

ELWYN PARK
PORTSMOUTH, NH
SIDEWALK STUDY

City of Portsmouth

June 2020



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EXECUTIVE SUMMARY

The goal of the Elwyn Park Sidewalk Study is to assess the feasibility of improving pedestrian and bicycle accessibility and safety in Portsmouth's Elwyn Park neighborhood. A particular emphasis is to enhance safety for Dondero School students and their guardians with new sidewalks, crosswalks, and traffic calming measures. The recommendations found in this report aim to provide new pedestrian infrastructure and to blunt the impacts of speeding traffic, while also retaining the verdant, late 20th century suburban character of the neighborhood. In summary, recommendations include:

Sidewalks

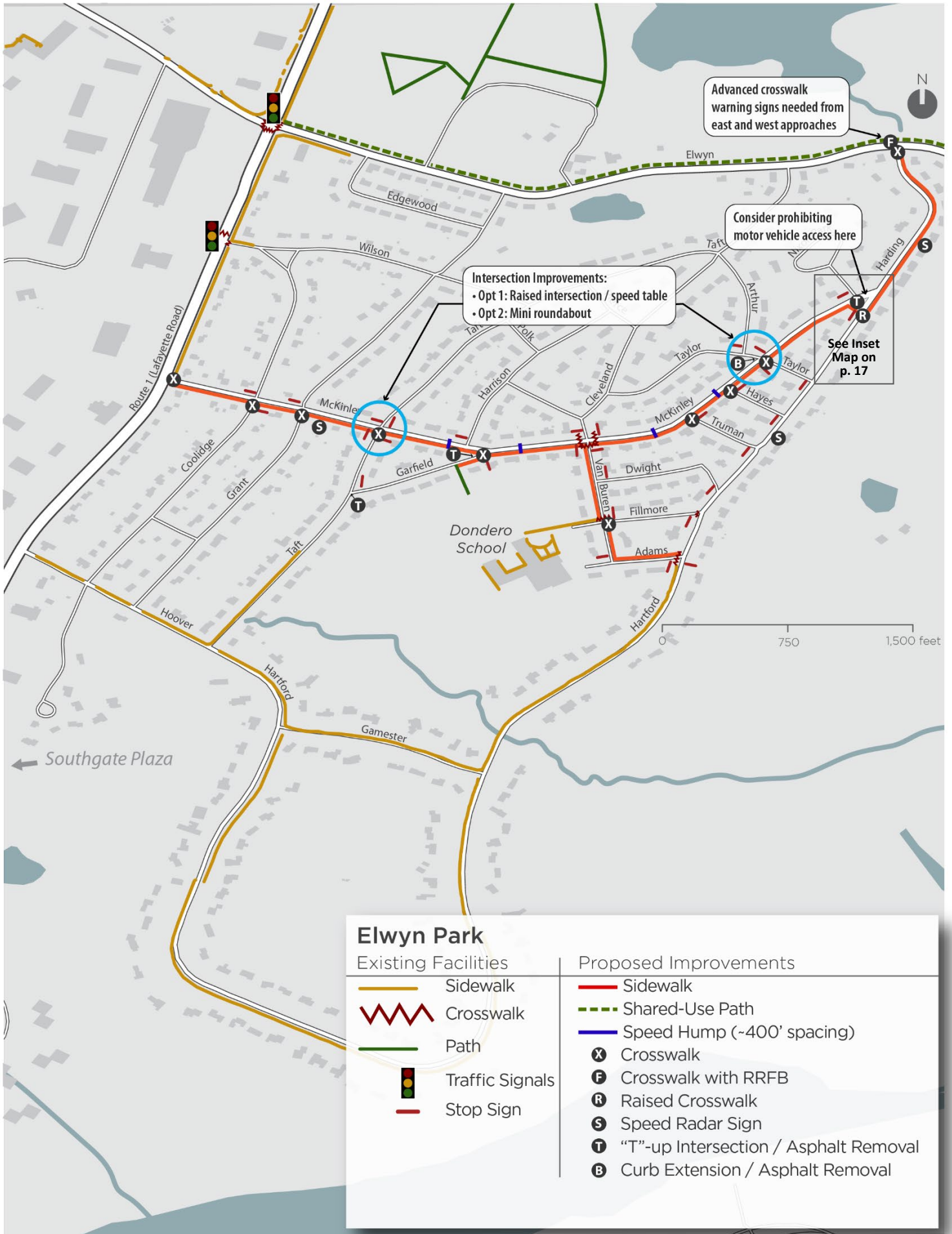
- Install sidewalk on one side of McKinley Road, Harding Road, Van Buren and Adams Avenue
- Design new sidewalks to be 5-foot wide (concrete or asphalt) with curb, built at the roadway's edge

