

AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – March 5, 2020

City Hall – Conference Room A

ON-SITE VISIT: Please meet on **Tuesday, March 3rd** at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following location:

- 55 Aldrich Road
-

I. CALL TO ORDER

II. ATTENDANCE

III. ACCEPTANCE OF THE MINUTES

A. February meeting minutes were approved by the Committee on 2/20/2020, included here for reference.

Posted online: <http://files.cityofportsmouth.com/agendas/2020/parkingtrafficsafe/PTS02062020aimm.pdf>

IV. FINANCIAL REPORT

A. Financial report dated January 31, 2020.

V. PUBLIC COMMENT (15 MINUTES)

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

VI. NEW BUSINESS

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

A. 55 Aldrich Road, request for Driveway Permit, by Anne Landau Bellaud.

Sample Motion: Move to approve driveway permit application.

B. Proposed parking fine increases, by Parking Director Ben Fletcher.

Sample Motion: Move to recommend adoption and send to City Council for request for first reading.

VII. OLD BUSINESS

A. Islington Street, request for crosswalk at Mobil station, by Terry LeBlanc.

Sample Motion: Move to approve crosswalk at the intersection of Islington Street and Brewster Street.

B. Middle Road, report back on speeds and speed limit in the area of Spinney Road and South Street.

Sample Motion: Move to accept staff report and place on file.

VIII. INFORMATIONAL

- A. Report back on a three-car accident on South Street on January 21, 2020, by Police Captain Mark Newport.
- B. Islington Street construction traffic plan.
- C. Albany Street, parking restrictions during Islington Street detour.
- D. Middle Street bike lane public meetings.
- E. Maplewood Avenue traffic signal changes project status update.
- F. Borthwick Avenue at Greenland Road, change from 2-way stop to all-way stop. Planning Board condition of approval of Borthwick Forest.
- G. Capital Improvement Plan (CIP) project for Greenleaf Avenue at Lafayette Road.
- H. PTS Open Action Items.

IX. MISCELLANEOUS

X. ADJOURNMENT

Percentage of Fiscal Year Complete 58.33%
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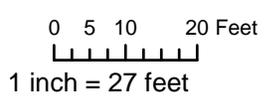
Preliminary
Totals Thru
January 31, 2020

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	2,069,572.65	3,306,000	63%
Meter Space Rental	72,715.00	90,000	81%
Meter In Vehicle	53,225.00	110,000	48%
EV Charging Stations	3,510.90	0	
High Hanover Transient	1,545,049.92	2,561,875	60%
High Hanover Passes	1,039,097.50	1,852,500	56%
Foundry Place Transient	142,093.61	214,000	66%
Foundry Place Passes	202,112.00	340,500	59%
HH Pass Reinstatement	2,000.00	2,500	80%
Foundry Pass Reinstatement	1,290.00	1,000	0%
Parking Violations	569,010.99	715,000	80%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	5,699,727.57	9,211,375.00	62%

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



VI.A. 55 Aldrich Road, request for Driveway Permit, by Anne Landau Bellaud.



LANDAU-BELLAUD DRIVEWAY PERMIT APPLICATION

VI.A. 55 Aldrich Road, request for Driveway Permit, by Anne Landau Bellaud.

55 ALDRICH ROAD - 20 MPH ROAD

- Remove current driveway on right of house 12ft.
- Replace w/ new driveway on left 12ft



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee
Peter Rice, Director – Portsmouth Department of Public Works

FROM: Benjamin Fletcher, Director- Parking *BF*

DATE: 02.27.2020

SUBJECT: Citation Fine Adjustments

In an effort to ensure compliance with applicable City Ordinances, the Parking Division deploys a Citation Protocol in an effort to encourage two desired behaviors:

- Encouraging the usage turn at the desired 3 hours, and
- Paying the meter system for the use of City Parking inventory

The Citation Protocol includes patrolling the City's parking spaces to ensure payment, and to write Parking Citations when payment is not made or a vehicle has overstayed the posted time limits.

When the current fine structure was last revisited in 2013, the fine amounts for each violation type were designed to achieve desired behaviors. In the case of expired or unpaid meters, a \$15 fine was determined to be adequate to encourage the desired payment and turn behaviors.

In 2020 however, the Parking Division teams are daily reminded that the fine structure is no longer encouraging the desired effect, particularly as it pertains to the 3-hour turn. Out of town guests who find a citation on their vehicle are now more prone to simply leave their vehicle in the same space for the remainder of the day, rather than be encouraged to vacate the space. Additionally, research of surrounding towns shows that Portsmouth lags behind peer averages in many violation categories.

