

AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – November 7, 2019

City Hall – Conference Room A

ON-SITE COMMITTEE: Please meet on Wednesday, November 6th at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Dearborn Street
 - Hanover Street at Fleet Street
-

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

No meeting minutes for acceptance.

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

This is the time for all comments on any of the agenda items or non-agenda items.

VI. PRESENTATION

A. COAST bus service changes for Hanover Street bus stop, by COAST.

VII. NEW BUSINESS

(No public comment during Committee discussion without Committee approval.)

A. Dearborn Street, request to prohibit parking in last space next to water's edge.

B. Sagamore Avenue, south of Sagamore Grove, request for No Parking on west side of roadway. **Sample Motion: Move to refer to staff to notify abutters and report back at future meeting.**

C. Hanover Street, request to eliminate four parking spaces next to Hanover Garage, to enlarge bus stop area, by COAST. **Sample Motion: Move to eliminate four parking spaces on the east side of Hanover Street immediately north of Fleet Street.**

VIII. OLD BUSINESS

A. Report back: 15 Middle Street, request for valet parking on Porter Street.

B. South Street, report back on traffic calming request. **Sample Motion: Move to lower the speed limit on the section of South Street between Middle Road and Lafayette Road to 25 mph.**

IX. INFORMATIONAL

- A. Bike lane flex posts, bike corrals, and Zagster stations to be removed for winter prior to Thanksgiving.
- B. Woodbury Ave bridge to reopen November 11th.
- C. I-95 northbound on-ramp from Market Street to be closed until Memorial Day, as soon as Woodbury Ave bridge opens.
- D. Request for crosswalks across Middle Street between Lincoln Street and Cass Street.
- E. Quarterly Accident Report by Police Captain Mark Newport.
- F. PTS Open Action Items.

X. MISCELLANEOUS

XI. ADJOURNMENT

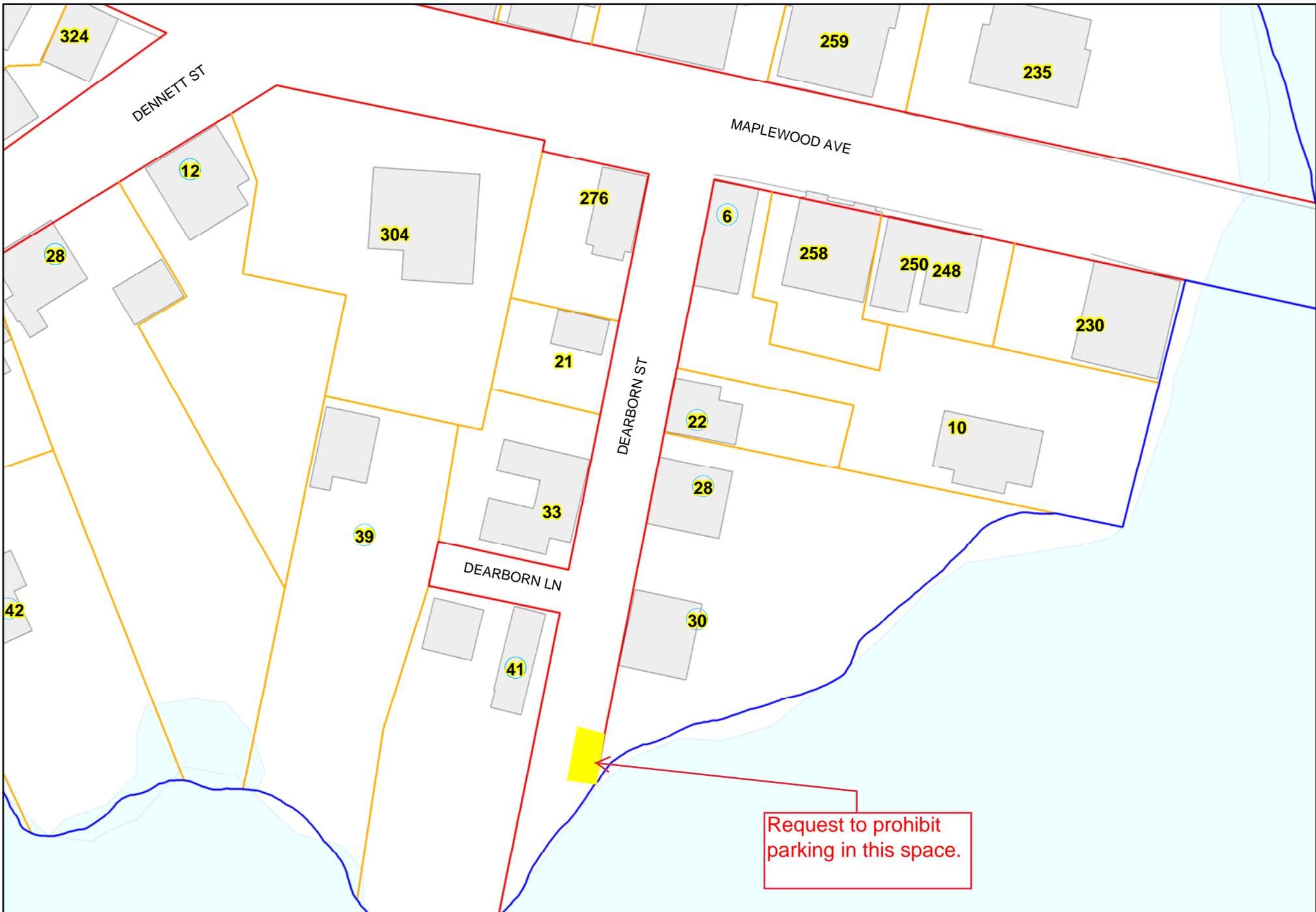
Unaudited

Percentage of Fiscal Year Complete 25.00%
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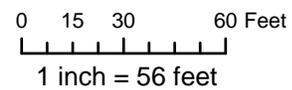
Preliminary
Totals Thru
September 30, 2019

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	1,016,326.04	3,306,000	31%
Meter Space Rental	26,965.00	90,000	30%
Meter In Vehicle	23,595.00	110,000	21%
High Hanover Transient	782,657.90	2,561,875	31%
High Hanover Passes	419,275.00	1,852,500	23%
Foundry Place Transient	60,815.71	214,000	28%
Foundry Place Passes	76,040.00	340,500	22%
HH Pass Reinstatement	1,170.00	2,500	47%
Foundry Pass Reinstatement	450.00	1,000	0%
Parking Violations	203,630.00	715,000	28%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	2,610,974.65	9,211,375.00	28%

	BUDGETED	
	6,799,070	74% Transfer to Parking Fund
	2,412,305	26% Funds Remaining in Gen Fund



VII.A. Dearborn Street, request to prohibit parking in last space next to water's edge.



VII.B. Sagamore Avenue, south of Sagamore Grove, request for No Parking on west side of roadway.



VII.C. Hanover Street, request to eliminate four parking spaces next to Hanover Garage, to enlarge bus stop area, by COAST.



October 8, 2019

Mr. Benjamin Fletcher
Director of Parking
City of Portsmouth
680 Peverly Hill Road
Portsmouth, NH 03801

Dear Mr. Fletcher,

As a follow-up to our conference call last week, I would like to formally request the consideration of the extension of the bus stop zone currently on Hanover Street, all the way to Fleet Street.

COAST's Comprehensive Operations Analysis (COA), which was begun over the summer of 2018 and is nearing completion, has resulted in a proposed service concept that relies on an area in downtown Portsmouth that can support the connecting of six different COAST buses and bus routes at once. That is not something that can be supported in Market Square. In a meeting on May 15th, we shared our desire to utilize Hanover Street as our preferred location for making connections in downtown Portsmouth. To do so however, we would need to have the current bus stop zone to extend all the way to Fleet Street, eliminating four (4) current parking spots.

The extension of this bus stop zone is critical to our planning for connecting services in Portsmouth and the region. This bus stop will be our primary hub in downtown Portsmouth. We will still service Market Square with two bus routes, but it will no longer be a transfer location between routes for us. I should note that Wildcat Transit also services the Market Square bus stop and they use it as their downtown terminus for their Route 4A/B service.

Please see the attached Hanover Street Bus Stop/Layover Area explainer for more specific details on the services at this location and our request.

Given the criticality of this bus stop zone to our overall plans, we really need a timely resolution of this issue. Unfortunately, we did not realize our identification of the need for this accommodation during our meeting in May was insufficient. Our desire would be to know whether we can move ahead with current plans by mid-December.

Ultimately, should this request not be approved, we will be forced to break apart the connectivity of our proposed services in Portsmouth, and two of the six routes will be scheduled so they will arrive at the bus stop on Hanover Street at the bottom vs. the top of the hour. This will ensure that we are not over capacity at the Hanover Street bus stop however, will negatively affect passengers trying to make connections.

As always, we very much appreciate working with the City to offer the best possible services we can operate in Portsmouth and the region. Please let me know if you need more information to support this request, and we would be happy to attend any meetings necessary to explain our needs.

Thank you very much.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RAD NICHOLS', with a large, stylized flourish extending to the right.

Rad Nichols
Executive Director

cc: Juliet Walker, City of Portsmouth Planning Director and COAST Board Representative



Hanover Street Bus Stop/Layover Area

As designed in our new conceptual plan, this bus stop will be our primary hub in downtown Portsmouth. We will still service Market Square with two routes, but it will no longer be a transfer location between COAST routes. This was first introduced at our first meeting with the City about the Conceptual Plan.

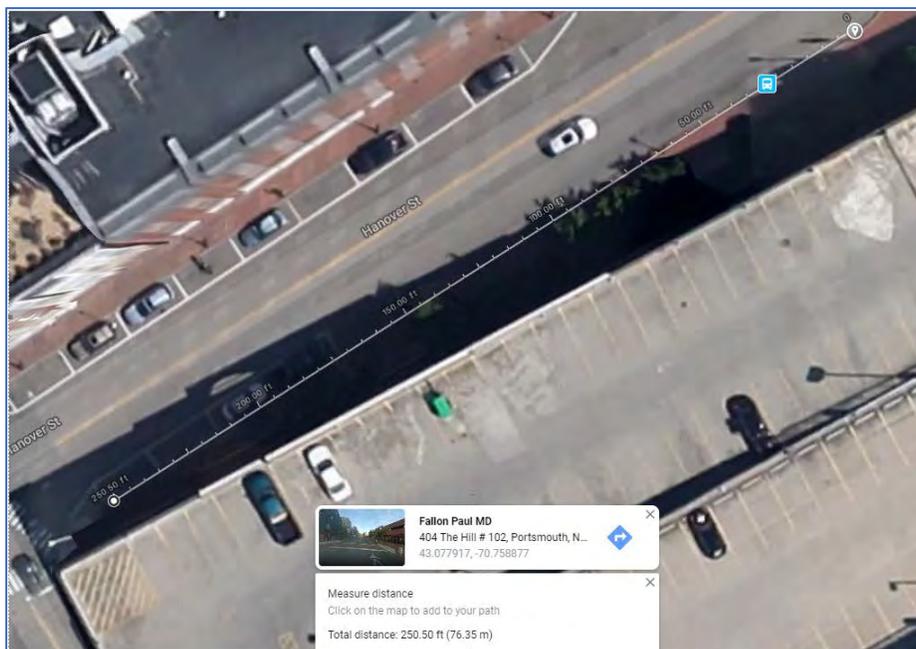
Service Days: Monday – Saturday (no Sundays)

- Routes:**
- 13 Dover / Portsmouth
 - 14 Rochester / Dover / Portsmouth
 - 40 Islington/Borthwick Trolley
 - 41 Lafayette Trolley
 - 42 Pease Shuttle
 - 43 Newington / Portsmouth
 - 44 Portsmouth City Hall / Kittery / PNSY

Span of Daily Service: 6:00am – 9:00pm

We will have a line of **six vehicles there roughly between 0:55 and 0:02 each hour**. There will be a few times when a smaller number of vehicles are there, such as at 6:21am (two or three vehicles), and each hour at 0:37 after the hour (one vehicle).