Intersections / Traffic Calming

- Option to create raised intersections/speed tables or mini roundabouts at the McKinley/Taft and McKinley/Taylor intersections
- T-ing the McKinley/Garfield and Harding/Nixon/McKinley intersections to calm traffic and shorten pedestrian crossing distances
- Install speed humps along McKinley on the approach to Van Burren where pedestrian traffic is highest

Pedestrian Crossings

- Include raised crosswalk/speed table at the redesigned Harding/Nixon/McKinley intersection
- Install crosswalk and rapid flashing beacons on Elwyn Road at Harding Road
- Stripe crosswalks where proposed sidewalks cross all side streets



Elwyn Park	
Existing Facilities	Proposed Improvements
Sidewalk	Sidewalk
Crosswalk	Shared-Use Path
Path	Speed Hump (~400' spacing)
Traffic Signals	Crosswalk
Stop Sign	Crosswalk with RRFB
	Raised Crosswalk
	Speed Radar Sign
	"T"-up Intersection / Asphalt Removal
	Curb Extension / Asphalt Removal

INTRODUCTION

Purpose

Access to high-quality pedestrian and bicycle facilities can help encourage a healthy, active lifestyle for nearby residents. Because of scheduled roadway maintenance and stormwater upgrades in Elwyn Park, a unique opportunity exists to consider potential sidewalk, street crossing, and traffic calming measures that could be implemented at the same time as the planned upgrades. This Study reviews existing active transportation issues in the neighborhood and identifies recommendations that provide the neighborhood with improved conditions for pedestrians and bicyclists.

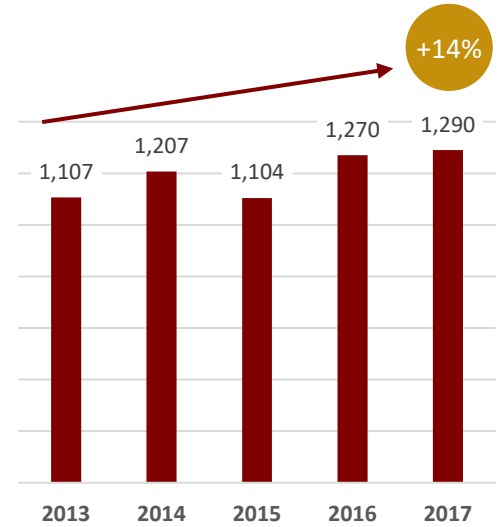
Study Area

The study is confined to the Elwyn Park neighborhood in Portsmouth. The neighborhood is home to Dondero School and bounded on the west by Route 1 (not included in the study), on the north by Elwyn Road, on the west by Hartford Drive/Harding Road, and on the south by Hoover Drive/Hartford Drive.

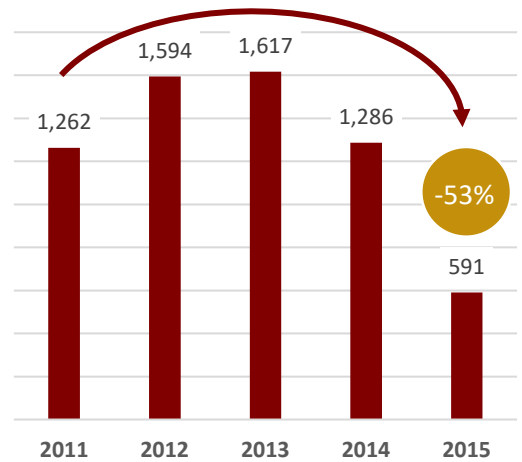
Tasks

This study has been informed by the following tasks:

- Review – Summarize findings from previously completed planning documents
- Assess – Document existing conditions, including barriers and opportunity areas for walking and bicycling
- Recommend – Incorporate traffic calming and pedestrian safety improvements based on community feedback



The study area **total population grew 14%** between 2013 and 2017, the most recent five years of available data
(Source: ACS, five-year estimates)



The study area **employed population decreased 53%** between 2011 and 2015, the most recent five years of available data
(Source: LEHD)

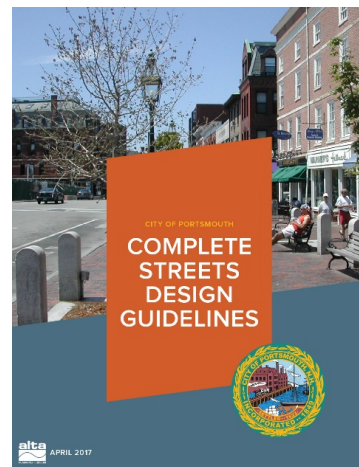
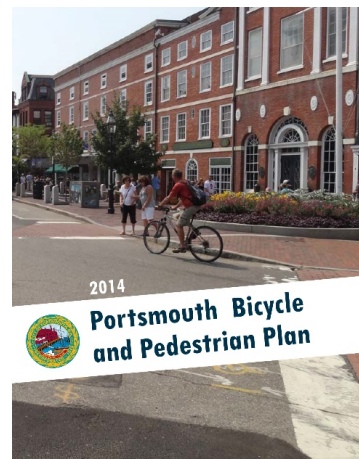
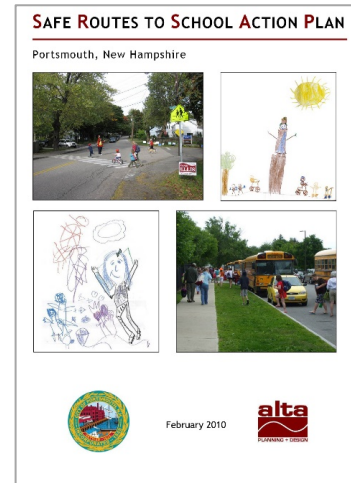
PROJECT BACKGROUND

