

REGULAR MEETING
PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

Remote Meeting via Zoom

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_rD4OQ81GR-6hW1uRiGyz9w

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 Assistant, by email (amchastain@cityofportsmouth.com) or phone (603) 610-4344 by August 5, 2020.

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. – August 6, 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. Chapter 7, Article XVII, Sections 7.1701 through 7.1704, Moped Regulations review, by PTS Committee members. Discuss the ordinance as it relates to parking of mopeds, scooters, bikes and other non-licensed motorized, and electric mobility devices on streets and sidewalks.

VI. OLD BUSINESS

- A. Report back on request for All-Way STOP at intersection of Thornton Street and Sparhawk Street, by residents of area. **Sample Motion: Move to approve an All-Way STOP at intersection of Thornton Street and Sparhawk Street.**

- B. Report back on request for flashing beacon at intersection of Woodbury Avenue and Dennett Street, by Harold Whitehouse.
- C. Status update on the staff project to graphically display all of the city speed limits.

VII. INFORMATIONAL

- A. Bike lane accident on Middle Street
- B. Traffic volumes during pandemic
- C. PTS Open Action Items

VIII. MISCELLANEOUS

IX. ADJOURNMENT

Percentage of Fiscal Year Complete 100.00%

Preliminary
Totals Thru
June 30, 2020

Unaudited

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	2,774,217.14	3,306,000	84%
Meter Space Rental	127,850.00	90,000	142%
Meter In Vehicle	75,975.00	110,000	69%
EV Charging Stations	5,620.79	0	
High Hanover Transient	1,885,976.00	2,561,875	74%
High Hanover Passes	1,491,881.50	1,852,500	81%
Foundry Place Transient	173,810.95	214,000	81%
Foundry Place Passes	298,907.00	340,500	88%
HH Pass Reinstatement	2,345.00	2,500	94%
Foundry Pass Reinstatement	1,500.00	1,000	0%
Parking Violations	767,440.61	715,000	107%
Immobilization Administration Fee	150.00	15,000	1%
Summons Admin Fee	15,056.25	3,000	502%
Total FY 20	7,620,730.24	9,211,375.00	83%

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

CHAPTER 7**VEHICLES, TRAFFIC and PARKING**

Article I	Parking Meters	7.101 - 7.114
Article II	Taxis	7.201 - 7.217
Article III	Traffic Ordinance	7.301 - 7.350
Article IV	Off-Street Parking Areas	7.401 - 7.408
Article IVA	Bus Stops and Taxicab Stands	7.A400 - 7.A408
Article V	Bicycle Regulations	7.501 - 7.518
Article VA	Community Center/City Hall/District Court Parking	7.A501 - 7.A503
Article VI	Loading Zones	7.601 - 7.605
Article VII	Truck and Bus Travel	7.701 - 7.712
Article VIII	Hazardous Materials	7.801 - 7.805
Article IX	Penalties/Forfeitures/Separability	7.901 - 7.903
Article X	Towing	7.1000 - 7.1005
Article XI	Speed Limits	7.1100
Article XII	Parking for the Walking Disabled	7.1200
Article XIII	Equipment Required – Snowplows	7.1300
Article XIV	Registration Exemption for Prisoners of War (POW's)	7.1400
Article XV	Emergency Lanes	7.1500 - 7.1504
Article XVI	Resident Only Parking	7.1601 - 7.1603
Article XVII	Moped Regulations	7.1701 – 7.1704
Article XVIII	Electric Vehicle Charging Station and Electric Vehicle Parking Spaces Regulations	7.1801 – 7.1804
Article XIX	Shared Active Transportation	7.1901-7.1905

ARTICLE I: PARKING METERS**Section 7.101: DEFINITION**

The word "vehicle" as used herein shall mean any device by which any person or property may be transported upon a highway except those operated upon rails or tracks.

The word “meter” shall mean any device for buying parking time that displays the length of time for which a vehicle may remain legally parked in a parking space. Such devices include but are not limited to public meters such as a meter at an individual parking space or a central meter, or personal meters such as an in-vehicle meter, coupon or any other metering device including mobile phone applications as shall be approved from time to time by the City Council. The display of the parking time purchased may be on the meter itself, a paper receipt or by other duly authorized means of display.