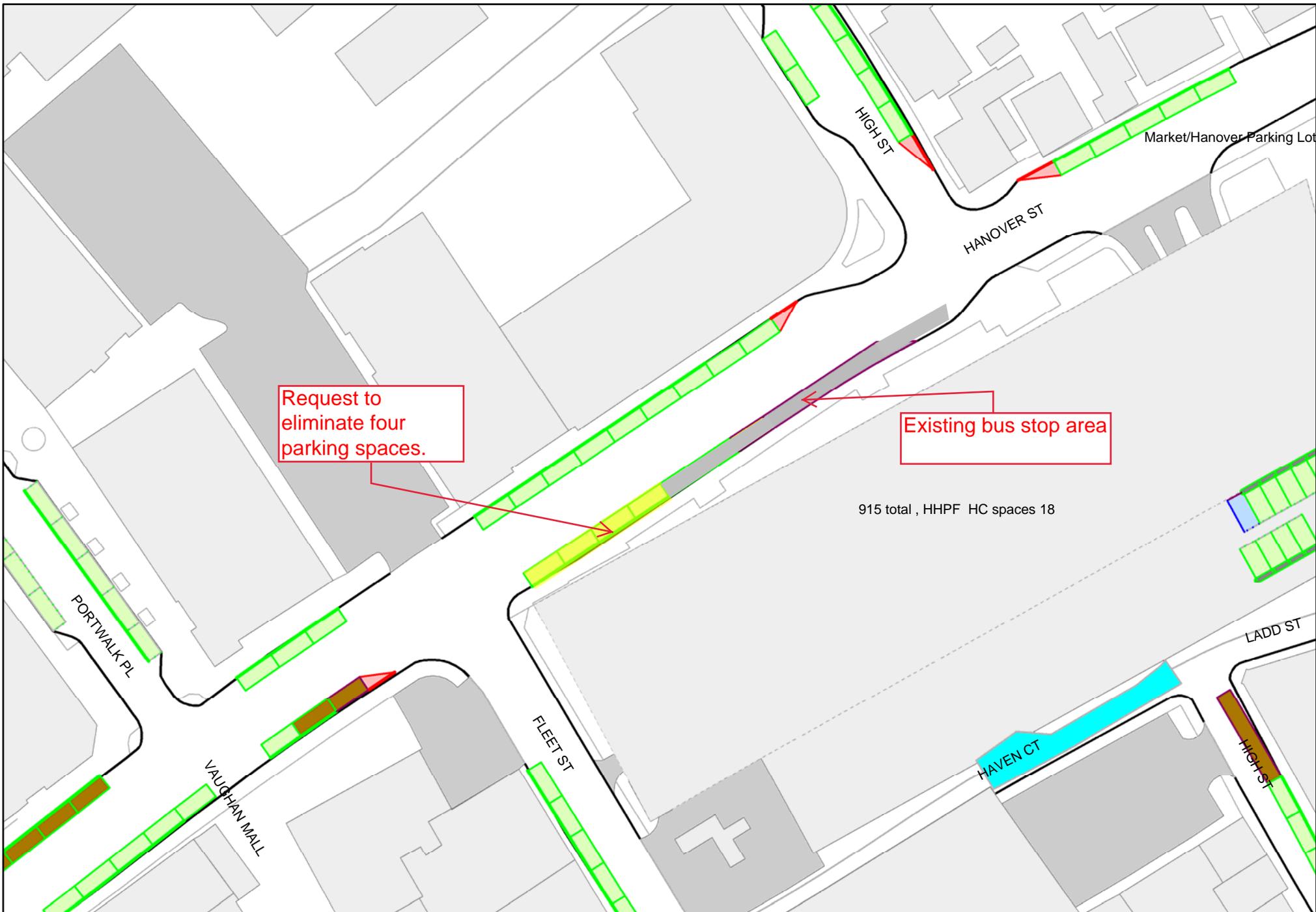
We anticipate the six vehicles will usually be two 42' buses, two 37' trolleys, and two 28' cutaways. This requires 214 vehicle feet, plus the space between them. The space, including the four parking spots, is 250 feet long. That gives seven feet between each vehicle. Workable, but tight! They'll have to leave together, in order.



Ideally, the bus stop area would be marked with a white line separating the bus lane from the travel lane, and "BUS ONLY" written in it at least twice over the length of the area.

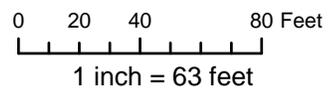
Additionally, we would like to consider the addition of a new bus shelter (see picture), and more detailed signage/schedule info inside the two shelters.





VII.C. Hanover Street, request to eliminate four parking spaces next to Hanover Garage, to enlarge bus stop area, by COAST.

Map prepared by Portsmouth Department of Public Works



**Ross Engineering
Civil / Structural Engineering**

909 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net

**15 Middle Street
Parking & Traffic Safety Committee
Review material**



Since our last Traffic and Safety meeting our design team met with Eric Eby and Ben Fletcher at the site to review possible alterations and improvements to the layout. We have enlarged the sidewalk to 5 feet wide and added 3 temporary valet queuing spaces.

The Salvation Army has been at this location for over 50 years, with heavy usage at times, dumpsters on Porter Street, and no monitored or managed parking plan.

The proposed use will have staff and valet employees monitor and properly manage the area so that the traffic flow on Porter Street will be improved and all of the dumpsters will be relocated off of Porter Street.

MEMORANDUM

Ref: 1895A

To: Alex Ross
Ross Engineering

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Hotel – 15 Middle Street
Portsmouth, New Hampshire

Date: October 31, 2019

This document represents a synopsis and compilation of several memoranda that our office has prepared for the proposed revitalization of the existing brick building located 15 Middle Street into a small 28-room downtown hotel and restaurant. The most recent site plan is contained in the third memorandum (see Attachment 2) and it incorporates several suggestions received from various City staff throughout the process. To recap:

Section A contains our initial trip generation memorandum dated 3/11/19. This memorandum shows that Middle Street carried approximately 588 (AM) and 778 (PM) vehicles during the weekday peak hour periods in July 2018. By way of comparison, the proposed hotel is conservatively estimated to generate approximately 20-24 vehicle-trips during the busiest hours of the day if/when it reaches full occupancy. The proposed 28-room hotel is not considered to be a major traffic generator from a transportation planning or traffic engineering standpoint.

Section B contains the parking demand analysis memorandum dated 7/31/19. This memorandum shows that the City Ordinance requires 21 parking spaces and it includes a “parking management plan” for the valet parking spaces adjacent to the hotel building (along the north side of Porter Street). Based on City input, the use of Foundry Place Garage is no longer proposed therefore other off-site parking lot(s) located closer to the subject site will be utilized. In addition to the 2 valet spaces located closest to Middle Street, a “valet queuing zone” with sufficient space for 3 additional vehicles is now proposed adjacent to the south side of the building on Porter Street. The updated valet capacity analysis indicates that with a high check-in rate of 6 rooms per hour, a supply of 5 valet spaces will be adequate over 98% of the time.

Section C contains “responses to comments” that were received from the City DPW, and a supplemental parking demand analysis that demonstrates that the proposed hotel requires considerably fewer parking stalls than other possible uses of the building (see Attachment 1). This memorandum also includes the recently modified site plan (see Attachment 2) with 5 valet spaces, and an AutoTURN analysis (see Attachment 3) that demonstrates that the City’s Inferno H-3635 firetruck can reach and traverse Porter Street without encroaching on any of the valet spaces.

SECTION “A”

March 11, 2019 Memorandum

MEMORANDUM

Ref: 1895A

To: Alex Ross
Ross Engineering

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Hotel – 15 Middle Street
Portsmouth, New Hampshire

Date: March 11, 2019

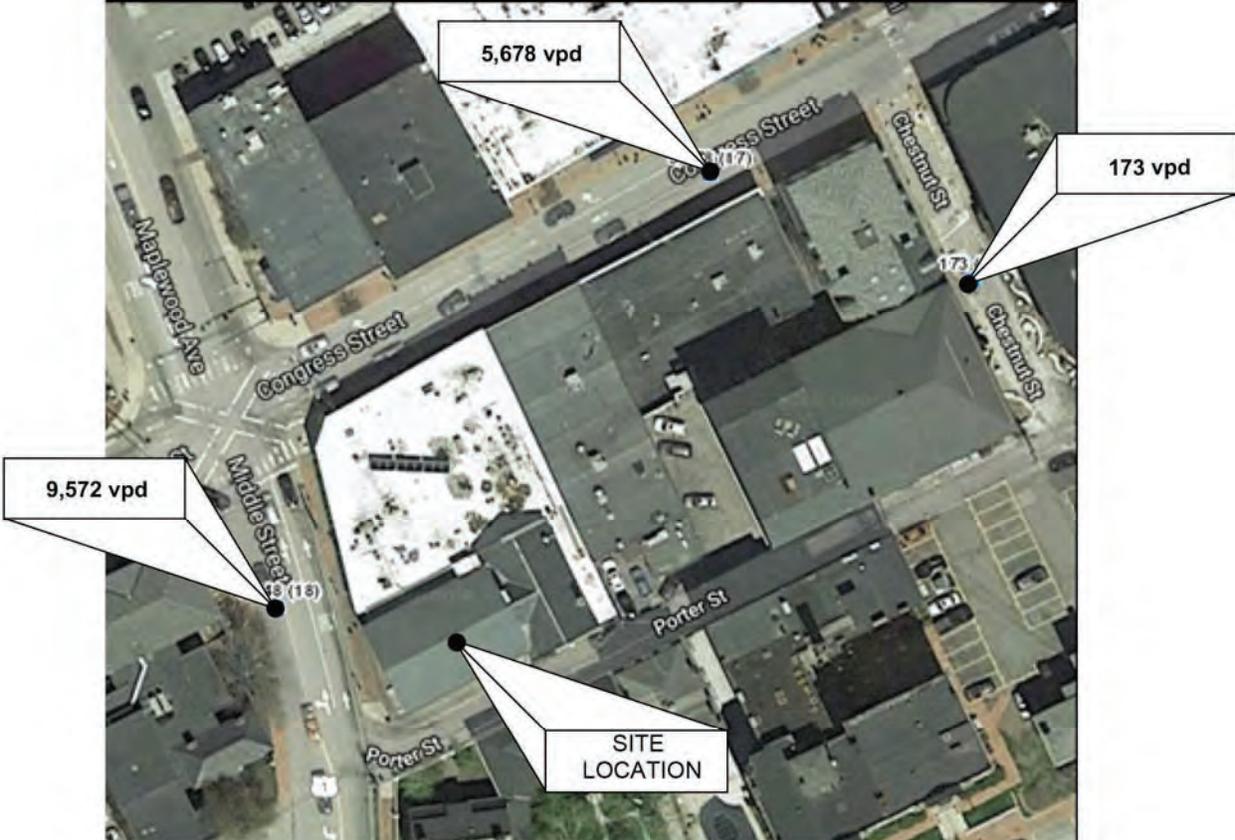
As requested, Pernaw & Company, Inc. has conducted a trip generation analysis for the hotel that is proposed to occupy the existing brick building located at the corner of Middle Street and Porter Street in Portsmouth, New Hampshire. The purpose of this memorandum is to summarize the results of our trip generation analyses, as well as our research of available traffic count data for this area. To summarize:

Proposed Development – The project proponent proposes to renovate the existing building into a 28-room hotel from its former use by the Salvation Army. The subject building is located at the northeast corner of the Middle Street / Porter Street intersection. There is no on-site parking, therefore valet parking is proposed. Tax Map 126 is attached (Attachment 1) and shows the location of the proposed hotel site.

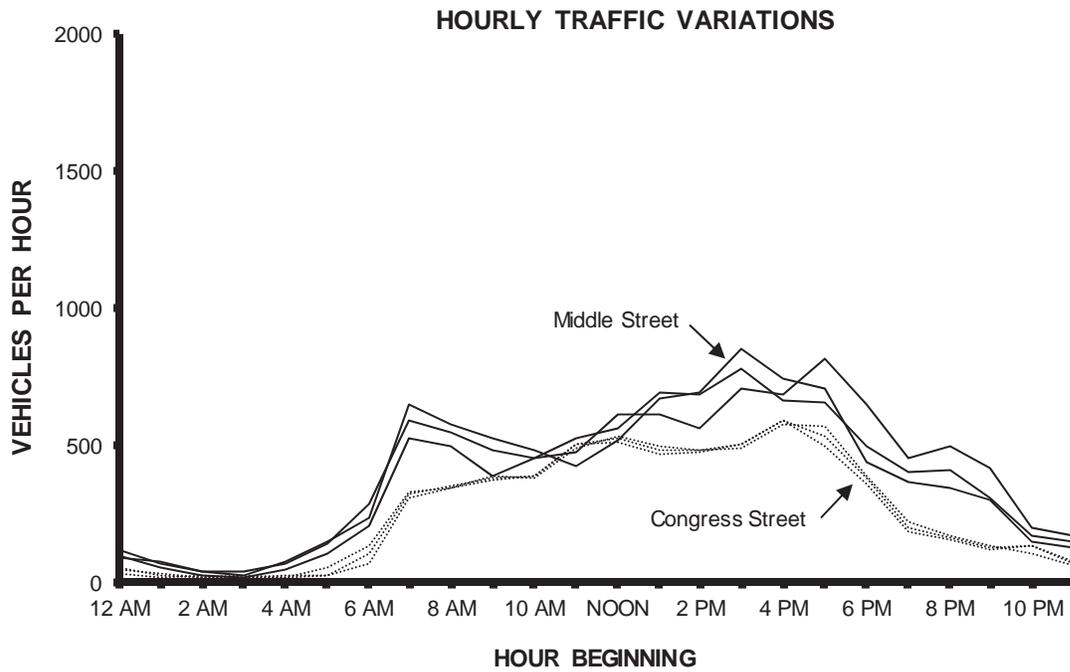
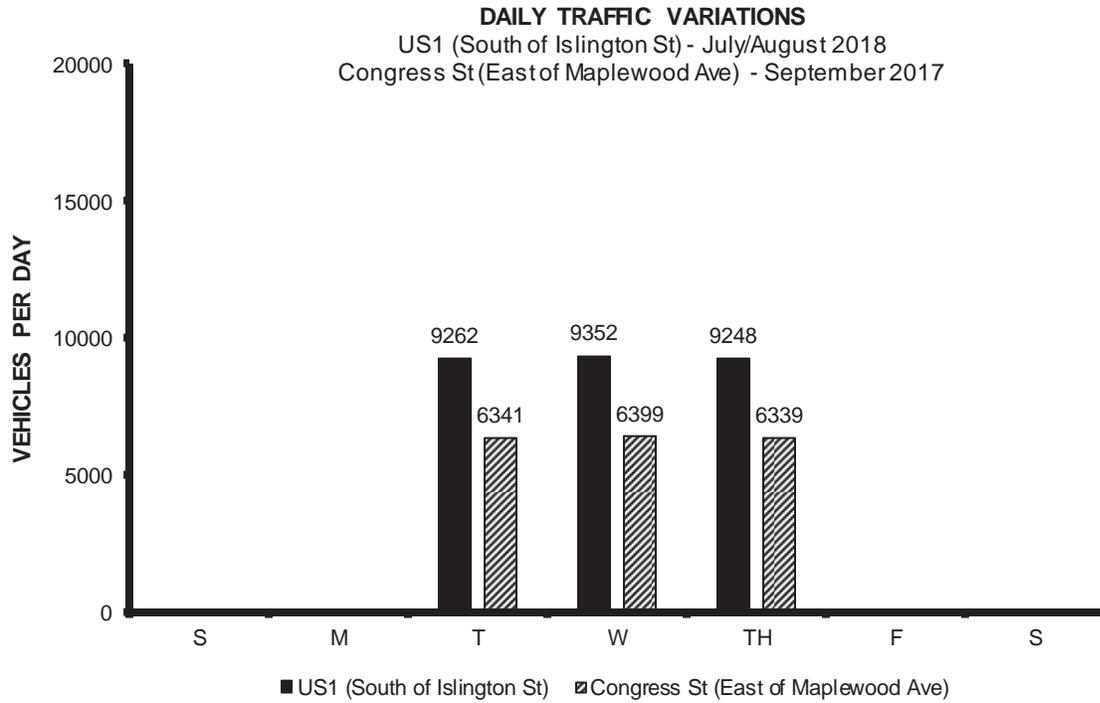
Existing Traffic Volumes – Research at the NHDOT revealed that there are three short-term Automatic Traffic Recorder (ATR) counts in the study area. They are located on Middle Street (South of Islington Street), on Congress Street (East of Maplewood Avenue) and on Chestnut Street (North of Porter Street). These counts were conducted in September 2017 or July/August of 2018. According to the NHDOT reports, the site frontage on Middle Street (south of Islington Street) carried an Annual Average Daily Traffic (AADT) volume of approximately 9,572 vehicles per day (vpd) in 2017, up slightly from 9,384 (vpd) in 2016. The section of Congress Street, east of Maplewood Avenue carried an AADT volume of approximately 5,678 vehicles in 2017, down from 6,619 in 2016. The section of Chestnut Street, north of Porter Street carried an AADT volume of approximately 173 vehicles in 2017, down slightly from 189 vehicles in 2016 (see Attachments 2 - 4).