To address this ongoing issue, the Parking Division recommends revisiting the fine structure as it pertains to four of the most common violations. Please see the attached spreadsheet detailing in blue the current fine, recommended change, and peer town averages.

The Parking Division intends to place this item for City Council first reading on March 16th, 2020.

Portsmouth
Parking Fine Schedule

Description	Last Updated	Current		Recommended		Peer Town Averages	
		Fine	After 30 days	Fine	After 30 days	Fine	Late
Time Expired: 15 & 30 Minute; 1 - 4 hr Citations	1/1/2013	\$ 15.00	\$ 30.00	\$ 25.00	\$ 40.00	\$ 20.00	\$ 38.78
72 hr parking	1/1/2013	\$ 50.00	\$ 100.00	\$ 50.00	\$ 100.00	\$ 26.43	\$ 53.67
Parked within 15 ft of Fire Station	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 40.83	\$ 52.50
Parked on Sidewalk	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 37.00	\$ 72.86
Obstructing Traffic During Construction	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 28.75	\$ 46.67
Double Parking	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 26.11	\$ 52.67
Parked in Wrong Direction	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 25.00	\$ 61.67
Back to Curb	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 22.14	\$ 47.50
Distance from Curb	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 22.00	\$ 51.67
Parked in No Parking Area	1/1/2013	\$ 20.00	\$ 40.00	\$ 40.00	\$ 65.00	\$ 30.83	\$ 63.13
Parked Too Close to Intersection	1/1/2013	\$ 20.00	\$ 40.00	\$ 20.00	\$ 40.00	\$ 32.22	\$ 69.17
Emergency Snow Ban	1/1/2013	\$ 25.00	\$ 35.00	\$ 50.00	\$ 100.00	\$ 63.33	\$ 123.33
Parking Within an Intersection	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 35.00	\$ 70.00
Parking in Crosswalk	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 38.33	\$ 80.00
Blocking Fire Hydrant	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 51.92	\$ 101.25
Parked Blocking Driveway	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 32.92	\$ 70.00
Obstructing Street	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 31.88	\$ 61.67
Parked in Fire Lane	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 48.64	\$ 93.75
10 or More Parking Violations in 1 yr	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 66.67	\$ 100.00
Parked in ADA	1/1/2013	\$ 250.00	\$ 300.00	\$ 250.00	\$ 300.00	\$ 238.46	\$ 365.63
Resident Parking Only	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 32.50	\$ 57.29
Protest Fee (NSF)	1/1/2013	\$ 30.00	\$ -	\$ 30.00	\$ -	\$ 30.00	\$ -
HC/Time Zone	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 20.00	\$ 50.00
Vet/Time Zone	1/1/2013	\$ 15.00	\$ 30.00	\$ 15.00	\$ 30.00	\$ 27.50	\$ 55.00
Multiple Spaces	1/1/2013	\$ 25.00	\$ 50.00	\$ 25.00	\$ 50.00	\$ 31.43	\$ 60.00
Boot Removal Fee	1/1/2013	\$ 150.00	\$ -	\$ 150.00	\$ -	\$ 85.71	\$ -
Commercial Loading Zone	1/1/2013	\$ 25.00	\$ 50.00	\$ 50.00	\$ 100.00	\$ 42.00	\$ 96.67