In preparation for the study, the project team reviewed a series of policies, studies, plans and guides adopted by the City of Portsmouth over the past ten years. The collection of reports helped the team better understand the context for the needed improvements in Elwyn Park, what pedestrian and bicycle-related enhancements have already been planned for the neighborhood, and what guidelines would be available to set expectations for changes on candidate roadways. The timeline below indicates important City actions prior to the development of this Study.

- **2010**
City adopts a Safe Routes to School Action Plan
- **2013**
City adopts walk-friendly, bike-friendly, & Complete Street policies
- **2014**
City adopts update of the Portsmouth Bicycle and Pedestrian Plan
- **2017**
City develops Complete Streets Design Guidelines and adopts a Complete Street Demonstration Project policy
- **2019**
City begins study of pedestrian and bicycle improvements in Elwyn Park

‘Streets will be safe and accessible for ALL transportation users’

The 2013 Complete Street Policy outlines the City’s agenda for improving bicycle and pedestrian facilities



DEMOGRAPHICS

Youths

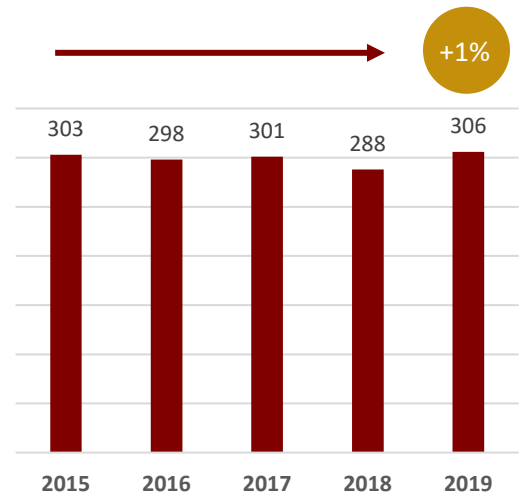
According to the New Hampshire Department of Education, enrollment at Mary C. Dondero School has remained around 300 students over the past five years. Among those 300 students, 36% live within 0.5 miles of the school and 54% live within 1.0 mile, while only 25-30% walk, bike, or scoot to school (2010 Safe Routes to School Action Plan). In addition to elementary students, approximately 50 middle schoolers and high school freshmen live in the Elwyn Park neighborhood (ACS, 2013-2017), with many accessing the school bus stop by foot.

Seniors

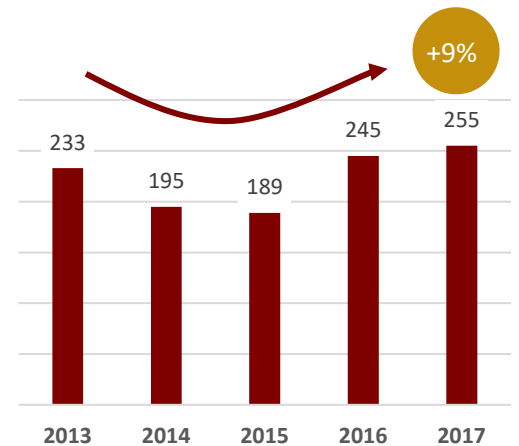
Over 20% of Elwyn Park residents are above the age of 64 (ACS, 2013-2017). The past 10 years of population data show that the number of senior citizens living the neighborhood has fluctuated greatly, suggesting that residents may be less likely to live in the neighborhood after they leave the workforce.

