

REGULAR MEETING
PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

Remote Meeting Via Zoom Conference Call

To register in advance for this meeting, click on the link below or copy and paste this into your web browser:

https://zoom.us/webinar/register/WN_B7upkhEXR8y3USIOQc-mXg

You are required to register in advance to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. If you need assistance, please contact Amy Chastain, Public Works Administrative Assistant, by email (amchastain@cityofportsmouth.com) or phone (603) 610-4344.

Per NH RSA 91-A:2, III (b) the Chair has declared the COVID-19 outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting pursuant to the Governor's Executive Order 2020-04, Section 8, as extended by Executive Order 2020-5, and Emergency Order #12, Section 3. Members will be participating remotely and will identify their location and any person present with them at that location. All votes will be by roll call.

AGENDA

8:00 A.M. – June 4, 2020

ON-SITE VISIT: Members are encouraged to conduct site visits individually to maintain social distancing.

I. CALL TO ORDER

II. ATTENDANCE

III. FINANCIAL REPORT

IV. PUBLIC COMMENT (15 MINUTES)

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

V. NEW BUSINESS

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

A. Recommended changes to Middle Street bike lanes, by City staff. **Sample Motion: Move to endorse recommended changes to bike lanes and send to City Council for approval.**

B. Proposed Stay and Pay graduated parking meter rates, by DPW. **Sample Motion: Move to approve proposed graduated parking meter rates.**

C. Request for All-Way STOP at intersection of Broad Street and Highland Street, by residents of area. **Sample Motion: Move to approve request for all-way STOP control at intersection.**

D. Request for flashing beacon at intersection of Woodbury Avenue and Dennett Street, by Harold Whitehouse. **Sample Motion: Move to request report back from staff at future meeting.**

- E. Request to improve safety at intersection of Boss Avenue and Sunset Road, due to limited sight lines, by Sarah Lynch. **Sample Motion: Move to request report back from staff at future meeting.**

VI. OLD BUSINESS

No Old Business items

VII. INFORMATIONAL

- A. Islington Street construction update
- B. Maplewood Avenue traffic signal changes project status update
- C. Traffic volumes during pandemic
- D. Omnibus
- E. PTS Open Action Items

VIII. MISCELLANEOUS

IX. ADJOURNMENT

Percentage of Fiscal Year Complete 83.33%

Preliminary
Totals Thru
April 30, 2020

Unaudited

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	2,510,693.79	3,306,000	76%
Meter Space Rental	117,550.00	90,000	131%
Meter In Vehicle	70,410.00	110,000	64%
EV Charging Stations	5,244.87	0	
High Hanover Transient	1,785,461.99	2,561,875	70%
High Hanover Passes	1,298,205.25	1,852,500	70%
Foundry Place Transient	166,083.72	214,000	78%
Foundry Place Passes	251,223.25	340,500	74%
HH Pass Reinstatement	2,285.00	2,500	91%
Foundry Pass Reinstatement	1,500.00	1,000	0%
Parking Violations	702,357.10	715,000	98%
Immobilization Administration Fee	150.00	15,000	1%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	6,911,214.97	9,211,375.00	75%

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



CITY OF PORTSMOUTH
PLANNING DEPARTMENT

MEMORANDUM

TO: KAREN S. CONARD
FROM: JULIET WALKER, PLANNING DIRECTOR *JW*
CC: TODD GERMAIN, FIRE CHIEF
MARK NEWPORT, POLICE CAPTAIN
PETER RICE, PUBLIC WORKS DIRECTOR
ERIC EBY, PARKING AND TRAFFIC ENGINEER
SUBJECT: REPORT BACK ON MIDDLE STREET / LAFAYETTE ROAD BIKE LANES
DATE: 5/5/2020

On March 12th, City staff held a public meeting in City Council Chambers on the Middle Street / Lafayette Road bicycle lanes. The purpose of the public meeting was to provide opportunity for members of the public to share comments, concerns, and suggestions for improvement. Meeting notices were mailed to all property owners along the section of roadway where the bike lanes have been installed.

A follow-up work session with Council was originally scheduled for March 23rd, but due to the COVID-19 emergency, this work session was postponed indefinitely. Enclosed with this memo are City staff responses to some of the feedback provided by members of the public in March.

The City typically re-installs our removable on-street bike facilities (e.g. bicycle corrals, flex post bollards, and bike share stations) starting in early May with the arrival of warmer weather and increased bicycling activity.¹ We anticipate there will continue to be demand for bicycle facilities in the City, and we are also anticipating that the social distancing and suspension of many organized sports, as well as ongoing closure of indoor exercise facilities will likely continue for some time. With that in mind, staff is recommending that the City continue to support the ability for residents to partake in passive localized recreation (i.e. bicycling and walking) along our city streets and sidewalks safely and comfortably. This could also help to reduce congestion in our area parks and off-road trails.

After the meeting in March, Public Works Director Peter Rice, Planning Director Juliet Walker, Fire Chief Todd Germain, Police Captain Mark Newport, and Parking and Traffic Engineer Eric Eby met to discuss possible modifications to the bike lanes. Given the current context of the COVID-19 emergency and the anticipated freeze on capital

¹ The City has temporarily suspended the bike share program due to the COVID-19 emergency.

projects, we unanimously agree that substantial changes to the bike lane design should not be a City priority at this time, and we have jointly agreed to recommend the following low cost modifications to the bike lanes for the coming season. We have also included some longer term (and higher cost) considerations for the future.

We would also recommend holding a work session with Council in the fall to review the impact of the interim modifications and to discuss any future courses of action.

Staff Recommendations

Spring of 2020

- Re-install a limited number of flex post bollards (about 40 along the entire corridor, which is a reduction of 30 from last year). The bollards helps to delineate the bike lanes and parking areas, which improves safety for bicyclists and motorists.
 - Keep bollards at all intersections and at start of on-street parking areas.
- Remove on-street parking at intersections to improve sight lines
 - 1 space south of Aldrich and 1 space north of Aldrich
 - 1 space south of Cass and 4 spaces north of Cass
- Reduce posted speed limit to 25 mph.

Summer of 2020

- Restriping -- adjust center line in locations to align with road crown, this will widen travel lanes and straighten out curves and help prevent cars crossing center line
 - Between Union Street and Park Street, and Middle Road and Mendum Avenue.

Longer-Term Changes

- Full re-pave of Middle Street will provide consistent pavement color and eliminate scarring in pavement that creates visual confusion at night and in low visibility conditions.
- Research more aesthetic alternatives to flex post bollards.
- Evaluate locations for additional pedestrian crossings.
- Implement intersection improvements at Greenleaf Avenue and Lafayette Road.
- Continue to work on completing connections to city-wide bicycle network.

Ongoing Data Collection

- Collect additional data on traffic speeds, accident reports, and bike lane usage – to compare impact of design modifications
- Survey students and families at Middle School and High School regarding usage of bike lanes

Staff Responses to Public Comments about Bike Lanes (from March 2020 public meeting and correspondence submitted to Planning Department)

- **Comment:** Middle Street is a principal arterial roadway intended to serve high traffic volumes. 30-35 mph speed limit based on 85th percentile is not unreasonable.
Staff Response: We agree. That is why a protected bike lane using parked vehicles or flex posts, or a separated bicycle facility is appropriate for this roadway where speeds regularly exceed 30 miles per hour.
- **Comment:** Although the design meets most minimum bike lane standards, minimums are rarely enough for the public to feel comfortable.
Staff Response: We agree that increasing the bike lane widths above the minimum standards would likely increase comfort for bicyclists, however minimums could only be exceeded by removing parking or reconstructing the sidewalk. There is a desire to retain as much on-street parking as possible and the reconstruction of the sidewalk would be a substantial expense. This is also an argument for keeping the striped buffer, flexible bollards, and parking wherever possible.
- **Comment:** Return Middle Street and Lafayette Road back to wide and bike-friendly roadway it once was.
Staff Response: Based on the volume and speed of traffic on Middle and Lafayette, with parking on both sides, this corridor was not considered a bike-friendly roadway previously which is why it was identified in both the 2010 Safe Routes to School Action Plan and the 2014 Bicycle and Pedestrian Plan.
- **Comment:** This project has not increased the number of cyclists using the roadway and there is minimal bike lane utilization.
Staff Response: Cyclists will be more likely to use a bicycle facility, separated or otherwise, if it is part of a comprehensive bicycle network. The City is working on completion of the bicycle network, but that will take time and additional funding. While we have not seen substantial increases in bicycle usage along this corridor, these lanes have not been in place for very long and changes in commuting patterns and behaviors can take time.
- **Comment:** Sight line concerns for traffic entering from intersecting streets
Staff Response: City and state standards allow for on-street parking within 20 feet of an intersection with another street, and right up to the edge of private driveways. This rule allows for the maximum amount of on-street parking but can limit sight lines. It should be noted that poor sight lines existed in many locations along this corridor prior to the construction of the new bike lanes. To strike a balance between retaining as much parking as possible and providing improved sight lines at intersections and driveways, for this project parking was restricted within 20 feet of private driveways and within 40-65 feet of intersections. In some locations, the bike lane project has eliminated parking altogether and greatly improved sight lines as a result. Providing the minimum recommended sight lines for the observed speed of traffic on Middle Street, would require the removal of some the remaining on-street parking spaces.
- **Comments:** The road has long pedestrian crossings and few areas for refuge.
Staff Response: Pedestrian crossing distances were not lengthened by this project. In fact, the crossing distances are shorter when measured between the edge of the parking spaces and the bike lane on the opposite side of the road.

There are just as many areas for pedestrian refuge as before the bike lanes, that has not changed.

- **Comments:** Poor aesthetic due to paint and bollards.
Staff Response: Striping and bollards comply with the latest nationally accepted design guidance for protected bike lanes.
- **Comments:** Catch basins and dips in pavement along bike lane are hazardous.
Staff Response: The majority of catch basins were raised before installing the bike lane. The roadway is in need of resurfacing, which will resolve the unevenness of the pavement. Paving was not part of the budget for this project.
- **Comments:** Concerns about hazards such as car doors swinging into bike lane and travel lanes, drainage, and debris.
Staff Response: A striped buffer was provided where the bike lanes are next to parked cars to safeguard against car doors swinging into the bike lane. City maintenance staff are making adjustments to improve removal of leaves and debris in the bike lanes.
- **Comments:** The design increased the points of conflict at intersections due to parking between lanes.
Staff Response: Removing parking spaces to improve sight lines would help to alleviate this concern.
- **Comments:** Vehicles must block bike lanes at intersections in order to see beyond parked cars.
Staff Response: This is not uncommon for many types of urban bike lanes where there are intersecting streets and on-street parking. Removing parking spaces to improve sight lines would help to alleviate this concern.
- **Comments:** Narrower, shifting lanes cause vehicles to cross parking lane, center line, bike lane buffer.
Staff Response: High vehicle speeds can be a factor in why this is occurring, but there are places that the center line and bike lane buffer could be adjusted. Reducing the posted speed limit can also be considered.
- **Comments:** Concern about congestion and conflicts due to buses and turning vehicles.
Staff Response: This is normal on a City street, and helps to slow traffic, a desirable effect.
- **Comments:** Concern about driver frustration and aggression due to traffic calming impact.
Staff Response: Bike lane design is meant to provide for safer cycling, not to calm traffic. Data indicate that speeds have only lowered slightly. Increase in travel time on corridor is negligible. It is normal for there to be a period of adjustment when traffic patterns are changed.
- **Comments:** On-street ADA parking has been sacrificed
Staff Response: City is not required to provide ADA parking on-street. Individual property owners are required to provide off-street ADA parking for their customers or residents. The City did make an adjustment after the bike lanes were installed to add an ADA drop off space in front of the chiropractic office.
- **Comments:** Cars are parking in bike lane buffer due to minimum travel lane widths.
Staff Response: Removing parking spaces to improve sight lines would help to address this concern. Removing all parking spaces would allow lanes to be

widened, but this project was intended to balance on-street parking demand with improved bicycle safety.

- **Comments:** Parking is unprotected from lane shifts or wide turns at intersections.
Staff Response: When bollards are in place, they help to better delineate the parking lanes from travel lanes.
- **Comments:** Parking on one side of street creates extra pedestrian crossings.
Staff Response: Eliminating on-street parking would address this concern, but this project was intended to balance on-street parking demand with improved bicycle safety. Primary purpose of arterial roadways is for moving higher volumes of traffic. Providing on-street parking is a secondary use, and only when sufficient room exists.
- **Comments:** Vehicles are stopping less for pedestrian crossings.
Staff Response: This observation is anecdotal and not backed up by data. However, video observations by the City of pedestrian crossings along the entire corridor reveal that there are a low volume of pedestrian crossings, typically less than 10 per hour at all crosswalks during the peak hour. This is true before and after the bike lanes were installed. Studies have shown that driver yield rates are very low when pedestrian crossings are less than 20 per hour.
- **Comments:** Consider alternative options such as reverting back to prior design (no bike lanes), placing bike lanes on the outside of the parking lanes (next to vehicular travel ways), or total roadway redesign that includes a raised buffer between bicycles and parking.
Staff Response: Original design is not appropriate for a roadway with this level of traffic and speeds and, furthermore, reverting to prior condition would require returning the federal funding received for this project. Separated bike lane is the appropriate design. High impact alternative (total roadway design) is a good solution, but as noted, expensive.
- **Comments:** Install traffic signal at Middle and Cass
Staff Response: Middle at Cass did not meet any signal warrants in 2018. It might have in 2019 due to Islington detour, but no detour in 2020.

Summary of Public Comments March 12, 2020 Public Meeting

Resident at 188 Union St

Bike lane user. Initially opposed to the bike lanes, now opposed to Middle St being a "parking lot", suggests removing more parking, not the bike lanes.

Resident at 94 Odiorne Point Rd

Concern about sight lines accessing Middle St from Cass St, parking spaces are too far out in the road. Suggests separation of bicyclists from motor vehicles all together. Consider eliminating bike lanes if overall safety can't be improved.

Resident at 25 Lafayette Rd

Has not observed any high schoolers using bike lanes and many adults use sidewalk for biking. Personal experience is that riding next to the curb is problematic because of debris, lack of street sweeping.

Resident and Business Owner at 504-506 Middle St

Located in HDC, concern about aesthetics of bollards. Suggested adding traffic light on Middle Street at Cass Street. Cars are speeding, need to be slowed down. Problem at night with cars parked in the street. Has impacted her business because of impact on on-street parking.

Anne Rugg – SABR (Seacoast Area Bike Riders)

Protected bike lanes are necessary, standard facility nationally. SABR and Commute SMART commend City for adopting first protected bike lane in NH. Better for vulnerable road users.

Resident at 774 Middle St

Not supportive of the bike lanes, doesn't think they are safe for drivers leaving her driveway (particularly young drivers). Referenced City of Portsmouth driveway rules and claims City does not comply with its own policy or AASHTO. Not enough data to prove that this has been successful, need more study. Pave road, add crosswalks, add speed tables.

Resident on Park St across from Cass St

Doesn't like cars parked in the street away from the curb and bollards are problematic. Suggest using Lincoln Ave instead and sign a bike route.

Resident of Lincoln Ave

Supports bicycle infrastructure and the cycle track concept, but concerned about the number of driveways intersecting the cycle track and overall safety for bicyclists. Would like to see some improvements.

Resident of Aldrich Rd

Appreciate intentions, may provide a false sense of security given it is so short. Concern about big trucks and narrowness of the road. Visibility from Aldrich Rd as cars are turning. Move the parking spaces to curb and get rid of bollards.

Resident at 20 Doris Ave

Not enough people using the lanes. Intersection safety is a concern. People have shifted from walking on the sidewalks to walking in the bike lanes. Who asked for this?

Resident at 280 Thaxter Rd

Uses the bike lanes with his kids. Design slows down traffic even if bollards unsightly. Please expand bike lane network.

Aldrich Rd – Patricia Martine

Recording of Meeting Available on City's YouTube Channel at <https://youtu.be/yBCNHFo8zz0>

Has not observed any increase in bike lanes and pedestrians as a result. Concerned about intersection and sight lines at Aldrich Rd. Misses the "boulevard" that Middle St used to be.

Resident at 564 Middle St

Bike lanes don't appear to be used enough. Aesthetics of bollards not appropriate. Doesn't like having parking in the road. On-street parking is needed, move bike lanes outside of parking. Use speed limit to control speeds.

Bike Rider

Likes the protected bike lanes. Consider moving the parking away from the intersections to improve sight lines.

Portsmouth Resident

Feels much safer on Middle Street with the bike lanes than she does in other places in the City. Bike lane needs to be cleaned and swept more often.

Seacoast Community Church member

Not supportive of the bike lane design, makes road too narrow. Safety concerns at Greenleaf Ave intersection needs to be addressed.

Resident at 673 Middle St

Middle Street residents are bearing cost of loss of parking and challenges created for drivers exiting driveways. No observed increase in bicyclists. Doesn't seem safe for bicyclists.

Resident near Middle St / Cass St

Submitted written comments critical of bike lanes

Resident

Lots of planning went into this. Uses the bike lanes often for commuting. Minor adjustments can be made, but overall design is good. Remove some more parking if helpful and complete the bike lane network. Need more time to increase usage.

Resident at Kensington Rd

Appreciates the bike lanes and uses them, even if minor improvements are needed.

Resident

Feels much more comfortable as a bicyclists with the bike lanes. Bicyclists at High School have been increasing steadily over time.

Resident at 622 Middle St

Read email submitted by Jim Hewitt regarding sight lines, intersections, and driveways. Doesn't like parking in the street.

Resident at 210 Hillside Dr

Volume of cyclists doesn't justify what has been done. Why not just change entire corridor to shared lane markings?

Resident at 25 Lafayette Rd

Supports crosswalks and lights, but doesn't feel safe turning out of the driveway.

Recording of Meeting Available on City's YouTube Channel at <https://youtu.be/yBCNHFo8zz0>

Resident on Middle St near Lincoln

This type of bicycle lane does not belong on a major artery. Not enough bicyclists are using this to justify. Doesn't like the look of the bollards. Enforce the speed limit.

Juliet T.H. Walker

From: Hannah Giovannucci <hgiovannucci@gmail.com>
Sent: Thursday, March 12, 2020 12:13 AM
To: Juliet T.H. Walker
Subject: Comments on Middle Street/Lafayette Road Bicycle Lane Project

Hello Ms. Walker,

I live near the intersection of Middle Street and Cass Street and have experienced both versions of Middle Street: pre-bike lanes and post-bike lanes. I am a cyclist, driver, and pedestrian who utilizes Middle Street and Lafayette Road. I am primarily a motorist on the corridor, however, in better weather I often walk, run, or bike to and from downtown or towards Lafayette Plaza Shopping Center. I am also a professional engineer with a focus in transportation engineering.

As a reminder, this corridor is a principal arterial road which is intended to serve high traffic volumes, carry a high proportion of urban travel, and serve demand for intra-area travel, among other characteristics. A 30 mph to 35 mph speed limit, based on the 85th percentile speed, is not unreasonable, especially to move traffic efficiently on a principal arterial.

Like most New England roadways, the winding corridor has limited and variable widths. This obviously creates challenges for fitting all desired design elements. Although the design meets most minimum bike lane standards, minimums are rarely enough for the public to feel comfortable. Due to the tight widths and shifting lanes, this forced Complete Streets design project is confusing and dangerous for all modes of transportation.

As a cyclist, driver, and pedestrian on Middle Street, I do not feel safe using the current design as either a cyclist, pedestrian, driver, nor resident who parks my vehicle on the street. I believe the currently narrow design creates confusion, false sense of security, congestion, and increased hazards for cyclists and other roadway users.

I would prefer Middle Street and Lafayette Road returned back to the wide and charming shared and yet still bike-friendly roadway it once was, perhaps with some modifications. As a cyclist, I felt more comfortable and safer on the shared roadway prior to the revised design. For slower or more cautious cyclists, such as students seeking safe routes to school, there are numerous residential side streets with little traffic that offer better cut throughs compared to Middle Street.

I understand the primary goal of this project was to create bike lanes for "Safe Routes to School" and other bicycle users. This project has not increased the number of cyclists using the roadway and there is very minimal bike lane utilization. Cyclists compose approximately 2% of the traffic on this corridor.

New Hampshire is an aging population with limited housing for less established, often younger demographic. Perhaps due to the unpredictable and chilly/humid weather, the population does not seem receptive to the inconvenience of leaving the protection of their vehicles.

I urge the Planning Department to reconsider the future of transportation and the imposed strategies in Portsmouth. Pushing an agenda to trade in our vehicles for biking has shown an underwhelming response in our community. There are, however, alternatives on the horizon that will reduce vehicles on the road, parking demand, and improve sustainability, which is the ultimate goal of "Complete Streets" and "Sustainable Development" policies. I will mention these alternatives later.

I present the following thought topics and suggestion in bullet-form for simplicity:

General Issues with the Middle Street Bike Bicycle Lane Project (2018 to present):

1. Narrow, unprotected, and unsafe design for all transportation modes (including parked vehicles);
2. Distracting design – due to lane shifts, varied parking locations, bollards, sight visibility due to parking between bike lanes and travel lanes, catch basins or other hazards in bike lanes, etc.;
3. Bike lane design which creates a false sense of security compared to the previous roadway – (A) greater points of conflict, (B) reduced sight distance, and (C) more hazards in the bike lane
4. Vehicular congestion and little to no passing options within the bike lane;
5. Long pedestrian crossings and few areas for refuge; and
6. Poor aesthetic – Striping all over the road (which requires restriping) and bollards (although best and most functional option I have seen) are still an eye sore.

Specific Issues for Elements of Middle Street Bicycle Lane Project (2018 to present):

For Bike Lanes

1. Hazards (fixed) such as catch basins and dips in pavement along bike lane
2. Hazards (unfixed) such as swinging car doors, stormwater runoff along the curb, moving vehicles at intersections, leaves/debris, etc.
3. Non-smooth riding surface (cross sectionally and in path of travel)
4. Separated bike lanes (with parking in between) doubles the points of conflict at intersections since drivers must verify there is no traffic in twice as many lanes
5. Vehicles must block bike lanes at intersections in order to see beyond parked cars to enter traffic

For Vehicular Travel Lanes

1. Narrow, shifting lanes causing vehicles to cross parking lanes, center lines, and bike lane buffers
2. Congestion and hazards due to buses block the travel lanes, vehicles taking turns, etc.
3. Frustration and aggression due to “traffic calming” practices... People go the speed they are comfortable with to get places and these speeds. 30 mph – 35 mph is not an unreasonable travel speed for a major arterial road.
 - Note that the 85th percentile speed (which is what speed limits are supposed to be based on) does not significantly change:
 - Pre Bike Lanes (May 2014 – June 2018): 29 mph to 35 mph
 - Post Bike Lanes (Oct 2018 – May 2019): 28 mph to 34 mph.
4. Limited sight distance since parking is pushed closer to the center of the roadway which reduces from stop lines/crosswalks
 - i.e. At the Middle Street/Cass Street intersection, to the south of the intersection, the intersection used to have a sight distance of ~200', and with the redesign is now ~100'.

