3, 2018
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	Staff will report back in 90 days (May 2018) on intersection improvements at Middle Street and State Street as requested by the Chairman.	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 McMahon	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

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
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
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