Revised 3.4.2020_FINAL

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: February 26, 2020

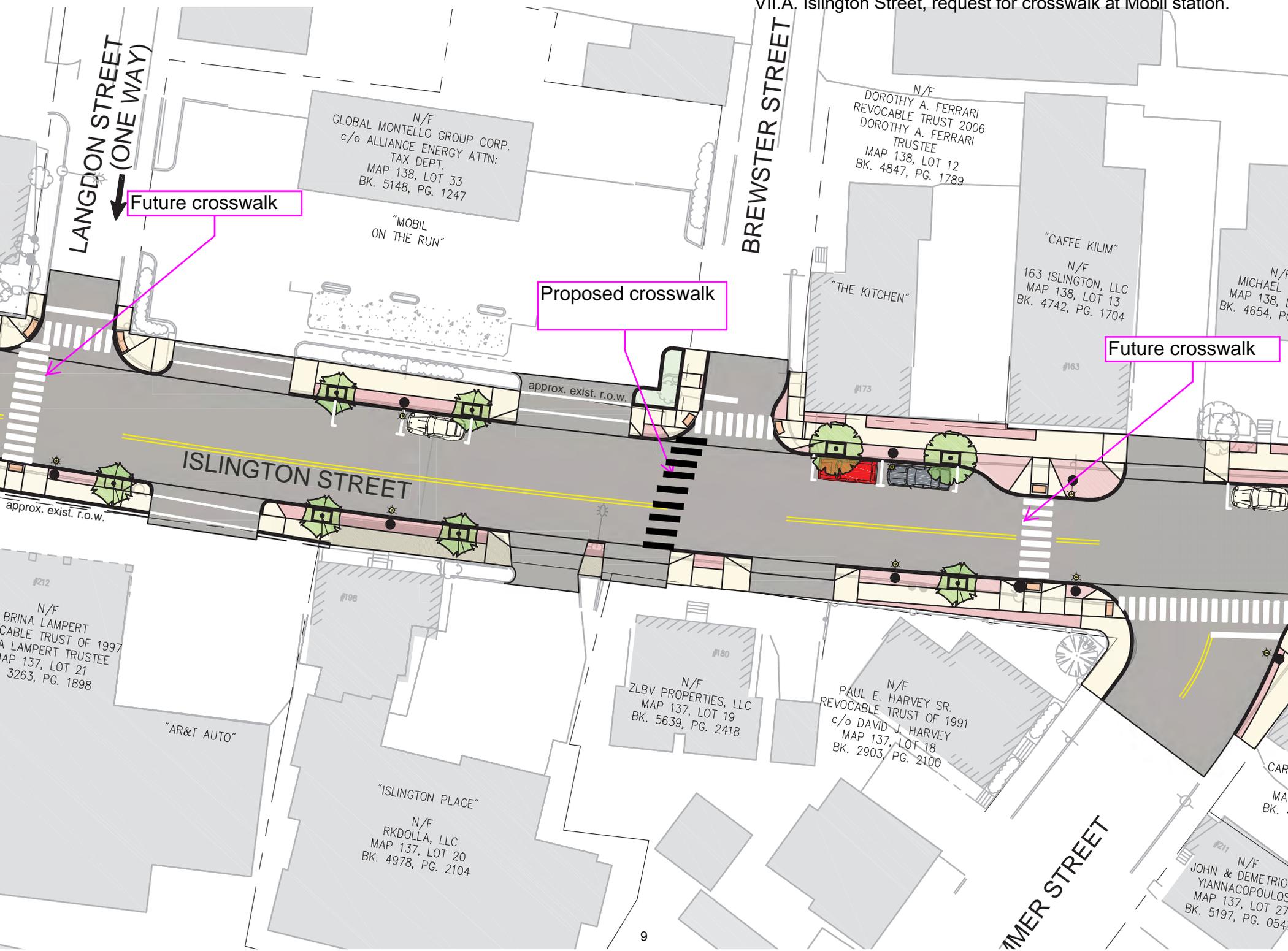
RE: Islington Street Crosswalk Request Report Back

At their February 2020 meeting, the Parking and Traffic Safety Committee voted to request a report back on a citizen's request for a crosswalk across Islington Street in the area between Langdon Road and Summer Street. City staff has collected pedestrian volume data and vehicle volume and speed data on Islington Street, and conducted a field investigation of the area.

The pedestrian observations and crossing data indicate that a crosswalk is warranted, with over 400 crossings over a 3 day period, and over 20 pedestrians during the peak hours. The speed and volume of traffic on Islington Street suggest that a crosswalk alone should be sufficient for pedestrian safety, without the need for flashing lights or other enhancements. The sight lines exceed the minimum requirements for the observed speeds.

While the proposed Islington Street improvement project would look to add a crosswalk at Langdon Street and one at Summer Street, this project is several years from possible construction. A field check of the area indicates that there are many driveways and side streets, as well as on-street parking, which make siting a crosswalk difficult. Crosswalks should not be placed in driveways or intersections, and there should be at least 20 feet of clear area with no parking on either side of the crosswalk. There is one location that could be suitable for a temporary crosswalk, without the need to remove parking spaces, or locating the crosswalk in a driveway. This location is at the intersection with Brewster Street on the corner of the Mobil gas station property, and is shown on the attached graphic. The other end of the crosswalk could be located on a flat area next to the driveway to 180 Islington Street. There would be no need for curb removal and the crosswalk would meet ADA requirements. No on-street parking spaces are within 50 feet and the location is at an intersection, where drivers should expect pedestrians to be crossing. Therefore, staff recommends that a crosswalk be approved at this location.