For Parking

1. ADA parking has been sacrificed in lieu of bike lanes which discounts the importance of individuals protected under the United States Americans with Disabilities Act
2. Drivers understandably park in the bike lane buffer to protect their vehicle from vehicular traffic. Note that two vehicles near where I park have lost their mirror or have been sideswiped. Police no longer ticket for this near Cass Street, but if enforced, I would expect more property damage and potentially bodily injury for individuals exiting vehicles because:
 - Even while parking within the bike buffer and standing next to the vehicles, exiting drivers have 0' to 3' feet of refuge while traffic is passing by.
 - Vehicles rarely stop for pedestrians crossing the road to get from vehicles to residences/businesses.
3. Parking unprotected from lanes shifts or vehicles making wide turns at intersections
4. Parking on one side of the street creates extra pedestrian crossings across a high traffic street
5. Occasionally competitive parking since there is only parking on one side of the street

For Pedestrians

1. Long pedestrian crossings
2. Limited space between parking and vehicular travel lanes for refuge
3. Vehicles stop less for pedestrians crossing, which I suspect is due to driver frustration due to the congestion created by this project

The Data

1. No significant changes in bicycle counts and in fact it appears there were more cyclists before the bike lanes (from Portsmouth Planning data)
 - Pre Bike Lanes (May 2017 to August 2018): 2.8 bikes/hour to 10.2 bikes/hour (average 6.0 bikes/hour)
 - Post Bike Lanes (October 2018 to October 2019): 0.5 bikes/hour to 6.7 bikes/hour (average 3.1 bikes/hour)
2. Not a significant decrease in traffic collisions along corridor (from Portsmouth Planning data):
 - Pre Bike Lanes (October 2017 to October 2018): 26 collisions
 - Post Bike Lanes (October 2018 to October 2019): 25 collisions
3. Not a significant decrease in vehicular speeds analyzed in both directions as various locations (from Portsmouth Planning data):
 - Pre Bike Lanes (May 2014 to June 2018): 29 mph to 35 mph
 - Post Bike Lanes (Oct 2018 to Present): 28 mph to 34 mph

Existing Transportation Users

- Redesign for bike lanes serves approximately 2% of total roadway users (per data provided by Planning). There is not high demand for cycling as a transportation mode and little to no increase in cyclists even with installed bike lanes.
- During warm weather, there is a surge of moped users which, similar to bicycles, reduces gasoline usage and parking space requirements
- The number one mode of transportation is vehicles. Demand for vehicular travel is large despite that owners spend thousands and go into debt rather than walk, cycle, or use public transit. Some potential reasons:
 - Time – no waiting for a ride and faster pace of travel in a fast-pace, busy lifestyle
 - Convenience – storage for shopping, keep personal items handy on the go, carry passenger, transport cargo, etc.
 - Protection – safer compared to body being exposed as a motorcyclist, cyclist, pedestrian, etc.
 - Freedom of choice – ability to get to distant locations and not be limited to local destinations
 - Necessity – long commutes to work, required for work, transporting passengers, etc.
 - Comfort – private transportation in a temperature-controlled climate, no bodily exposure to elements or extreme weather, no sweating or need to shower upon arrival, etc.
 - Predictability – available during rain, sleet, snow, humidity, heat/cold, etc.

Considerations for the Future of Transportation

- People perceive bikes as a leap backwards in technology, compared to the comfort of vehicles. People change for improvements on the existing system, otherwise there is no warrant for change, despite a sustainability plea.
- We have already experienced the Uber/Lyft ride share movement. On the horizon is not just self-driving vehicles, but also car sharing, which will reduce the number of vehicles on the road. [BMW estimates](#) that within a decade, car-sharing vehicle will replace at least three privately owned ones. If part of the concern is reduced vehicle traffic, perhaps shared vehicles are a more practical solution.
- Consider reprioritizing and analyzing how we should allocate time, resources, and money on meeting the public's needs, especially with respect to the future of transportation.

Alternate Options

A. Low Impact: Revert back to original design (with modifications) with parking on either side and wide shared vehicle and bike lanes. Implement some safety measures like textured/colored pavement/concrete around parking (like curb bump out, but flush) to channelize traffic, restriping to provide more formal parking, travel lanes, and shoulders, buffers, etc.

Benefits

- Keeps the design simple and open
- Preserves the aesthetic and rural feel of our quaint Portsmouth community
- Provides safe options for both types of cyclists: experienced and faster cyclists share the road and slower cyclists concerned cyclists use residential road cut throughs
- Parking on both sides of street and reduce pedestrian crossings

- Allows vehicles to pass buses and vehicles queued at intersections
- Better allows emergency vehicles to pass
- Low cost

Cons

- No separated bike lane
- Non-uniform roadway width

B. Medium Impact: Provide bike lanes adjacent to vehicular travel and parking along one side of the street. Install curb bump outs to protect parking and provide shorter pedestrian crossings at intersections. Where there is limited width, parking may be removed or bikes lanes may temporarily transition to shared.

Benefits

- Keeps the design simple and open
- Preserves the aesthetic and rural feel of our quaint Portsmouth community (no bollards) or shifting lanes
- Provides safe options for both types of cyclists: experienced and faster cyclists share the road and slower cyclists concerned cyclists use residential road cut throughs
- Curb bump outs provide shorter pedestrian crossings at intersections
- Curb bumps out provide additional green space
- Allows vehicles to pass buses and vehicles queued at intersections
- Better allows emergency vehicles to pass

Cons

- No separated bike lane
- Non-uniform roadway width
- Parking on one side of street increases pedestrian crossings
- Costly and timely design/construction for retrofit of stormwater drainage system due to bump outs
- Bump outs complicate snow removal

C. High Impact: Full redesign and expand roadway by maintaining a similar design with bike lane/buffer, parking, travel lanes, and buffer/bike lane, except: (A) create a uniform roadway width throughout the corridor, (B) raised buffer between bike lanes and parking, and (C) provide curb bump outs at intersections to protect parking/cyclists and offer shorter pedestrian crossings.

Pros

- Create uniform and greater widths for all modes of transportation
- Offers improved safety for all modes of transportation
- Curb bump outs provide shorter pedestrian crossings at intersections

Cons

- Redesign for bike lanes serves approximately 2% of total roadway users (based on data provided by Planning Department)
- Costly and timely design/construction for (A) redesign of stormwater drainage system, (B) relocation of utility poles, and (C) re-grading of roadway
- Potential for easements or takings to accommodate design where right-of-way widths are limited... otherwise may have similar problems with lane shifts, creating confusion
- Requires removing trees and green space and net increase of paved area
- Bump outs complicate snow removal

Conclusion

- The current design creates confusion, false sense of security, congestion, and increased hazards for cyclists and other roadway users.
- The data suggests that the community may not necessarily use or need designated bike lanes by evidence of the limited demand after a year of bike lanes. A shared roadway is still a safe alternative, with other routes available through residential neighborhoods.
- Consider prioritizing and analyzing how we should allocate time, resources, and money for meeting the publics' needs.

- Consider how the future of the transportation system (automated or shared vehicles) may improve sustainability and future congestion, rather than push social engineering policies to give up vehicles in favor of bicycles which is not practical for our community.

Thank you for your time and consideration.

Respectfully,
Hannah Giovannucci, PE

Juliet T.H. Walker

From: Matthew Glenn <matthglenn@gmail.com>
Sent: Thursday, March 19, 2020 3:03 PM
To: Planning Info
Subject: Middle St redesign comments

Dear Planning department,

I've pasted below the letter I sent to city council in support of the current Middle St bike lane design. I'd like to just add that I was very impressed with Juliet Walker's presentation last week, and all of the background, public input, and smart design that went into the project. It's unfortunate that many of the comments were not around "tweaks" or safety improvements, just opposition.

Thank you for all your efforts. I believe that many who were not in the room are in support, and I will try to get them sending comments and out on bikes as the weather improves.

Matt Glenn

Dear Council members,

I want to first of all thank you for your many great efforts to do what is best for our city during this time of pandemic.

I'm writing to you today about a much less urgent and global issue, but one that I feel also impacts the safety of our residents-- the Middle Street redesign. I was really discouraged by many of the comments made by my neighbors at last week's public input meeting. Clearly a number of people are upset with how the buffered bike lanes look and how they have changed their perception of safety as drivers. Some commented that they wouldn't themselves bike in the lanes, claiming it is some way unsafe to ride "near the gutter" or be in a place cars might not be looking for them. I'd like to say just the opposite-- Middle Street was very unsafe for bike riders previously, and riding in the buffered lanes today (as I do on about half of my daily commutes) I feel perfectly safe and visible at all intersections. I've pulled my children down Middle Street on the way to Prescott Park in a bike trailer, and look forward to them riding the lane very soon on their own.

Safety needs to be our top priority, and many in the room last week said they are concerned about the safety of the design. However, it is impossible to deny that a bike rider is much safer when physically separated from cars moving at 35 or 40 mph. I'm sure those who came to comment are cautious and careful drivers; however, there are around 11,000 more daily drivers on Middle Street and we know that far too many are distracted by their smartphones and not paying attention to the road. It would be far better for them to hit a bollard (or perhaps a car mirror, although the statistics show this type of accident has not increased) than a bicycle rider. A few people suggested that we should simply shift the parking back to the curb and paint a "normal" bike lane between the parked cars and the travel lane. They mentioned feeling unsafe opening the driver side door in those parking spots-- having to carefully check mirrors for moving cars before opening the door. That is what they need to do when parking on many other normal-width city streets, and exactly the habit that would save hundreds of cyclists from injury or death each year when "doored" by careless drivers exiting their cars. When this Safe Routes to School project was first considered in November 2014 the [death of bicyclist John Kavanaugh](#) in Durham three months prior was fresh in many of our minds. A driver had parked in a spot on Durham's Main Street with a newly painted bike lane on his left, and he opened his door into the lane without looking, throwing Kavanaugh into the road and killing him.

We do not have an unsafe lane like that-- we have an excellent, buffered lane-- and if we can extend it into a larger network we will really see ridership increase. Across the country bicycle ridership is growing, and unfortunately bicycle and pedestrian deaths are also increasing. Please don't believe the perception by some drivers that it is unsafe-- that feeling of a narrower roadway with parked cars close to the travel lane is meant to slow cars down, which benefits pedestrians, bikes, and all users. So far it has improved safety and lowered car speeds slightly, and we need to give it more time.

Thank you all for your time in these challenging days.
Matthew Glenn

Juliet T.H. Walker

From: Andy G <abg521@gmail.com>
Sent: Thursday, March 12, 2020 6:08 PM
To: Planning Info
Subject: Middle St bike lane
Attachments: Middle St.jpg

I frequently commute by bike and car along Middle St., and less frequently on Lafayette., and wanted to submit comments about the street infrastructure there. I am on the Board of Directors of the Seacoast Area Bicycle Riders (SABR), and submit these comments from my personal experience. I am a Dover resident, but am employed in Portsmouth.

- The City of Portsmouth should proceed with the recommendations of the Portsmouth Bicycle and Pedestrian Plan adopted in 2014. The Middle/Lafayette project is just one small piece of the network, and each piece is greatly improved by continually adding to the entire network.
- The Traffic and Safety presentation giving concrete numbers to the safety is objective evidence that the bike lane and bollards make the street safer. I would not want to see any fewer installed this spring, as that chips away at the important safety features of this configuration.
- Parking issues need to be enforced. Car owners along Middle St have been parking well into the buffer zone, if not over the lines into the bike lane. This forces me to ride in the street, because I will not ride between a curb and a car's door zone for my safety. It's an ongoing issue that doesn't seem to be addressed. See the attached image comprising of 5 different days where cars were improperly parked. I would recommend placing low bike lane delineators in these problem areas - they should be placed in the car parking edge of the buffer to prevent overlapping into the buffer, while allowing passenger-side doors to be opened.
- I mostly enter/leave Middle St from Cass St. Coming from Cass, I stop at the white line before proceeding further (both while driving and cycling). The main impediment to seeing down the road to turn safely is the white fence to the left. However, turning from Middle to Cass presents issues from the cars parked on Middle closest to the intersection as they block views of the bike lane at a critical point. The "protected" bike lane is suddenly unprotected at the intersection, and several times I've had drivers making turns directly at me because they don't see a bike lane user until they appear past the parked cars. I mostly am on these streets around 9am and 5pm for commutes, but have yet to see all parking spots filled. I would recommend removing the parking spots closest to Cass on each side (and assess other streets with parking too close to the corners).
- The road surface needs improvement. Parts of the bike lane are significantly blocked by unsafe sewer grates. Entering the bike lane headed away from downtown, the lane initially curves off-camber and directly into a sewer grate which is particularly problematic.
- More winter maintenance is needed. Snow gets plowed from the road to the curb, and off the sidewalk to the curb. The bike lane is an active lane which should not be used to store snow when the rest of the street is maintained. This is especially problematic when it's untouched and turns into ice that remains for weeks after other snow has melted. Understandably, it may not be the top

priority during a snow event, but after plows have finished clearing streets and sidewalks, this should be addressed instead of left as permanent ice.

- Residents and trash collection staff need reminders about blocking the lane. On trash collection days, the large containers are often placed in the bike lane before collection and additionally left strewn there after emptied, often knocked over. This is an active lanes which should not be impeded.

Thank you,

Andy Goodell

SETH D. LEVINE
569 MIDDLE STREET
PORTSMOUTH, NH 03801-5012
603-988-4317

March 10, 2020

City Council
City of Portsmouth
Municipal Plaza
One Junkins Avenue
Portsmouth, NH 03801

RE: Middle Street Bicycle Lanes
Information Meeting March 12, 2020

Honorable Members of the Portsmouth City Council:

I reside at 569 Middle Street and offer the following comments regarding the bike lanes installed on Middle Street for consideration by the Council at the meeting scheduled for March 12, 2000.

While I ride a bicycle myself and believe that our City should take steps to become more bicycle and pedestrian friendly, I do not believe that the Middle Street project is appropriate and, consequently, suggest that it should be scrapped or significantly modified.

As the basis for scrapping or modifying the project, it appears that the use by bicyclists is negligible, and that the project does not enhance the safety of operators of motor vehicles or bicycles.

It is impossible to reach a data-based conclusion of the result of the project. However, because of poor visibility resulting from parked cars, I often see motorists inching onto Middle Street from cross streets and almost causing accidents. Because cars parked on Middle Street appear to be stopped in transit, I observe other cars futilely standing behind the parked cars, waiting for the line of cars to proceed, and then cutting back into traffic. And I have watched a bicyclist crash into the curb while attempting to avoid the passenger door of a parked car opened into the bicyclist's path. There are other problems, such as bollards, costs, parking, and more. Personally, I very rarely ride my bike on Middle Street, choosing instead to use Lincoln Street. I have *never* seen the lanes used by school children, few of which even walk to school on Middle Street, and even then never for more than a very short distance.

But the main issue is that this project is only a solution looking for a problem. While I highly support the creative efforts of our Planning Department, which did an absolutely tremendous job of grappling with the tough and important issue of improving pedestrian and bicycle access, it does not appear that the project is effective at promoting either. We are simply paying for something that does not provide the intended result and, instead, causes harm to our citizens.

Honorable Members of the Portsmouth City Council
March 10, 2020
Page Two

Kindly enter this letter into the record of the information meeting scheduled for March 12, 220.

Thank you very much for your consideration.

Sincerely yours,



SETH D. LEVINE

SDL:mjl

Juliet T.H. Walker

From: Patrick Lyons <portsmouthpat@gmail.com>
Sent: Tuesday, March 17, 2020 8:35 PM
To: Juliet T.H. Walker
Subject: Bike Lane

Thank you for considering changes to the bike path. We find it very dangerous and I still won't have my kids ride their bikes on it. Drivers are too distracted these days. I want my kids on the sidewalk. Maybe if it was just wider and only on one side then it could work. I am a cyclist and ride on the road so my input if from a cycling parent :-).

Thank you,
—Patrick Lyons

Juliet T.H. Walker

From: janet.polasky@gmail.com
Sent: Saturday, March 14, 2020 4:44 PM
To: Juliet T.H. Walker
Subject: biking Middle Street

Dear Juliet Walker,

I truly appreciate the efforts of the Planning Department of the City of Portsmouth to make our city more bike friendly. I appreciate the willingness of Portsmouth to be a leader in planning buffered bike lanes on Middle Street and Lafayette Avenue. I'm sorry I was unable to attend the meeting on Thursday evening. I did get home in time to watch the last half hour on Channel 22. I hope that you will continue to make the improvements specified in the bike plan. Thank you for including resident participation in those planning sessions.

I live at 62 Mendum Avenue and three seasons a year, bike into the center of Portsmouth several times a week. I also bike to the indoor swimming pool and to the outdoor pool on Peirce Island daily when they are open. I have tried biking into town along Middle Street. Usually, it's fine. I have lights on the front and back of my bike and wear a safety vest or jacket to make sure I am visible to motorists. I have been sworn at, shouted at, and given the finger for riding the piece from Miller to town. I have had passengers yell at me and tell me get on the sidewalk where I belong. I am an experienced and very considerate bike rider. That never happens to me when I bike in other cities, from Minneapolis to Ann Arbor to The Hague to Hamburg. Very few of my neighbors dare to ride bikes in Portsmouth, and instead drive the mile into town. They think I'm foolhardy.

I have decided, for my own safety, to ride on Lincoln Avenue. Cars are slower and there are fewer parked cars. I stop at all of the stop signs. Originally, I thought that Lincoln was to become a bike boulevard with appropriate sign posting. That solution does work quite well in other cities on similar streets.

Would it be possible to keep the bike lane as it is now from the high school to Lincoln and then to designate Lincoln a bike boulevard stretching to the Middle School, the Public Library, City Hall, and downtown?

Thanks very much,
Janet Polasky
62 Mendum Avenue
Portsmouth, NH 03801
603 431-6816

Juliet T.H. Walker

From: Jane Reynolds <jprattreynolds@gmail.com>
Sent: Friday, March 13, 2020 10:50 AM
To: Planning Info
Cc: Juliet T.H. Walker
Subject: Bike Lane Middle Street

I choose not to visit the meeting in person last night due to the coronavirus threat but I was able to watch most of the meeting on Channel 22. I was pleased to have that option. Thank you for have that availability.

It appears that most of the complaints are about the parked cars, whether it be attempting to open car doors into the traffic and also that they disrupt the sight lines. I believe this area could be tweaked a bit, maybe reduce more (or all) parking spaces and/or change the traffic patterns so people coming out of Cass, Union and other side streets might be limited to only turning right. Has another thought of making those streets one way? There is plenty of congestion currently there that causes each direction to not to have room to pass. Major cities alternate directions on each street. It may be time to do that in the traffic moving between Islington and Middle.

I also agree that the traffic is moving too fast! The speed limit should definitely be reduced and monitored as soon as possible. The time saved at 30 mph is not saving time, it is causing anxiety and accidents.

I know that this route was chosen partly due to the location of the high school. I remember hearing at another meeting about the high numbers of bikes at the middle school daily. We need to give time to this route to see if the aging middle schoolers will continue their habit of riding their bikes to school.

Lastly, I have seen other communities balk at this type of major change. Brattle Street in Harvard Square is a perfect example. Change is hard and it takes time. We do need to make some minor changes but we should not reverse this grant. I have no idea what this cost but returning the money would be devastating to many, especially the biking community. We do not want to go backwards, we want to keep looking ahead to a new ways of transportation. Maybe a community event that would celebrate bike riding and use the bike lane as the route and highlight. I recommend interested people watch the movie Motherload and see how other people and communities are embracing more bike riding in their communities.

A huge thank you to Juliet Walker for all the time and efforts she has put into this project. It is a tough community out there and she has handled it well.

Sincerely,

Jane Pratt Reynolds

Juliet T.H. Walker

From: Tom Varley <Tom.Varley@ophotels.com>
Sent: Monday, February 24, 2020 2:54 PM
To: Juliet T.H. Walker
Subject: Middle Street Bike Lanes

Hi Juliet,

My name is Tom Varley, and I live at 209 Lafayette Road (corner of South and Lafayette). I attended several of the meetings before and after the bike lanes. A couple bollards are placed in front of my home each year.

I cannot make the public meeting on March 12 as I will be out of town, but as a resident who has attended several meetings and is a user of the lanes and lives on the lane.

1. Regardless of whatever surveys' are done, the bike lanes are being used more often, even in winter
2. The smaller bollards were better last year than the larger first ones. My biggest concern was the upkeep and look of the bollards after being hit by several cars. The small ones seem to have held up.
3. The street markings need to be repainted annually, otherwise drivers ignore the tighter areas, maybe speed limit should be 25 not 30

I think the bike lanes are great and we should continue to support the bike, particularly as E-Bikes become more popular.

Juliet T.H. Walker

From: Tom Waterman <tom.waterman@gmail.com>
Sent: Friday, March 13, 2020 12:20 PM
To: Planning Info
Subject: Middle Street Bike Lane

I watched the Youtube video of the meeting last night.

First, I want to commend Juliet for being as patient as she was - I don't know if I could have been that gracious with the comments that were made.

I ride my bike to Planet Fitness when the temp is above 45 - I did this before the bike lane - the new bike lane makes this nicer. If the bike lane goes away, I will still be riding to PF.

For the bollards - my only suggestion would be to put them near intersections of side streets only - that would limit cars from cutting the corner when they turn as well as using the bike lane to pass a left hand turning car on the right. Future bump outs could replace them as the road is redone.

If the city decides to get rid of the bike lane - then the discussion of "giving the money" came up - I don't know if this is possible, but rolling the money to another bike project - maybe a Harvard Street Connector to the Rail Trail for students going to the Robert J Lister Academy- Would satisfy the Fed Government.

Lastly, I'm afraid that the lack of acceptance of the bike path is a generational one - it might take a while for a new crop of residents to embrace how it can improve the city.

Keep up the good work.

Tom Waterman
43 Cornwall St, Portsmouth, NH 03801

Juliet T.H. Walker

From: Gary Woods <gwoods24@comcast.net>
Sent: Tuesday, March 17, 2020 5:11 PM
To: Juliet T.H. Walker
Subject: Bike Lanes

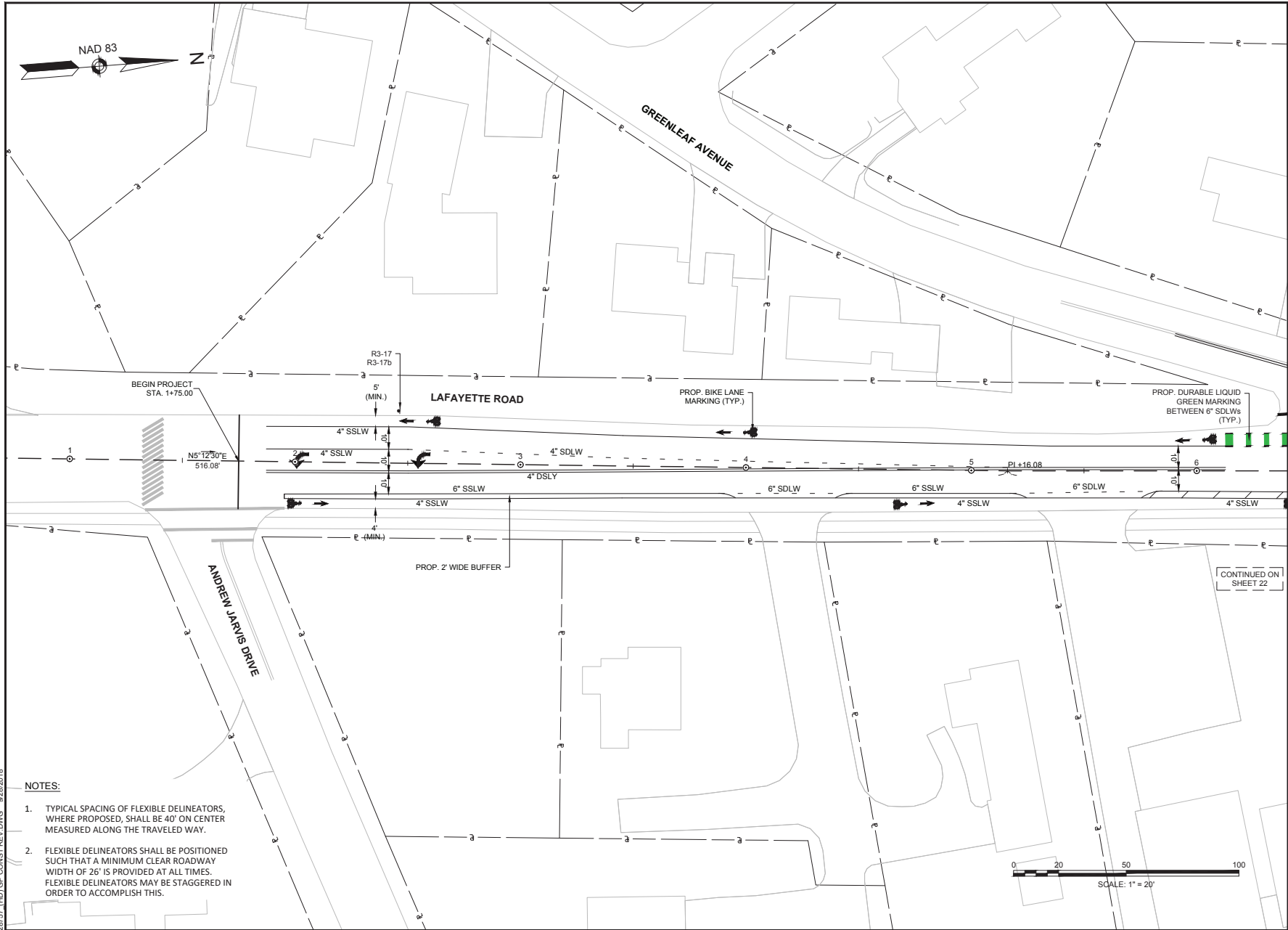
Director Walker- I'd like to express my appreciation for your work to establish the Portsmouth Middle Street bike lanes and other bike accessibility and safety initiatives throughout the city. I encourage you to continue this effort.