Section 7.102: PARKING METER ZONES

All of those streets, parts of streets and off-street parking lots, the time for parking upon which is limited by any ordinance of the City of Portsmouth, and any such areas, the time for parking upon which may at any time hereafter be limited by any ordinance of the City or any amendment thereto are designated as parking meter zones. Parking in parking meter zones shall be for a maximum time permitted of parking of three (3) consecutive hours, unless otherwise established by ordinance. The rate for such parking shall be:

ARTICLE XVII:

MOPED REGULATIONS

Section 7.1701: DEFINITION

“Moped” shall mean a motor-driven cycle whose speed attainable in one mile is 30 miles per hour or less; if an internal combustion engine is used, the piston displacement shall not exceed 50 cubic centimeters and the power-driven system shall not require the operator to shift gears.

Section 7.1702: PARKING

Mopeds may park on public sidewalks, provided that they are not parked in a manner that:

- A. Impedes the flow of motor vehicle traffic on roadways or the normal and reasonable movements of pedestrian traffic, including but not limited to crosswalks, sidewalks, and building entrances.
- B. Prevents or impedes the operation of or access to a parking meter, parking pay station, traffic control device.
- C. Hinders or restricts access to handrails or ramps.
- D. Hinders, obstructs or impedes the movement of a legally parked motor vehicle.
- E. Mopeds shall not be secured to or parked against a tree.
- F. At no time shall a moped be secured or parked against a fire hydrant or monuments.
- G. At no time shall mopeds be left unattended on private property without the consent of the owner or legal tenant.
- H. Mopeds may park on a public way or on public property for a maximum consecutive time period of 72 hours except in an area signed and otherwise designated for long-term parking.

Section 7.1703:

A moped parked on a sidewalk shall display a license plate identifying the vehicle as a moped, or shall display a permit issued by the City of Portsmouth identifying the vehicle as complying with the definition of a moped as defined in Section 7.1701.

Section 7.1704: PENALTY

Whoever violates, or permits or allows anyone in control of their moped to violate this ordinance, shall forfeit to the City of Portsmouth the sum of twenty-five dollars (\$25.00). In the event that payment of such forfeiture amount is not made within thirty (30) days of the violation, forfeiture shall be in the sum of fifty dollars (\$50.00). In the event of failure to make such forfeiture the violator shall be subject of a fine of not more than one hundred dollars (\$100.00) upon conviction of the violation in the Portsmouth District Court.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: July 29, 2020

SUBJECT: Request for All-Way Stop at Thornton Street and Sparhawk Street Intersection

In response to a citizen's request for a four-way stop at the intersection of Thornton Street and Sparhawk Street, City staff has conducted traffic counts, collected vehicle crash data and measured sight lines at the intersection. Based on an analysis of the data, the four-way stop is warranted and recommended.

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal. To justify the installation of a four-way stop control at an intersection, there are several warrants, or minimum thresholds, identified in the federal Manual on Uniform Traffic Control Devices, of which one or more should be met before considering the installation of a four-way stop. Two warrants are relevant to this intersection; 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 the other is that this is 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.

A review of the traffic volume data indicates that less than 40 vehicles per hour enter the intersection during the peak hours, with about 5 to 10 vehicles per hour on all four approaches. While this volume falls far short of the 200 to 300 vehicles per hour usually required for an all-way stop, the volumes are approximately equal on all four legs. In addition, sight lines are limited at the intersection. Pedestrian volumes were equal to vehicle volumes, with 35 pedestrians crossing the intersection during the peak hour.

The average speed of traffic on Thornton Street was recorded at 20 mph. These speeds require a sight line of at least 115 feet for safe stopping. Sight lines from each approach of Sparhawk Street were measured and determined to be less than the required minimums. The sight lines from

Sparhawk Street range between 62 feet and 110 feet due to large trees, hedgerows and shrubs blocking the view. A review of crash data at the intersection indicates that there have been no crashes at this location over the past five year period.