VII.A. Islington Street, request for crosswalk at Mobil station.



VII.B. Middle Road, report back on speeds and speed limit in the area of Spinney Road and South Street.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: February 26, 2020

RE: Middle Road Speed Limit Report Back

In November 2019, the Parking and Traffic Safety Committee voted to request a report back on changing the speed limit on Middle Road in the vicinity of Spinney Road and South Street. City staff has collected vehicle volume and speed data on Middle Road at Spinney Road and at Ward Place, and conducted a field investigation of the area.

Speed limits on roadways such as Middle Road are set by state statute at 30 mph. Local jurisdictions may reduce the speed limit to 25 mph if an engineering study is conducted that determines the lower speed limit is appropriate. The standard practice for setting speed limits is to base the speed limit primarily on the 85th percentile speeds, under the assumption that the majority of drivers will choose a safe and reasonable speed based on the characteristics of the roadway environment. Based on the observed 85th percentile speed of 36 mph at Spinney Road and 35 mph at Ward Place, the appropriate speed limit for Middle Road in this area would be 35 mph. However, it is recommended that the speed limit remain at 30 mph and measures be implemented to bring speeds down closer to 30 mph.

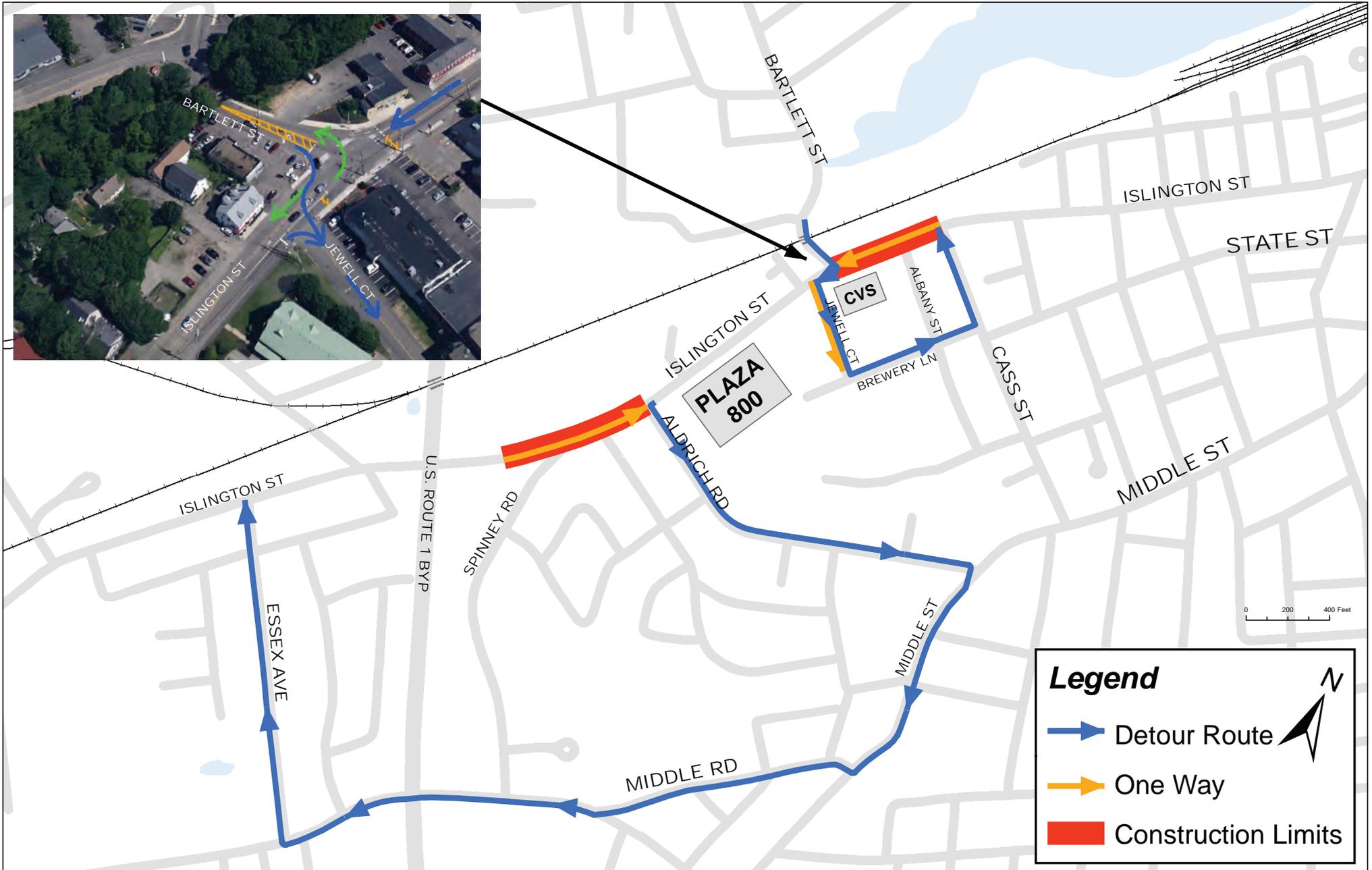
Physical traffic calming measures in the roadway are not usually warranted unless the 85th percentile speeds are at least 7 to 10 mph over the posted speed limit, or the average speed is at least 5 mph over the posted speed limit, or at least 5 percent of the traffic is traveling at least 10 mph over the posted speed limit. On Middle Road, the 85th percentile speed is 36 mph, the average speed is 33 mph, and only 2 percent of the traffic is traveling at greater than 40 mph. Therefore, physical traffic calming measures in the roadway are not warranted.