People with Disabilities

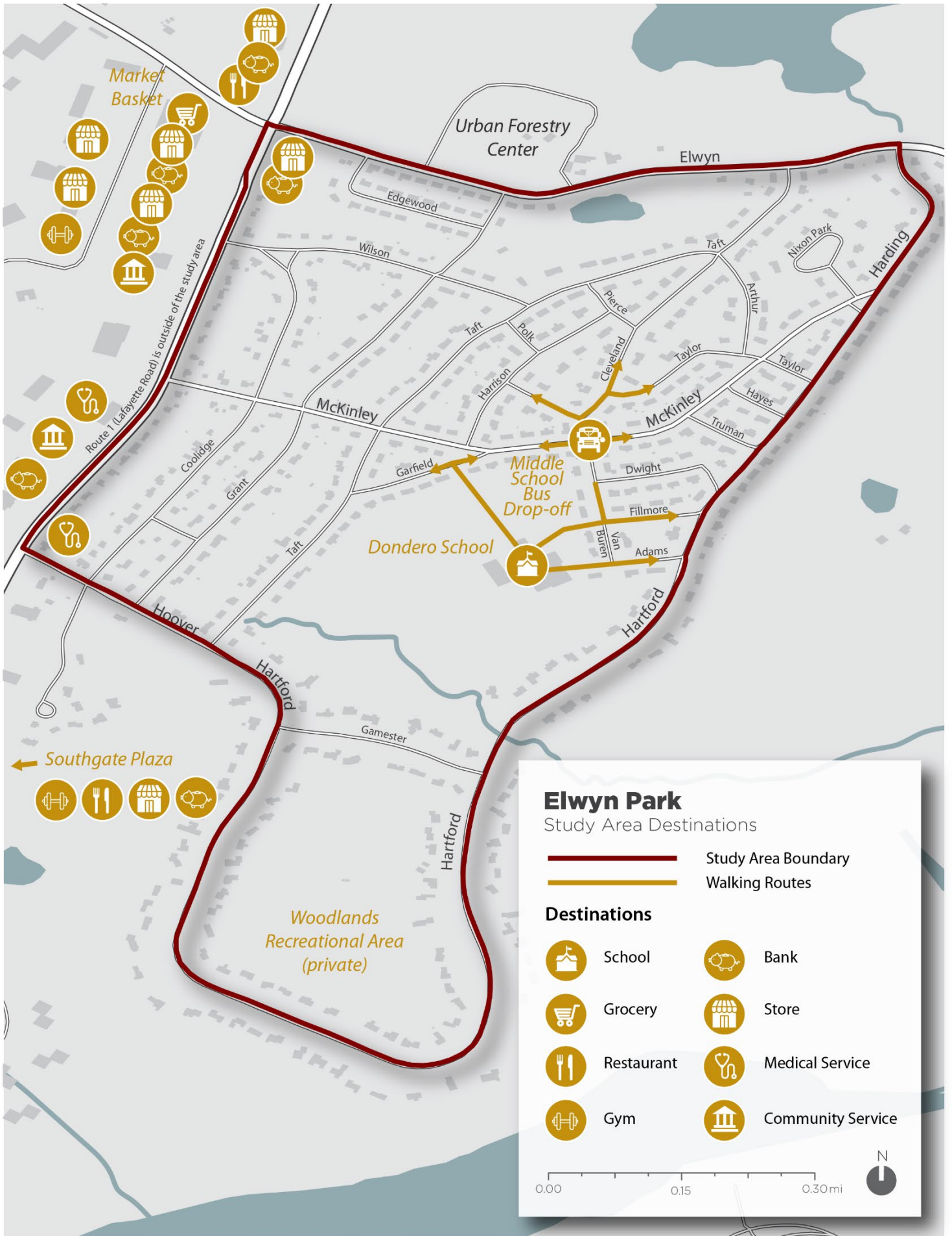
Approximately 1 in every 10 Elwyn Park households is home to a person with a disability (ACS, 2013-2017). The Americans with Disabilities Act (ADA) imposes accessibility requirements to public accommodations, such as Dondero School, which serves as the local polling location and hosts movie nights, public meetings, and seasonal festivals (Dondero PTA). Although the neighborhood is in close proximity to a grocery store, convenient store, restaurants, banks, medical offices, community services, fitness centers, and a movie theater, Walk Score® classifies the area as “car-dependent”, with most errands require a car to access due to a lack of pedestrian and bicycle facilities.



Enrollment at **Dondero School** remained around 300 students over the past five years (Source: NH Department of Education)



The number of **senior citizens** in Elwyn Park has fluctuated in cycles over the past decade. This may be the result of residents retiring and then moving out of the neighborhood (Source: ACS, five-year estimates)



Market Basket

Urban Forestry Center

Elwyn

Route 1 (Lafayette road) is outside of the study area

Southgate Plaza

Woodlands Recreational Area (private)

Elwyn Park

Study Area Destinations

- Study Area Boundary
- Walking Routes

Destinations

- School
- Bank
- Grocery
- Store
- Restaurant
- Medical Service
- Gym
- Community Service

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EXISTING CONDITIONS

Built in the 1970's, Elwyn Park is a neighborhood comprised exclusively of single-family detached homes. With a centrally-located elementary school, all of Elwyn Park's children live within a 10-15-minute walk to school. Street and right-of-way widths vary from block to block, and no sidewalks or crosswalks were provided in the original sub-division. Sidewalks were incorporated into the Woodland development in subsequent decades. As of today, the neighborhood includes the following transportation elements:

Pedestrian Facilities

There are 2.4 miles of sidewalks within the study area, representing approximately 28% of roads (centerline). The sidewalks are concentrated along Route 1, within The Woodlands, and near Dondero School. In addition to sidewalks, Elwyn Park contains an informal pathway leading to Dondero School and striped shoulders with painted pedestrian symbols on parts of McKinley, Van Buren, and Adams Avenue indicating that the shoulder is to be used as a walkway, though not exclusively.