This data shows that traffic volumes in the area typically reach peak levels during the morning and afternoon on weekdays; thus reflecting the typical commuting patterns. The diagram on Page 2 shows the location of the site and the three ATR counts. The diagrams on Page 3 summarize the daily and hourly variations in traffic demand at the Middle Street and Congress Street locations. The detail sheets pertaining to these counts are attached (see Attachment 5 & 6).

Site Location / 2017 AADT Traffic Volumes



USE FIGURE



Trip Generation - To estimate the quantity of vehicle-trips that will be produced by the proposed hotel, Pernaw & Company, Inc. considered the standard trip generation rates and equations published by the Institute of Transportation Engineers¹ (ITE). Land Use Code LUC 310 - Hotel is the most applicable category for the proposed development. The number of rooms was utilized as the independent variable.

The table on the following page summarizes the results of the trip generation analyses for the typical occupancy case and when full-occupancy occurs. It should be noted that these trip estimates include all vehicle-trips to and from a typical hotel site (hotel guests, employees, service vehicles). However, the lack of an on-site parking lot means that employees will not be traveling directly to the subject site (fewer trips to the site) and guest vehicles will need to be driven to an off-site parking location upon arrival (more trips from the site). The computations pertaining to these analyses are attached (see Attachments 7 & 8).

Table 1 shows that the proposed hotel will generate approximately 20 vehicle-trips (10 arrivals, 10 departures) during the weekday PM peak hour when fully occupied. Similarly, during the Saturday peak hour period the proposed hotel is expected to generate approximately 24 vehicle-trips (13 arrivals, 11 departures). The trip generating characteristics of the former Salvation Army use are not known; therefore the net impact will be less than is indicated in Table 1.

¹ Institute of Transportation Engineers, *Trip Generation*, 10th Edition (Washington, D.C., 2017)

Table 1	Trip Generation Summary
----------------	--------------------------------

	<u>Typical Occupancy ¹</u>	<u>Full Occupancy ²</u>
Weekday Total		
Entering	117 veh	171 veh
Exiting	<u>117 veh</u>	<u>171 veh</u>
Total	234 trips	342 trips
Weekday AM Peak Hour		
Entering	8 veh	10 veh
Exiting	<u>5 veh</u>	<u>7 veh</u>
Total	13 trips	17 trips
Weekday PM Peak Hour		
Entering	9 veh	10 veh
Exiting	<u>8 veh</u>	<u>10 veh</u>
Total	17 trips	20 trips
<hr/>		
Saturday Total		
Entering	115 veh	147 veh
Exiting	<u>115 veh</u>	<u>147 veh</u>
Total	230 trips	294 trips
Saturday Peak Hour		
Entering	11 veh	13 veh
Exiting	<u>9 veh</u>	<u>11 veh</u>
Total	20 trips	24 trips
<hr/>		
Sunday Total		
Entering	84 veh	119 veh
Exiting	<u>84 veh</u>	<u>119 veh</u>
Total	168 trips	238 trips
Sunday Peak Hour		
Entering	7 veh	9 veh
Exiting	<u>9 veh</u>	<u>12 veh</u>
Total	16 trips	21 trips

¹ITE Land Use Code 310 - Hotel (trips/room); excluding valet trips (28 Rooms)

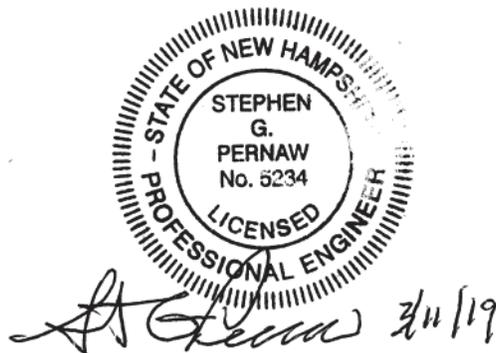
²ITE Land Use Code 310 - Hotel (trips/occupied room); excluding valet trips (28 Rooms)

Findings & Conclusions

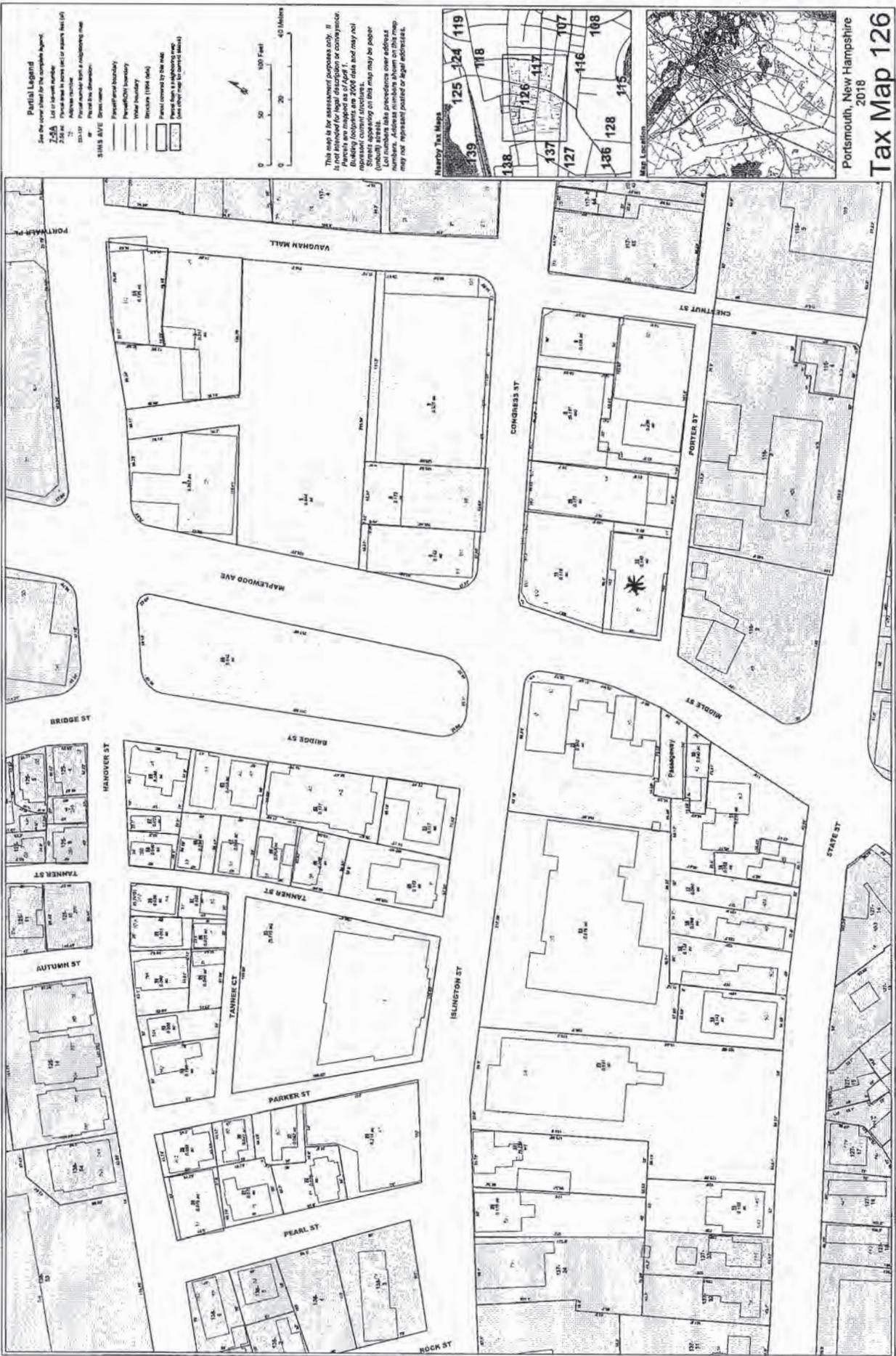
1. Recent traffic counts conducted by the NHDOT in August 2018 on Middle Street at the subject site (south of Islington Street) revealed that this section of roadway carries over 9,000 vehicles per day, with the highest hourly traffic volume occurring from 3:00 to 4:00 PM on weekdays (average = 778 vph).
2. Arriving hotel guests will temporarily park on Porter Street where their vehicles will be unloaded and then moved to an off-site location by the valet staff.
3. According to the trip generation rates published by the ITE, the proposed hotel will generate approximately 17 (AM), 20 (PM) and 24 (Saturday) vehicle-trips during the peak hour periods if/when fully occupied.
4. The trip generation characteristics of the former Salvation Army use are not known. This means that the net impact that the proposed building conversion to a 28-room hotel will be less than is indicated in Table 1.

The proposed 28-room hotel is not considered to be a major traffic generator from a transportation planning and traffic engineering standpoint. The hourly traffic volume that will be generated by the proposed change of use from Salvation Army to a small 28-room downtown hotel will not significantly alter the prevailing traffic operations at nearby intersections.

Attachments



ATTACHMENTS





Transportation Data Management System

List View All DIRs

Record	1	of 1	Goto Record	go
Location ID	82379034	MPO ID		
Type	SPOT	HPMS ID		
On NHS	Yes	On HPMS	No	
LRS ID	U0000001_S	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route	US 1 SB	
GF Group	E	Active	Yes	
Class Dist Grp	Default	Category	3	
Seas Cls Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'I Class	Other Principal Arterial	Milepost		
Located On	Middle St			
Loc On Alias	US 1 (MIDDLE RD) SOUTH OF ISLINGTON ST			
More Detail				
STATION DATA				

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2017	9,572 ³				8,882 (93%)	690 (7%)	Grown from 2016
2016	9,384 ³				8,557 (91%)	827 (9%)	Grown from 2015
2015	9,200						
2012	10,000						
2010	12,000 ²						

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Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
Date	Int	Total	
Thu 8/2/2018	60	9,248	
Wed 8/1/2018	60	9,352	
Tue 7/31/2018	60	9,262	
Fri 10/2/2015	60	11,346	
Thu 10/1/2015	60	10,515	

VOLUME TREND	
Year	Annual Growth
2017	2%
2016	2%
2015	-3%
2012	-9%
2010	2%



Transportation Data Management System

List View All DIRs

Record	<input type="button" value="⏪"/> <input type="button" value="⏩"/> <input type="button" value="⏴"/> <input type="button" value="⏵"/>	4879	of 5700	Goto Record	<input type="button" value="go"/>
Location ID	82379084	MPO ID			
Type	SPOT	HPMS ID			
On NHS	Yes	On HPMS	No		
LRS ID	U0000001_S	LRS Loc Pt.			
SF Group	04	Route Type			
AF Group	04	Route	US 1 SB		
GF Group	E	Active	Yes		
Class Dist Grp	Default	Category	3		
Seas Clss Grp	Default				
WIM Group	Default				
QC Group	Default				
Funct'l Class	Other Principal Arterial	Milepost			
Located On	Congress St				
Loc On Alias	CONGRESS ST EAST OF MAPLEWOOD AVE				
	PR	MP	PT		
More Detail <input type="button" value="▶"/>					
STATION DATA					

Directions: 1-WAY

AADT

Year	AADT	DHV-30	K%	D%	PA	BC	Src
2017	5,678	591	10		5,268 (93%)	410 (7%)	
2016	6,619 ³				6,038 (91%)	581 (9%)	Grown from 2015
2015	6,489 ³						Grown from 2014
2014	6,300						
2011	6,600						

1-5 of 11

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
	Date	Int	Total
	Thu 9/21/2017	60	6,339
	Wed 9/20/2017	60	6,399

VOLUME TREND	
Year	Annual Growth
2017	-14%
2016	2%



Transportation Data Management System

List View All DIRs

Record 4865 of 5700 Goto Record:

Location ID	82379069	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	L3790251A_	LRS Loc Pt.	
SF Group	04	Route Type	
AF Group	04	Route	
GF Group	E	Active	Yes
Class Dist Grp	Default	Category	3
Seas Clss Grp	Default		
WIM Group	Default		
QC Group	Default		
Funct'l Class	Local	Milepost	
Located On	Chestnut St		
Loc On Alias	CHESTNUT ST NORTH OF PORTER ST		
	PR	MP	PT