I am a Kittery resident but often utilize the Portsmouth bike lanes. I work at Portsmouth Naval Shipyard and as you know the Shipyard's workload is increasing and with that comes traffic and parking issues. Since the Navy Yard is on an island more access roads or parking onyard is not a solution. Kittery recently completed an initial Joint Land Use Study funded by the Dept of Defense to engage professional planners to work with area towns and the Shipyard to develop traffic and parking solutions. A key finding of the study is to improve infrastructure to facilitate alternate transportation, specifically biking. The Portsmouth bike lanes are a model of what is needed in Kittery and elsewhere. Many are uncomfortable with these changes but they are needed to support the growing economy, workforce, climate change, safety and overall health. These benefits far outweigh a return to wider and faster vehicle lanes.

Thank-you again for your work.

Gary Woods





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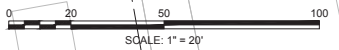
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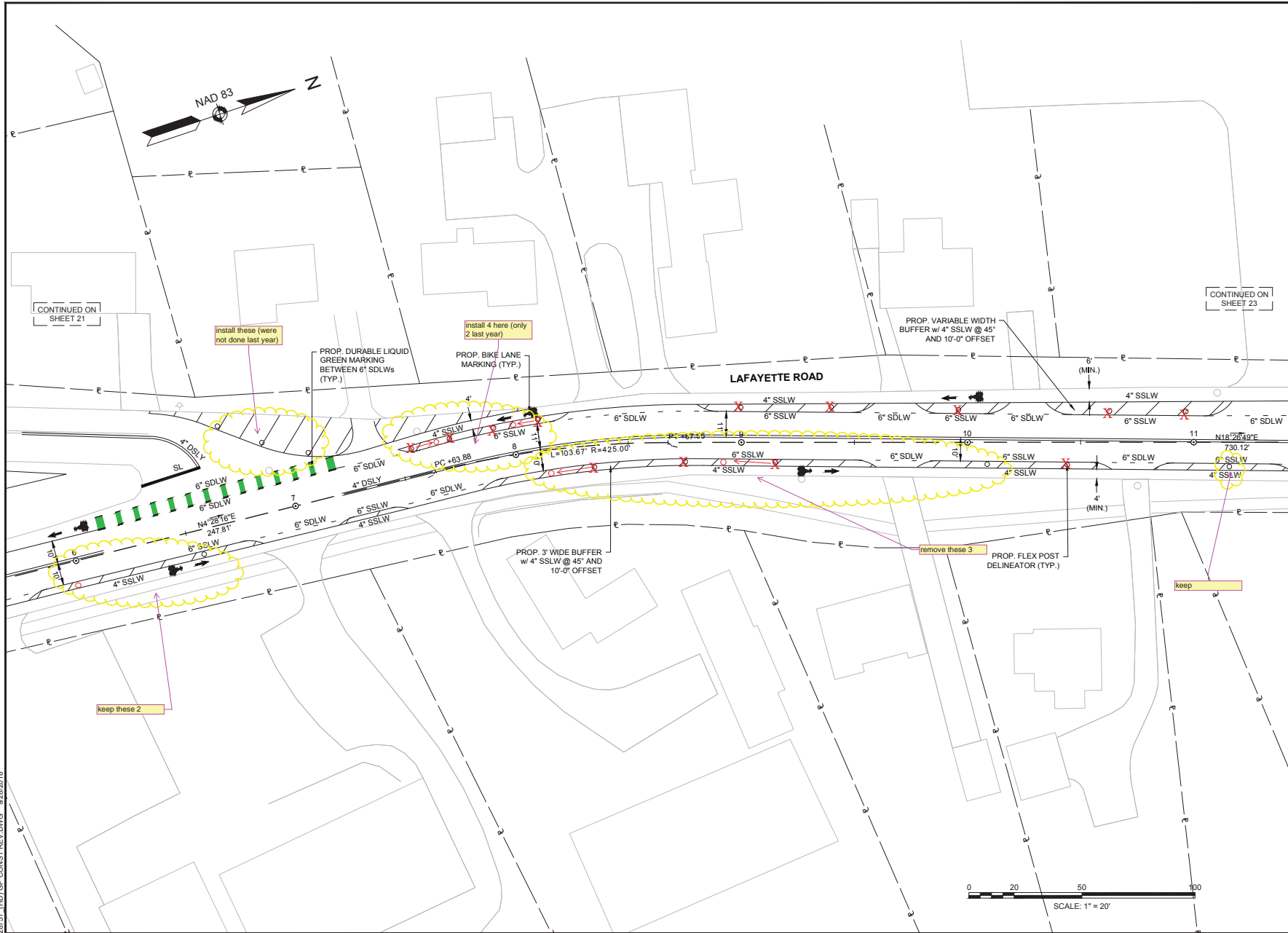
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- NOTES:**
1. TYPICAL SPACING OF FLEXIBLE DELINEATORS, WHERE PROPOSED, SHALL BE 40' ON CENTER MEASURED ALONG THE TRAVELED WAY.
 2. FLEXIBLE DELINEATORS SHALL BE POSITIONED SUCH THAT A MINIMUM CLEAR ROADWAY WIDTH OF 26' IS PROVIDED AT ALL TIMES. FLEXIBLE DELINEATORS MAY BE STAGGERED IN ORDER TO ACCOMPLISH THIS.





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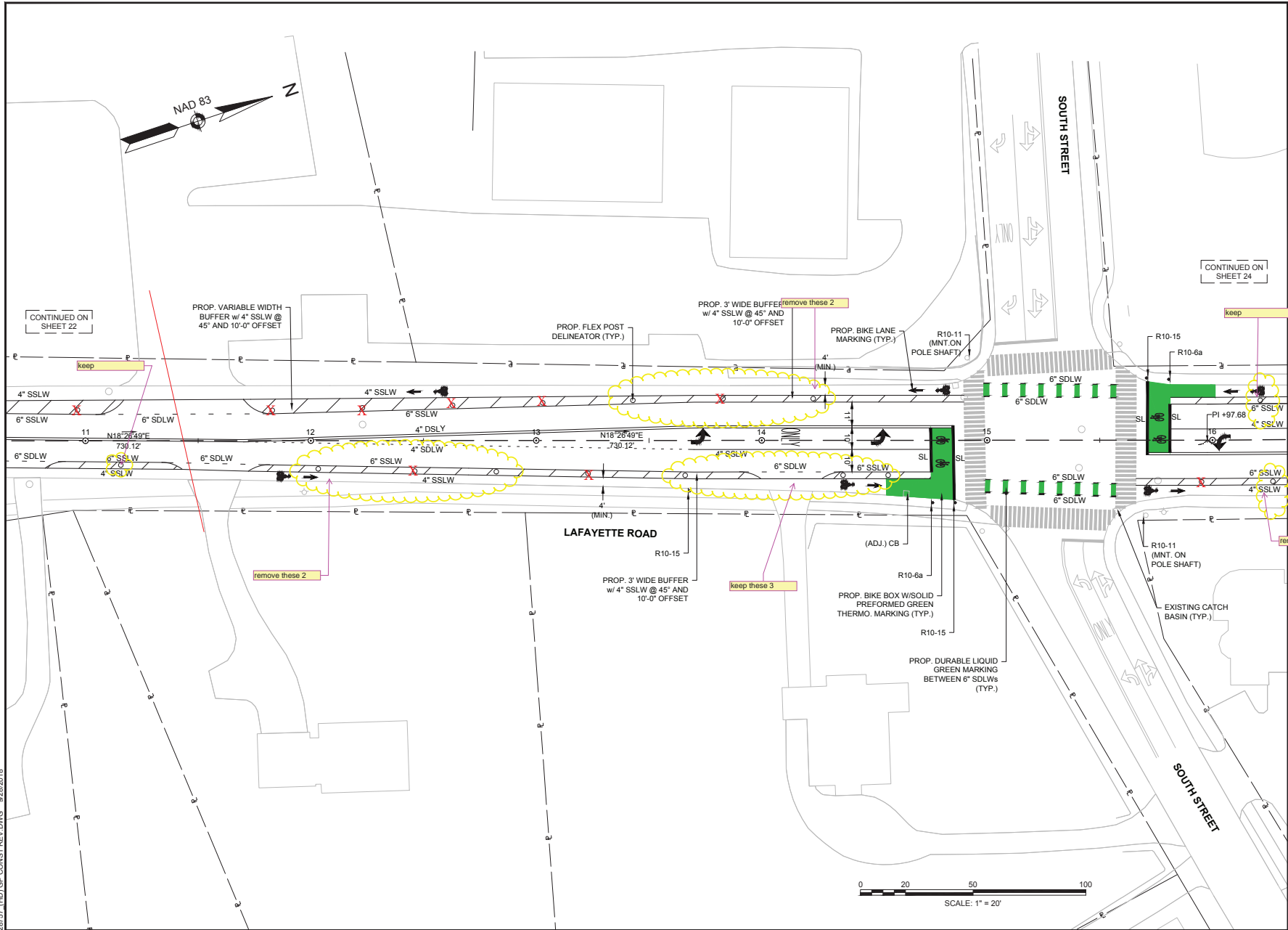
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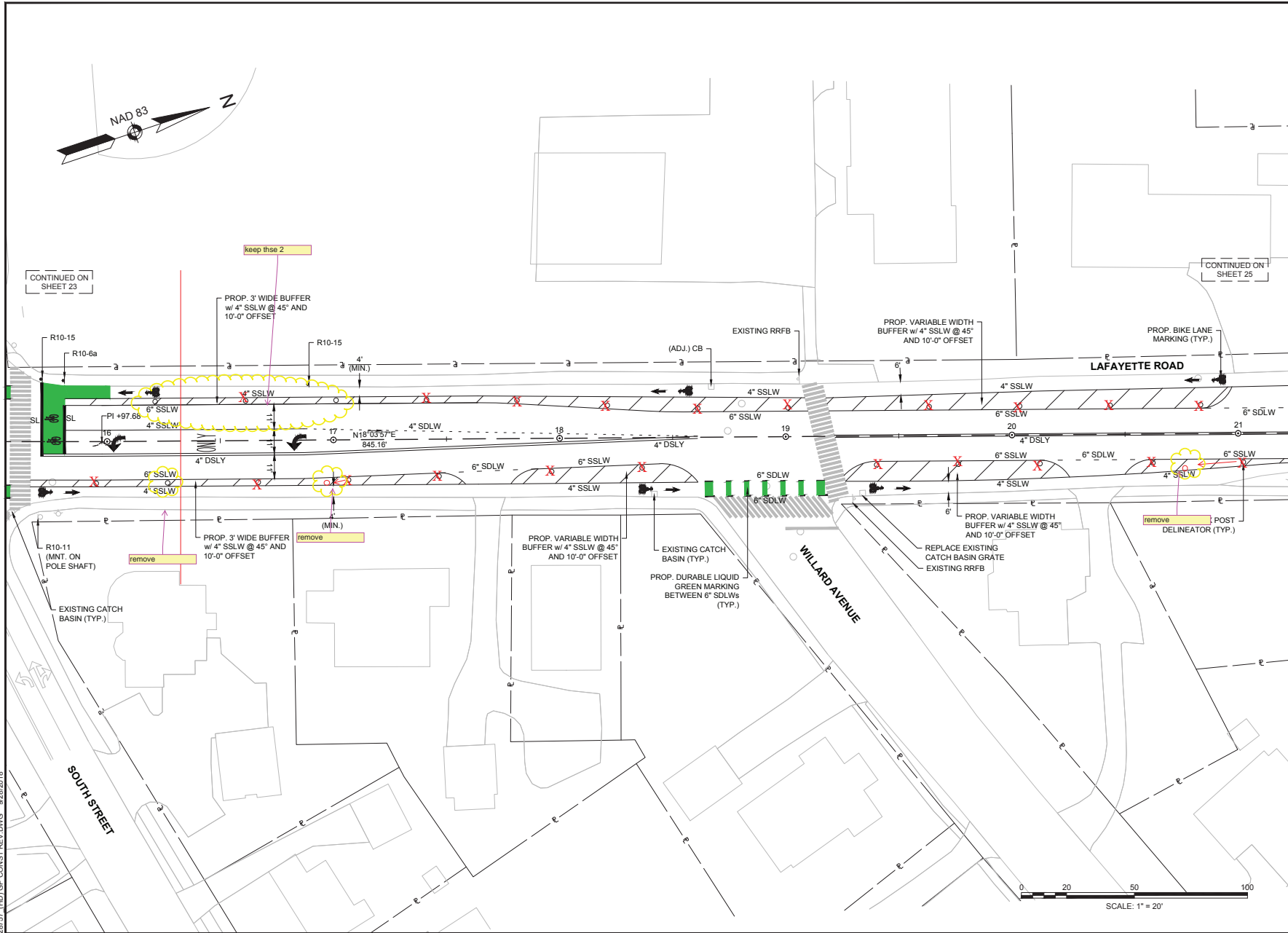
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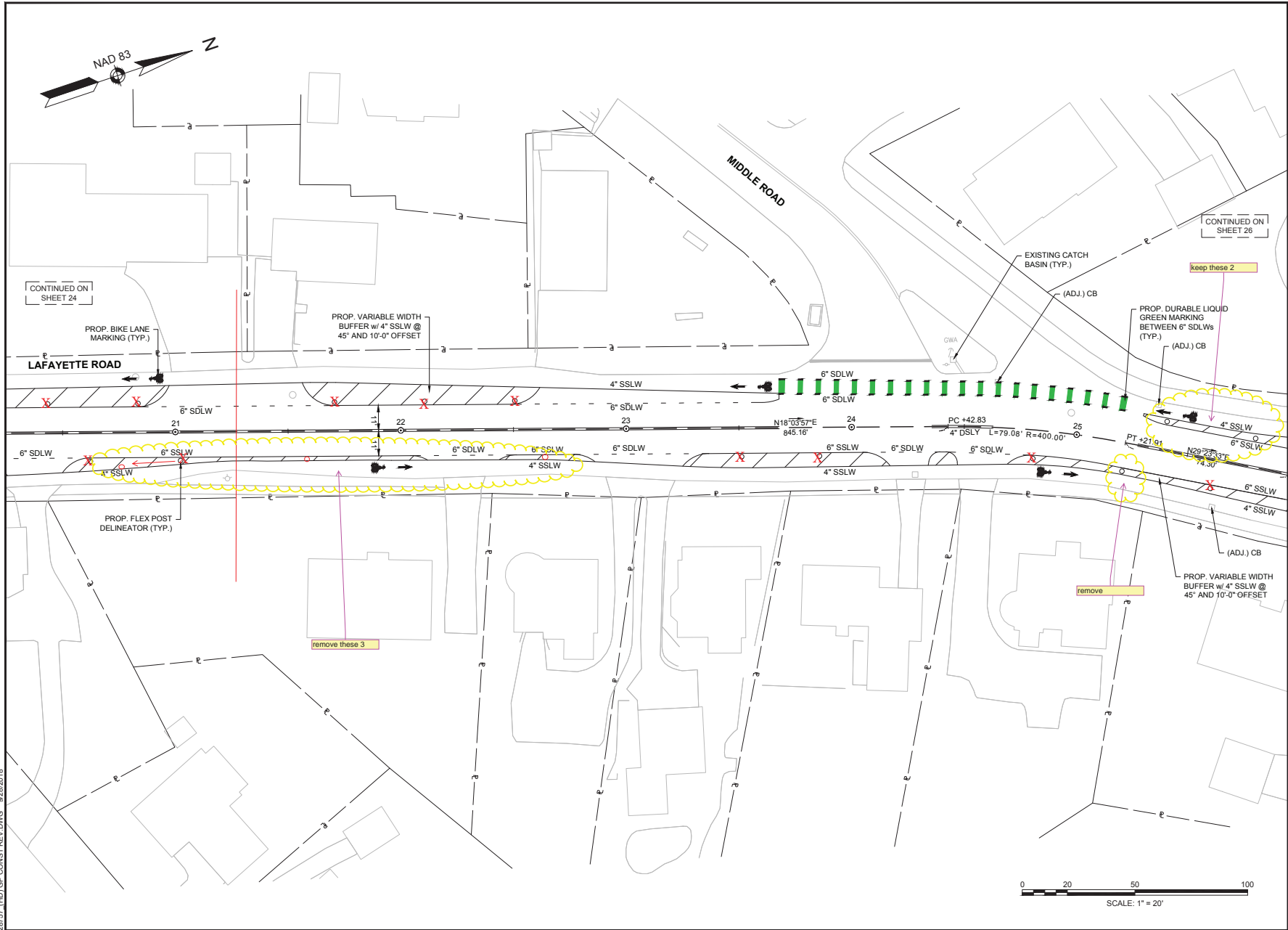
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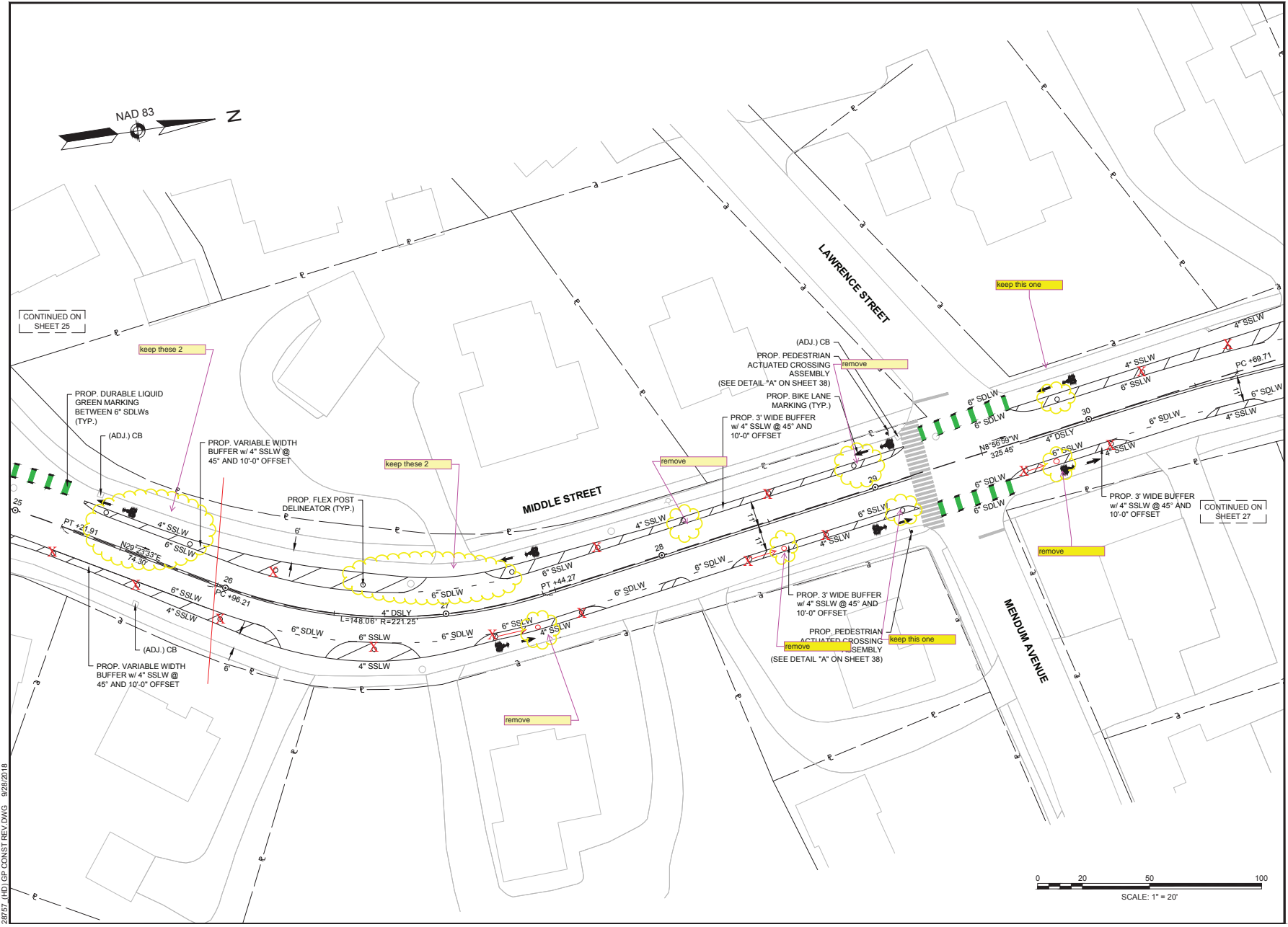
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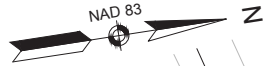
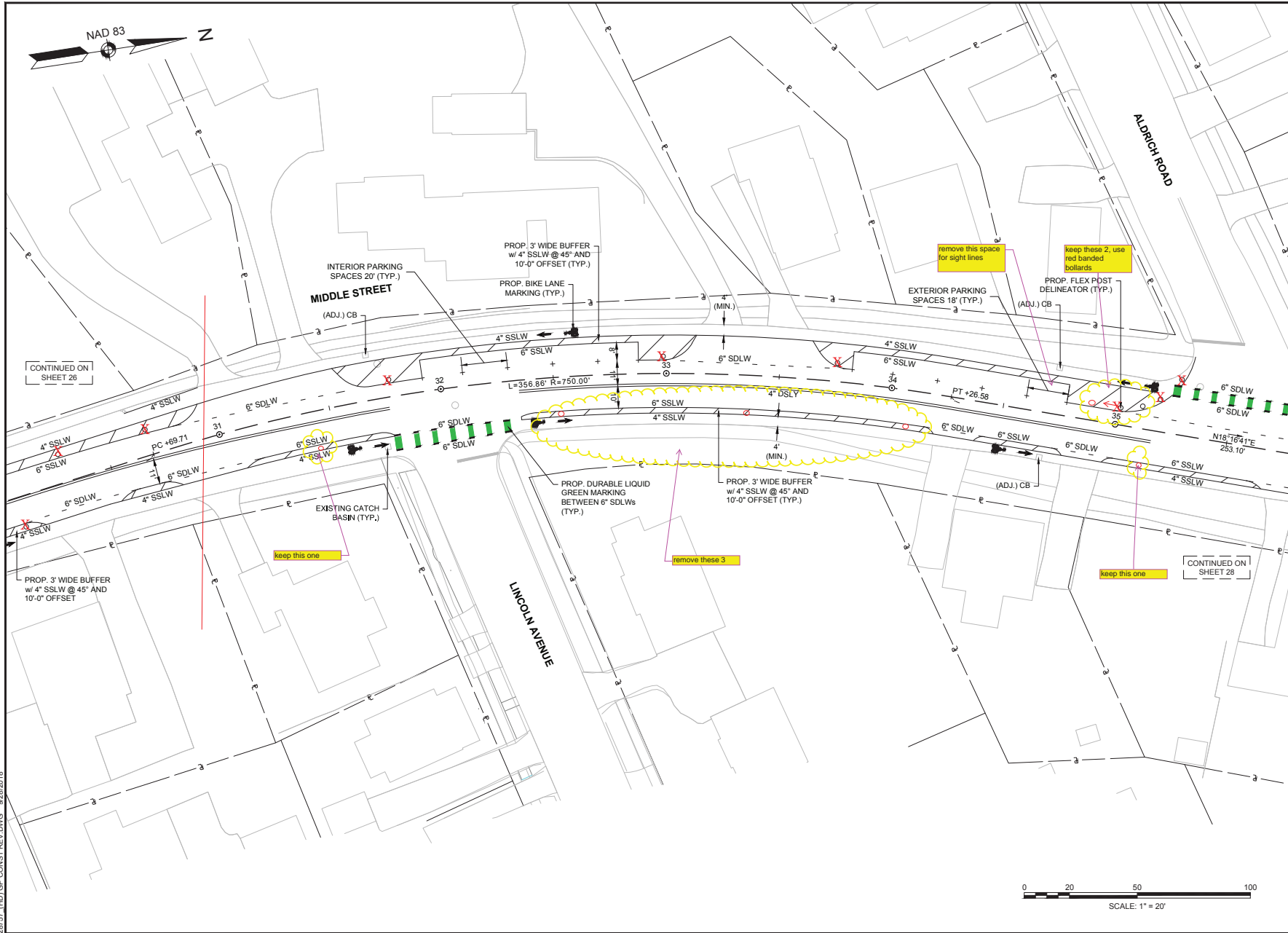
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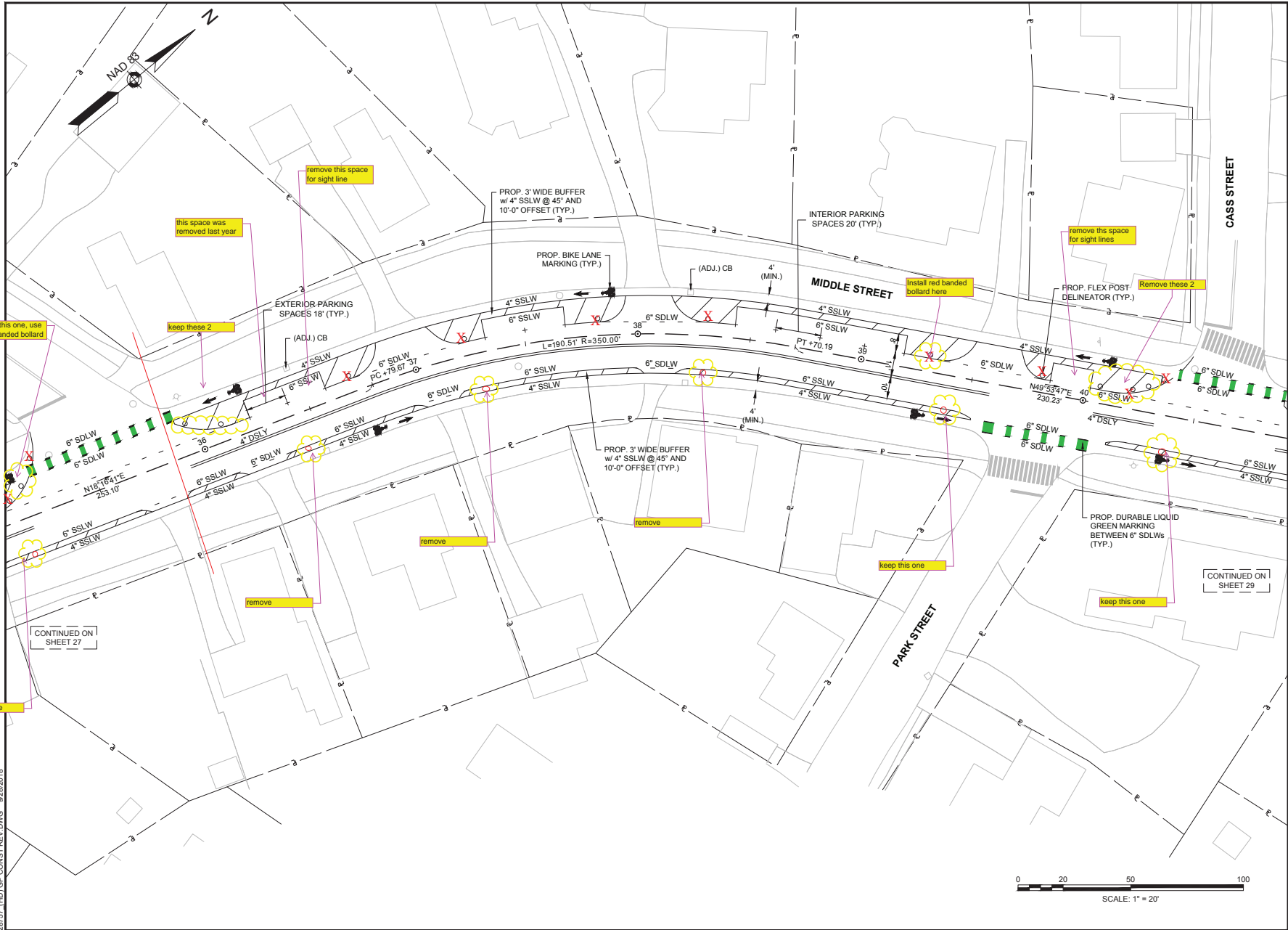
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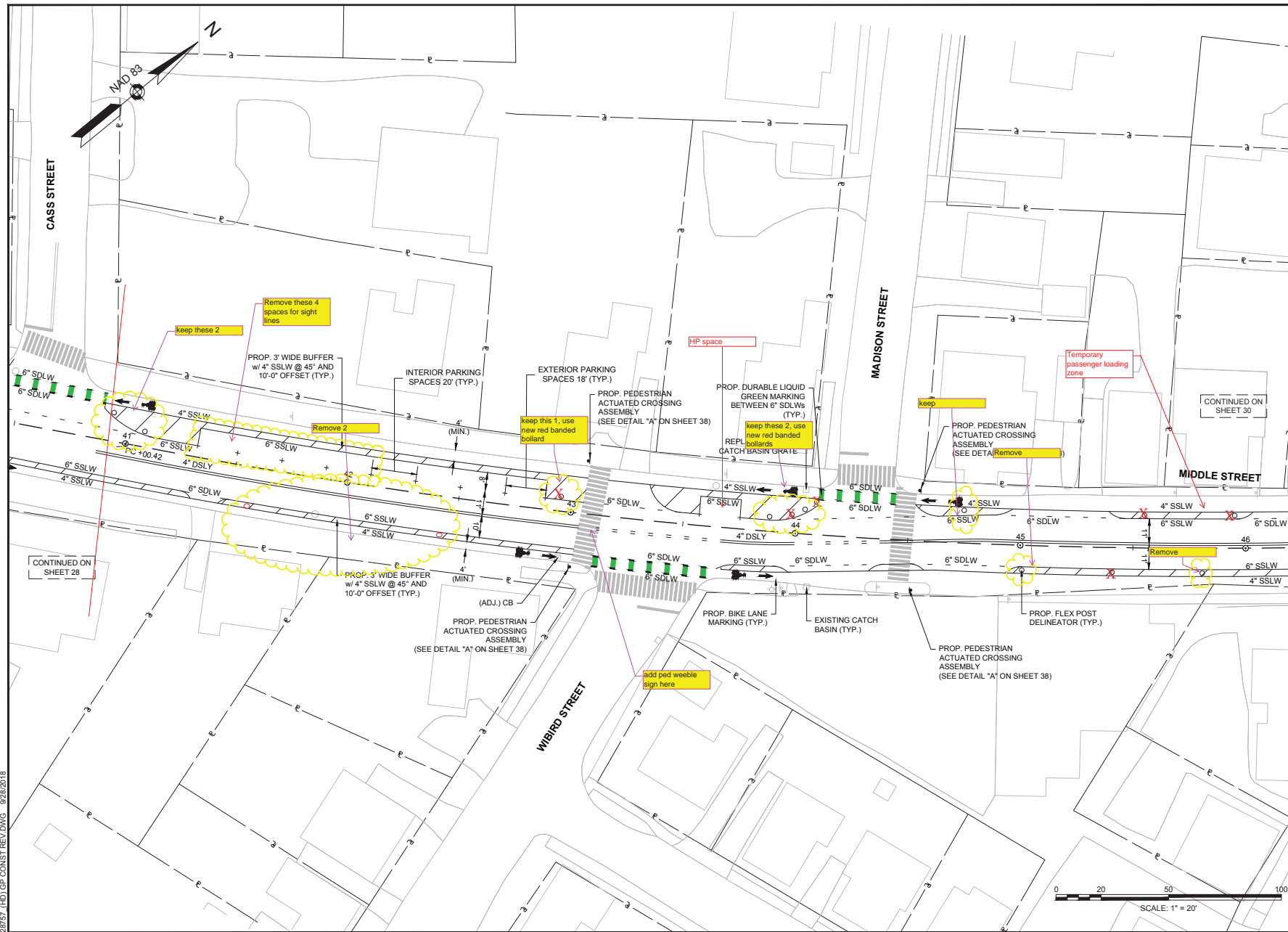
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3	NH DOT COMMENTS	11/7/17
2	FINAL DESIGN	7/28/17
1	PRELIMINARY DESIGN	10/14/16
NO.	REVISION	DATE