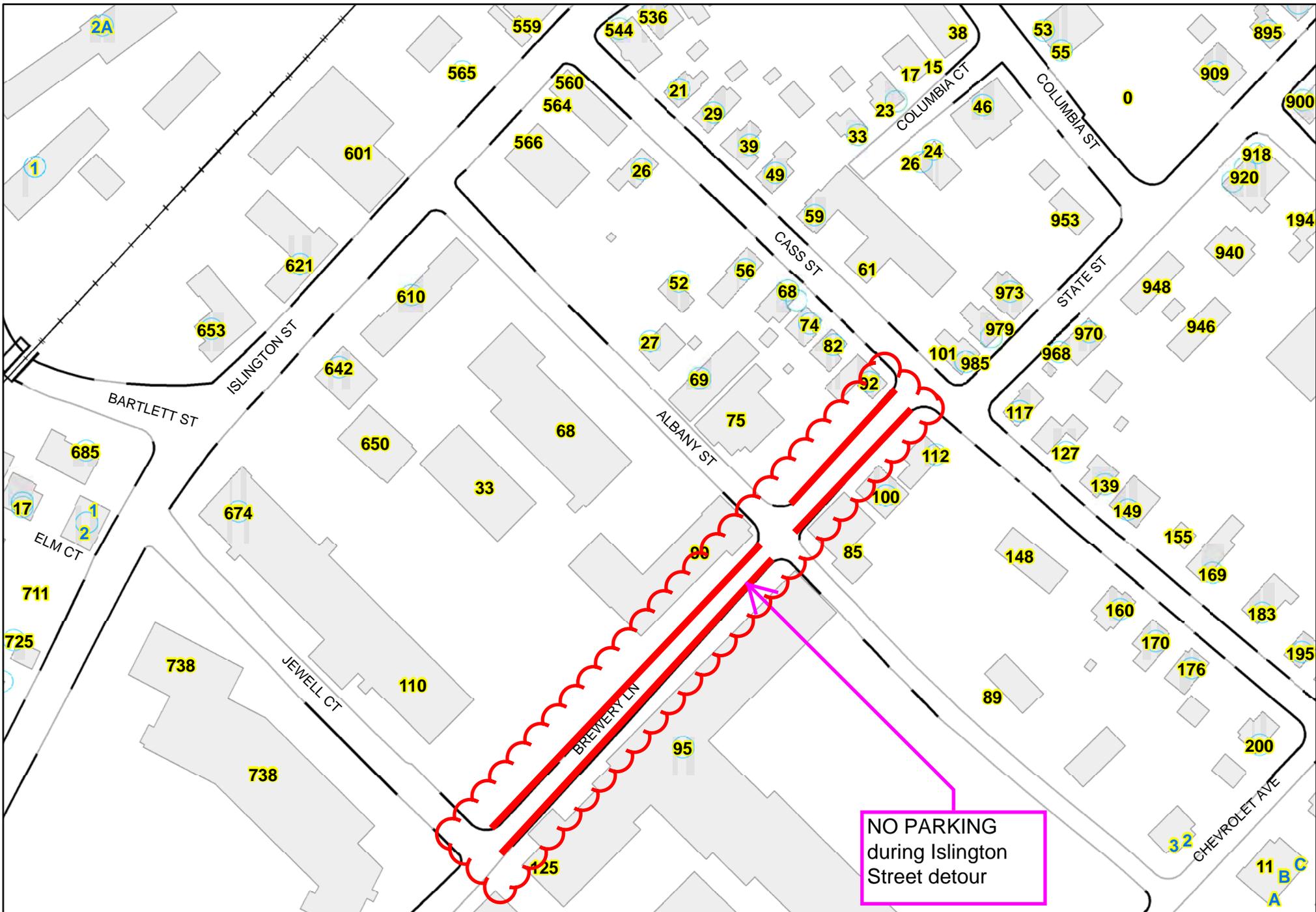
In addition, Middle Road is classified as a Minor Arterial roadway and carries approximately 7,000 vehicles per day. Physical traffic calming measures are not typically used on arterial roadways, unless they are in downtown districts or commercial areas with an average daily traffic of 6,000 vehicles or less, as they could reduce roadway capacity to an undesirable level. Enforcement, education and engineering studies are the preferred measures to use on arterial roadways.