More Detail

STATION DATA

Directions: 1-WAY

AADT

Year	AADT	DHV-30	K%	D%	PA	BC	Src
2017	173	21	12		161 (93%)	12 (7%)	
2016	189 ³				172 (91%)	17 (9%)	Grown from 2015
2015	185 ³						Grown from 2014
2014	180						
2011	140						

1-5 of 9

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
	Date	Int	Total
	Thu 9/21/2017	60	197
	Wed 9/20/2017	60	194

VOLUME TREND	
Year	Annual Growth
2017	-8%
2016	2%



Transportation Data Management System



Excel Version

Weekly Volume Report			
Location ID:	82379034	Type:	SPOT
Located On:	Middle St	:	
Direction:	2-WAY		
Community:	PORTSMOUTH	Period:	Mon 7/30/2018 - Sun 8/5/2018
AADT:			

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		96	122	89				102	1.1%
1:00 AM		53	67	75				65	0.7%
2:00 AM		28	43	40				37	0.4%
3:00 AM		21	39	28				29	0.3%
4:00 AM		44	70	74				63	0.7%
5:00 AM		106	144	151				134	1.4%
6:00 AM		204	288	235				242	2.6%
7:00 AM		522	593	648				588	6.3%
8:00 AM		500	545	573				539	5.8%
9:00 AM		389	485	526				467	5.0%
10:00 AM		454	452	484				463	5.0%
11:00 AM		478	527	422				476	5.1%
12:00 PM		613	558	519				563	6.1%
1:00 PM		612	694	673				660	7.1%
2:00 PM		563	686	690				646	7.0%
3:00 PM		703	777	854				778	8.4%
4:00 PM		685	666	743				698	7.5%
5:00 PM		812	657	709				726	7.8%
6:00 PM		648	498	438				528	5.7%
7:00 PM		452	402	363				406	4.4%
8:00 PM		499	412	343				418	4.5%
9:00 PM		415	310	300				342	3.7%
10:00 PM		197	172	147				172	1.9%
11:00 PM		168	145	124				146	1.6%
Total	0	9,262	9,352	9,248	0	0	0		
24hr Total		9262	9352	9248				9,287	
AM Pk Hr		7:00	7:00	7:00					
AM Peak		522	593	648				588	
PM Pk Hr		5:00	3:00	3:00					
PM Peak		812	777	854				814	
% Pk Hr		8.77%	8.31%	9.23%				8.77%	



Transportation Data Management System



Excel Version

Weekly Volume Report			
Location ID:	82379084	Type:	SPOT
Located On:	Congress St	:	
Direction:	1-WAY		
Community:	PORTSMOUTH	Period:	Mon 9/18/2017 - Sun 9/24/2017
AADT:	5678		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		31	51	48				43	0.7%
1:00 AM		18	26	35				26	0.4%
2:00 AM		23	20	18				20	0.3%
3:00 AM		16	19	22				19	0.3%
4:00 AM		23	17	18				19	0.3%
5:00 AM		25	27	54				35	0.6%
6:00 AM		67	108	134				103	1.6%
7:00 AM		306	325	333				321	5.1%
8:00 AM		346	348	347				347	5.5%
9:00 AM		388	381	372				380	6.0%
10:00 AM		384	385	385				385	6.0%
11:00 AM		486	503	507				499	7.8%
12:00 PM		533	523	511				522	8.2%
1:00 PM		495	483	467				482	7.6%
2:00 PM		485	482	472				480	7.5%
3:00 PM		490	501	505				499	7.8%
4:00 PM		579	591	588				586	9.2%
5:00 PM		570	532	495				532	8.4%
6:00 PM		388	378	358				375	5.9%
7:00 PM		223	202	183				203	3.2%
8:00 PM		167	164	158				163	2.6%
9:00 PM		132	129	123				128	2.0%
10:00 PM		105	134	133				124	1.9%
11:00 PM		61	70	73				68	1.1%
Total	0	6,341	6,399	6,339	0	0	0		
24hr Total		6341	6399	6339				6,360	
AM Pk Hr		11:00	11:00	11:00					
AM Peak		486	503	507				499	
PM Pk Hr		4:00	4:00	4:00					
PM Peak		579	591	588				586	
% Pk Hr		9.13%	9.24%	9.28%				9.22%	

Trip Generation Summary

Alternative: Alternative 1
 Phase:
 Project: 1895A 031219

Open Date: 3/12/2019
 Analysis Date: 3/12/2019

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
310	HOTEL 2	171	171	342	10	7	17	10	10	20
	28 Occupied Rooms									
310	HOTEL 1	117	117	234	8	5	13	9	8	17
	28 Rooms									
	Unadjusted Volume	288	288	576	18	12	30	19	18	37
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	288	288	576	18	12	30	19	18	37

Total Weekday Average Daily Trips Internal Capture = 0 Percent
 Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
 Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Trip Generation Summary

Alternative: Alternative 1
 Phase:
 Project: 1895A 031219

Open Date: 3/12/2019
 Analysis Date: 3/12/2019

ITE	Land Use	Saturday Average Daily Trips			Saturday Peak Hour of Generator			Sunday			Sunday Peak Hour of Generator		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
310	HOTEL 2 28	147	147	294	13	11	24	119	118	237	9	12	21
310	HOTEL 1 28	115	115	230	11	9	20	84	84	168	7	9	16
	Rooms												
	Unadjusted Volume	262	262	524	24	20	44	203	203	406	16	21	37
	Internal Capture Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	262	261	523	11	9	20	203	201	404	7	9	16

Total Saturday Average Daily Trips Internal Capture = 0 Percent
 Total Saturday Peak Hour of Generator Internal Capture = 0 Percent
 Total Sunday Internal Capture = 0 Percent
 Total Sunday Peak Hour of Generator Internal Capture = 0 Percent

* - Custom rate used for selected time period.

SECTION “B”

July 31, 2019 Memorandum

MEMORANDUM

Ref: 1895A

To: Alex Ross
Ross Engineering

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Hotel – 15 Middle Street / Parking Demand Analysis
Portsmouth, New Hampshire

Date: July 31, 2019

Background - On March 11, 2019 our office published a traffic memorandum that summarized the results of a trip generation analysis for the 28-room hotel that is proposed to occupy the existing brick building located at the corner of Middle Street and Porter Street in Portsmouth, New Hampshire. That memorandum also provided traffic volume data for Middle Street, Congress Street, and Chestnut Street. The purpose of this memorandum is to summarize the results of our parking demand analysis and the methodology that will be employed to accommodate guest parking. To summarize:

Proposed Development - The project proponent proposes to renovate the former Salvation Army building into a 28-room hotel with a separate restaurant. This hotel will not have conference or banquet facilities. An on-site laundry facility is planned within the hotel.

There is no on-site parking for hotel guests; rather two valet parking stalls will be located adjacent to the building for arriving guests. The valet service will then move the guest vehicle to the nearby Foundry Place Garage, and then return to the hotel by foot.

Deliveries to the site will be minimal as the hotel plans to utilize the same vendors that currently service the Jumpin Jay's Fish Café (next door). By clearly establishing the two valet spaces on Porter Street, and having hotel staff and/or valet employees regularly monitor activities in the area; it should help improve the traffic flow on Porter Street.

Parking Demand Analysis - The following tabulations summarize the results of the parking demand analysis utilizing the City's "Off-Street Parking Provisions in the Downtown Overlay District" requirements (see Section 10.1115.21) as well as several standard parking generation rates published by the Institute of Transportation Engineers¹ (ITE). Land Use Codes (LUC) 310 (Hotel), LUC 312 (Business Hotel), and LUC 320 (Motel) were utilized for illustration purposes. The number of rooms was utilized as the independent variable.

¹ Institute of Transportation Engineers, *Parking Generation Manual*, 5th Edition (Washington, D.C., 2019)

The City ordinance requires 0.75 spaces per guest room plus one space per 25 SF of conference or banquet facilities. Since the proposed hotel does not include a conference or banquet facility, the ordinance units requires 0.75 spaces per guest room or 21 parking spaces.

Ordinance requirement: 0.75 X 28 rooms = 21 parking spaces

The following tabulation summarizes the results of the various parking generation analyses for the subject site. It should be noted that the ITE estimates include all vehicles associated with a typical hotel site (hotel guests, employees, service vehicles).

Description	ITE Land Use Code	Setting	Peak Period Parking Demand
Hotel	LUC 310	General Urban/Suburban	0.74 X 28 rooms = 21 occupied parking stalls (weekday)
Hotel	LUC 310	Dense Multi-Use Urban	0.76 X 28 rooms = 21 occupied parking stalls (weekday)
Hotel	LUC 310	Center City Core	0.37 X 28 rooms = 10 occupied parking stalls (weekday)
Business Hotel	LUC 312	General Urban/Suburban	0.72 X 28 rooms = 20 occupied parking stalls (weekday)
Business Hotel	LUC 312	Dense Multi-Use Urban	0.62 X 28 rooms = 17 occupied parking stalls (weekday)
Motel	LUC 320	General Urban/Suburban	0.72 X 28 rooms = 20 occupied parking stalls (weekday)
City Ordinance	NA	NA	0.75 X 28 rooms = 21 parking stalls

The ITE analyses corroborate the city’s requirements specified in Article 11 Site Development Standards (see 10.1115.21).

Parking Management Plan - Key elements in adequately managing the parking needs of the proposed hotel include the following:

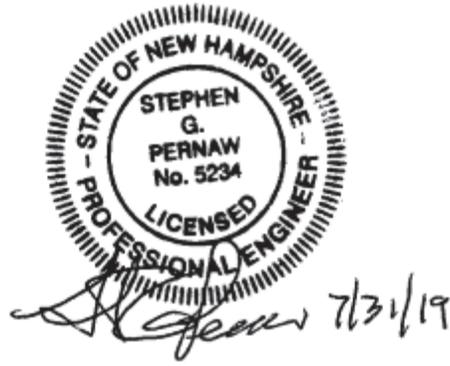
1. Providing two valet parking spaces adjacent to the hotel building (on the north side of Porter Street) for arriving guests to park temporarily to check-in and unload their vehicles.
2. Utilizing the Foundry Place Garage for guest and staff vehicles.
3. Providing adequate valet personnel to ferry guest vehicles between the hotel and the parking garage. Three valet employees consisting of one on-site valet coordinator and two valet “runners” are recommended initially (see attachment) during the busy periods. Flexibility in terms of staff size is needed until day-to-day activities become well established.
4. Providing an on-site laundry facility to eliminate the need for laundry deliveries.
5. Utilizing the same vendors that currently service Jumpin Jay’s Fish Café to minimize site deliveries to the extent possible.

Conditional Use Permit Considerations - As required by Section 10.1112.142, the parking demand at this site has the potential to be reduced given that public transit is available a short distance away. More specifically, the Coast Bus system includes Route 2 (Islington Street/Maplewood Avenue) and Route 4 (Islington Street) which are accessible at Market Square. Wildcat Transit – Portsmouth Route 4 also services this area.

There is also a symbiotic relationship between this type of use and ride-sharing services. Uber and Lyft provide an alternative mode of transportation for hotel guests, thus potentially reducing parking demand.

Converting the existing building into a downtown hotel, in itself, reduces parking demand. Other possible uses of the building could generate a higher parking demand. By way of example, the ITE parking generation rates for a single-tenant office building of this size translates into a peak parking demand of approximately 46 parked vehicles; more than double the estimate for the proposed hotel and restaurant.

Attachment



CALCULATION SHEET



Project:	Proposed Hotel	Job Number:	1895A
Calculated By:	SP	Date:	7/31/2019
Checked By:	CA	Date:	7/31/2019
Sheet No:	1	Of:	1
Subject:	Valet Logistics / Capacity		

Calculate:	Number of valet personnel needed to bring guest vehicles back and forth from Foundry Place Garage.
Given:	Travel route to garage (transporting guest vehicle):
	Drive from Porter St, left on Fleet, left on Congress, right on Bridge, left on Foundry = 3 minutes
	Garage interior = 2 minutes
	Walk to hotel from garage = 3-5 minutes
	Travel route to hotel (retrieving guest vehicle):
	Walk to garage from hotel = 3-5 minutes
	Garage interior = 2 minutes
	Drive from Foundry St, right on Bridge, left on Hanover, right on Maplewood, left on Porter = 3 minutes
Calculate:	travel time for one round trip:
	Fast estimate = 3 + 2 + 3 = 8 minutes
	Slow estimate = 3 + 2 + 5 = 10 minutes
Calculate	hourly capacity (per valet person):
	Low estimate = 60 min/hour / 10 minutes/trip = 6.0 round trips per hour
	High estimate = 60 min/hour / 8 minutes/trip = 7.5 round trips per hour
Finding:	
	1. A valet staff of 3 persons (1 coordinator who remains on-site with 2 valet "runners") can accommodate 12-15 guest arrivals/ departures per hour. This is equivalent to approximately one-half of the rooms checking in or out in a one-hour period; an unlikely event.
	2. With a hypothetical check-in rate of 3 rooms per hour, 2 valet spaces on Porter Street will be adequate 98% of the time.
	3. With a hypothetical check-in rate of 6 rooms per hour, 2 valet spaces on Porter Street will be adequate 88% of the time.
	4. In the event that a third guest arrives when both valet spaces are occupied, then the valet coordinator has four options:
	a) have guests temporarily utilize on-street parking spaces in the area.
	b) have guest park their vehicles in the Foundry Place Garage (retrieve luggage later and reimburse parking fee)
	c) have guests drive "around the block" (Porter to Fleet to Congress to Middle to Porter again).
	d) the valet coordinator can temporarily leave the site and transport the third vehicle to the garage, and then return on foot.