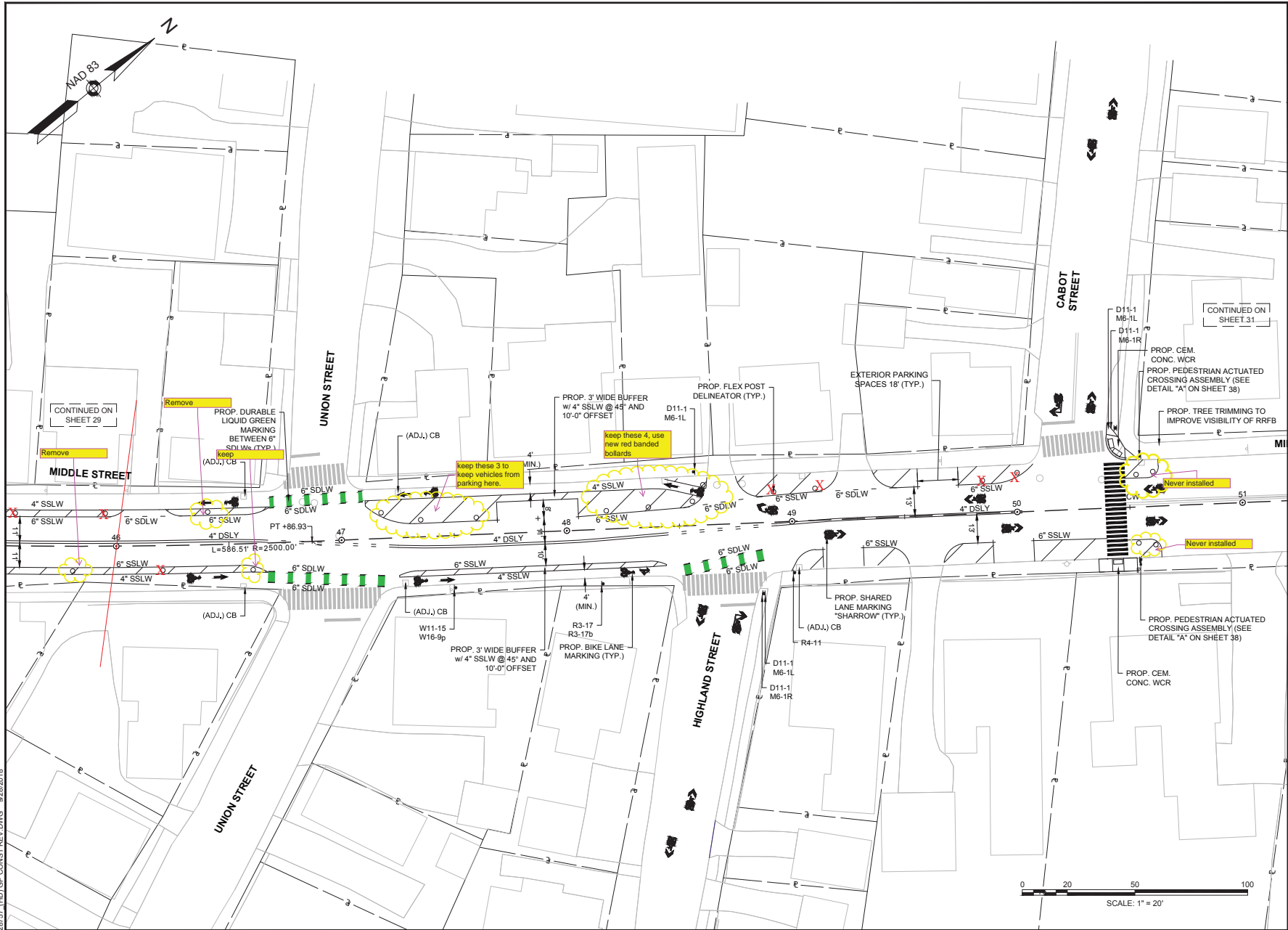
07/28/2017
 DRAWN/DESIGN BY: EMR
 CHECKED BY: JPJ

GENERAL PLANS

SCALE: 1"=20'
 28757

29 OF 38

28757 (HD) GP CONST REV.DWG 09/28/2018



28757 (H/D) GP CONST REV.DWG 02/28/2018

PREPARED FOR
 CITY OF PORTSMOUTH
 1 JUNKINS AVENUE
 PORTSMOUTH, NH

**ON-STREET BICYCLE FACILITY
 IMPROVEMENT PROJECT
 LAFAYETTE ROAD/MIDDLE STREET
 PORTSMOUTH, NH**

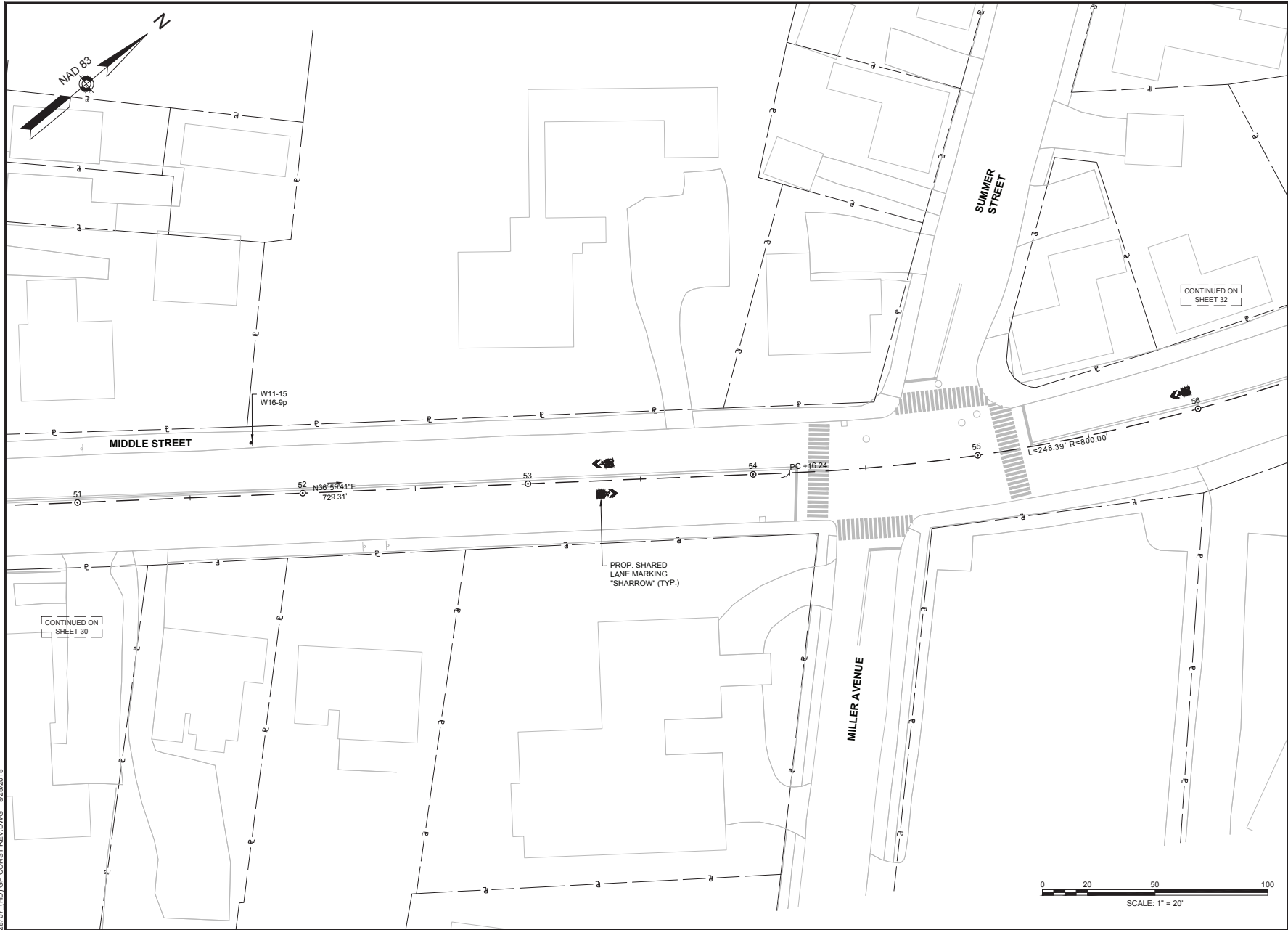
REVISIONS		
NO.	REVISION	DATE
6	FIELD ADJUSTMENTS	9/28/18
5	PROJECT RE-BID	3/28/18
4	PROJECT RE-BID	2/7/18
3	NHDOT COMMENTS	11/7/17
2	FINAL DESIGN	7/28/17
1	PRELIMINARY DESIGN	10/14/16
NO.	REVISION	DATE
07/28/2017		
DRAWN/DESIGN BY		CHECKED BY
EMR		JPJ

**GENERAL
 PLANS**

SCALE: 1"=20'

28757

30 OF 38



28757 (HD) GP CONST REV DWG 02/28/2018

GPI Greenman-Pedersen, Inc.
Engineering & Construction Services
31 Daniel Street, Second Floor, Portsmouth, NH 03801
Tel: (603) 891-0219 Fax: (603) 698-3344
http://www.gpi.net

PREPARED FOR
CITY OF PORTSMOUTH
1 JUNKINS AVENUE
PORTSMOUTH, NH

**ON-STREET BICYCLE FACILITY
IMPROVEMENT PROJECT
LAFAYETTE ROAD/MIDDLE STREET
PORTSMOUTH, NH**

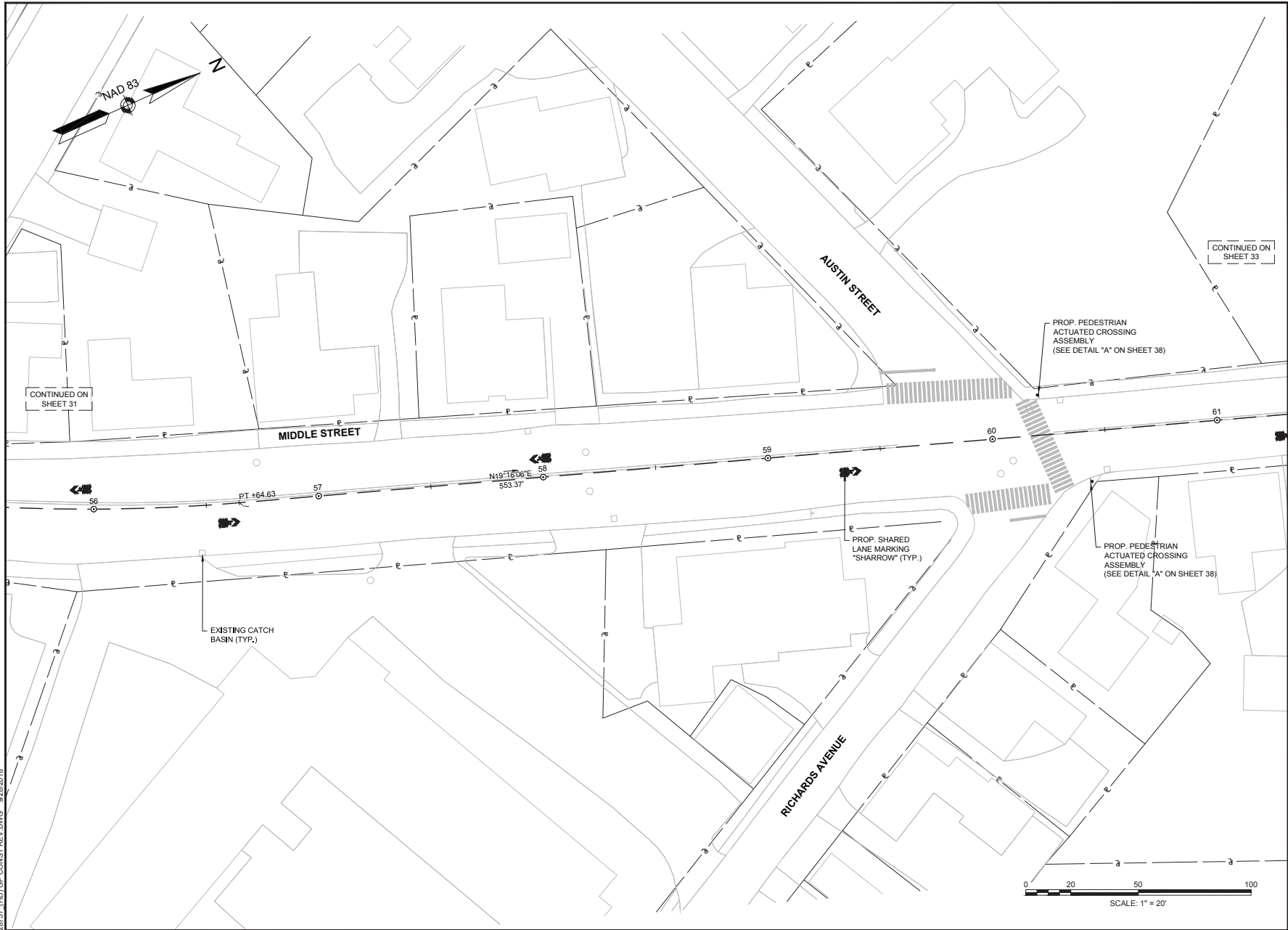
REVISIONS		
NO.	REVISION	DATE
5	PROJECT RE-BID	3/28/18
4	PROJECT RE-BID	2/7/18
3	NHDOT COMMENTS	11/7/17
2	FINAL DESIGN	7/28/17
1	PRELIMINARY DESIGN	10/14/16
0	REVISION	DATE
07/28/2017		
DRAWN/DESIGN BY	CHECKED BY	
EMR	J.P.J.	