City staff recommends that non-intrusive measures be considered on Middle Road at Spinney Road such as Community Education, pavement marking measures, and a speed feedback sign to remind drivers of the speed limit in this area.

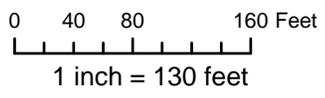
Department of Public Works
680 Peverly Hill Road
Portsmouth, New Hampshire 03801

VIII.B. Islington Street construction traffic plan.





VIII.C. Albany Street, parking restrictions during Islington Street detour.



CITY OF PORTSMOUTH



February 12, 2020

City of Portsmouth Hosts Public Information Meeting on Middle Street / Lafayette Road Bicycle Lanes

Portsmouth, New Hampshire – The City of Portsmouth Planning and Public Works Departments will host a public information meeting to discuss the bicycle lanes created in Fall 2018 along Middle Street and Lafayette Road (Route 1). The meeting is scheduled for Thursday, March 12th at 7pm in Council Chambers in City Hall. The purpose of the meeting is to provide an opportunity for members of the public to share comments, concerns, and suggestions for improvement to the pilot project. The City Council has scheduled a work session on Monday, March 23rd to discuss potential modifications to the design for consideration and further discussion.

The bike lanes, which were designed and constructed with funding from a Federal Safe Routes to School Grant, extend from Portsmouth High School to the downtown and are intended to create a safer and more convenient path for those traveling by bicycle to the schools, the library and other locations in the core of the city.

The City's Safe Routes to School Action Plan (2010) and Bicycle and Pedestrian Plan (2014) both identified a need for safer passage for pedestrians and bicyclists along Route 1. Starting in 2014, design concepts for this project were developed and considered after a number of public input sessions. Since the installation of the bike lanes in 2018, City staff have been gathering data to inform future plans including collecting bicycle counts, monitoring motor vehicle speeds, reviewing crash reports, and receiving input from travelers and residents along the corridor. A few modifications were implemented in response to some of the initial input received. However, the upcoming public information meeting and City Council work session will look for ways to further improve the project.

For more information about this project and the upcoming meetings, please visit the [project web page](https://www.cityofportsmouth.com/planportsmouth/middle-street-lafayette-road-bicycle-pedestrian-corridor-project) [https://www.cityofportsmouth.com/planportsmouth/middle-street-lafayette-road-bicycle-pedestrian-corridor-project] or contact the Planning Department at (603) 610-7216.



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TRAFFIC SIGNAL BRIEF

Tech Brief Series

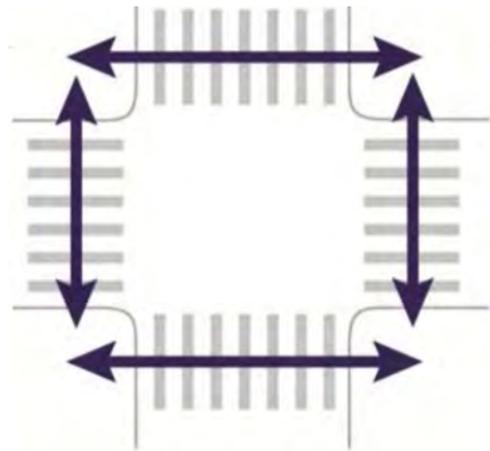
Tech Brief - 2018-5

Concurrent Pedestrian Phasing and Leading Pedestrian Interval (LPI)

Concurrent vs. Exclusive Pedestrian Phase:

Historically, CTDOT and most municipalities have used exclusive pedestrian phasing at signalized intersections. An exclusive pedestrian phase allows pedestrians to cross the street when vehicles are stopped on all approaches.