SECTION “C”

October 30, 2019

MEMORANDUM

Ref: 1895A

To: Alex Ross
Ross Engineering

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Hotel – 15 Middle Street / Response to Comments
Portsmouth, New Hampshire

Date: October 30, 2019

Background - On March 11, 2019 our office published a traffic memorandum that summarized the results of a trip generation analysis for the 28-room hotel that is proposed to occupy the existing brick building located at the corner of Middle Street and Porter Street in Portsmouth, New Hampshire. On July 31, 2019 our office published a second memorandum which included a “Parking Demand Analysis.” The purpose of this memorandum is to provide the City with additional information regarding a modified site plan.

Department of Public Works Memorandum - We are now in receipt of the memorandum from the City’s Parking and Transportation Engineer dated 9/19/19 that includes 8 bullet points that summarizes the staff’s concerns with the valet parking arrangement. The purpose of this memorandum is to provide a response to the first bullet point where the staff states: *“This would seem to indicate that the check-in rate would be greater than 6 rooms per hour, which would mean that the valet operation would not be adequate to avoid traffic and parking concerns at the hotel site.”*

SGP & Co. Inc. Response – While we can follow reasoning and how the staff reached this conclusion, we respectfully submit that that the valet operation can and will be adequate for the proposed 28-room hotel. Consider the following:

1. The trip generation estimate of 20 vehicle-trips during the PM peak hour in our memorandum dated 3/11/19 is based on ITE Land Use Code 310 – Hotel. This estimate represents full occupancy. Full occupancy is typically not an everyday occurrence, and would likely occur on a limited basis. According to ITE, the average occupancy rate for generic hotels is approximately 82 percent.
2. The trip generation estimate in our memorandum was based on a “general urban/suburban” setting. While a “center city core” setting is more appropriate, we considered and then rejected this option based on our best engineering judgement: the sample size was too small. We believe that our previous trip generation estimate is therefore quite conservative “on the high side.”

3. The ITE trip rates are all inclusive in that they reflect guests, employees and any/all service vehicles that enter and park on-site. We believe that our previous trip generation estimate is therefore quite conservative (on the high side) in that neither employees nor service vehicles will utilize the valet parking stalls.
4. Further, after utilizing the valet spaces initially at check-in, it is reasonable to expect that many guests returning to the hotel (after a dinner, show or meeting) will simply self-park in the designated off-site parking area, and not utilize the valet spaces on a repeated basis. Not all vehicle arrivals at a hotel are guests checking-in for the first time.
5. Being located in downtown Portsmouth, it is also reasonable to expect that many guests will walk to their destination, and return on-foot. This factor is not reflected in our previous trip generation estimates for the reasons stated previously.

Aside from the five points cited above, the staff's concern that a check-in rate greater than 6 rooms per hour could be problematic can be easily addressed by adding a third (or fourth) valet "runner" to the system on an "as needed" basis to increase the hourly capacity of the two valet spaces. Hotel management will know in advance when all rooms are reserved, and can then make the necessary adjustments to the valet system on those specific evenings. Valet operations and logistics at the proposed hotel will be "self-regulating" in that it is in management's best interest to make the arrival experience as pleasant and expeditious as possible for all guests.

Alternative Parking Demand Conditions – The proposed 28-room hotel requires 21 parking spaces according to the Ordinance. Other potential uses of the building (including various combinations of offices, retail, health club, and service organizations) would require anywhere from 33 to 58 spaces (see Attachment 1). Occupancy of 11,536 sf of the subject building as a 28-room hotel is beneficial to nearby residents, businesses, and motorists as it will reduce the potential parking demand in the downtown area.

Alternative Parking Supply Measures – To alleviate concerns relative to the 2 proposed valet spaces on Porter Street, the revised "Site Plan" prepared by Ross Engineering on 10/21/19, (see Attachment 2) now includes temporary parking for 3 additional valet vehicles along the north side of Porter Street. Valet staff only will move guest vehicles to these temporary queue spaces; if and when needed. In most instances these temporary spaces will remain vacant.

Fire Apparatus Considerations – Attachment 3 demonstrates that the City's Inferno H-3635 firetruck will be able to turn from both directions on Middle Street on to Porter Street in case of emergency without encroaching upon the 2 proposed valet spaces and the 3 "temporary" valet queue spaces.

Parking Demand Analysis Update – Our previous memorandum dated 7/31/19 included valet capacity estimates based on use of the Foundry Place Garage for parking guest vehicles. Upon learning that this is not allowable by the City, the applicant has explored and determined that there are alternative parking site(s) available that are closer to the subject site than the Foundry Place Garage. This means that the previous valet capacity calculations are now conservative (especially with the 3 added valet queue spaces now proposed). The applicant is not at liberty to disclose which parking site(s) are being considered due to on-going negotiations that will not be finalized prior to site plan approval.

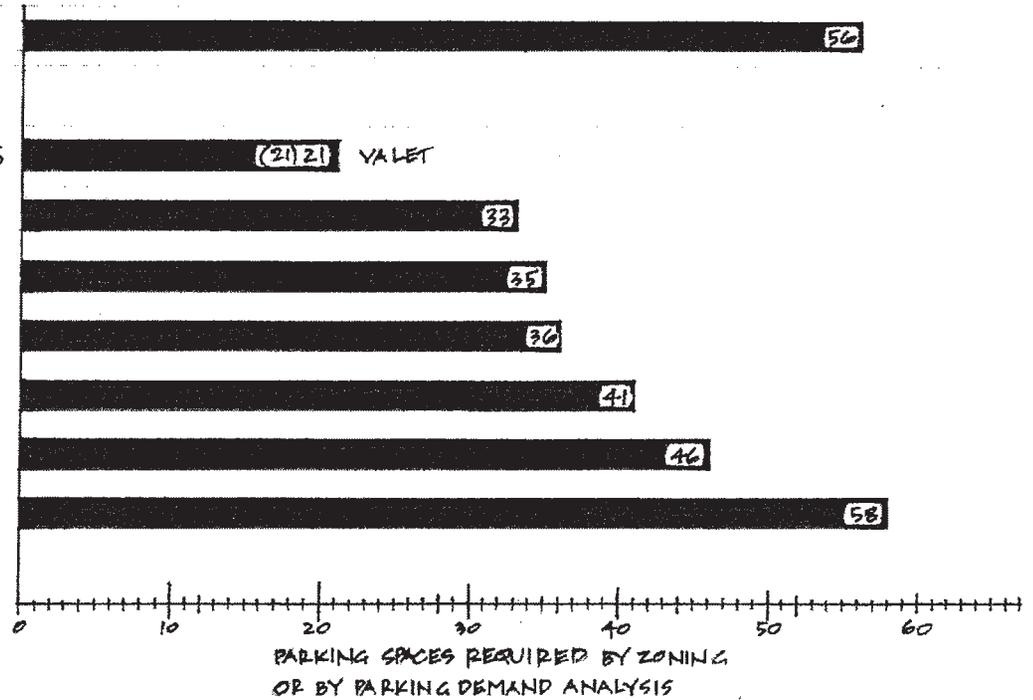
PARKING "ALTERNATIVES" GRAPH

THE 1,955sf OF EXISTING KITCHEN & DINING HALL & PROPOSED RESTAURANT (49) SEATS, ARE NOT INCLUDED.

-EXISTING CONDITIONS: 'PLACE OF ASSEMBLY' (39), 'OFFICES' (17)

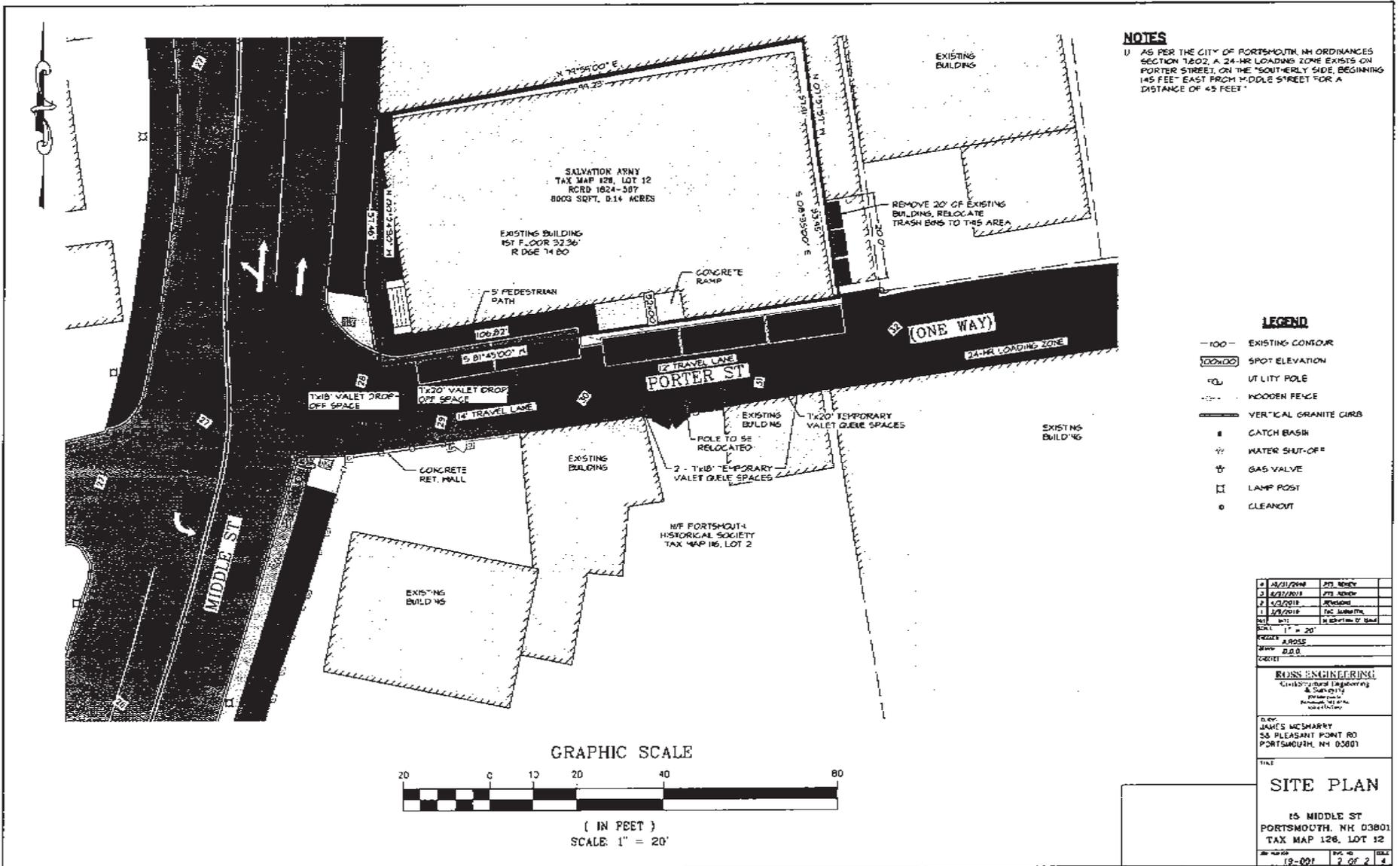
-PROPOSED CONDITIONS:

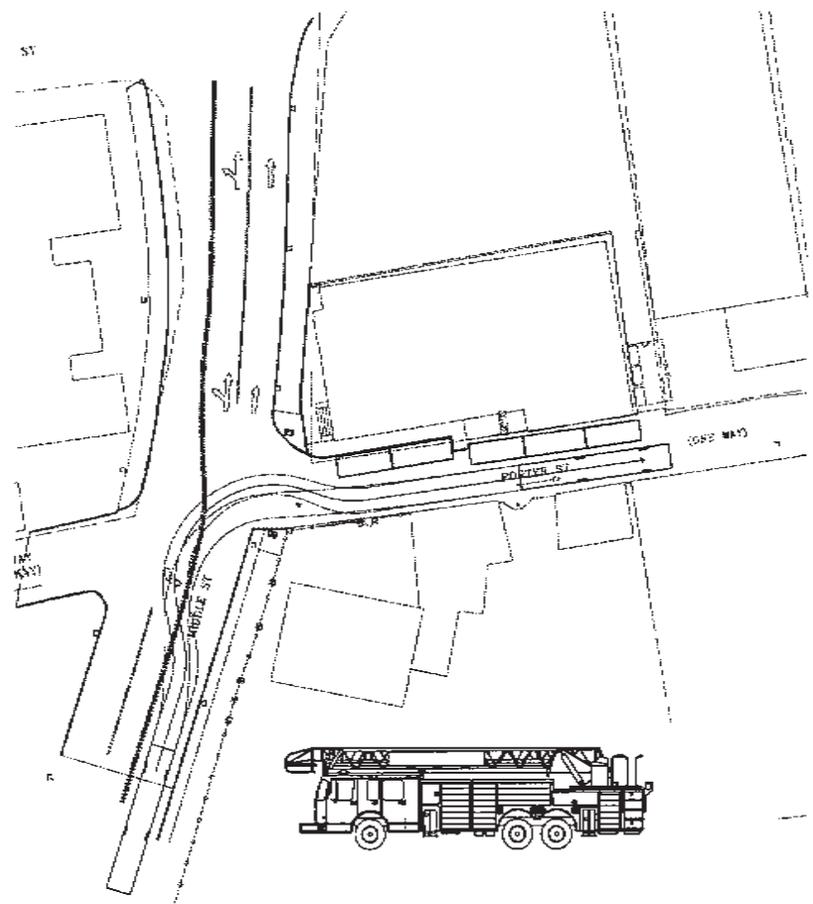
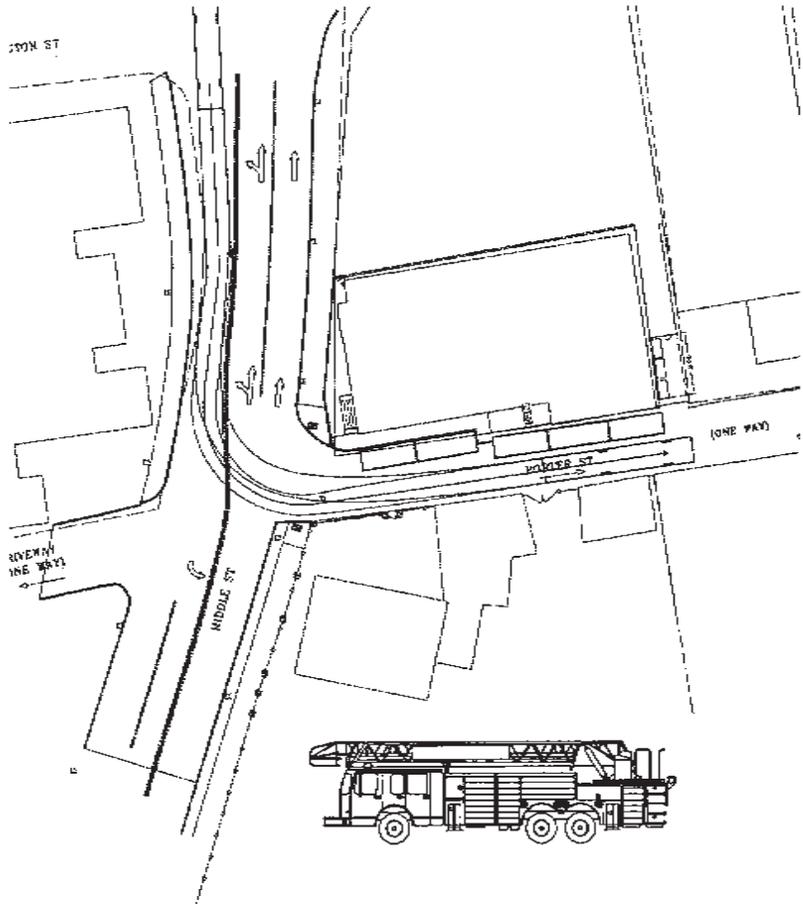
- 11,536sf, (28) ROOM HOTEL (28 x 0.75(DOD)=21) & PARKING ANALYSIS
- 11,536sf 'PROFESSIONAL OFFICES' (÷350sf/SPACE)
- 1,993sf RETAIL (÷300sf/SPACE) & 9,549sf OFFICES (÷350sf/SPACE)
- 1,993sf HEALTH CLUB (÷250sf/SPACE) & " " "
- 3,096sf SERVICE ORGANIZATION (÷200sf/SPACE) & 8,440sf OFFICES
- 11,536sf SINGLE TENANT OFFICE, PARKING ANALYSIS
- 11,536sf SERVICE ORGANIZATION (÷200sf/SPACE)