Crossing Facilities

Crosswalks are present at the major crossings of Elwyn Road/Route 1 and Wilson Road/Route 1, plus three marked crossings near Dondero School: Van Buren Avenue/Fillmore Road (west end connects to sidewalk), Hartford Drive/Fillmore Road (does not connect to sidewalks), and Hartford Drive/Adams Avenue (south end connects to sidewalk). There are no ADA-compliant curb ramps within the neighborhood.

Bicycle Facilities

There are no existing bikeways within the study area, but Dondero School has a rack with space to accommodate up to 18 parked bicycles.



Existing sidewalk along Hoover Drive

2.4
miles

of **SIDEWALKS**

5

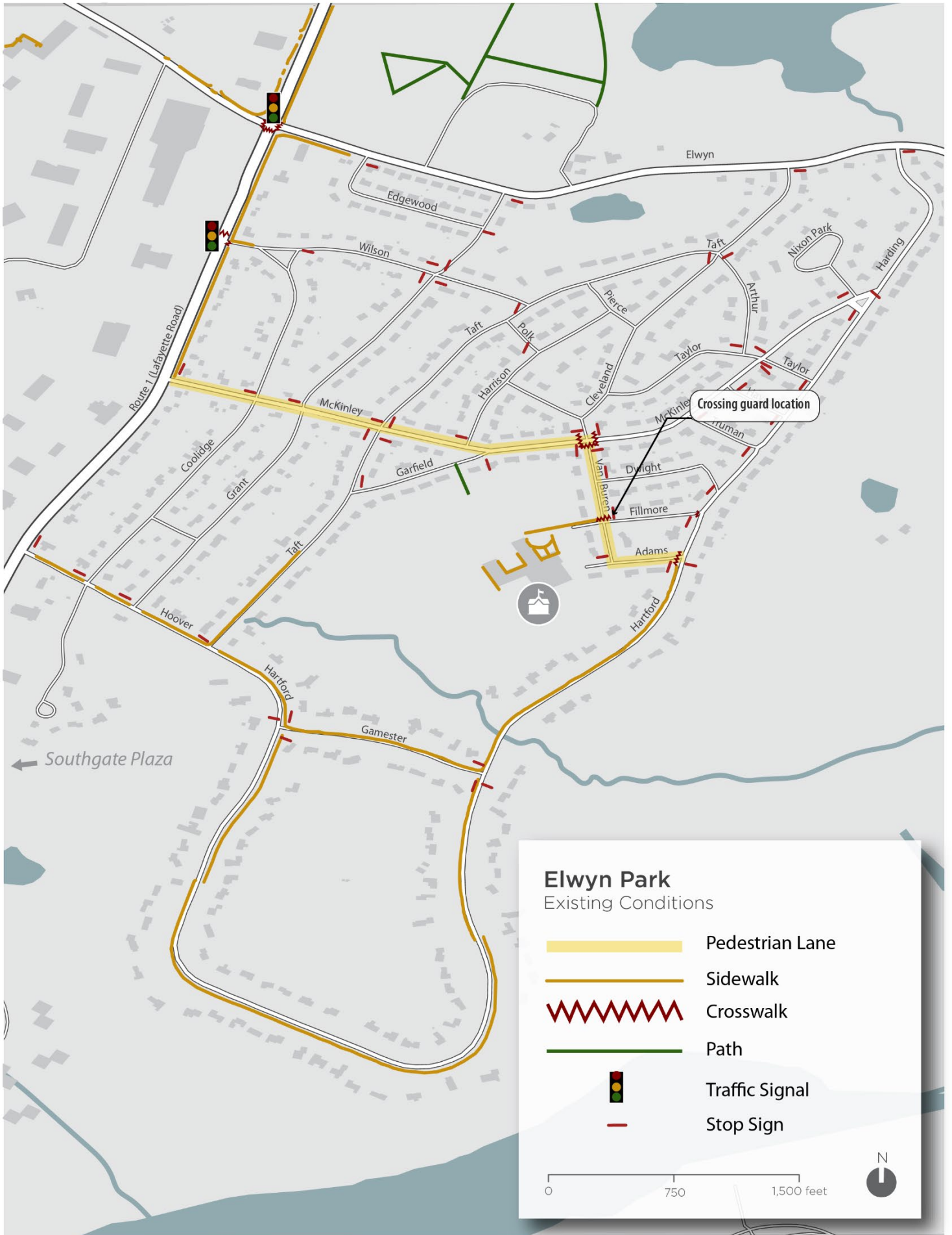
intersections with
CROSSWALKS

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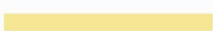





ADA-compliant
CURB RAMPS

Signage

Stop signs are present at most intersections along the primary collectors of McKinley Road, Hoover Drive, and Hartford Drive, as well as near Dondero School along Van Buren Avenue.