Therefore, due to the limited sight lines and equal volumes on all four approaches, it is recommended that STOP signs be added to the Thornton Street approaches to convert the intersection to an all-way stop sign controlled intersection.

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: July 29, 2020

SUBJECT: Report Back on Woodbury Avenue and Dennett Street Intersection

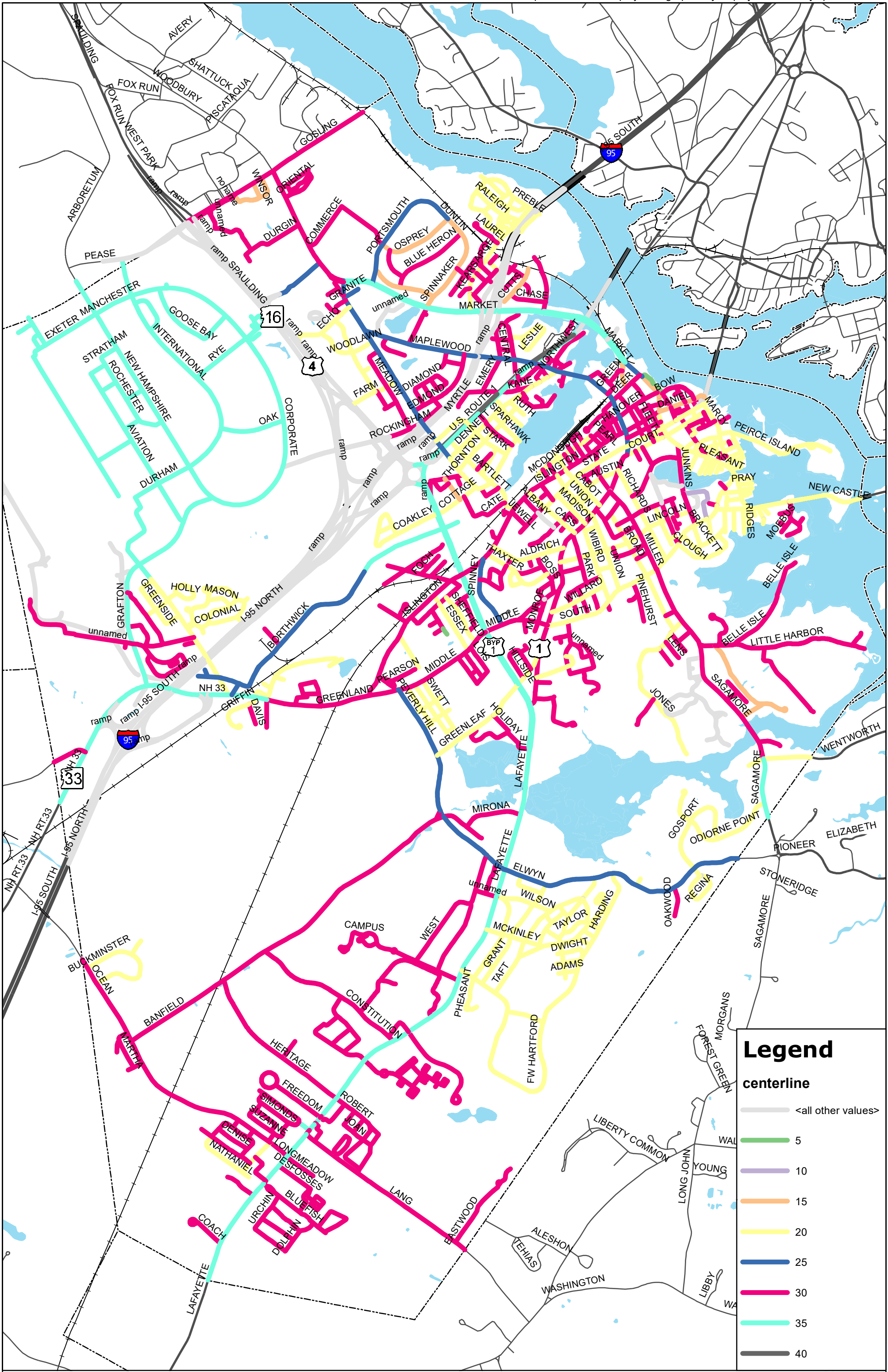
In response to a Committee request to examine the need for a traffic control device at the intersection of Woodbury Avenue and Dennett Street, including a full traffic signal or flashing beacon, City staff has conducted a field investigation and a review of the accident history at the intersection, as well as a review of previous traffic studies of the intersection.