NOTES:

EXISTING BUILDING (NOT INCLUDING KITCHEN & DINING HALL) COMPRISES 1,993sf OF 'PLACE OF ASSEMBLY' & 1,103sf OF 'OFFICES' AT 1ST FLOOR. 4,644sf OF 'OFFICES' AT 2ND FLOOR & ATTIC SPACES ARE STORAGE ONLY (NOT CONDITIONED).





REVISIONS		
NUMBER	DATE	DESCRIPTION

PROPOSED HOTEL & RESTAURANT
 15 Middle Street
 Portsmouth, New Hampshire

Inferno H-3635 Design Vehicle
 Prepared for Reis Engineering

DRAWN: CAP
 SCALE: 1" = 40'

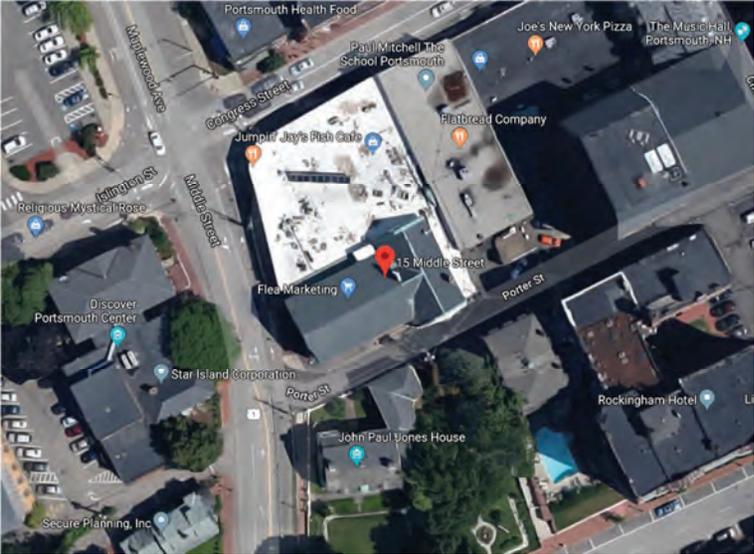
DESIGNED: SGP
 JOB NO. 1805A

CHECKED: SGP
 DATE: 10/25/18

SGP

Stephen G. Pernaw & Co. Inc.
 P.O. Box 1721, Concord, NH 03301
 Phone: (603) 228-8100, Fax: (603) 228-8994
 sgp@pernw.com

15 MIDDLE STREET



Aerial View



View from Middle St. looking northeast

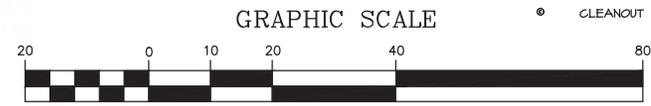
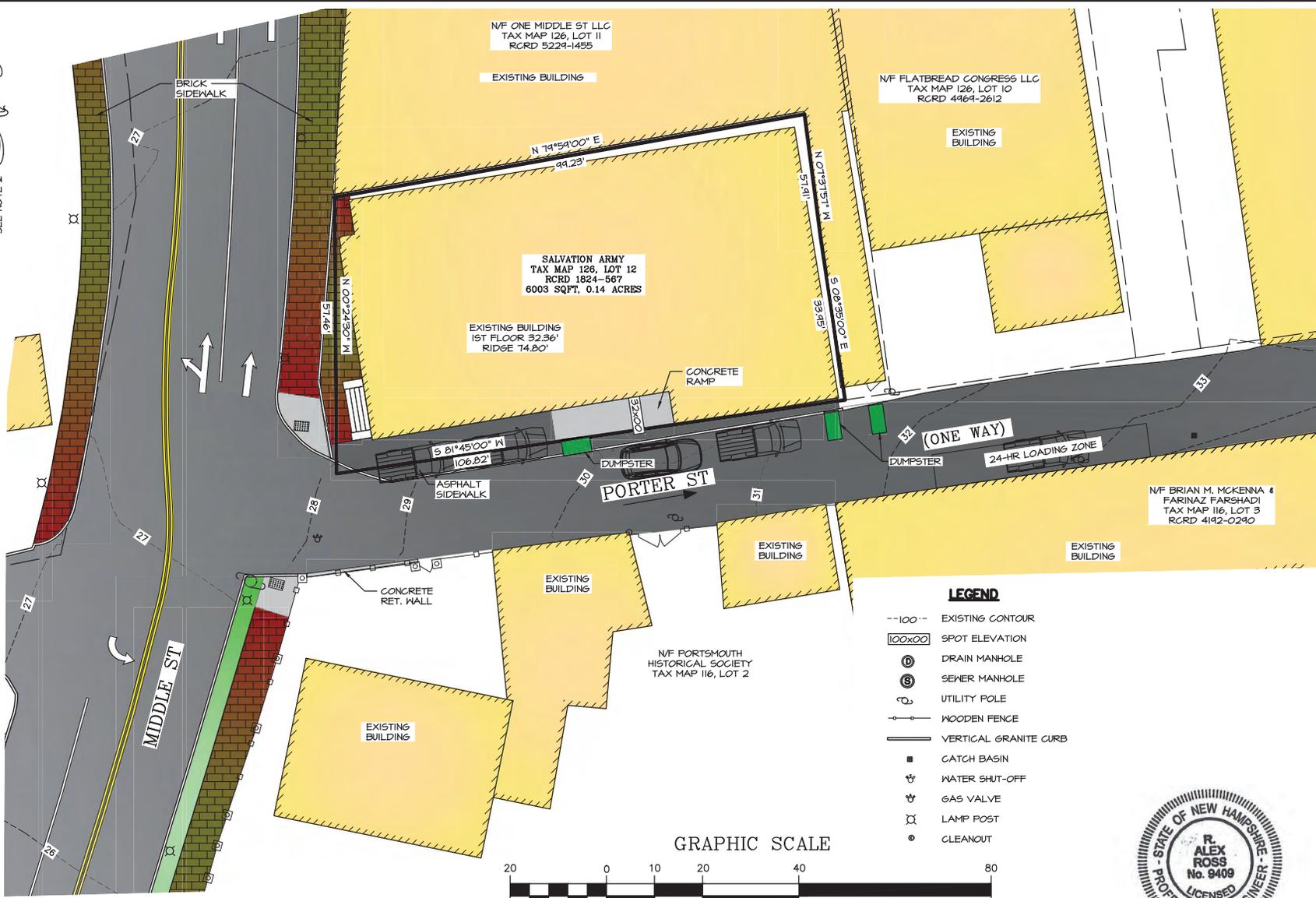


View from Middle St. looking northeast and down Porter St.



View from Porter St., looking northwest

SEE NOTE 2



LEGEND

- 100-- EXISTING CONTOUR
- 100x00 SPOT ELEVATION
- ⊕ DRAIN MANHOLE
- ⊙ SEWER MANHOLE
- ⊕ UTILITY POLE
- WOODEN FENCE
- VERTICAL GRANITE CURB
- CATCH BASIN
- ⊕ WATER SHUT-OFF
- ⊕ GAS VALVE
- ⊕ LAMP POST
- CLEANOUT



R. Alex Ross

N/F ONE MIDDLE ST LLC
TAX MAP 126, LOT 11
RCRD 5224-1455

N/F FLATBREAD CONGRESS LLC
TAX MAP 126, LOT 10
RCRD 4464-2612

SALVATION ARMY
TAX MAP 126, LOT 12
RCRD 1824-567
6003 SQFT, 0.14 ACRES

EXISTING BUILDING
1ST FLOOR 32.36'
RIDGE 74.80'

N/F PORTSMOUTH
HISTORICAL SOCIETY
TAX MAP 116, LOT 2

N/F BRIAN M. MCKENNA &
FARINAZ FARSHADI
TAX MAP 116, LOT 3
RCRD 4142-0240

ISS	DATE	DESCRIPTION OF ISSUE
4	10/31/2019	PIS REVIEW
3	8/27/2019	PIS REVIEW
2	4/3/2019	REVISIONS
1	3/5/2019	TAC SUBMITTAL

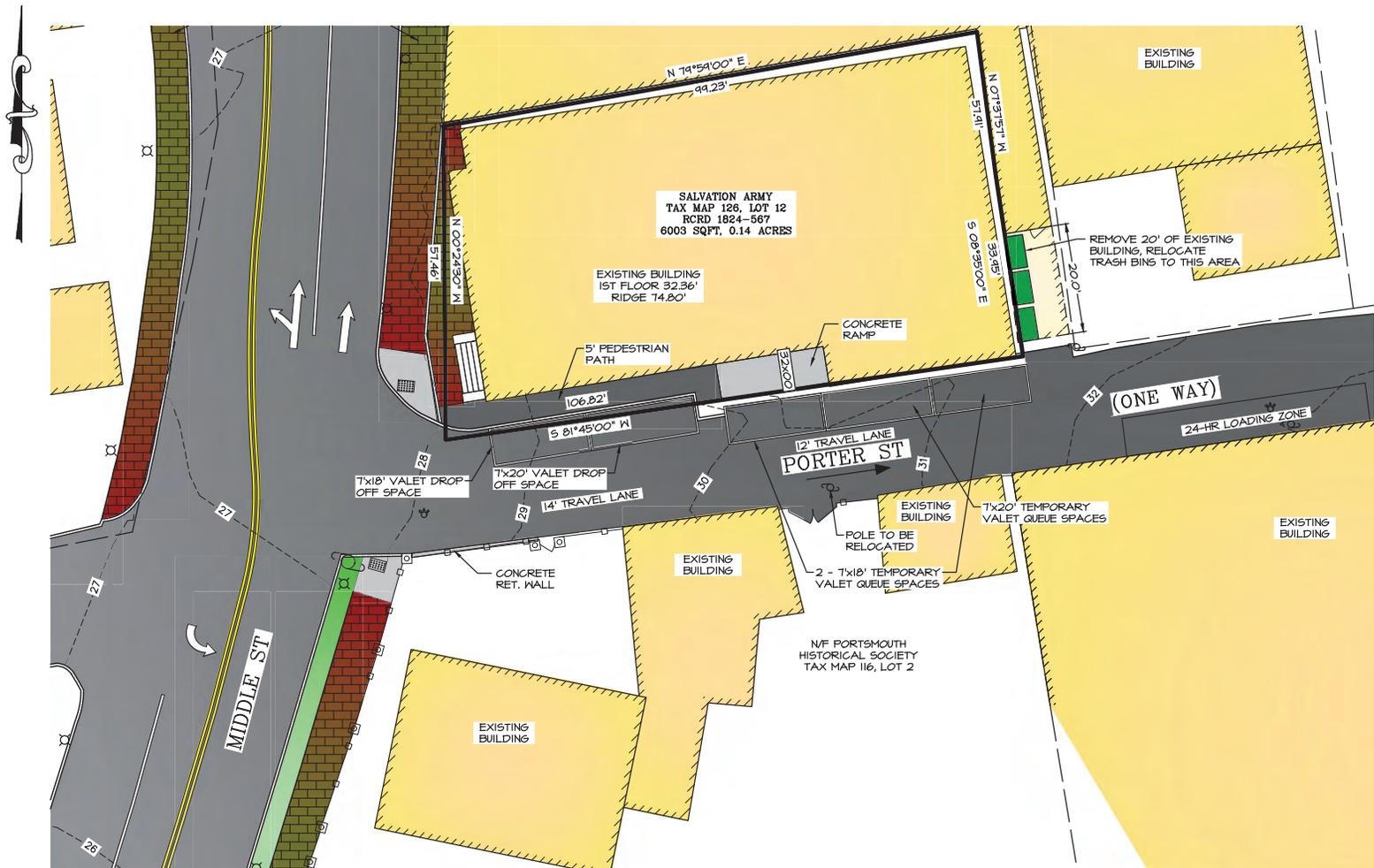
SCALE 1" = 20'

CHECKED A. ROSS

DRAWN D.D.D.