Elwyn Park
Existing Conditions

-  Pedestrian Lane
-  Sidewalk
-  Crosswalk
-  Path
-  Traffic Signal
-  Stop Sign



PREVIOUSLY PLANNED PROJECTS

Drainage Project

Drainage improvements for Hoover Drive/Hartford Drive and Taft Road are funded and scheduled for 2020.

Roadway Repaving Project

The City's 2016 survey of pavement conditions shows that most roads in the southern half of Elwyn Park (except Hartford Drive south of Gamester Avenue, Elwyn Road, and Hoover Drive west of Taft Road) require rehabilitation or resurfacing. Paving projects were completed in 2018 for roadways in the northern half of the neighborhood.

Path Projects

The City released a bid request for the design of a shared-use path with crossing and drainage improvements on Elwyn Road between Route 1 and Harding Road in June 2019. The project was included in the 2014 Bicycle & Pedestrian Plan, along with a funded sidepath/crossing improvement project along Route 1. An additional pathway project was proposed in the 2014 Plan connecting Taft Road to The Cedars and Spring Brook subdivisions to the south.

Safe Routes to School Projects

The 2010 SRTS Action Plan recommended completion of sidewalk improvements connecting Dondero School to Route 1 and north towards Elwyn Road. Sidewalks along McKinley Road, Harding Road, Van Buren Avenue, and Fillmore Road are included in the CIP.

Bikeway Projects

Bike boulevards were proposed in the 2014 Plan along McKinley Road and Hoover Drive/Gamester Avenue/Hartford Drive/Harding Road. No funding is allocated.



Funded CIP Projects

Elwyn Park Sidewalks Phase I

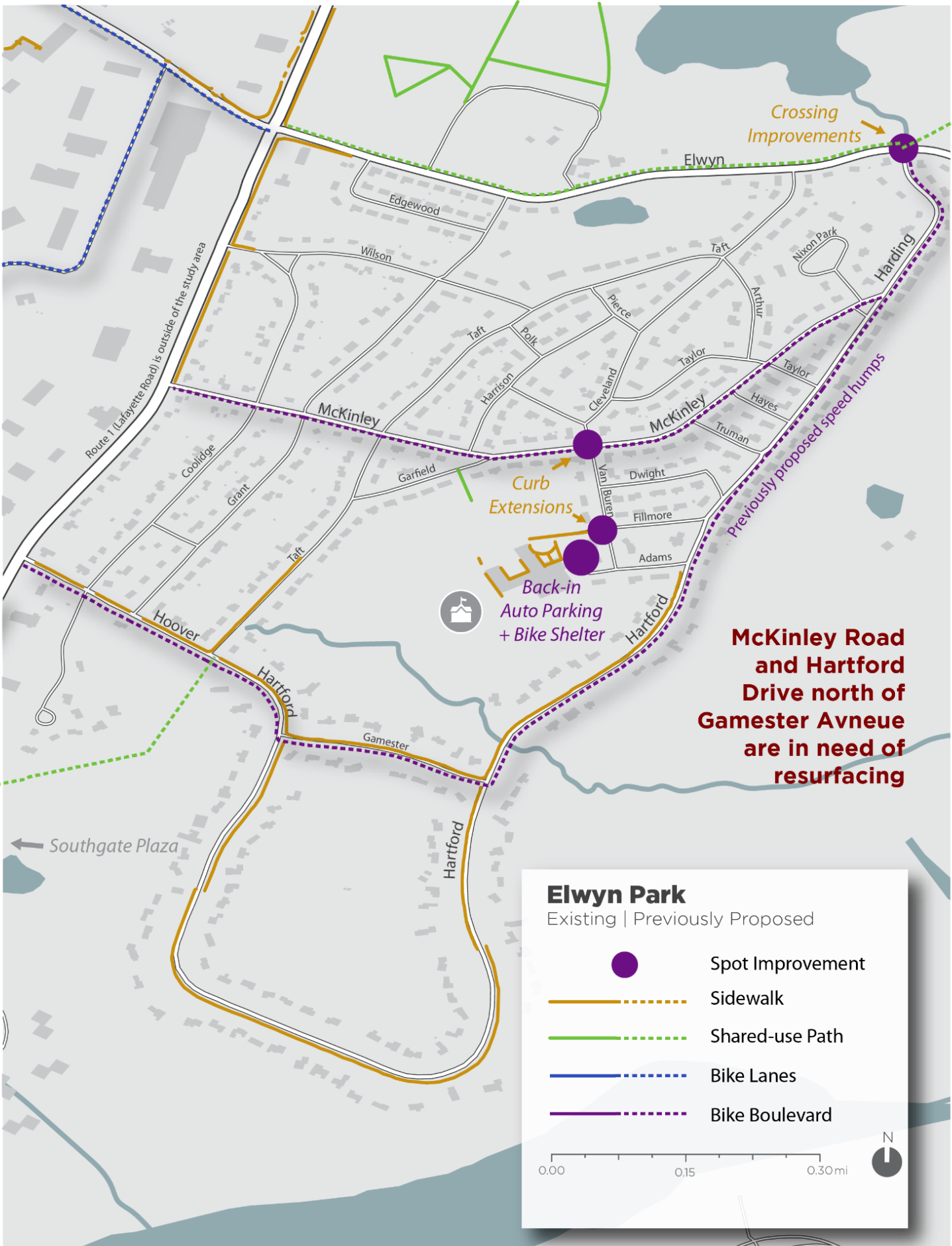
- \$1.2 m (2018-2021)
- McKinley Rd., Harding Rd, Van Buren Ave., & Fillmore Rd.