GENERAL PLANS

SCALE: 1"=20'

28757

31 OF 38



28757 (HD) GP CONST REV.DWG 0/28/2018

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 IMPROVEMENT PROJECT
 LAFAYETTE ROAD/MIDDLE STREET
 PORTSMOUTH, NH**

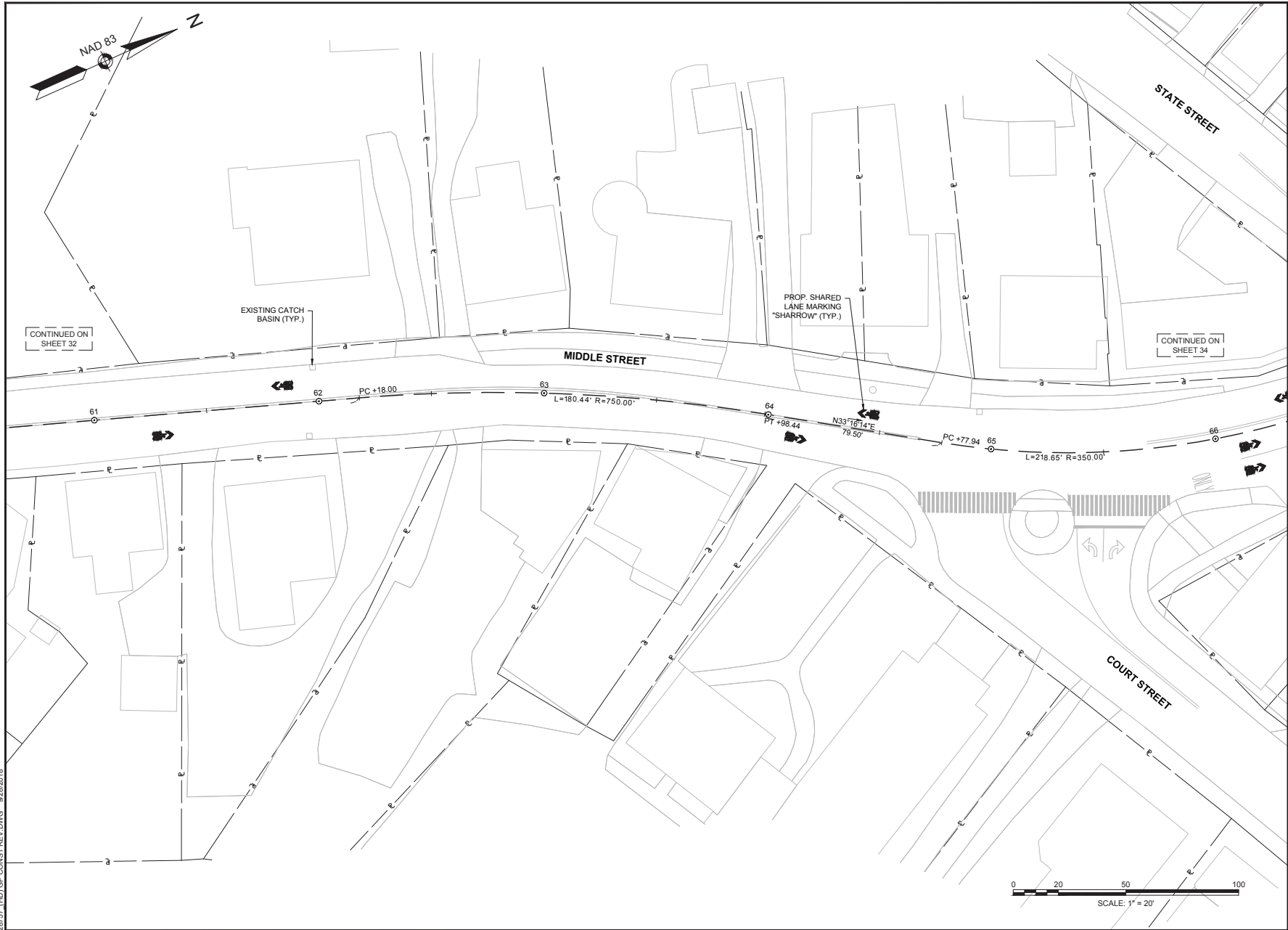
REVISIONS		
NO.	REVISION	DATE
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NO.	REVISION	DATE
07/28/2017		
DRAWN/DESIGN BY	CHECKED BY	
EMR	JPJ	

GENERAL PLANS

SCALE: 1"=20'

28757

32 OF 38



CONTINUED ON SHEET 32

CONTINUED ON SHEET 34

GPI Greenman-Pedersen, Inc.
 Engineering & Construction Services
 21 Grand Street, Second Floor, Portsmouth, NH 03801
 Tel: (603) 891-2219 Fax: (603) 698-2344
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 CITY OF PORTSMOUTH
 1 JUNKINS AVENUE
 PORTSMOUTH, NH

**ON-STREET BICYCLE FACILITY
 IMPROVEMENT PROJECT
 LAFAYETTE ROAD/MIDDLE STREET
 PORTSMOUTH, NH**

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07/28/2017		
DRAWN/DESIGN BY	CHECKED BY	
EMR	JPJ	

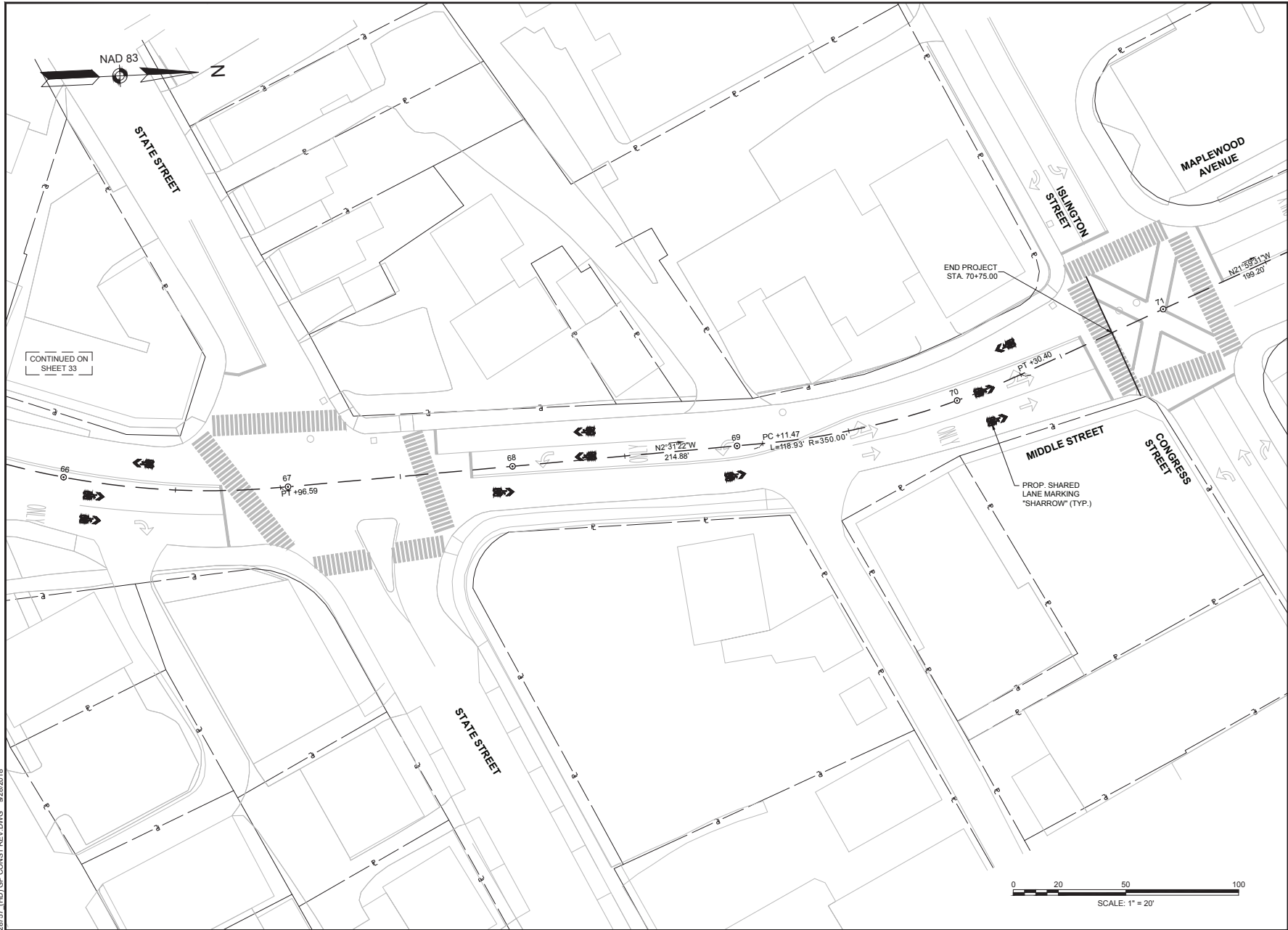
GENERAL PLANS

SCALE: 1"=20'

28757

33 OF 38

28757 (HD) GP CONST REV DWG 02/28/2018



CONTINUED ON SHEET 33

END PROJECT STA. 70+75.00

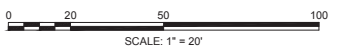
PT +30.40

N2°59'31"W
199.20'

N2°31'22"W
214.88'

PC +11.47
L=118.93' R=350.00'

PROP. SHARED LANE MARKING "SHARROW" (TYP.)



GPI Greenman-Pedersen, Inc.
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21 Daniel Street, Second Floor, Portsmouth, NH 03801
Tel: (603) 891-0219 Fax: (603) 698-3244
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PREPARED FOR
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PORTSMOUTH, NH

**ON-STREET BICYCLE FACILITY
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GENERAL PLANS

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28757

34 OF 38

28757 (HD) GP CONST REV DWG 09/28/2018



PARKPORTSMOUTH

Stay and Pay Pricing

PTS June 4th, 2020

Parking Division - Services

- ▶ The Portsmouth Parking Division is a Special Revenue Fund Incorporated within the Portsmouth Department of Public Works
- ▶ \$1.86M in Value-added Services Performed + \$2.4M Contribution to the General Fund
 - ▶ Oversight of Parking Operations, Enforcement and Collections Teams
 - ▶ \$7.5M Annual Budget for FY20
 - ▶ School Crossing Guard Program
 - ▶ Downtown Trash Removal and Cleanup
 - ▶ Downtown Snow Plowing and Removal
 - ▶ Assist with Event Management
 - ▶ Funding for Public Transit - School Bus, Senior Transport and Downtown Trolley
 - ▶ Funding for a Downtown Police Detail

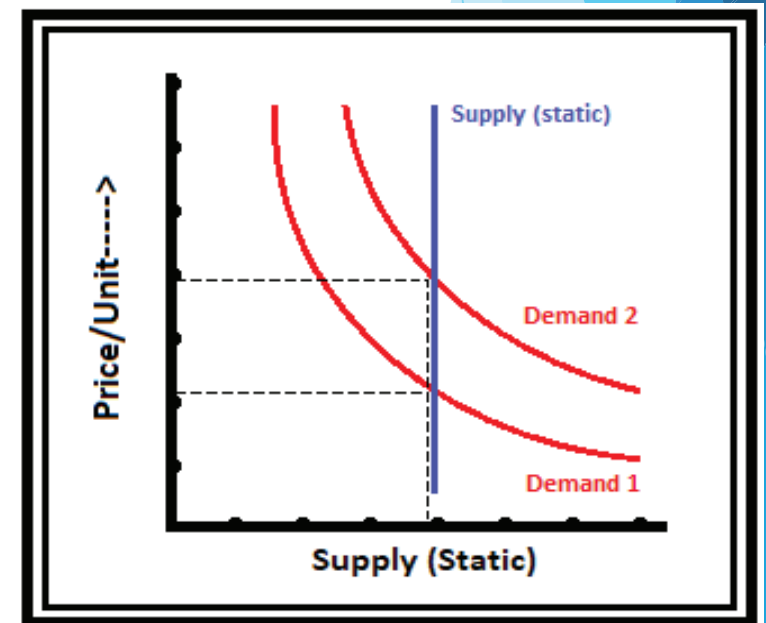


\$330 annual reduction in property taxes for each Median Home in Portsmouth

Parking Is the Quintessential Supply and Demand Model

A Common Misconception is that decisions are based on Revenue Generation (Behavior Mgmt)

- ▶ A 'Park Once' Philosophy Supports Business
- ▶ A Safe and Inviting Walking Environment Supports Business
- ▶ Available Parking Inventory Supports Downtown Business
- ▶ Pricing Drives Demand, and Therefore Occupancy
 - ▶ Data Suggest That Areas Above the Targeted 85% Occupancy Threshold Should Carry a Price Point that Generates the Desired Demand and Occupancy
 - ▶ This Coincides with the 2012 Parking Principle 10, referencing 'Pricing More Desirable On-Street Inventory to Favor Motivated User Groups'



The Stay and Pay Concept

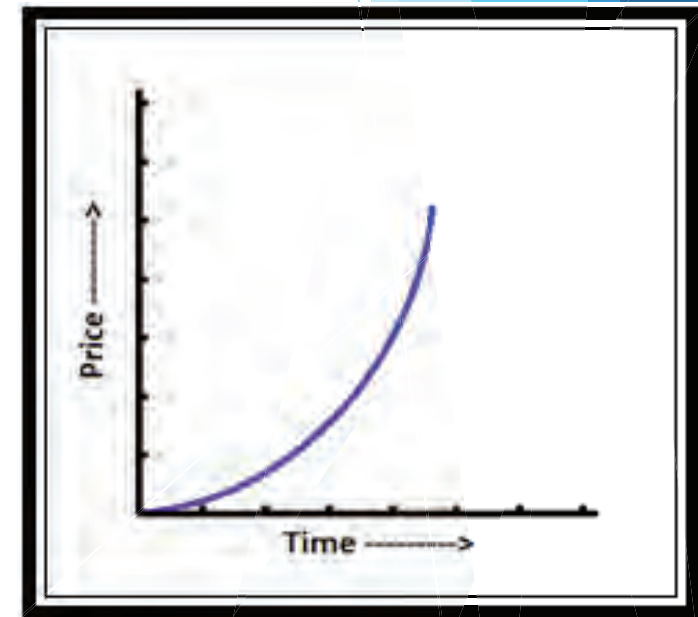
The Stay and Pay Concept Puts the Power of Decision Making in the Hands of the Consumer

- ▶ The Two Most Common Areas of Feedback Received by the Parking Division include:
 - ▶ I am Unable to Find a Space Downtown When I want One
 - ▶ I Came Here to Relax and Spend My Time Exploring Your Amazing Town, and You Punished Me For Not Leaving Fast Enough; we're never coming back!
- ▶ Stay and Pay Addresses Both of These Common Issues, While Addressing A Number of Additional 2012 Principles, Namely:
 - ▶ Principle 9: that strategies should recognize that there is a difference between Long and Short Term parking clientele
 - ▶ Principle 10: that more desirable on-street spaces should be priced to favor those who are highly motivated to use them
 - ▶ Principle 14: that we should consider ways to incentivize the use of 'remote' parking
 - ▶ Principle 21: that we should incentivize alternate transportation modes

The Stay and Pay Concept – How it Works

The Stay and Pay Concept Can Ensure the Most Desirable On-Street and Lot Spaces are Available to both Short and Long Term Customers

- ▶ Currently, the City of Portsmouth Imposes a Fine on Residents and Visitors Who Overstay the 3-hour Turn Limit
 - ▶ This is a Common, but Punitive Approach, and Results in Unwelcome Citations
- ▶ Instead, the Stay and Pay Concept Utilizes an *Economic* Incentive to Encourage a Turn at the 3-hour Point
 - ▶ This is done by progressively advancing the pricing as time approaches the desired 3-hour time limit
 - ▶ The method satisfied the needs of Short-Term and Long-Term users by Creating a Price structure that allows for an inexpensive short term stay, then advances the price curve to adjust for highly-motivated Longer Term users



Stay and Pay in the City of Dover – and the Advantage of Portsmouth’s Pay by Plate System

In October 2019, the City of Dover Adopted a Stay and Pay Strategy:

- ▶ First two Hours: \$1 Each Hour
- ▶ Second Two Hours: \$2 Each Hour
- ▶ Fifth Hour and Beyond: \$3 Each Hour, with a Daily Maximum of \$27.00

In just the first 3 months, Dover Found that the Following Had Been Achieved:

- ▶ On-Street Occupancy was reduced roughly 30%, with that traffic now reporting to the Garage and other more viable Long-Term options
- ▶ Public feedback thanking the City of Dover for providing the option to stay
- ▶ Fewer citations, and thus reduced negative public feedback
- ▶ A 30% increase on on-street parking revenue

It is Noteworthy That Dover Continues to Use the Old Pay and Display System

- ▶ The above improvements have been achieved in spite of the fact that a consumer can repeatedly buy the first hour over and over, never elevating up the Price Curve
- ▶ With Portsmouth now utilizing Pay by Plate, Parking Sessions are governed in real time, eliminating the opportunity to avoid the price curve

Recommendations

City of Portsmouth Rate Comparison and Recommendations, Zones A and B

Current Rates

On-Street Zone A

Hour	Hourly Rate	Total Amount	Hourly Change	
1	2.00	2.00		
2	2.00	4.00	-	
3	2.00	6.00	-	Turn Hour

PUBLIC RATES-PROPOSED

Stay and Pay Structure- ON STREET ZONE A

Hour	Hourly Rate	Total Amount	Hourly Change	
1	2.00	2.00		
2	2.00	4.00	-	
3	5.00	9.00	3.00	Turn Hour
4	5.00	14.00	-	
5	5.00	19.00	-	
6	5.00	24.00	-	
7	5.00	29.00	-	
8	5.00	34.00	-	
9	5.00	39.00	-	
10	5.00	44.00	-	
11+	5.00	49.00	-	

RESIDENT RATES-PROPOSED

Stay and Pay Structure- ON STREET ZONE A

Hour	Hourly Rate	Total Amount	Hourly Change	
1	1.50	1.50		
2	1.50	3.00	-	
3	2.00	5.00	0.50	Turn Hour
4	2.50	7.50	0.50	
5	2.50	10.00	-	
6	2.50	12.50	-	
7	2.50	15.00	-	
8	2.50	17.50	-	
9	2.50	20.00	-	
10	2.50	22.50	-	
11+	2.50	25.00	-	

On-Street Zone B/C

Hour	Hourly Rate	Total Amount	Hourly Change	
1	1.50	1.50		
2	1.50	3.00	-	
3	1.50	4.50	-	Turn Hour

Stay and Pay Structure- ON STREET ZONE B/C

Hour	Hourly Rate	Total Amount	Hourly Change	
1	1.50	1.50		
2	1.50	3.00	-	
3	3.00	6.00	1.50	Turn Hour
4	3.00	9.00	-	
5	3.00	12.00	-	
6	3.00	15.00	-	
7	3.00	18.00	-	
8	3.00	21.00	-	
9	3.00	24.00	-	
10	3.00	27.00	-	
11+	3.00	30.00	-	

Stay and Pay Structure- ON STREET ZONE B/C

Hour	Hourly Rate	Total Amount	Hourly Change	
1	1.00	1.00		
2	1.00	2.00	-	
3	1.50	3.50	0.50	Turn Hour
4	2.00	5.50	0.50	
5	2.00	7.50	-	
6	2.00	9.50	-	
7	2.00	11.50	-	
8	2.00	13.50	-	
9	2.00	15.50	-	
10	2.00	17.50	-	
11+	2.00	19.50	-	



PARKPORTSMOUTH

DISCUSSION



V.C. Request for All-Way STOP at intersection of Broad Street and Highland St.

From: [Kris Scherr](#)
To: [Eric B. Eby](#)
Cc: [Adrianne Harrison](#)
Subject: Stop sign request Broad & Highland St.
Date: Friday, May 15, 2020 2:47:10 PM

Dear Mr. Eby,

We have lived just passed the corner of Highland and Broad Street since 2010. We're on the corner of Rockland & Broad. During this 10 year period we've always been concerned about cars traveling too fast, over and down the hill to the stop sign at Merrimac and Broad, and likewise, going too fast up the hill from Merrimac. We've never thought our kids could play safely in front of our house without an adult standing in the middle of the road so a car would have a chance to see them and slow down. Additionally, because Broad St. isn't as busy as Miller Ave, kids develop a false sense of security and could easily be hit. I'm aware of a child being hit and killed farther down Broad Street several years ago.

There are now a lot of young children living in this block and I think it should be a priority of the city to add a four way stop to the Highland/Broad Street intersection. Are there other people in leadership I should contact with this request?

Thank you for considering and assisting with this important safety measure.

Sincerely,

Kris Scherr

From: [Adrienne Harrison](#)
To: [Eric B. Eby](#)
Subject: Stop Sign Request: Highland and Broad Streets
Date: Friday, May 15, 2020 12:59:56 PM

Mr. Eby,

My neighbor mentioned she worked with you on a traffic safety issue in our neighborhood previously, so I thought I would share this request with you as well (see below). I am not really sure where requests like new stop signs should be directed, so please do let me know if there is someone more appropriate than Mr. Dumont or yourself.

Thank you,
Adrienne

238 Highland St
cell: 207-409-2834

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

From: **Adrienne Harrison** <adeharrison@gmail.com>
Date: Fri, May 15, 2020 at 12:52 PM
Subject: Stop Sign Request: Highland and Broad Streets
To: <jldumont@pw.cityofportsmouth.com>

Mr. Dumont,

This email is a follow up to a voicemail I left for you earlier today. I would like to request 2 new stop signs at the intersection of Broad and Highland Streets (stop signs would be located on Broad St). Overall, the reason for the request is that there needs to be a permanent solution for slowing down traffic and alerting drivers to children in the area. The concerns at the intersection of Highland and Broad Streets include:

1. Restricted view of pedestrians or cyclists crossing at the top of the hill. The intersection of Broad and Highland streets is at the crest of a hill which causes a restricted view of pedestrians (especially short ones!) at the top of the hill.
2. Increased speed between the stop sign at Broad Street/Lincoln Ave and the sign at Broad Street/Merrimac Street. It feels as though cars are able to pick up quite a bit of speed when traveling between stop signs on Broad Street. I do not think excessive speed is an issue, however, it is easier to stop for a pedestrian when you are already slowing down rather than when you have no plan to stop. I will also note that this is the only intersection on Broad St between South and Merrimac without a 4-way stop. I do not believe having an additional 4-way stop would be out of character with the neighborhood or unwarranted given the amount of walking/biking that goes on at this intersection.
3. There are multiple families with young children living in the immediate vicinity of this intersection as well as the neighboring blocks. During the nicer weather this is a popular walking route because of the quiet streets. There is a crosswalk in place across Broad St, between the 2 sections of Highland St.

These three items together have made it necessary to use a small sign to help slow the traffic and provide awareness that children are often crossing the intersection. The small signs have

served as a temporary solution to create a safer intersection, however it is not a long term solution. There are still a handful of incidents where cars are not aware of children crossing the street due to the restricted view of the crosswalk at top of the intersection. As a parent, I do try to keep watch for vehicles but we all know that it just takes one moment looking away.

The immediate residents have expressed support for 2 additional stop signs for pedestrian safety and to slow the cars travelling between the existing stop signs. Our neighbors are happy to send in letters of support and description of why they feel stop signs are needed (one of neighbors feels the speed of cars on Broad and the visibility makes it difficult to pull out of her driveway - so there are really a number of concerns.). Please let me know if you'd like to hear their perspectives and I can pass your information along to them. They may have even already submitted requests to councilors or DPW staff as there is wide agreement it would be an appropriate place for a 4-way stop.

Thank you,
Adrienne
238 Highland St
cell: 207-409-2834

From: [Joanne Holman](#)
To: [Eric B. Eby](#)
Subject: Stop Sign Request - Corner Highland and Broad: signs to be on Broad Street
Date: Saturday, May 16, 2020 1:04:58 PM

Mr Eby,

We are writing to support the request for Stop signs on Broad Street (corner of Highland St). As Adrienne has stated: as cars come along on Broad St driving over the hill, they are often traveling fast at the cross street with Highland. (Since there is no Stop sign) No Stop makes this area even more hazardous when using the crosswalk.

We have lived at corner of Highland and Broad (228 Highland St) for over 40 years. The front of our house is on Highland and the rest faces Broad. We have two driveways...one on Highland and the other on Broad. We have found it necessary to be super careful leaving our Broad Street driveway because we need to be on the lookout for cars coming along which may very well be traveling rather fast. The STOP sign would enable us to have a safer egress from our driveway.

We hope you will agree with this assessment and add the two stop signs on Broad Street.