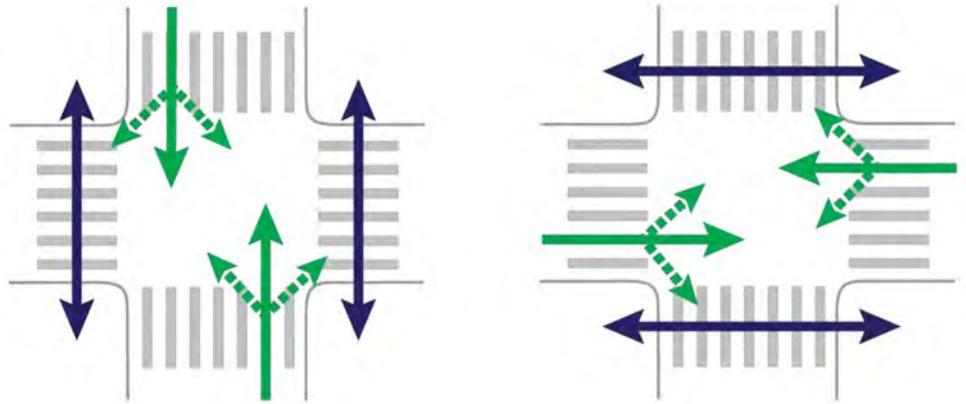
Exclusive Pedestrian
Phase



Exclusive pedestrian phasing has been shown to reduce the overall number of pedestrian crashes at an intersection. However, a UConn study published in 2017 has shown that while the overall number is reduced, crashes involving pedestrians at intersections with exclusive pedestrian phasing tend to be more severe. Pedestrians are sometimes unwilling to wait through all the vehicle phases to cross during the pedestrian phase, creating conflicts with vehicles. Another tradeoff to utilizing exclusive pedestrian phasing is that doing so may increase pedestrian and vehicular delay.

With concurrent phasing, pedestrians cross with the parallel vehicle phase, and vehicles may turn left or right across the pedestrian crosswalks after yielding to pedestrians in the crosswalks.

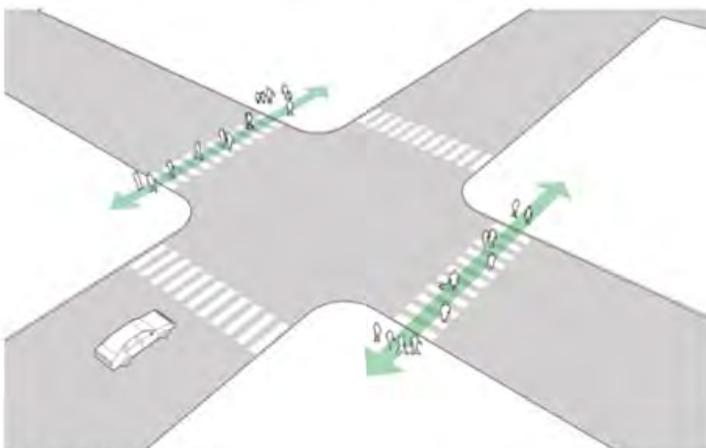
Concurrent Pedestrian Phase



This type of pedestrian phasing requires that drivers and pedestrians be more aware of potential conflicts. Crashes that do occur under concurrent phasing tend to involve pedestrians and turning vehicles. Turning speeds tend to be lower than through vehicle speeds, reducing the severity of the collision.