Elwyn Road Sidewalk Ext.

- \$1.6 m (2019-2023)
- Route 1 to Tucker's Cove

2018 Completed Paving Projects

- Coolidge Drive
- Wilson Road
- Edgewood Road
- Grant Avenue
- Taft Road
- Arthur Road
- Cleveland Drive
- Pierce Place
- Taylor Lane
- Harrison Avenue
- Polk Avenue
- Van Buren Avenue



McKinley Road and Hartford Drive north of Gamester Avenue are in need of resurfacing

Elwyn Park
Existing | Previously Proposed

- Spot Improvement
- Sidewalk
- Shared-use Path
- Bike Lanes
- Bike Boulevard

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N

ACCESSIBILITY ISSUES

Accessibility

The City of Portsmouth collected 6 hours of weekday pedestrian and bicycle count data in the summer of 2016 at two locations within the study area. At McKinley Road/Van Buren Avenue, 77 bicyclists and pedestrians were observed, with **two-thirds under the age of 16**. At Elwyn Road/ Harding Road, 25 bicyclists and 2 pedestrians were observed, all of which were adults.

Although 88% of Rockingham County residents have access to exercise opportunities according to the University of Wisconsin's Population Health Institute, **27% of county adults are considered obese**. Making it easier to exercise through routine daily activities like dropping kids off at school, going to a playground, jogging to the gym, or visiting the grocery store can make it easier to live a healthy lifestyle. Limited access points to Dondero School, The Woodlands Recreation Area, the Urban Forestry Center, and businesses along Route 1 discourage routine physical activity.

Comfortability

An imbalance in who is walking or bicycling can be a strong indicator that women may not feel comfortable with existing infrastructure. Only 12% of observed pedestrians and bicyclists in the Elwyn Park were female.

Safety

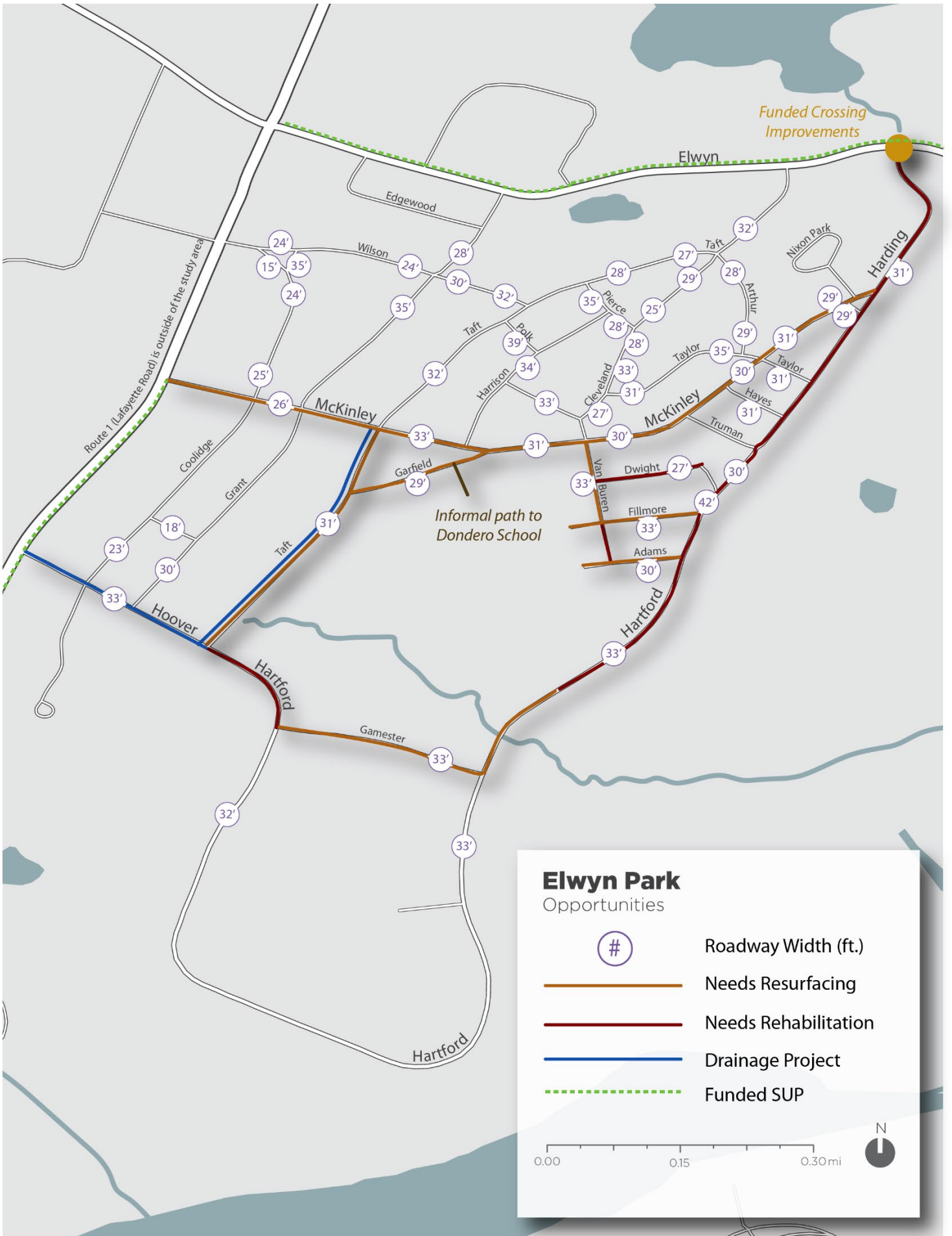
While Elwyn Park experiences low traffic volumes, **streets uninterrupted by cross-traffic** at the neighborhood entrances, such as McKinley Road, Wilson Road, Harding Road, and Hoover Drive, may contribute to higher vehicle speeds. The average speed of vehicles at McKinley Road/Coolidge Drive was 25 mph, faster than the posted 20-mph speed limit.