Thank you,

Joanne Holman
Lance Hellman

Broad at Highland - TMC

Fri May 15, 2020

Full Length (10 AM-2 PM, 4:45 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 764212, Location: 43.068572, -70.761123

Provided by: City of Portsmouth
680 Peaverly Hill Road,
Portsmouth, NH, 03801, US

Leg Direction	Broad Street Southbound						Highland Street Westbound						Broad Street Northbound						Highland Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-05-15 4:45PM	0	2	0	0	2	0	0	1	0	0	1	0	0	2	2	0	4	2	0	2	0	0	2	1	9
Hourly Total	0	2	0	0	2	0	0	1	0	0	1	0	0	2	2	0	4	2	0	2	0	0	2	1	9
5:00PM	0	1	0	0	1	0	0	0	0	0	0	2	0	2	0	0	2	1	1	2	0	0	3	9	6
5:15PM	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	2	4	1	1	1	0	3	6	7
5:30PM	1	1	0	0	2	0	0	2	0	0	2	2	0	1	3	0	4	0	0	1	0	0	1	3	9
5:45PM	0	0	0	0	0	1	0	2	0	0	2	2	1	7	2	0	10	4	1	1	0	0	2	6	14
Hourly Total	1	2	0	0	3	1	0	6	0	0	6	6	1	12	5	0	18	9	3	5	1	0	9	24	36
2020-05-16 10:00AM	1	0	0	0	1	3	0	0	1	0	1	2	0	2	1	0	3	0	0	1	1	0	2	4	7
10:15AM	2	2	0	0	4	0	1	1	0	0	2	0	0	0	0	0	0	2	1	1	0	0	2	0	8
10:30AM	1	0	0	0	1	2	0	1	0	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	5
10:45AM	1	0	1	0	2	2	0	0	0	0	0	2	0	0	1	0	1	0	1	1	0	0	2	1	5
Hourly Total	5	2	1	0	8	7	1	2	1	0	4	4	0	4	2	0	6	2	3	3	1	0	7	5	25
11:00AM	1	1	0	0	2	5	0	3	0	0	3	6	0	1	0	0	1	0	0	2	1	0	3	0	9
11:15AM	0	1	0	0	1	2	0	1	1	0	2	0	0	1	0	0	1	0	0	0	3	0	3	0	7
11:30AM	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	2	0	0	0	1	0	1	0	3
11:45AM	0	1	0	0	1	0	1	1	0	0	2	2	0	5	0	0	5	0	0	0	0	0	0	0	8
Hourly Total	1	3	0	0	4	8	1	5	1	0	7	9	0	9	0	0	9	0	0	2	5	0	7	0	27
12:00PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	3	0	3
12:15PM	1	1	1	0	3	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	1	0	2	3	6
12:30PM	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	1	1	0	0	2	3	5
12:45PM	0	1	1	0	2	0	0	0	0	0	0	1	0	2	0	0	2	0	0	3	0	0	3	0	7
Hourly Total	1	2	3	0	6	1	0	1	0	0	1	3	0	4	0	0	4	0	2	6	2	0	10	6	21
1:00PM	0	2	0	0	2	0	0	0	0	0	0	0	1	3	1	0	5	0	0	1	0	0	1	0	8
1:15PM	0	1	0	0	1	0	0	0	0	0	0	0	2	2	1	0	5	1	1	0	0	0	1	0	7
1:30PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	5
1:45PM	0	3	0	0	3	0	0	1	0	0	1	0	0	1	1	0	2	0	1	2	2	0	5	2	11
Hourly Total	2	9	0	0	11	0	0	1	0	0	1	0	3	6	3	0	12	3	2	3	2	0	7	3	31
Total	10	20	4	0	34	17	2	16	2	0	20	22	4	37	12	0	53	16	10	21	11	0	42	39	149
% Approach	29.4%	58.8%	11.8%	0%	-	-	10.0%	80.0%	10.0%	0%	-	-	7.5%	69.8%	22.6%	0%	-	-	23.8%	50.0%	26.2%	0%	-	-	-
% Total	6.7%	13.4%	2.7%	0%	22.8%	-	1.3%	10.7%	1.3%	0%	13.4%	-	2.7%	24.8%	8.1%	0%	35.6%	-	6.7%	14.1%	7.4%	0%	28.2%	-	-
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	5
% Motorcycles	0%	5.0%	0%	0%	2.9%	-	0%	0%	0%	0%	0%	-	0%	10.8%	0%	0%	7.5%	-	0%	0%	0%	0%	0%	-	3.4%
Lights	9	12	4	0	25	-	2	5	2	0	9	-	2	27	6	0	35	-	8	15	11	0	34	-	103
% Lights	90.0%	60.0%	100%	0%	73.5%	-	100%	31.3%	100%	0%	45.0%	-	50.0%	73.0%	50.0%	0%	66.0%	-	80.0%	71.4%	100%	0%	81.0%	-	69.1%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	0%	5.0%	0%	0%	2.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Pedestrians	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Pedestrians	0%	0%	0%	0%	0%	-	0%	6.3%	0%	0%	5.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Bicycles on Road	1	6	0	0	7	-	0	10	0	0	10	-	2	6	6	0	14	-	2	6	0	0	8	-	39
% Bicycles on Road	10.0%	30.0%	0%	0%	20.6%	-	0%	62.5%	0%	0%	50.0%	-	50.0%	16.2%	50.0%	0%	26.4%	-	20.0%	28.6%	0%	0%	19.0%	-	26.2%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	19	-	-	-	-	-	16	-	-	-	-	-	36	88
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	86.4%	-	-	-	-	-	100%	-	-	-	-	-	92.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	6
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	13.6%	-	-	-	-	-	0%	-	-	-	-	-	7.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broad at Highland - TMC

Fri May 15, 2020

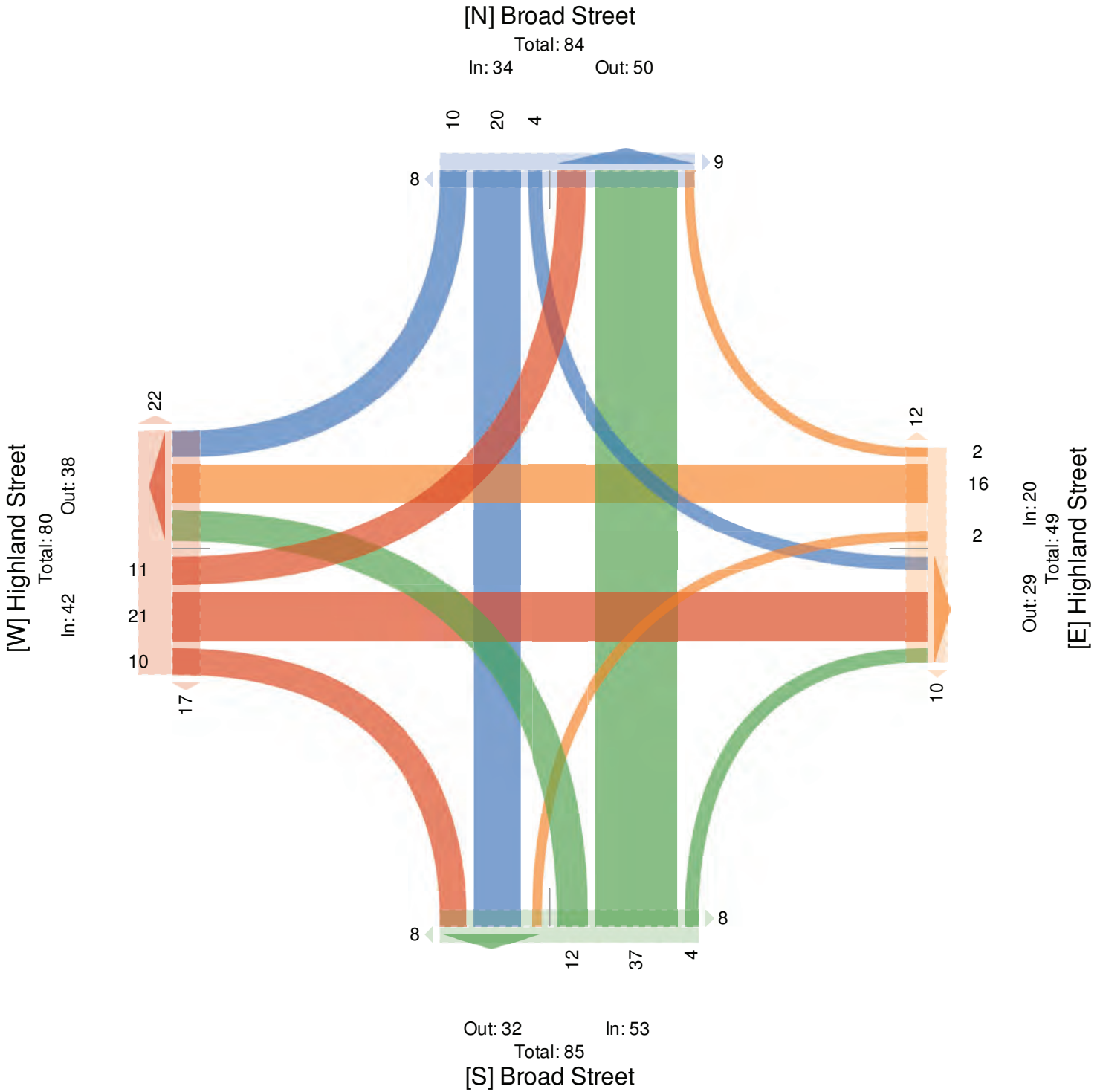
Full Length (10 AM-2 PM, 4:45 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 764212, Location: 43.068572, -70.761123

Provided by: City of
Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US



Section 2B.06 **STOP Sign Applications**

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 **Multi-Way Stop Applications**

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.
- ### Guidance:
- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



V.E. Request to improve safety at intersection of Boss Avenue and Sunset Road, due to limited sight lines

From: [Sarah Lynch](#)
To: [Eric B. Eby](#)
Subject: Re: Safety Mirror for Blind Corner Sunset & Boss
Date: Tuesday, May 19, 2020 1:31:13 PM

Hi Eric,

Thanks for clarifying. I don't know much about safety mirrors. Are you familiar with our corner? We'd appreciate any safety measures you'd be able to offer.

Thanks!
Sarah

Sent from my iPhone

> On May 19, 2020, at 12:40 PM, Eric B. Eby <ebeby@cityofportsmouth.com> wrote:

>

> Sarah

> The City does not install the mirrors that you see at driveways and intersections, as they are not a legal traffic control device. The ones you see have been installed by people on their own. The problems with mirrors are:

> 1. The image is distorted and reversed.

> 2. Vehicles appear to be much farther away than they actually are. For example, the image of an approaching car when it is 100 feet away from the mirror will be only about 2 to 2.5 inches wide on a standard convex mirror.

> 3. Mirrors require routine cleaning and are subject to vandalism.

> 4. Mirrors are fairly expensive (approximately \$250).

> 5. Unfamiliar drivers require time to become oriented when attempting to use a mirror.

>

> If there are other measures that can be done to improve sight distance, such as trimming vegetation that is not on private property, we can look to do that.

>

> Best,

> Eric

>

> Eric B. Eby, P.E.

> Parking and Transportation Engineer

> Department of Public Works

> City of Portsmouth

> 680 Peverly Hill Road

> Portsmouth, NH 03801

> (603) 766-1415

> Cell 603-828-6695

>

>

>

> -----Original Message-----

> From: Sarah Lynch [<mailto:sarahlibbylynch@gmail.com>]

> Sent: Tuesday, May 19, 2020 12:21 PM

> To: Eric B. Eby <ebeby@cityofportsmouth.com>

> Subject: Safety Mirror for Blind Corner Sunset & Boss

>

> Hello Eric,

>

> My name is Sarah Lynch and I live on the corner of Sunset Rd and Boss Ave. I was wondering if it would be possible to have a safety mirror installed at the intersection of Sunset Rd and Boss Ave by the existing stop sign. I can't tell you how many kids on bikes, skate boards, or scooters that I've watched come down Sunset and turn right

or left onto Boss without properly checking both ways. Multiple times I've seen cars brake suddenly at our corner, not expecting kids coming down the hill. It is a major blind spot. Please let me know what it would entail to have something like this installed.

>

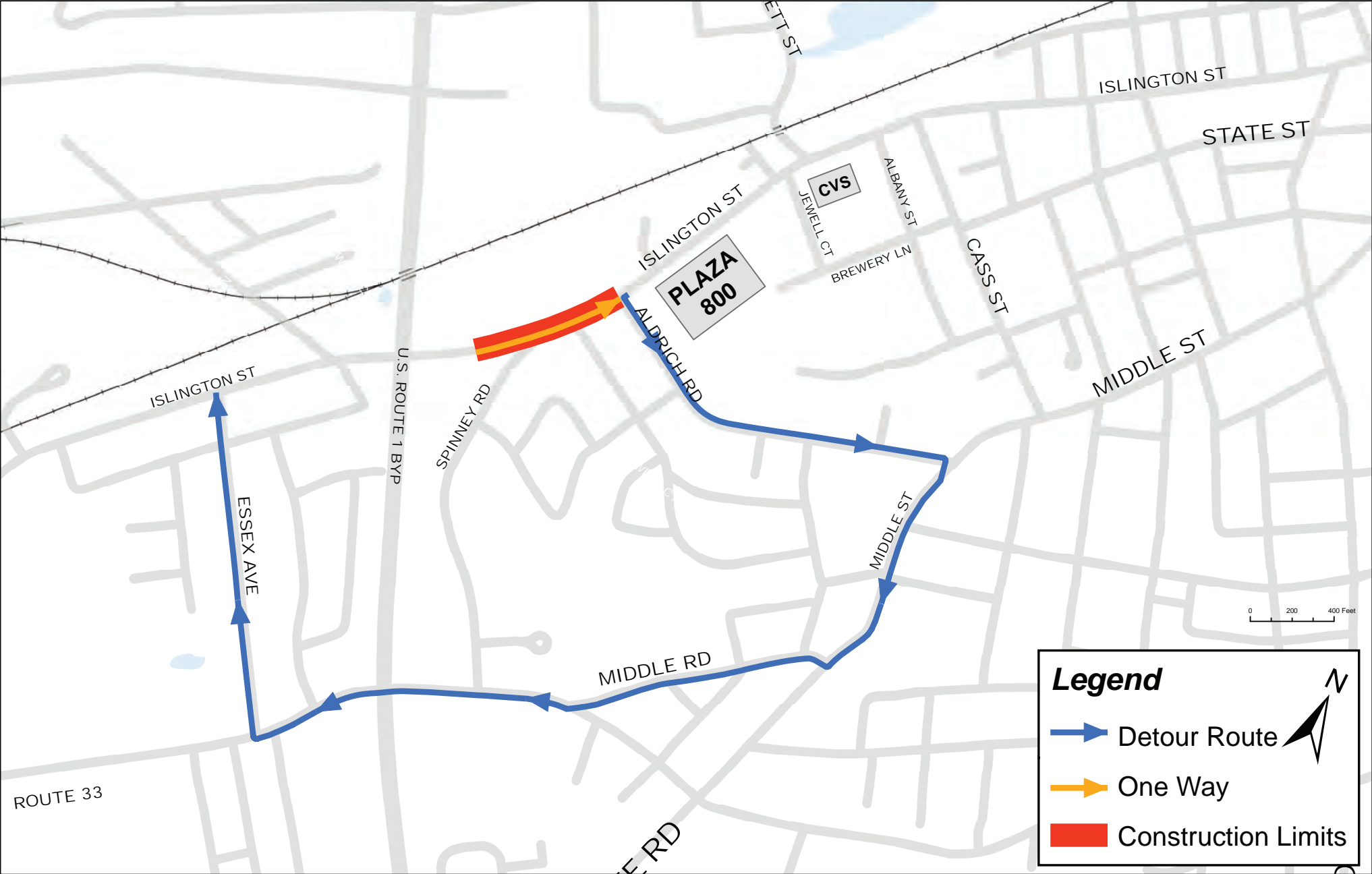
> Thank you!

> Sarah

>

> Sent from my iPhone





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

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

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

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

VI. NEW BUSINESS

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

VII. OLD BUSINESS

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

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

VIII. INFORMATIONAL

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

IX. MISCELLANEOUS

X. ADJOURNMENT

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: April 23, 2018

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

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

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

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

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

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

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

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

MEETING MINUTES

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – May 3, 2018
City Hall – Conference Room A

I. CALL TO ORDER:

At 8:00 a.m., Chairman Roberts called the meeting to order.

II. ROLL CALL:

Members Present:

Chairman, Doug Roberts
Deputy City Manager, Nancy Colbert Puff
Public Works Director, Peter Rice
Police Captain, Frank Warchol
Deputy Fire Chief, James Heinz
Member, Harold Whitehouse
Member, Ronald Cypher
Member, Shari Donnermeyer
Member, Mary Lou McElwain
Alternate Member, Ralph DiBernardo

Staff Advisors Present:

Parking and Transportation Engineer, Eric Eby
Planning Director, Juliet Walker
Parking Director, Ben Fletcher

III. ACCEPTANCE OF THE MINUTES:

Harold Whitehouse moved to accept the meeting minutes from the April 5, 2018 meeting.

Seconded by Ronald Cypher.

Motion passed 9-0.

IV. FINANCIAL REPORT:

Mary Lou McElwain moved to accept the financial report dated March 31, 2018.

Seconded by Harold Whitehouse.

Motion passed 9-0.

V. PUBLIC COMMENT:

Elizabeth Moreau encouraged the Committee to hold a public meeting about the proposed changes on Brewster and Langdon regarding a one-way street and parking. She requested the meeting to allow neighbors to comment on the proposed changes.

Tim Ackerman, owner of Seacoast Mazda, opposed Farm Lane becoming a one-way street. Mr. Ackerman's business is at the end of the street, and they use both lanes of traffic now to move cars back and forth. They would like to keep it that way.

Mike Richardson, from New England Marine and Industrial, echoed the comments made by Mr. Ackerman. He stated that if it becomes inconvenient for customers to come to his store, he believes he will lose business. He wants the street to remain intact. Mr. Richardson asked the Committee to take his comments into consideration when they vote on the issue.

Jonathan Blakeslee spoke in support of the proposed bump out and crosswalk in front of White Heron Tea and Coffee on Islington Street and Albany Street.

Jennifer Fecteau, an employee from Port City Nissan, opposed the proposed change on Farm Lane. She stated it would be a huge detriment to their business. Other options were discussed, such as adding speed bumps. Ms. Fecteau wondered why those options weren't still on the table.

Chuck McMahon spoke in support of the changes proposed for Echo Avenue and Farm Lane. He is a resident and supports the proposed changes whole-heartedly.

Jamie Byron talked about safety concerns regarding increased traffic on Bartlett Street. She relayed several incidents that had occurred regarding pedestrian safety. She met with City staff a few weeks ago to talk about the issues. She stated residents are eager to help and asked the Committee for assistance in finding a solution.

David Palumbo has lived at 181 Echo Avenue since 1971. Mr. Palumbo stated traffic has increased considerably in the last five years. He expressed concern for pedestrian safety due to increased traffic. He spoke in support of closing Echo Avenue and making it a dead end. He believes it will protect the children, neighbors and handicapped residents in the area.

Chairman Roberts noted that three late emails were received. Kelly Hurd and Tom Hudson from 30 Brewster Street supported proposed changes. Anne Poubeau sent an email regarding traffic and pedestrian safety on Bartlett Street. Chairman Roberts also received a message on his answering machine about traffic on Bartlett Street.

Eric Eby received an email from Representative Peter Somssich in support of the Echo Avenue proposal.

VI. NEW BUSINESS:

A. Request for a loading zone between the hours of 9 a.m. and 5 p.m., 7 days a week, on Vaughan Street at 3S Artspace, by Martin Holbrook. Eric Eby stated he did not have a recommendation at this time. 3S Artspace requested the last three spaces on Vaughn St. be designated a loading zone between 9 a.m. and 5 p.m., 7 days a week. The spaces would be turned over to regular parking after 5 p.m. Eric Eby's recommendation was to refer it back to staff for further study and information gathering.

Harold Whitehouse stated that he would make the recommended motion, but wanted staff to report back by the next meeting. He stated he understood that staff had a large workload, but hoped that this could be addressed at the next meeting.

Public Works Director Rice noted that he would second the motion, but wanted to make an additional comment. He appreciated the next meeting caveat on the motion; however, Eric Eby is managing many different projects and is the lead staff assigned to PTS.

Public Works Director Rice spoke to the concerns he has heard regarding lack of parking in the area due to on-going construction. He said it might be something the Committee would want to defer until construction is completed in the area.

Harold Whitehouse questioned if the loading zone had to be 7 days a week. He encouraged Eric Eby to leave Sunday open for parking. Eric Eby responded that options were open and no decision had been made.

Mary Lou McElwain supported additional research and study before the Committee voted on any aspect of a loading zone due to traffic and parking restrictions in the area.

Public Works Director Rice noted that there was a study completed for the Maplewood Corridor from Congress Street to the bridge. It included the Raynes Street and Vaughn Street loop. Planning Director Walker confirmed that the report would be online that day. Public Works Director Rice requested the Construction Management and Mitigation Plan (CMMP) be posted to the City website. It would show the evaluation of the temporary one-way to accommodate the construction activity.

Shari Donnermeyer commented that it may make sense to meter the parking spaces and rent the spaces to 3S Artspace. She stated it was discussed at the site visit on Tuesday. Currently, the spaces are not metered and a vehicle can park up to 72 hours.

Harold Whitehouse moved to refer to staff for report back at the next meeting, if possible. Seconded by Public Works Director Rice. **Vote 9-0, to refer to staff for report back at the next meeting, if possible.**

Public Works Director Rice moved to allow public comment, seconded by Mary Lou McElwain. The motion passed unanimously.

Martin Holbrook, Director of Operations at 3S Artspace, and Maggie Osborn, owner of the new restaurant that will be opening in June, were present. Mr. Holbrook stated they thought the one-way designation had already been approved in combination with some jersey barriers. Public Works Director Rice responded that they were still working out the final details. Mr. Holbrook noted that if the one-way was approved and the jersey barriers were installed, they would hinder deliveries. He stated the whole road would be blocked if a delivery truck had to stop near the jersey barriers.

Ms. Osborn agreed with Mr. Holbrook's comments. She spoke to the all day parking by hotel employees in the spaces. She also requested the loading zone be designated 7 days a week so deliveries can be made on Sundays.

Chairman Roberts noted that there had been a discussion about metering the area. Public Works Director Rice responded that metering the area would definitely provide turnover and the topic was planned for a future meeting. He stated if there was a desire for the Committee to address it sooner, then it could be done. Ms. Osborn commented that it was time sensitive due to the restaurant opening the first week of June. Parking is her biggest concern as a new business owner.

The Committee discussed construction vehicles parking in City parking spots, the increase in the number of requests made by businesses for loading zone parking and how the new garage will change the parking inventory.

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

Chairman Roberts noted that a site visit was conducted on Tuesday. Eric Eby stated the request came from residents of Dodge Avenue who are frustrated by people in the neighborhood driving faster than they consider reasonable. Eric Eby completed a preliminary investigation and noted most cars travel at 20 mph. He stated there were a few in the 25-30 mph range. By default the roadway is 30 mph although there are no signs posted.

Harold Whitehouse questioned if they could make this decision today without collecting additional data. Eric Eby responded that they had some speed data already that showed the average speeds were 20 mph. The Committee discussed posting a 25 mph speed limit sign.

Harold Whitehouse moved to put up a sign for 25 mph on Dodge Ave., seconded by Ronald Cypher.

Public Works Director Rice spoke to the motion. He did not support the motion, unless Eric Eby could support the evaluation with a warrant. Deputy City Manager Colbert Puff completely agreed with Public Works Director Rice. There was no reason for the Committee to forgo having a full evaluation done of the road, when there is time to complete it. Harold Whitehouse recognized more discussion was needed on this issue, and withdrew his motion.

Chairman Roberts agreed with the comments, but pointed out that the City has a traffic plan and this was designated a neighborhood street. Chairman Roberts agreed with tabling this issue for further discussion. He noted that if it saved time in the future to lower the speed limit on a similar situation without using City resources for further study, then the Committee could do that.

Ralph DiBernardo clarified that the City could not enforce a speed limit of 20 mph in the state of NH without citing a specific safety issue or a school zone. Police Captain Warchol confirmed that was correct. There needed to be a reason for the 20 mph. He also agreed with Public Works Director Rice's statements.