CHECKER

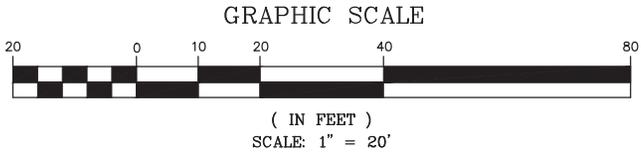
ROSS ENGINEERING Civil/Structural Engineering & Surveying 909 Kilpatrick St. Portsmouth, NH 03801 (603) 433-7500	
CLIENT	JAMES MCSHARRY 58 PLEASANT POINT RD PORTSMOUTH, NH 03801
TITLE	BOUNDARY SURVEY & EXISTING CONDITIONS 15 MIDDLE ST PORTSMOUTH, NH 03801 TAX MAP 126, LOT 12
JOB NUMBER	19-001
DWG. NO.	1 OF 2
ISSUE	4



NOTES

1) AS PER THE CITY OF PORTSMOUTH, NH ORDINANCES SECTION 7.602, A 24-HR LOADING ZONE EXISTS ON PORTER STREET, ON THE "SOUTHERLY" SIDE, BEGINNING 145 FEET EAST FROM MIDDLE STREET FOR A DISTANCE OF 45 FEET.

- LEGEND**
- 100 — EXISTING CONTOUR
 - 100x100 □ SPOT ELEVATION
 - UTILITY POLE
 - WOODEN FENCE
 - VERTICAL GRANITE CURB
 - CATCH BASIN
 - ⊕ WATER SHUT-OFF
 - ⊕ GAS VALVE
 - ⊕ LAMP POST
 - CLEANOUT



ISS	DATE	DESCRIPTION OF ISSUE
4	10/31/2019	PTS REVIEW
3	8/27/2019	PTS REVIEW
2	4/3/2019	REVISIONS
1	3/5/2019	TAC SUBMITTAL

SCALE 1" = 20'

CHECKED A. ROSS

DRAWN D.D.D.

CHECKER

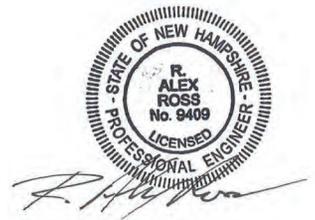
ROSS ENGINEERING
Civil/Structural Engineering & Surveying
909 Kilgus Ave.
Portsmouth, NH 03801
(603) 433-7500

CLIENT
JAMES MCSHARRY
58 PLEASANT POINT RD
PORTSMOUTH, NH 03801

TITLE
SITE PLAN

15 MIDDLE ST
PORTSMOUTH, NH 03801
TAX MAP 126, LOT 12

JOB NUMBER 19-001 DWG. NO. 2 OF 2 ISSUE 4



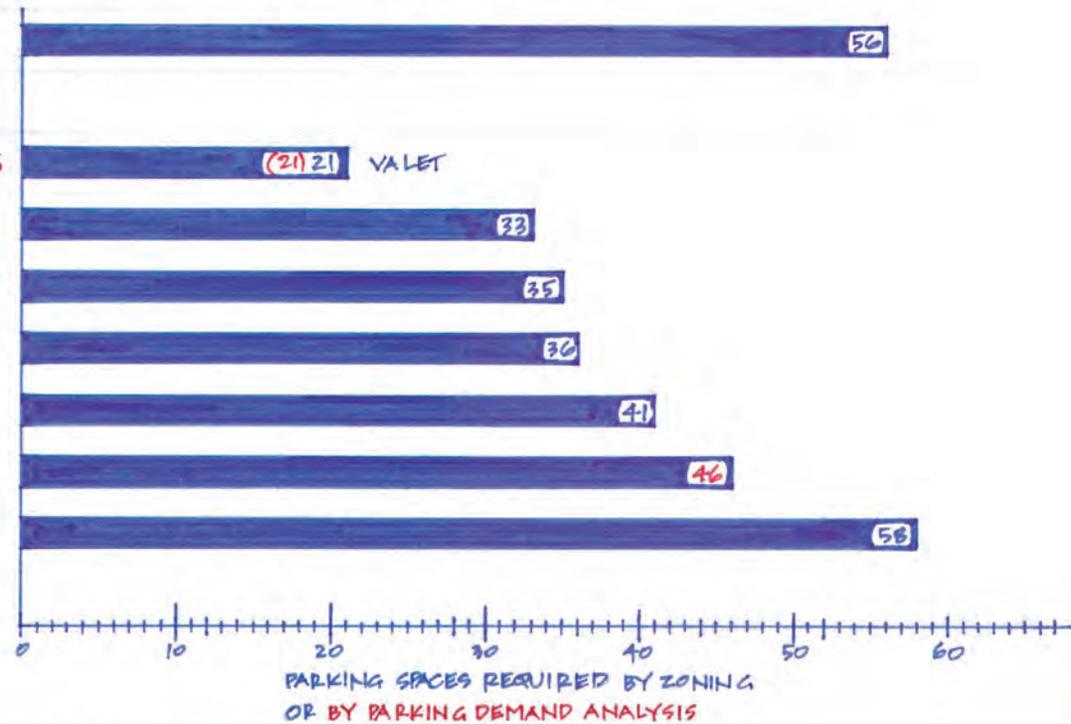
PARKING "ALTERNATIVES" GRAPH

THE 1,955 sf OF EXISTING KITCHEN & DINING HALL & PROPOSED RESTAURANT (49) SEATS, ARE NOT INCLUDED.

- EXISTING CONDITIONS: 'PLACE OF ASSEMBLY' (39), 'OFFICES' (17)

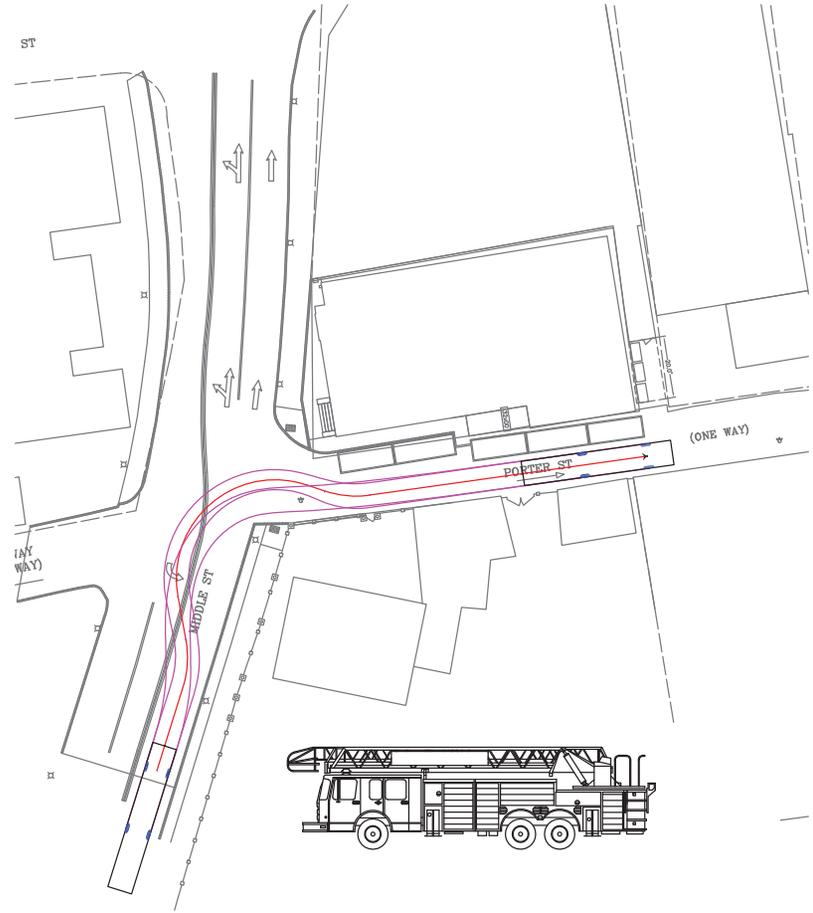
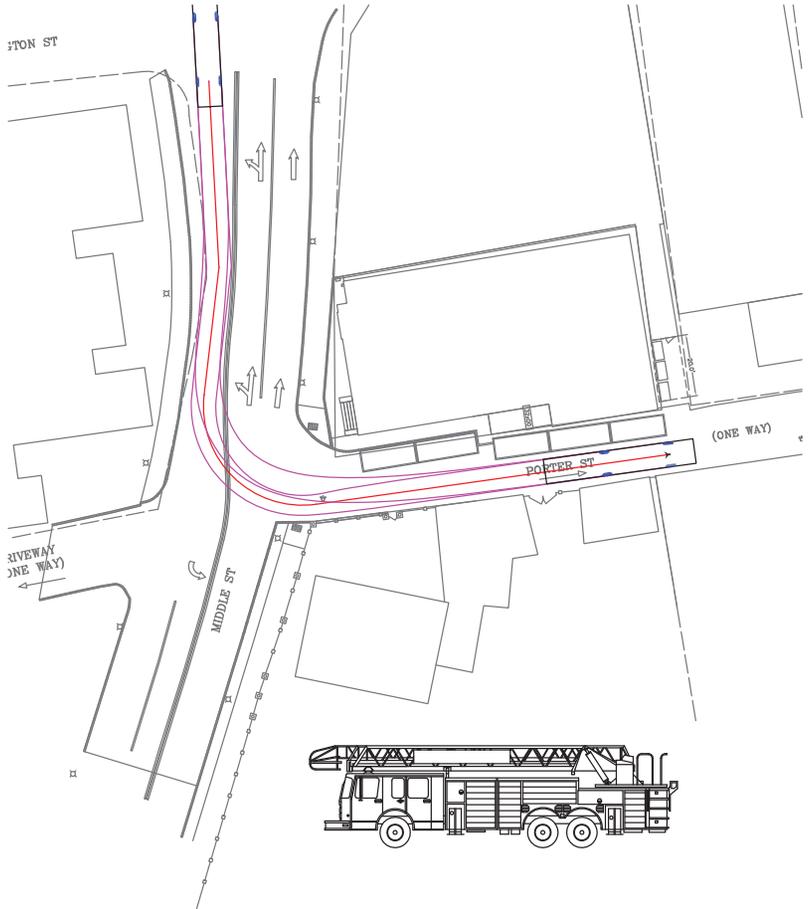
- PROPOSED CONDITIONS:

- 11,536 sf, (28) ROOM HOTEL ($28 \times 0.75(\text{DOD}) = 21$) & **PARKING ANALYSIS**
- 11,536 sf 'PROFESSIONAL OFFICES' ($\div 350 \text{ sf/SPACE}$)
- 1,993 sf RETAIL ($\div 300 \text{ sf/SPACE}$) & 9,543 sf OFFICES ($\div 350 \text{ sf/SPACE}$)
- 1,993 sf HEALTH CLUB ($\div 250 \text{ sf/SPACE}$) & " "
- 3,096 sf SERVICE ORGANIZATION ($\div 200 \text{ sf/SPACE}$) & 8,440 sf OFFICES
- 11,536 sf **SINGLE TENANT OFFICE, PARKING ANALYSIS**
- 11,536 sf SERVICE ORGANIZATION ($\div 200 \text{ sf/SPACE}$)



NOTES:

EXISTING BUILDING (NOT INCLUDING KITCHEN & DINING HALL) COMPRISES 1,993 sf OF 'PLACE OF ASSEMBLY' & 1,103 sf OF 'OFFICES' AT 1ST FLOOR. 4,699 sf OF 'OFFICES' AT 2ND FLOOR & ATTIC SPACES ARE STORAGE ONLY (NOT CONDITIONED).