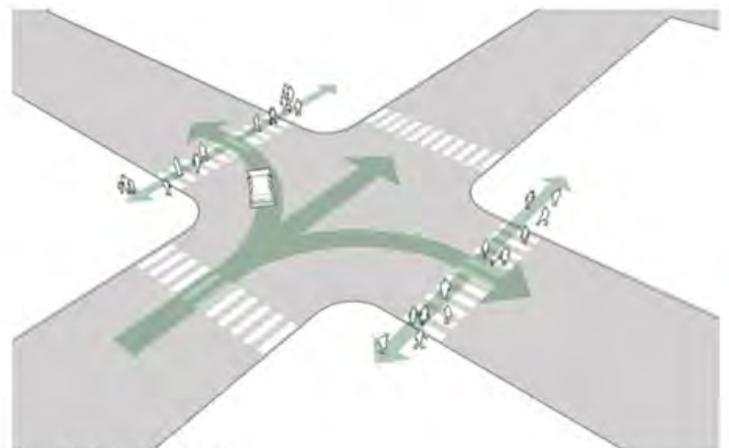
Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3 to 7 second head start when entering an intersection with a corresponding green signal in the same direction of travel.



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict .

Benefits & Considerations

- LPs increase the visibility of crossing pedestrians and give them priority within the intersection.
- LPs are a proven safety countermeasure and have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.
- LPs typically require adjustments to existing signal timing that are relatively low cost compared to other countermeasures.

Application

Use LPs at intersections where heavy turning traffic comes into conflict with crossing pedestrians during the permissive phase of the signal cycle. LPs are typically applied where both pedestrian volumes and turning volumes are high enough to warrant an additional dedicated interval for pedestrian-only traffic.

LPs are critical at intersections where heavy right or left turning volumes create consistent conflicts and safety concerns between vehicles and pedestrians.

LPs should give pedestrians a minimum head start of 3 to 7 seconds, depending on the overall crossing distance. Intervals of up to 10 seconds may be appropriate where pedestrian volumes are high, or the crossing distance is long. To increase the effectiveness of a LPI and improve visibility of pedestrians at high-conflict intersections, install a curb extension at the intersection.

Where a bikeway on the through movement conflicts with turning traffic, use a leading bicycle interval along with the leading pedestrian interval. A leading bicycle interval clears the intersection of all cyclists quickly and can help prevent right hook collisions.





Concurrent Pedestrian Phase Resources:

“Safety Effects of Exclusive and Concurrent Signal Phasing for Pedestrian Crossing”, John Ivan, Kevin McKernan, Yaohua Zhang, Nalini Ravishanker, Sha Mamun—UConn

http://www.pedbikeinfo.org/trbped/documents/2015/2015_John_Ivan-Safety_of_Exclusive_and_Concurrent_Pedestrian_Phasing.pdf

Leading Pedestrian Interval Resources:

MUTCD Chapter 4E: Pedestrian Control Features

<https://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm>

“Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups”, Aaron C. Fayish and Frank Gross, Transportation Research Record 2198 (2010)

https://nacto.org/docs/usdg/safety_effectiveness_of_lpi_fayish.pdf

See LPI in Action in the City of Stamford

<https://www.stamfordct.gov/stamford-street-smart/pages/leading-pedestrian-interval>

PEDSAFE Case Studies—FHWA:

- St. Petersburg, FL

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=66

- San Francisco, CA

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=97

- Miami-Dade County, FL

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=101

- Reston, VA

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=102



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PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
2/6/2020	Islington Street, request for crosswalk at Mobil station.	VOTED to refer to staff for report back.	3/5/2020
12/5/2019	Chase Drive, request to prohibit parking on north side of roadway.	VOTED to prohibit parking along north side of Chase Drive and to direct staff to report back on parking on Michael Succi Drive between Chase Drive and Market Street.	Future Meeting
12/5/2019	Albany Street, parking in front of 85 Albany Street.	Staff will report back after the Islington Street detour project.	Future Meeting
11/7/2019	Speed Limit on Middle Road as it relates to the speed limit change on South Street between Middle Road and Lafayette Road.	VOTED to refer to staff for report back.	3/5/2020
11/7/2019	Sagamore Avenue, south of Sagamore Grove, request for No Parking on west side of roadway.	2/6/20 - VOTED to table until development of adjacent lot. 12/5/19 - VOTED to refer to staff to report back. 11/7/19 - VOTED to refer to staff to notify abutters and report back at future meeting.	Future Meeting
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.	11/7/19 - VOTED to table the request to allow the developer time to address the concerns presented by the Committee. 10/3/19 - VOTED to approve postponement as requested by applicant. VOTED to refer to staff for report back.	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.	Tabled until new parking garage is operational
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

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane).	12/5/19 - VOTED to show support for permanent ramp closure with stipulations from the Fire Department and Police Department being addressed and to refer to staff for report back on permanent closure configuration after meeting with the New Hampshire Department of Transportation (NHDOT). 2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Future Meeting
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