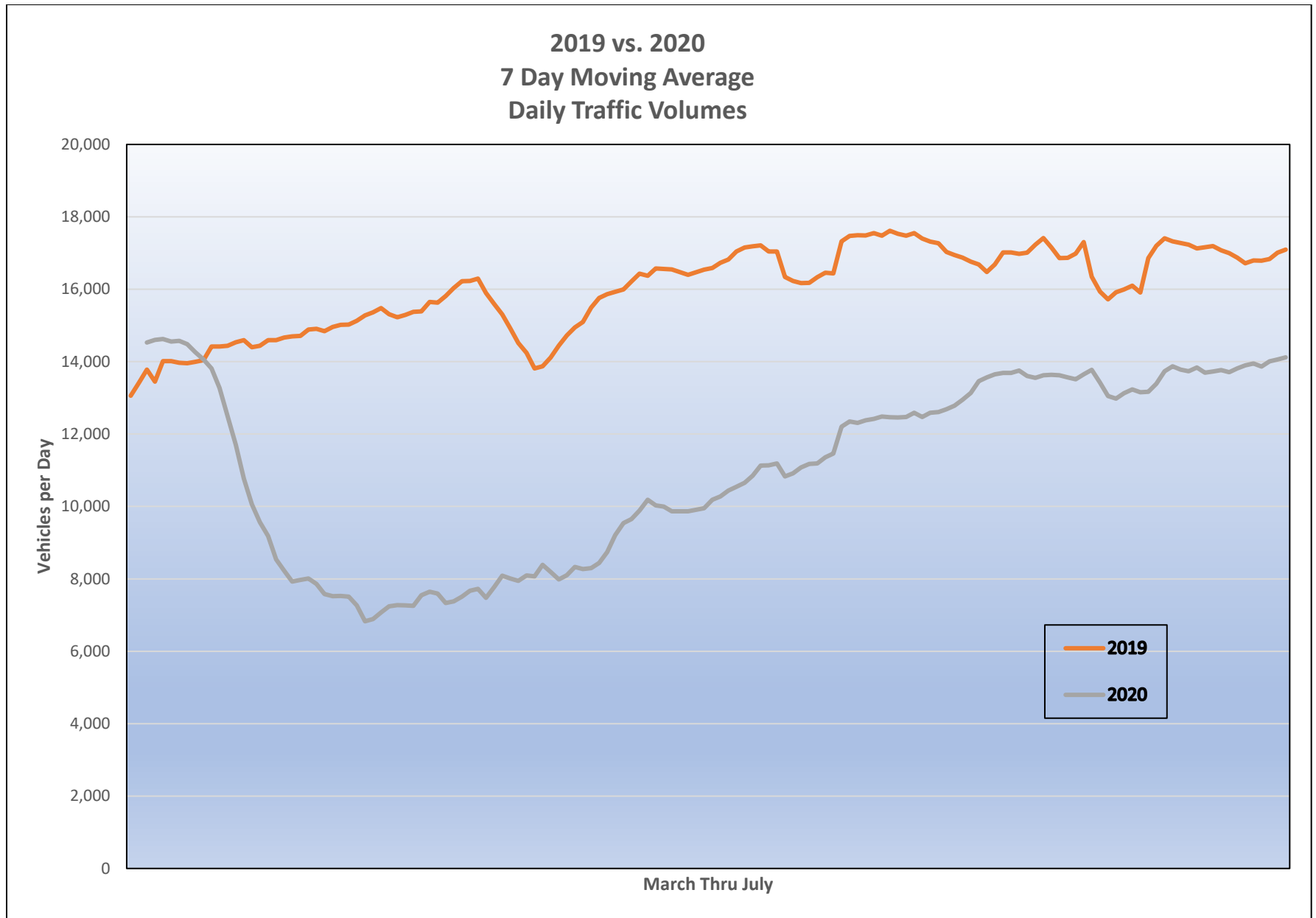
The traffic study conducted for the City as part of the Woodbury Avenue Improvement Project between Rockingham Avenue and Dennett Street analyzed the need for improvements at this intersection. The study concluded that the traffic volumes at the intersection do not meet the minimum levels to warrant a full traffic signal. Left turning traffic from Dennett Street onto Woodbury Avenue is the critical factor for determining the need for a full signal, and this volume is well below the minimum threshold requirements. Existing volume is 10 vehicles per hour, while the minimum level required is 100 vehicles per hour.