REVISIONS		
NUMBER	DATE	DESCRIPTION

PROPOSED HOTEL & RESTAURANT
 15 Middle Street
 Portsmouth, New Hampshire

Inferno H-3635 Design Vehicle
 Prepared for Ross Engineering

DRAWN:
CAP
 DESIGNED:
SGP
 CHECKED:
SGP

SCALE:
1" = 40'
 JOB NO.
1895A
 DATE:
10/25/19

TRANSPORTATION ENGINEERING & DESIGN

SGP

Stephen G. Pernaw & Co. Inc.
 P.O. Box 1721, Concord, NH 03302
 Phone: (603) 228-4760, Fax: (603) 929-6094
 sgp@pernaw.com

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

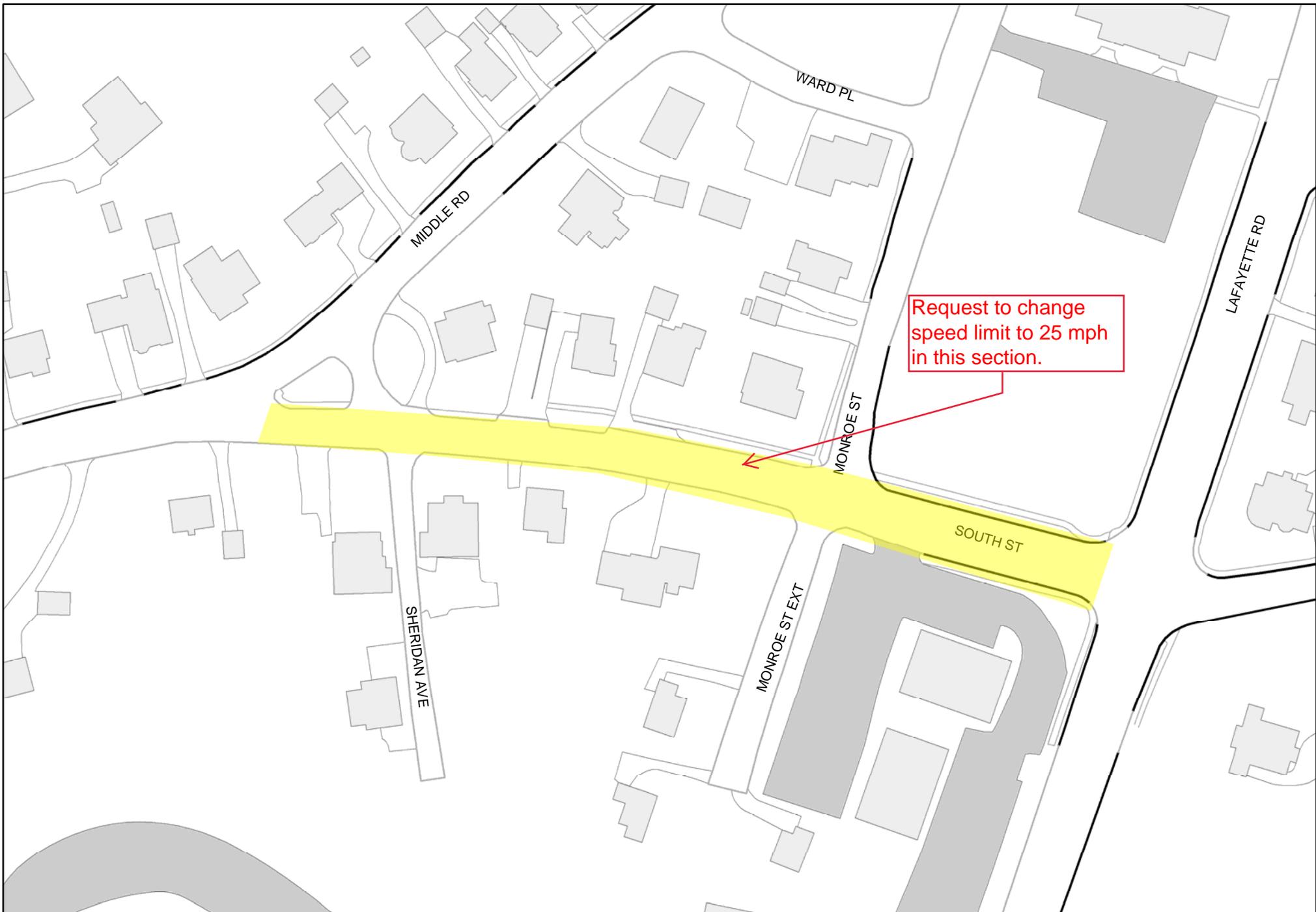
DATE: October 30, 2019

SUBJECT: Report Back, Traffic Calming Program Request Update, South Street at Middle Road

City staff met with residents of the South Street and Middle Road intersection area on Tuesday, October 22 to discuss various options for traffic calming in their neighborhood. Long-term capital improvement projects as well as short-term initial measures were discussed. One immediate measure that was discussed was the lowering of the speed limit on the section of South Street between Middle Road and Lafayette Road. The current speed limit is posted at 30 mph.

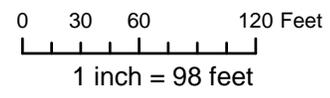
Vehicle speeds were measured on this section of South Street over a 6-day period in July 2019. The July data indicated that vehicles traveling on South Street towards Lafayette Road were traveling at an average speed of 26 mph, with an 85th percentile speed of 29 mph. Heading towards Middle Road, vehicles were traveling at an average speed of 25 mph with an 85th percentile speed of 28 mph. While the data does not indicate an issue with speeding under the current 30 mph speed limit, it does support the potential lowering of the speed limit to 25 mph. With an entrance to the Lafayette Playground on Monroe Street, the signalized intersection at South Street and Lafayette Road, and the presence of student pedestrians walking to and from the high school, the lowering of the speed limit to 25 mph is justified in this area. Along with the lower speed limit, a speed radar feedback sign could be installed on an interim basis, to call drivers attention to the new speed limit on this section of South Street.

Other short-term measures that City staff will investigate are pavement striping and installation of flex posts at the intersection of South Street and Middle Road to try to slow vehicles as they turn right from Middle Road onto South Street. The long-term realignment of the intersection of Middle Road and South Street has been added as an intersection improvement project to the City's Capital Improvement Plan. This project could also include a sidewalk along the south side of South Street where one does not currently exist.



VIII.B. South Street, report back on traffic calming request.

Map prepared by Portsmouth Department of Public Works



IX.D. Request for crosswalks across Middle Street between Lincoln Street and Cass Street.

From: **Diane Schaefer** <dschaefer7@comcast.net>
Date: Fri, Oct 25, 2019 at 5:53 PM
Subject: Middle St. Crosswalks (2)
To: Doug Roberts <dougroberts4123@gmail.com>
Cc: <jthwalker@cityofportsmouth.com>

Dear Councilor Roberts and Members of the Parking & Traffic Safety Committee:

I am writing to ask the committee to consider adding additional crosswalks on Middle Street-- particularly at the Lincoln/Aldrich/Cass intersections.

My husband, Mitch Shuldman, and I have lived at 620 Lincoln Avenue since 1991. Our Wibird/Lincoln/Park/Mendum/Orchard neighborhood is densely settled with people who like to walk and bike. Lincoln Avenue (running from Junkins to Middle) is a major walk- and bike- to-school route, as well as a popular route for residents to walk/bike to City Hall, the Farmer's Market, South Mill Pond recreation area, Prescott Park, the South End and many other downtown destinations.

We applaud the Committee's recent efforts to make Portsmouth a safer and more walkable city. Sidewalk improvements and more visible crosswalks have really improved the safety and ease of crossing busy streets such as Middle, Miller, South, Lafayette and others.

We ask that you consider adding a crosswalk (or two) at the very busy section of Middle Street where Cass, Aldrich and Lincoln intersect. We are concerned that with burgeoning development of the West End, more and more people of all ages will be crossing Middle in this stretch. The new Frank Jones apartments and the soon-to-be opened apartments near Hannaford will only add to the number of people walking and biking in this area. The Cass/Park intersection is a particularly dangerous place to cross.

The current crosswalks at Wibird and Mendum are not ideally placed. For example, to cross Middle from Lincoln, one has to walk up to Mendum and back to Aldrich, an extra 500 feet. Or they have to go all the way to Wibird, an extra 1,000 feet. In the course of researching why crosswalks were placed where, we discovered that a pedestrian activated crosswalk was recommended at Aldrich and Middle in the Safe Routes to School Action Plan 2010. (See Engineering Recommendation, PMS-6, pg. 36). It's curious to us why there would be a pedestrian activated crosswalk at the Mendum St. intersection, rather than any of the previously mentioned streets which are major thoroughfares. Unfortunately, most people choose to J-walk.

Thank you for considering our request and please don't hesitate to contact us if you have any questions. We look forward to your feedback.

Sincerely,

Diane Schaefer & Mitch Shuldman
620 Lincoln Ave., Portsmouth NH 03801
603-430-8658

**Parking and Traffic Safety Committee
Quarterly Accident Report
2019**

Vehicle			
	2019	2018	2017
January	86	124	12 months of data
February	89	76	
March	85	93	
April	58	69	
May	84	108	
June	92	99	
July	105	92	
August	100	120	
September	100	99	
October		106	
November		94	
December		72	
Total	799	1152	1154

Pedestrian				
	2019	2018	2017	2016
January				6 months of data
February				
March	3	3	1	
April				
May				
June	0	1	2	
July				6 months of data
August				
September	4	1	3	
October				
November				
December		7	6	
Total	7	12	12	5

Bicycle				
	2019	2018	2017	2016
January				6 months of data
February				
March	0	0	0	
April				
May				
June	2	0	0	
July				6 months of data
August				
September	0	2	2	
October				
November				
December		1	1	
Total	2	3	3	3

Parking and Traffic Safety Committee
Description of Events for Pedestrian and Bicycle Accidents in 2019

Quarter	Type	Location	Notes
2019 1st Qtr.	Pedestrian	Mirona Rd	Vehicle was rounding a corner of a building in a parking lot on Mirona Rd. Pedestrian (legally blind), walked into the path of the vehicle as it rounded the corner. Driver did not see the pedestrian until it was too late. Pedestrian suffered a minor leg injury.
	Pedestrian	Islington St	Pedestrian was walking outbound on Islington St. in the right hand travel lane near the Bartlett St. intersection when a vehicle passed him and brushed his leg and damaged his cart housing his belongings. Pedestrian suffered minor leg injuries. Vehicle was never located.
	Pedestrian	Plaza 800	Pedestrian was struck by a vehicle pulling into a parking space at Plaza 800. Ground was covered in a film of light snow. When the driver applied the brakes pulling into a spot, the vehicle slid into the pedestrian. Pedestrian suffered a knee injury and transported themselves to the hospital to get checked out.
2019 2nd Qtr.	Bicycle	Lafayette Rd	On June 5, 2019, a tractor trailer(TT) unit was making a right hand turn from Heritage Ave. onto Lafayette Rd, the bicyclist was stopped on the side of Heritage Ave. at the intersection of Lafayette Rd. The (TT) unit did not make a wide enough turn and the bicyclist was in the (TT) driver's blind spot and as a result, the right rear wheel of the (TT) unit collided with the bicyclist. The (TT) unit did not sustain any damage, but the bicycle was heavily damaged and the bicyclist was transported by ambulance to the hospital with a minor leg injury.
	Bicycle	Plaza 800	On June 28, 2019, a vehicle was travelling west in the parking lot of Plaza 800 when a bicyclist travelling at a high rate of speed from behind the vehicle struck the driver's side mirror as the bicyclist was attempting to pass the vehicle. The bicyclist was transported by ambulance to the hospital with minor injuries to their arm. The vehicle sustained minor damage to the driver's side mirror.
2019 3rd Qtr.	2 Pedestrians	Parking Lots	2 Pedestrians were struck in the parking lots of the Christmas Tree shop on Durgin Ln and Rite Aid on Islington St.
	Pedestrian	Lafayette Rd & Mirona Rd	1 Pedestrian struck at the intersection on Lafayette Rd. and Mirona Rd by McDonalds
	Pedestrian	Woodbury Ave	1 Pedestrian struck in the road on Woodbury Ave in front of the Verizon store

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
10/3/2019	Discussion of speed limits, legal requirements and reducing speeds on City gateway roads.	Staff will report back at a later date on speed limits and speed segments on City gateway roads.	Future Meeting
10/3/2019	Loading zone time / hours (3 Pleasant Street)	VOTED to refer to staff for report back.	Future Meeting
9/5/2019	Request for valet parking spaces on Porter Street for 15 Middle Street.	10/3/19 - VOTED to approve postponement as requested by applicant. VOTED to refer to staff for report back.	11/07/19
9/5/2019	Report back, request for traffic calming measures on South Street between Middle Road and Lafayette Road.	VOTED to direct City staff to work with the neighborhood and develop interim measures for traffic calming.	11/07/19
8/1/2019	Letter from Marc Stettner regarding dedicated motorcycle, moped and scooter parking.	9/5/19 - VOTED to refer proposed amendment to the Designated Motorcycle Parking Area ordinance to the Legal Department to amend pursuant to the issues raised in this memorandum for referral back to PTS. PTS will then review and approve a draft of the proposed amendment to submit to the City Council for first reading. VOTED to suspend the previous vote made on June 6, 2019 to establish a fee of \$1.50 per hour when using the ParkMobile App or \$2.00 per hour at the display meter, maximum three hours for the motorcycle-specific spaces in the designated motorcycle parking area and refer to the City's Legal Department and staff for a report back at a future meeting.	Future Meeting
6/6/2019	Request for 15-minute parking spaces on Hanover Street and the Vaughan Mall lot.	VOTED to table action on the three 15-minute spaces in Vaughan Mall parking lot behind 25 Maplewood Avenue and review the City's policy on designating 15-minute parking spaces.	Future Meeting
4/4/2019	Congress Street at Fleet Street lane use change.	08/01/19 - VOTED to implement the lane use changes on Congress Street and Fleet Street, and Pleasant Street at Market Square in the fall of 2019 on a trial basis and report back. VOTED to allow staff time to investigate the right turn only lane and making Pleasant Street one lane into Market Square.	Implement in the spring of 2020 on trial basis and report back
12/6/2018	Request for parking space in bike lane buffer at 60 Lafayette Road.	2/7/19 - VOTED to table request.	Future Meeting
11/1/2018	Request to remove 10 metered parking spaces on Deer Street between Bridge Street and Maplewood Avenue, to accommodate anticipated traffic from new Foundry Place parking garage.	VOTED to table request to allow time for staff to observe traffic operations along Deer Street after the opening of the garage.	Tabled until new parking garage is generating more traffic
9/6/2018	Request to install curbing and trees along Madison Street near the intersection with Austin Street.	VOTED to have staff collect data, evaluate and report back on parking and traffic on Madison Street.	Future Meeting
5/3/2018	Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace.	6/7/18 - VOTED to make no change at this time and revisit after hotel construction is complete. 5/3/18 - VOTED to refer to staff for report back at the next meeting, if possible.	Revisit after hotel construction is completed
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street.	VOTED to table the action item until the new parking garage is operational. (NPP ?)	Tabled until new parking garage is operational

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue.	9/5/19 - VOTED to direct City staff to investigate interim solutions to address vehicle speeds and pedestrian safety on Middle Road and in the general area. 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.	Install in-street pedestrian sign in gateway style.
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane)	2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Review after the Woodbury Avenue Bridge construction is completed
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
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