Harold Whitehouse moved to have staff collect data and report back at the next meeting if possible, seconded by Shari Donnermeyer. **Vote 9-0, to have staff collect data and report back at the next meeting, if possible.**

C. Request to expand No Parking area on Highland Street near Middle Street, by Jane Nilles. Chairman Roberts noted a site visit was conducted on Tuesday. He asked if there was discussion needed or if a motion could be made. Deputy City Manager Colbert Puff moved to have staff collect data and report back, seconded by Shari Donnermeyer. **Vote 9-0, to have staff collect data and report back.**

D. Electric vehicle charging station parking space regulations. Harold Whitehouse questioned if this issue should come before the Committee, or should staff decide this issue. Eric Eby clarified that it was a matter of deciding the time limits on the spaces, and enforcement. These items are part of the City Code of Ordinances, which the Committee votes on.

The Committee discussed the reasons why the second charging station was installed at Junkins Avenue and South Street and the costs associated with it. Parking Director Fletcher stated the cost for the two head unit was approximately \$7,500.

Chairman Roberts added that City Council wants to encourage the use of electric vehicles. This action would limit cars from staying in the parking spot for more than 4 hours.

Deputy City Manager Colbert Puff moved to approve parking regulations for electric vehicles, seconded by Harold Whitehouse. **Vote 9-0, to approve proposed parking space regulations for electric vehicles.**

VII. OLD BUSINESS:

A. Report back: Request to restrict parking along both sides of Thaxter Road within 150 feet of Islington Street, by Jesse Choquette. Eric Eby collected data with a traffic camera and watched how many people were parking and how long the queue was on Thaxter Road. Based on the data, Eric Eby's recommendation was to limit parking an additional 40 feet. Parking would be restricted 60 feet from the intersection of Islington Street on Thaxter Road. Chairman Roberts clarified that it was a half measure from what was requested. Eric Eby confirmed that was correct.

Ms. Donnermeyer questioned how many parking spaces would be taken away. Eric Eby responded that it would be taking away 2 spaces on one side and 1 space on the other side.

Public Works Director Rice moved to limit the No Parking area on both sides of Thaxter Road to within 60 feet of Islington Street, seconded by Deputy City Manager Colbert Puff.
Vote 9-0, to limit No Parking area on both sides of Thaxter Road to within 60 feet of Islington Street.

B. Report back: Frank Jones Neighborhood Turnpike connections. Mary Lou McElwain questioned if it was possible to separate the Echo Avenue closure and the Farm Lane change. Chairman Roberts confirmed that they could, but noted they should hear Eric Eby's report first.

Eric Eby noted that the report contained a recommendation to close Echo Avenue at the Turnpike. He stated it could not be done further up at the Ford Dealership driveway because there is a house there that still needs to get out to the road without going through the dealership. This would allow vehicles to travel down from Woodbury Avenue and get to that house. Eric Eby understood that if Echo Avenue is closed it could divert traffic to Farm Lane. That is why there is another recommendation to make Farm Lane a one-way. Eric Eby proposed to try this for a six-month period to see how it worked. It would be monitored and evaluated. It would be something that could easily be removed if there were any problems. Eric Eby would work with the DOT on what type of treatment they would like to see in that location.

Mary Lou McElwain noted that the reason she asked to split the two was because today they had heard from several businesses that had been established 30-40 years ago. In the past they had heard from neighbors only. Mary Lou McElwain wanted to separate Echo Avenue, which was the neighborhood issue from Farm Lane, which seemed to be the businesses issue.

Chairman Roberts requested a motion to separate the voting. Mary Lou McElwain moved to separate the voting of Echo Avenue from Farm Lane, seconded by Shari Donnermeyer.

Deputy Fire Chief Heinz clarified whether or not the Committee voted to close Echo Avenue for six months, and noted that there were insufficient details about how that would be done. Public Works Director Rice responded that the original motion when it was combined with Farm Lane was to close it. Mary Lou McElwain pointed out that they should be considered separately because there are business considerations. There was agreement that it was acceptable, so it was separated.

Eric Eby noted the roadway would probably be closed with jersey barriers because it's temporary and signs would be covered to close the exit. Deputy Fire Chief Heinz noted that it affects the Fire Department, and how it is closed matters to them. The Committee

discussed separating the action items. Mary Lou McElwain moved to split the two decisions, seconded by Public Works Director Rice. **Vote 9-0, to separate the action item into two separate motions.**

Mary Lou McElwain moved to close Echo Avenue for a 6-month period, seconded by Public Works Director Rice.

Deputy Fire Chief Heinz questioned what that closure would look like. Eric Eby responded that it would be based on a discussion with DOT because it is their roadway. The closure needs to comply with their standards and safety rules. Deputy Fire Chief Heinz requested to be involved in the closure discussions. Chairman Roberts commented that Deputy Fire Chief Heinz said at the hearing they were comfortable going in from the Woodbury Avenue side. Deputy Fire Chief Heinz responded that was correct, but also noted that the concerns of the Fire Department needed to be on the record. Public Works Director Rice clarified that the study was to measure the impact of the closure, not whether or not they would close it. Deputy Fire Chief Heinz confirmed that was correct. Public Works Director Rice noted that as they move forward with the details of the closure and what DOT accepts, they would work closely with Fire and Police as well.

Deputy Fire Chief Heinz asked Ms. Walker if there was anything in best practices that talked about long dead end streets being a good process or is a best practice more of a grid layout? Ms. Walker responded in general you try not to have long dead end streets.

Public Works Director Rice moved to suspend the rules to allow for public comment on Echo Avenue, seconded by Harold Whitehouse. The motion passed unanimously.

Jennifer McCafferty supported the pilot project. Ms. McCafferty advised that summer was coming and the GPS sends more traffic through the neighborhood. It would be good to see something in place in a timely manner.

Steve Mower wanted to reinforce that this was an off-ramp from a highway. This change would be creating a long dead end road. It would also prevent traffic from coming in at a high speed into a residential neighborhood.

Bruce Osborn thought the road should be made a dead end before construction began on the Woodbury Avenue Bridge. He stated the road cannot handle all the traffic.

Cathy Cosgrove lives at the intersection of Woodlawn Circle and Echo Ave. Ms. Cosgrove appreciated the Committee's consideration and looked forward to the trial. Ms. Cosgrove echoed Ms. McCafferty's comments that they were hopeful something could happen before summer starts.

Chuck McMahon asked Planning Director Walker for feedback on best practices regarding exiting from a turnpike into a residential neighborhood. Mr. McMahon acknowledged that this was a trial closure, but encouraged the Committee to consider this closure to be long-term.

Vote 9-0, to fully close Echo Avenue at the Turnpike as a pilot project for six months.

Deputy City Manager Colbert Puff moved to postpone action on Farm Lane until the results of the pilot project were completed and evaluated, seconded by Mary Lou McElwain.

Police Chief Warchol clarified that they would be monitoring Farm Lane during the six-month study, but wanted to make one thing clear and go on record. If this becomes a major issue before the 6 months were up, then they need to reconvene as a Committee and discuss the issue. Deputy City Manager Colbert Puff agreed. Public Works Director Rice added that during the trial, Eric Eby would be looking at other treatment options for the area as well.

The Committee discussed the closure of the Woodbury Avenue Bridge and the official detour route. Eric Eby stated he would be working with DOT regarding increased traffic and traffic calming measures. Chairman Roberts added that he was in favor of interim measures to help slow traffic in that area. Eric Eby commented that DPW would be putting edge lines in next week on Bartlett Street to make the roadway feel narrower.

Vote 9-0, to postpone action on Farm Lane until the pilot project on Echo Avenue is completed and results are evaluated.

C. **Report back: Islington Street at Albany Street crosswalk and bump-out.** Harold Whitehouse moved to include the crosswalk and bump-out as part of the Islington Street corridor reconstruction project, seconded by Ronald Cypher.

Chairman Roberts questioned when that project was going to start, and if it would be feasible to do this for the summer on a temporary basis? Eric Eby responded that the Islington Street project would not start for several months. A schedule would be determined once a contractor had been chosen. He did not anticipate any construction starting this summer. Chairman Roberts questioned what the expense would be to put it in temporarily. Eric Eby responded that it would involve staff time and approximately \$1,000.00 in materials. Chairman Roberts amended the motion to do it on an interim basis for the summer.

Mary Lou McElwain questioned how extensive the bump out would be, and noted concern for cyclists going around it. Eric Eby explained how the temporary bump-out would be installed. Deputy City Manager Colbert Puff noted that it was her understanding that DPW perceives this as a relatively small solution that can be implemented in a timely manner, and seconded Chairman Roberts' amendment.

Deputy Fire Chief Heinz clarified that they were voting on the bump-out and crosswalk just in front of White Heron Tea and Coffee. Eric Eby confirmed that was correct. **Vote 9-0, to include crosswalk and bump-out as part of the Islington Street corridor**

reconstruction project and construct a temporary crosswalk and bump-out on an interim basis beginning this summer.

D. Report back: Langdon Street and Brewster Street parking and traffic flow. Eric Eby noted that they were following up on recommendations that the Committee made about parking on Langdon St. He performed more traffic counts and looked at the traffic flow on Brewster and Langdon. Residents have also complained that parking is happening on both sides of Langdon and Brewster and blocking traffic. He stated there are no parking restrictions on either side in the ordinances. He stated this is a matter of clearing up the parking and making recommendations based on the traffic flow. Brewster is very narrow with parking on one side. He stated the parking needed to be addressed immediately and it wouldn't have an effect on the two-way or one-way flow. There could be a public meeting to discuss the traffic flow changes.

Public Works Director Rice moved to allow public comment, seconded by Chairman Roberts. The motion passed unanimously.

Paul Winkley has worked for Regan Electric for 26 years and has a good understanding of the traffic flow in and out of the company. A camera was put up to study the traffic in the area. The flow in and out of the company is up Langdon. The recommendation for no parking stops at 91 Langdon St. The two parking spaces outside of 91 Langdon St. is the real issue for getting in and out of Regan Electric with the large bucket trucks and trucks with trailers. Mr. Winkley asked that the no parking be extended to north of 81 Langdon St. to allow them to facilitate getting large vehicles in and out of the property. Eric Eby responded that they didn't have any video evidence on the camera footage of Mr. Winkley's observations but his request made sense.

Deputy City Manager Colbert Puff noted that the sample motion was to have a public meeting, and that request came from a member of the public. Before the Committee makes any decisions they should afford the public the ability to weigh in on all of these issues.

Deputy City Manager Colbert Puff moved to schedule a public meeting on the proposed changes, seconded by Mary Lou McElwain.

Harold Whitehouse requested to have the public hearing in Conference Room A so it could be televised. Chairman Roberts clarified that it would take place at the next PTS meeting.

Vote 9-0, to schedule a public discussion on proposed changes at the next meeting.

E. Report back: Intersection of Middle Street and State Street. Eric Eby commented that this was part of the request to remove metered parking spaces on State Street earlier this year. They also looked at the intersection of State Street and Middle Street to see if

there was anything they could do to help slow traffic making the right turn from Middle Street onto State Street. That corner is a tight radius and there is not a lot of volume coming around it. There is no way to tighten it up any more and still allow vehicles to make that turn. Eric Eby recommended no changes to that corner at this point.

Mary Lou McElwain moved to follow Eric Eby's suggestion, seconded by Deputy City Manager Colbert Puff. **Voted 9-0, to approve staff recommendation to make no changes.**

F. Report back: Chairman Robert's parking space suggestions. Chairman Roberts stated this action item was important because it added parking where it did not previously exist and each metered space downtown generates about \$3,000 a year. He stated being able to add more parking in a safe manner is a positive thing to do.

Eric Eby looked at each suggestion and addressed them in his report back. The first is on Fleet St. in between State St. and Court St. There is no parking on either side now, but if the centerline was moved, parking could be installed on the TD Bank parking lot side of the street. Approximately 5 spaces could be added. The issue is that across State St. on the other section of Fleet St., there is already parking on the other side of the street. The parking would be switching from one side to the other side as you go through the intersection. It would also be creating an offset centerline, so if cars don't shift to the right they could have a potential head-on collision. However, the distance is wide enough and speeds are low enough it would not be a primary concern. It would work from that standpoint, but there are other issues. The street is a major connection for fire trucks to get through from the station. Deputy Fire Chief Heinz commented that this was a non-starter for the Fire Department. Every event action plan produced by Fire and Police exercises Fleet St. as a way to get from Fire Station 1 to Congress St. and to Hanover St. Harold Whitehouse agreed with the Deputy Chief. Safety is an important issue.

Public Works Director Rice questioned what the clear space was between the parking stalls and the curb. Eric Eby responded that its 22 feet from the spaces to the other curb. Chairman Roberts noted that there was already parking on Fleet St. after Congress St. He stated it would not be narrowing the street because there is parking there. Deputy Fire Chief Heinz agreed but noted that this has been designated a City core slow street. He stated every action plan we have now leaves Fleet St. open for emergency vehicles to get to the other side of the city. Deputy Fire Chief Heinz suspected that the snowplows, trash trucks and delivery vehicles would have similar issues.

Chairman Roberts clarified that when a fire truck came out of the station onto Fleet St. they would be in the left lane. Deputy Fire Chief Heinz confirmed that was correct and noted that it was already hard for them to maneuver. Chairman Roberts noted that the proposed parking would be on the right lane. If they were in the left lane they wouldn't be near the right curb. Deputy Fire Chief Heinz responded that he's been driving fire trucks around the city for 29 years and does not support the change. Police Captain Warchol added that the area on Fleet St. has a lot of traffic that comes off of State St. on to Fleet St. Considering that traffic, fire trucks turning left would be greatly impacted if parking was on the road. Chairman Roberts questioned if some spaces could be added on the

Deer St./Hanover St. side of Fleet St. on the second block. Fleet St. is already narrowed by other spaces. He stated if the Fire and Police Staff were concerned about the first block then it could be moved to the second block. Deputy Fire Chief Heinz responded that they would have concerns for the second block. There is a large reconstruction project on the Franklin block. He stated the State St. fire had ladder trucks set up on all 4 corners. There was one on Church St. because there just wasn't enough room on the street.

Harold Whitehouse proposed delaying discussion until next month. Deputy Fire Chief Heinz acknowledged Chairman Roberts suggestion for compromise and asked if it was possible to reduce the spots from 5 to 2. Public Works Director Rice clarified Deputy Fire Chief Heinz was talking about the first two spots. Deputy Fire Chief Heinz responded that he was thinking about the spots in the middle. They need room for cars to get out of the way. He suggested two spaces mid-block as a compromise. Chairman Roberts clarified that the question would be what's easiest for traffic flow and the Fire Department. Eric Eby responded that the further they are pulled away from the intersection the better.

Public Works Director Rice moved to revisit this proposal and come back next month with a recommendation, seconded by Ronald Cypher. **Vote 9-0, to postpone action item until next month's meeting.**

VIII. INFORMATIONAL:

A. Parking revenue report line item explanation, and tax rate offset, by Parking Director Ben Fletcher. Chairman Roberts noted that the explanation of the parking revenue was in the packet. Public Works Director Rice suggested that Mary Lou McElwain address questions offline with Parking Director Fletcher. No action was required by the Committee.

B. Rectangular Rapid Flash Beacon (RRFB) installation at Miller Avenue and Lincoln Avenue. No action was required by the Committee.

C. Zagster bike share 2018 update, by Planning Director Juliet Walker. This was postponed to next month's meeting.

D. Neighborhood Traffic Calming Program, by Planning Director Juliet Walker. This was postponed to next month's meeting.

E. Parking meters on Vaughan Street, Raynes Avenue, Islington Street, State Street, and Parrott Avenue. This was postponed to next month's meeting.

F. Emails regarding Bartlett Street and Cate Street area. This was postponed to next month's meeting.

G. PTS open action items. No action was required by the Committee.

Harold Whitehouse commented that action items have increased in volume and more people are attending the meetings. He questioned if PTS meetings should be held twice a month. He also mentioned that the public often suggests adding speed bumps, which aren't allowed at the state level unless it's a privately operated road.

IX. ADJOURNMENT – at 9:35 a.m., VOTED to adjourn.

Respectfully submitted by:

Becky Frey
PTS Recording Secretary

CITY COUNCIL MEETING

MUNICIPAL COMPLEX
DATE: MONDAY, MAY 21, 2018

PORTSMOUTH, NH
TIME: 6:15 PM

I. CALL TO ORDER

Assistant Mayor Lazenby called the meeting to order at 7:00 p.m.

II. ROLL CALL

PRESENT: Assistant Mayor Lazenby, Councilors Roberts, Pearson, Dwyer, Denton, Perkins, Raynolds and Becksted

ABSENT: Mayor Blalock

III. INVOCATION

Assistant Mayor Lazenby asked everyone to join in a moment of silent prayer in memory of victims and families of the recent Santa Fe, Texas School shooting.

IV. PLEDGE OF ALLEGIANCE

Assistant Mayor Lazenby led in the Pledge of Allegiance.

Assistant Mayor Lazenby announced that Mayor Blalock declared today as Discover Portsmouth Day in honor of their 10th Anniversary.

V. ACCEPTANCE OF MINUTES – MAY 7, 2018

Councilor Denton moved to approve and accept the minutes of the May 7, 2018 City Council meeting. Seconded by Councilor Pearson and voted.

VI. PUBLIC COMMENT SESSION

State Representative Jackie Cali-Pitts – said she serves on the Recreation Board and asked that the City Council do the project in total and not piecemeal for the athletic fields.

Roy Helse said he walked along Woodbury Avenue and there is brush that needs to be cut back and picking up sidewalk debris.

Erik Anderson spoke to the Prescott Park Arts Festival Agreement and said that we need to consider the costs to operate the park. He feels the insurance policy amounts are low and are not adequate for a catastrophic event. He spoke to the size of the park and does not feel that appropriate fees for operation are being charged.

Mark Brighton said the shift between commercial and residential properties is a natural act for property taxes. He addressed the proposed budget and said the increase is above the rate of inflation. He also spoke to the water increase and other expenses that property owner's face which have compounded over the last year.

Esther Kennedy said when you think about Prescott Park she supports the activities and feels it needs to be treated equally. He said the NH Art Association and Gundalow Company need to be treated fairly as they all have the right to be at Prescott Park.

Dave Palumbo asked the City Council to approve the Parking and Traffic Safety Committee minutes for the temporary closure of Echo Avenue. He spoke to the dangers of the street and said that this closure is needed. He thanked Eric Eby for his work on this matter for the City.

Chuck McMahon encouraged the City Council to adopt the minutes of the Parking and Traffic Safety Committee meeting that will close Echo Avenue. He said the street is dangerous and the traffic volumes are high. He also addressed the speeding of vehicles on the street and stated this is a complex issue and needs to be addressed for the future.

VII. APPROVAL OF GRANT/DONATIONS

A. Acceptance of Community Development Block Grant Funds

Councilor Pearson moved to accept and expend a Community Development Block Grant (CDBG) in the amount of \$545,208.00 from the U.S. Department of Housing and Urban Development. Seconded by Councilor Dwyer and voted.

VIII. CONSENT AGENDA

A. Letter from Jennifer Gilbert, St. Charles Children's Home, requesting permission to hold the 22nd Annual St. Charles 5K on Monday, September 3, 2018

Councilor Roberts moved to adopt the Consent Agenda. Seconded by Councilor Pearson and voted.

IX. PRESENTATION AND CONSIDERATION OF WRITTEN COMMUNICATIONS & PETITIONS

A. Email Correspondence

Councilor Pearson moved to accept and place on file. Seconded by Councilor Becksted and voted.

X. REPORTS AND COMMUNICATIONS FROM CITY OFFICIALS

A. CITY MANAGER

1. Prescott Park License Agreements

City Manager Bohenko said there are multiple agreements that you will be acting upon this evening. He said under Councilor Dwyer's name there is also an item regarding Prescott Park that should be brought forward during these discussions.

Councilor Dwyer moved to suspend the rules in order to take up Item X. D.1. – Fees for Prescott Park Licensees. Seconded by Councilor Perkins and voted.

Assistant City Manager Moore provided a presentation on the Prescott Park License Agreements along with a list of recommendations from the Advisory Committee. He said that these are basic recommendations and we are right sizing the Agreements. He stated a basic form for the Licenses was used. Assistant City Manager Moore said that each of the three agreements are for 5 years. He stated that access to the stage has been highlighted. He spoke to public safety and crowd management which are included in the agreements. He addressed sound levels in the park and said significant work has been done on this matter and improvements to sound system design and successful sound management.

Councilor Dwyer said after the last meeting we were having trouble recognizing the size. She said the fee for the use of the property should not be based on adjusted gross income, it should be on the impact of the space and use of the space. She said we should take more time to look at the fees set for City properties.

City Manager Bohenko said he would like to refer this matter to the Fee Committee for years 2-5. He said staff would be made available to the Committee.

a) Prescott Park Arts Festival

Councilor Pearson moved to approve the Prescott Park Arts Festival License Agreement, and further, to authorize the City Manager to execute the Agreement. Seconded by Councilor Denton.

Councilor Dwyer moved to amend the motion that the license fee be \$20,000.00 for year 1 with years 2-5 to be recommended by the Fee Committee with approval of the City Council. Seconded by Councilor Raynolds.

Councilor Becksted stated he does not feel that \$20,000.00 is enough for the use of the park. He said he does not like the fee and it should be based on a percentage of income which would be an investment in the park.

Councilor Pearson said the Fee Committee needs to look at this carefully. She said if the fee is based on raising funds it would not be right.

City Manager Bohenko said you need to consider that Prescott Park Arts Festival put in funds for the rehabilitation of the bathrooms and pay for electricity.

Councilor Roberts said this may be not a fee. He said he is ambivalent to hand this off to the Fee Committee.

Councilor Becksted said he would like this to be a full discussion.

City Manager Bohenko said it follows a good order by having the Fee Committee look at it. He said the City Council would weigh in and you could send it back to the Fee Committee and many opportunities are available to the Council.

Councilor Becksted said he would like to partake in the Fee Committee meetings.

City Manager Bohenko said the meetings are posted and he could attend the meetings. He said that the agenda is on-line and it will be fully transparent.

Councilor Raynolds said he agrees with City Manager Bohenko and said the Fee Committee will have a deliberate review and there will be input from the City Council.

Councilor Becksted said he would like to see the Fee Committee meetings on this matter televised. City Manager Bohenko said meetings would be held in Conference Room A and will be televised.

Amendment to motion passed.

Main motion as amended passed.

b) NH Art Association

Councilor Pearson moved the NH Art Association Agreement, and further, to authorize the City Manager to execute the Agreement. Seconded by Councilor Perkins.

City Manager Bohenko said the current year fee is \$1,500.00.

Councilor Dwyer moved that the fee stay in place for year 1 with subsequent years to be recommended by the Fee Committee with approval of the City Council. Seconded by Councilor Pearson and voted.

Main motion as amended passed.

c) Gundalow Company

City Manager Bohenko said year one is \$7,500.00 and he thanked Assistant City Manager Moore for his work with the Gundalow Company on this agreement and to have them utilize the Sheafe Warehouse.

Councilor Pearson moved to approve the Gundalow Company License Agreement, and further, to authorize the City Manager to execute the Agreement. Seconded by Councilor Dwyer.

Councilor Becksted moved to have the Gundalow Company pay \$6,500.00 for year 1 and have further discussion for years 2 through 5 to be recommended by the Fee Committee with approval of the City Council. Seconded by Councilor Roberts.

City Manager Bohenko said there is additional use of space in this agreement.

Assistant City Manager Moore spoke to the use of Sheafe Warehouse for an exhibit by the Gundalow Company and stated that the intensity of the use has changed for the space.

Motion to amend passed.

Main motion as amended passed.

2. Pedestrian Connector – License Agreement with Rockingham House Condominium Association

City Manager Bohenko said that this is a long term project coming to a closure. He said the license would be to work with Rockingham Housing Condominium Association to replace one parking space for the work we are doing.

Assistant City Manager Moore provided a brief presentation on this project. He said the land is owned by the City and the space has been long standing. He spoke to the site plan for the project and said it will be a pedestrian way and there will also be a bump out on Chestnut Street with additional lighting. He advised the City Council that the current overhead lighting will be placed under ground. He outlined the parking spots under the agreement and spoke to the many improvements that have been made to the agreement for the Condo Association. He said the period for ending the agreement would be with a 12 month notice to the Association following a two-thirds vote of the City Council.