Sight lines at the intersection were evaluated as part of the study, and were measured again by City staff as part of this investigation. Sight lines exceed minimum requirements for the observed travel speeds on Woodbury Avenue. While the curb alignment of Woodbury Avenue changes from one side of the intersection to the other, vehicles exiting from Dennett Street are able to pull forward to have a clear line of sight while remaining the desired 15 feet back from the edge of the travel lane on Woodbury Avenue. This does require them to block the crosswalk on Dennett Street, however.

A review of the accident data indicates that over the past 5 years, a total of 6 accidents have occurred at this intersection. One of these was the recent fatal accident involving the juvenile, where vehicle speed was a factor. The number of accidents does not indicate a high crash rate, as 1,400 vehicles per hour travel through this intersection. Together with the sight lines that exceed minimum requirements, the installation of a flashing beacon is not warranted at this location.

The Committee also asked to have City staff examine the intersection of Woodbury Avenue and the Route 1 Bypass northbound ramps, with respect to sight lines. With the recent completion of the reconstruction of the Woodbury Avenue bridge over the Bypass, the bridge was widened by a couple of feet and a new guardrail installed along the corner of the intersection. The new curb line on the bridge does not align with the curb line in front of the Holiday Inn. There is an offset of 6 feet in the curb lines that forces inbound traffic on Woodbury Avenue to shift towards the center of the road as they travel through the intersection. The new guardrail restricts the sight lines for drivers attempting to turn onto Woodbury Avenue from the northbound off ramp. However, due to the curb alignment shift, with inbound vehicles on Woodbury Avenue traveling more towards the center of the roadway, vehicles on the ramp can pull forward for a clear sight line while still remaining 15 feet back from the edge of the travel way, in accordance with minimum standards for sight line measurements. In the future, if the curb in front of the hotel is pulled back to align with the curb on the bridge, the sight lines will need to be reexamined and some measures to improve the sight lines may need to be implemented.





PTS OPEN ACTION ITEMS			
PTS Meeting Date	Action Item	Vote / Action	Next Step / Report Back Date
7/9/2020	Request for All-Way STOP at intersection of Thornton Street and Sparhawk Street, by residents of area.	VOTED to support for the application, but in keeping with precedent, request a report back from staff on All-Way STOP at the intersection including pedestrian volumes and vehicle crash data.	August 6, 2020
7/9/2020	Request for All-Way STOP at intersection of Jewell Court and Brewery Lane, by residents of area.	VOTED to request a report back in six (6) months from staff on All-Way STOP at intersection.	Future Meeting
6/4/2020	Request for flashing beacon at intersection of Woodbury Avenue and Dennett Street, by Harold Whitehouse.	VOTED to request report back from staff at future meeting.	August 6, 2020
12/5/2019	Chase Drive, request to prohibit parking on north side of roadway.	VOTED to prohibit parking along north side of Chase Drive and to direct staff to report back on parking on Michael Succi Drive between Chase Drive and Market Street.	Future Meeting
12/5/2019	Albany Street, parking in front of 85 Albany Street.	Staff will report back after the Islington Street detour project.	Future Meeting
11/7/2019	Speed Limit on Middle Road as it relates to the speed limit change on South Street between Middle Road and Lafayette Road.	3/5/20 - VOTED to table until the next meeting. VOTED to refer to staff for report back.	Future Meeting
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
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 111 Maplewood 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
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