Councilor Perkins moved to authorize the City Manager to execute the License Agreement enclosed in the Council packet following acceptance of the agreement by the Rockingham House Condominium Association. Seconded by Councilor Denton.

Councilor Becksted asked about the bump out on State Street and would it be going to Parking & Traffic Safety Committee to review.

Assistant City Manager Moore said there is no plan to take it to Parking and Traffic Safety Committee as there was a review of the crosswalk and he believes that was also vetted with the Parking and Traffic Safety Committee in the past.

City Manager Bohenko said we would advise Parking and Traffic Safety Committee of the work as an informational item at their future meeting.

Councilor Pearson asked if the crosswalk would remain where it is located or would that be moved.

Assistant City Manager Moore said it would need to be moved and the crosswalk will be wider with the bump out.

Councilor Dwyer thanked Assistant City Manager Moore for his work on this project. She asked if there is any form of a license that currently exist. City Attorney Sullivan said there are no licenses currently. Councilor Dwyer asked about parking space 31 and if there was negotiations with the Music Hall. Assistant City Manager Moore said they did not. He said with the reconfiguration we may come up with a new solution.

Councilor Raynolds moved to suspend the rules in order to let Wayne Lehman speak on this matter. Seconded by Councilor Dwyer and voted.

Mr. Lehman said the Music Hall does not own the land behind the building.

Councilor Roberts asked how wide the pedestrian connector is. Assistant City Manager Moore said it is approximately 5 feet with a green esplanade.

Councilor Becksted said he is concerned with the bump out on State Street as it will move things into the traffic and said making a left turn into the bank will be difficult.

Assistant City Manager Moore said this has been reviewed and we will provide an informational item on this matter to the Parking and Traffic Safety Committee.

Councilor Pearson said that the bump out is a safety mechanism for the pedestrians.

Councilor Reynolds said it should not be a problem for bicycles because the bicyclist would ride on the right side with the traffic.

Councilor Becksted requested a measurement of the State Street bump out to the bump out at the corner of Fleet Street and State Street.

Motion passed.

3. Recreation Board Report Back – Policy Options for Recreation Fields

Recreation/Athletic Director Wilson provided input from the Recreation Board meeting of last week and they choose Option B for the Community Campus Site:

- Pursue initial buildout of newly acquired Community Campus property
- One full-size synthetic turf field (and one, U-10 field) and associated site access and parking
- The estimated cost is \$4 million
- Over time, construct grass practice field at Route 33 site

Assistant City Manager Moore provided a brief presentation on this matter for the estimate costs of \$4 million with the investment at Community Campus we are closer to obtaining more fields. He said the bids were reviewed and we bid the project with crumb rubber artificial turf. He stated that not only will recreational fields be put in but there will be a recycling center expansion and trails created.

City Manager Bohenko said the entire area would be upgraded and additional funding of \$1.8 million is needed and we are looking for the funding request to take place at the July City Council meeting.

Councilor Dwyer asked if we might be able to not invest in a paved lot for parking that we could then invest in a field.

Assistant City Manager Moore said that concept has not been lost. He said we are going to think through some of the questions moving forward with two fields. He stated we want to advance the plan forward.

Councilor Dwyer asked about raising private funds for this. City Manager Bohenko said that is something we want to take a look at. Councilor Dwyer said there is some confusion that we are doing this to save money. She stated it does not save money.

City Manager Bohenko said the idea of what that are saying, having a central field people feel it has a better usage. He said we are going to try and put a practice field at Route 33 which would be similar to the Clough Field.

Recreation/Athletic Director Wilson said grass fields can't be used during soccer, football, lacrosse because the field would be used for youth programs.

Councilor Becksted said he did not attend the Recreation Board meeting but he supports Option B. He spoke to the need for the Route 33 field.

Councilor Denton said he agrees with Option B. He said he is not completely sold on a turf field. He would like to receive alternatives.

City Manager Bohenko said that becomes cumbersome and it could exceed costs. We can accommodate a grass field at Route 33.

Recreation/Athletic Director Wilson said the high contact sports need artificial turf. He spoke to the use of the current artificial turf field and said you can't play on wet grass fields. He said we need fields we can play on year round and artificial turf allows for that.

Councilor Denton said it would make sense to have a look at grass field versus a Synthetic field.

City Manager Bohenko said that this is a very competitive bid time and it is a policy decision of the City Council on the type of field to be used.

Public Works Director Rice said you have to do a full design to get a bid you will get a different type of contractor. He said they evaluated a grass field and determined through the Recreation Board that synthetic turf field was the way to go. He stated we have received clear direction on what we want.

Councilor Roberts asked what was included in the \$4 million. Public Works Director Rice said this is a preliminary concept artificial turf, lighting, parking lot but keep in mind the design has not been done on the work.

Councilor Raynolds said when decisions get to this point we need to remember the policy decisions that have been made. He said this is a real need and has been discussed for over a decade. He stated a big part of discussions has been grass or turf and turf was decided. He said he would not support any amendment to ask for two different bids it would be a waste of resources.

Councilor Dwyer asked for a time line for engineering the design work.

Public Works Director Rice said it depends on whether we selected the firm to do the recycling center we could add scope to their work. He said it would be 1 year to get a design completed.

City Manager Bohenko said we need the authorization for the \$1.8 million and in July the staff can provide an estimate for the cost for the field and design.

Councilor Roberts said with the design not being completed in a year we could put the cost out further. City Manager Bohenko said we have preliminary cost for designs you need to authorize to move forward. He said he does not need to spend the money but he needs the authorization.

Councilor Perkins moved to authorize the City Manager to take the necessary steps to moved forward with Option B – initial construction of the Community Campus property and bring back project bonding at the July 2018 meeting. Seconded by Councilor Pearson.

Councilor Denton asked if the City will get an alternate bid. City Manager Bohenko said we could do that. He informed the City Council that Children’s Hospital put a field on top of their roof and went forward with crumb rubber.

Motion passed.

Councilor Denton announced that this Friday the Burial at Sea will be taking place in honor of Memorial Day. He also said that at 9:30 a.m. at Portsmouth Middle School on Memorial Day the parade will start at 1:00 p.m. stepping off at 12:45 p.m. on Parrott Avenue to South Cemetery.

City Manager’s Informational Items

2. *Greenland Breakfast Hill Area Waterline Study and Preliminary Design*

City Manager Bohenko spoke to the memorandum that has been provided by Deputy Public Works Director Goetz on preliminary design for the Breakfast Hill Area. He said we are moving forward with the design.

B. MAYOR BLALOCK

1. Appointments to be Voted:
 - Reappointment of Cyrus Beer to the Historic District Commission as an Alternate
 - Reappointment of Vincent Lombardi to the Historic District Commission

Councilor Pearson moved to reappoint Cyrus Beer to the Historic District Commission as an Alternate until June 1, 2021 and reappoint Vincent Lombardi to the Historic District Commission until June 1, 2021. Seconded by Councilor Roberts and voted.

C. COUNCILOR ROBERTS

1. Proposed City Council Policy Re: Use of City Council Chambers & City Hall Conference Rooms

Councilor Roberts said the policy would allow the public to use the Council Chambers and Conference Room A.

Councilor Roberts moved to adopt this policy. Seconded by Councilor Denton.

Councilor Dwyer said 90 days in advance notice she feels there needs to be a further time line. Councilor Roberts said you can't make a reservation 4 months in advances. Councilor Dwyer said 30 days in advance is what the policy should be.

City Manager Bohenko said many times we won't know about the HDC and Land Use Boards need for rooms. He is uncomfortable using the Chambers and feels that Conference Room A would be ok. He said he feels that the Chambers are for governmental purposes and should remain as such. He said we should try Conference Room A first and see how that works.

City Attorney Sullivan said there is a long history in the City and how rooms will be used and made available to the public. He said the way it works once any area becomes a public forum that forum needs to be available for use by any group thereafter. He said you could see some organization standing in front of the City seal that you may not feel is acceptable. He informed the Council that the prior City Council has decided not to make any of the rooms for public forums however, the Library is aware and has a different mission and their rooms are open to public forums.

Councilor Perkins said she would like to amend this to Conference Room A use only.

City Manager Bohenko said he would recommend when we start working on the senior center we could open up the rooms for public use. He said we also have a nice conference room at Station 2 as well.

Councilor Roberts said he is not aware with any uses with the Library. He said if there is a problem we can change the policy. He stated we are imagining the worse before something happens. He said he would like to make sure we use the School Board room. City Manager Bohenko said the School Board has control over that room. He said he is concerned with logistics.

Councilor Roberts said he feels that the City Council should have priority over the use of the room.

Councilor Pearson said we have more and more public meetings and she does not support yielding this room to public use.

Councilor Perkins moved to remove the use of Council Chambers from the Policy. Seconded by Councilor Reynolds and voted.

Councilor Perkins moved to amend that reservations cannot be made more than 30 days in advance versus 90 days. Seconded by Councilor Dwyer and voted. Councilor Roberts voted opposed.

Main motion passed as amended.

2. Parking and Traffic Safety Committee Action Sheet and Minutes of the April 5, 2018 meeting

Councilor Roberts moved to approve and accept the action sheet and minutes of the April 5, 2018 Parking and Traffic Safety Committee meeting. Seconded by Councilor Perkins.

Councilor Becksted inquired on behalf of Harold Whitehouse regarding the large agenda for the PTS in June. He would like to see it split into two meetings.

Councilor Roberts said if it is too large we could have two meetings in June. He said if we have a big meeting agenda we could put some items off.

Motion passed.

3. Parking and Traffic Safety Committee Action sheet and Minutes of the May 3, 2018 meeting

Councilor Perkins moved to approve and accept the action sheet and minutes of the May 3, 2018 Parking and Traffic Safety Committee meeting. Seconded by Councilor Roberts.

Councilor Becksted said on page 5 Item D – Electric vehicle charging station parking space regulations, it talks about discussion but not what was approved and would like that expanded upon in the minutes.

City Manager Bohenko said he would be bring the omnibus in so it would be a moot point.

Councilor Roberts said there is no room for a sidewalk on Echo Avenue. He said PTS approved the closure for 6 months unanimously. He said there will be a public discussion on changes on Brewster and Langdon Streets.

Councilor Dwyer said she would like to know how one would evaluate if there are problems on Farm Lane.

Councilor Roberts said that with the closing of Echo Avenue, traffic counts would be done on Farm Lane. He said the businesses don't have alternative access from the Spaulding Turnpike. He said we could close that off and come back in 6 months with a recommendation.

Motion passed.

E. COUNCILOR DENTON

1. "Green Your Fleet" Workshop Flyer

Councilor Denton announced that the 2018 Green Your Fleet Workshop is being held on June 1, 2018 at New Hampshire Motor Speedway and suggested that a member of the City staff attend.

City Manager Bohenko said we will be sending staff to the Workshop.

F. COUNCILOR PERKINS

1. Request for Report Back Re: Fees for Right-to-Know Requests

Councilor Perkins requested that the City Manager report back on what fees we are able to charge for Right-to-Know Requests.

G. COUNCILOR RAYNOLDS

1. Request for Report Back Re: Path to Silver Bicycle Friendly Community

Councilor Raynolds requested a report back on what the path would be and what steps are needed to have the City gain the silver rating for Bicycle Friendly Community.

XI. MISCELLANEOUS/UNFINISHED BUSINESS

Councilor Roberts requested a report back on the process to become a Walkable Community and where we currently stand.

XII. ADJOURNMENT

At 9:20 p.m., Councilor Perkins moved to adjourn. Seconded by Councilor Pearson and voted.



KELLI L. BARNABY, MMC, CMC, CNHMC
CITY CLERK



Tech Brief Series

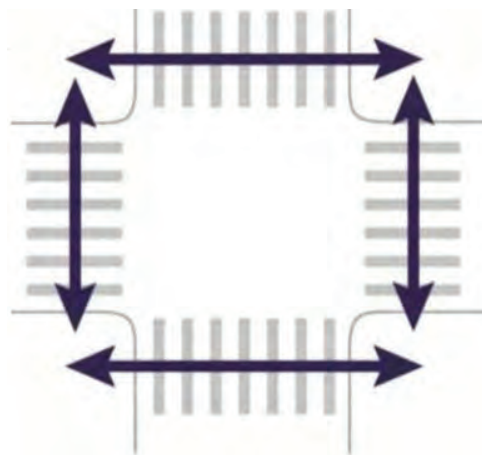
Tech Brief - 2018-5

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.

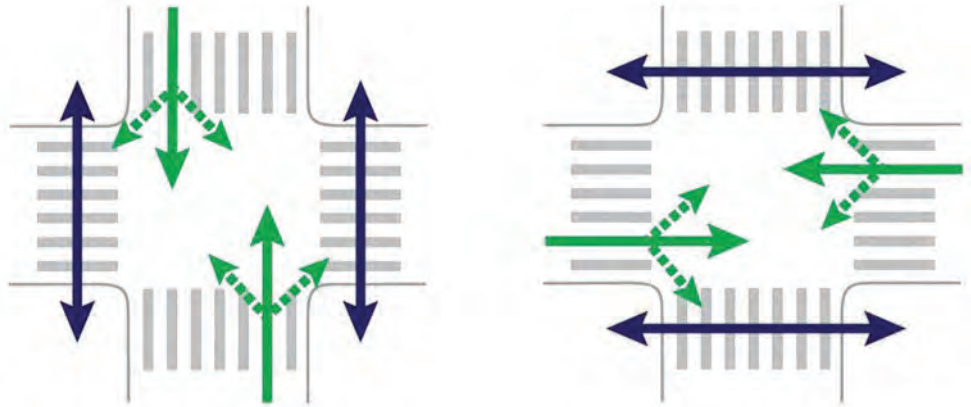
**Exclusive Pedestrian
Phase**



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.

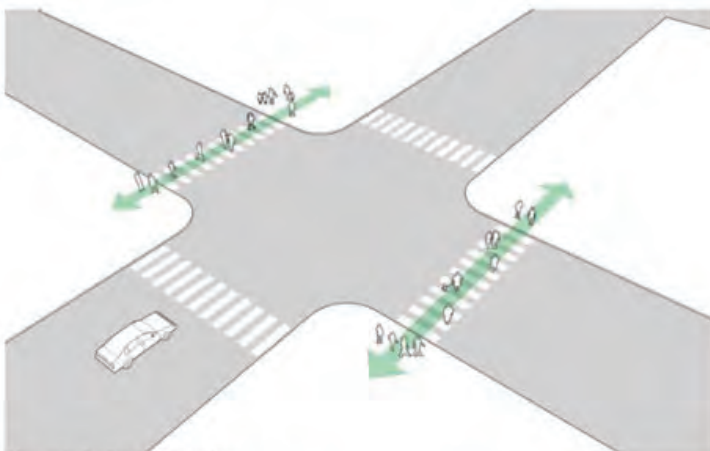
Concurrent Pedestrian Phase



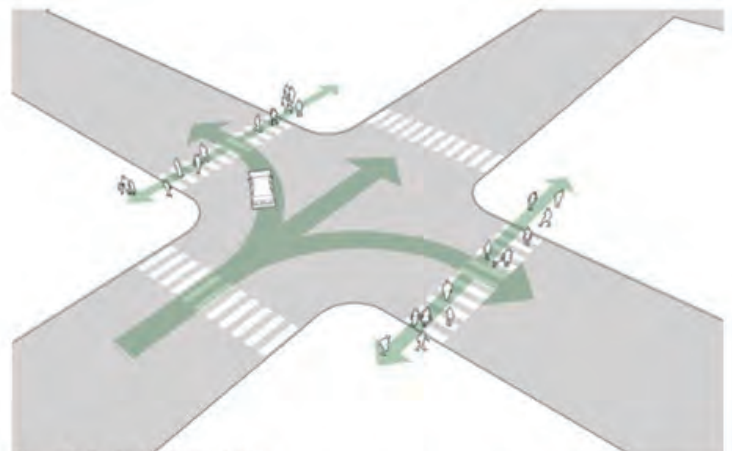
This type of pedestrian phasing requires that drivers and pedestrians be more aware of potential conflicts. Crashes that do occur under concurrent phasing tend to involve pedestrians and turning vehicles. Turning speeds tend to be lower than through vehicle speeds, reducing the severity of the collision.

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

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

Application

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

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

LPIs 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

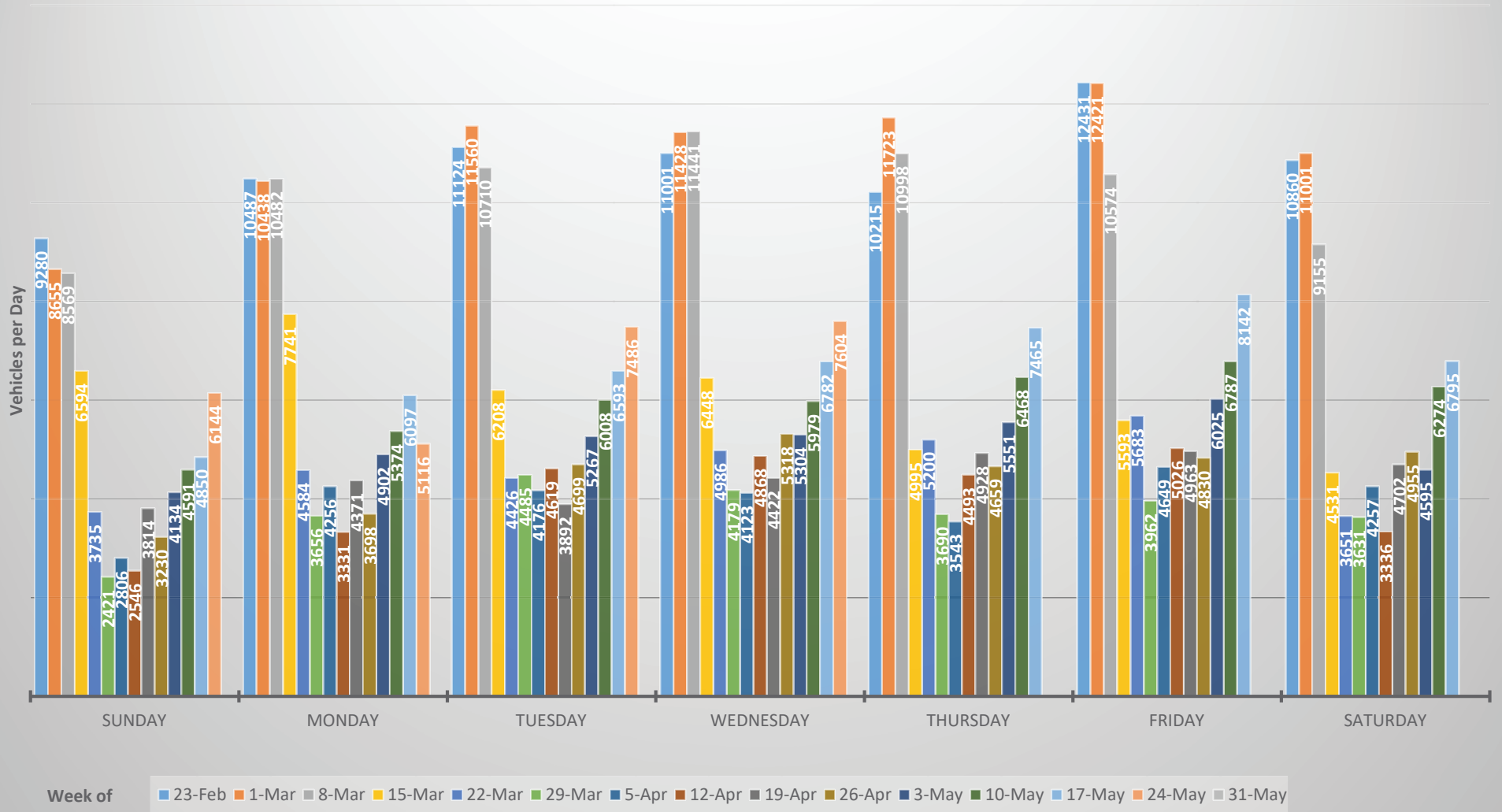
http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=102



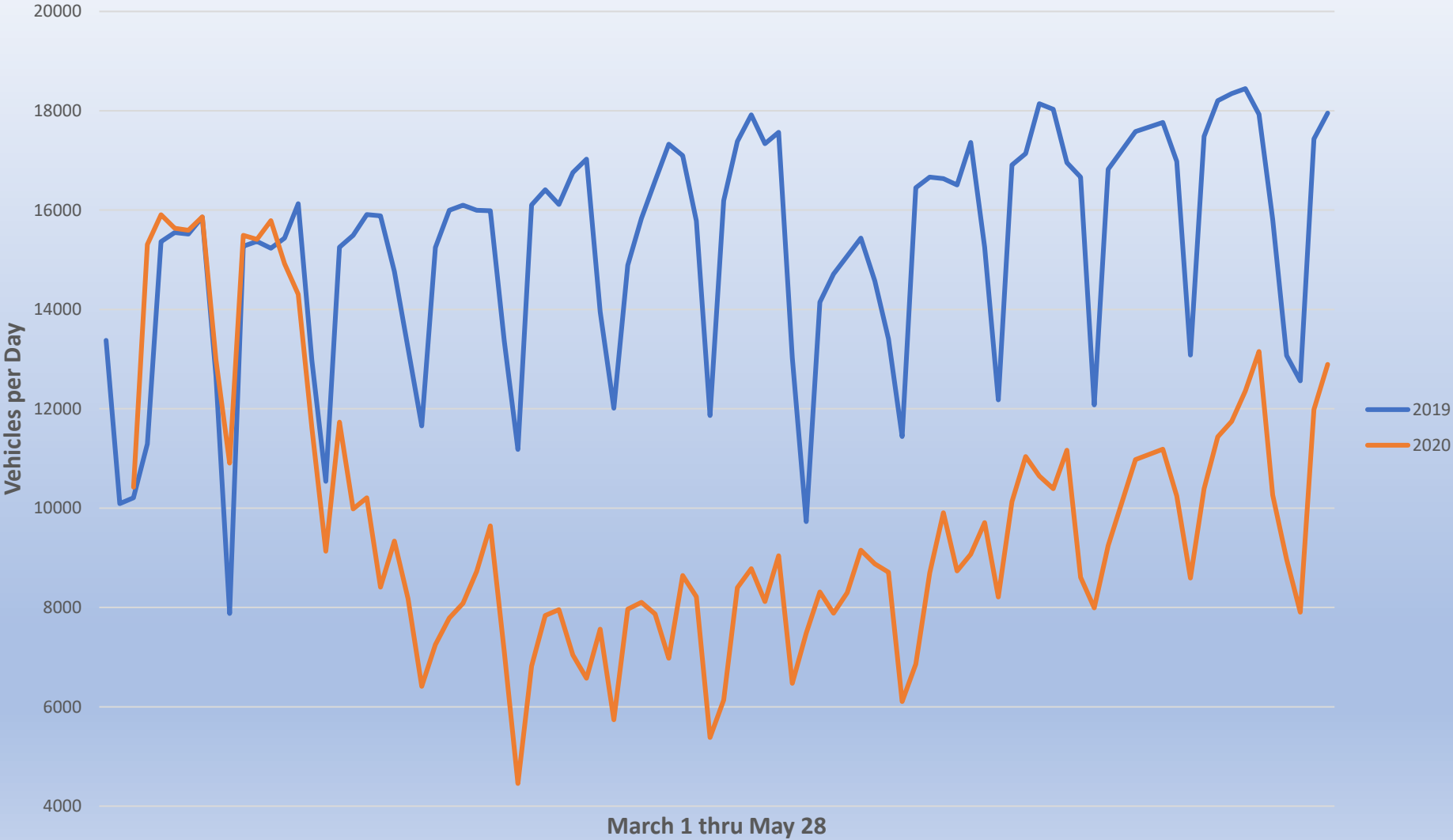
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Market Street at Nobles Island Traffic Volume



Lafayette Road at South Street 2019 vs 2020 Traffic Volumes



PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
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.	3/5/20 - VOTED to table until the next meeting. VOTED to refer to staff for report back.	4/2/2020
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 is completed. 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.	Developer no longer needs the valet parking
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