Elwyn Park residents currently use the roadway to walk for exercise, visit neighbors, or to run an errand



Some traffic along McKinley Road from Route 1 passes through the neighborhood at higher-than-ideal speeds



Elwyn Park Opportunities

- # Roadway Width (ft.)
- Needs Resurfacing
- Needs Rehabilitation
- Drainage Project
- Funded SUP

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N

PUBLIC MEETINGS

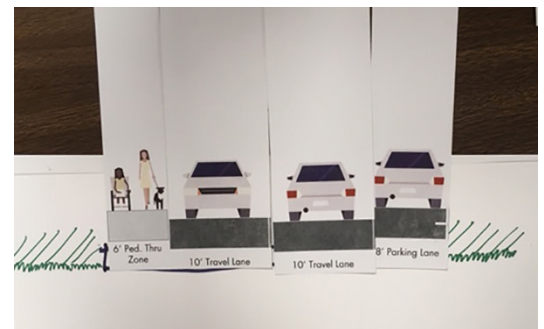
A two-phased public engagement effort supported the project team’s assessment of existing conditions and its understanding of the previous planning work in the Elwyn Park neighborhood. A pair of public meetings, along with an online survey, provided the opportunity for neighborhood residents and other stakeholders to express their views about the potential for new sidewalks and other pedestrian and bicycle facilities in Elwyn Park.

Public Meeting #1

The first public meeting was held at the Dondero School library on October 1, 2019. Approximately 25 people attended the meeting. After an introductory slide presentation, participants provided direct feedback onto neighborhood maps and by creating potential roadway cross-sections using paper cut-outs of vehicle lanes, sidewalks and bikeways. Although opposition to potential new sidewalks was expressed by some neighborhood residents, a more-supportive general consensus emerged from meeting attendees. Most residents felt that building new sidewalks in discrete parts of the neighborhood—especially to enhance pedestrian access to the Dondero School—and with limited impact to on-street parking or adjacent properties would be acceptable. Most attendees also expressed concern about speeding on McKinley Road and Harding Road and that some traffic calming measures would be warranted. Support for striped bike lanes in the neighborhood was limited however, with most preferring only signage and perhaps roadway stencils such as sharrows, to enhance visibility of bicycling in Elwyn Park.



Project team member and residents discuss opportunities during the first public meeting at Dondero School on 10/1/2019



Example roadway concept cross-section developed during the interactive exercise at the first public meeting

Public Meeting #2

After preliminary recommendations were developed, a second public meeting was held at the Dondero School on February 3, 2020. Approximately 35 people attended the meeting, with most again expressing support for introducing a sidewalk along one side of some of the neighborhoods roadways near the Dondero School and targeted traffic calming facilities as well.

ONLINE SURVEY

In the fall of 2019, the City of Portsmouth initiated a 15-question online survey to gauge the level of interest in sidewalks and traffic calming from local residents. Roughly 200 responses were received, with 83% reporting as being residents of Elwyn Park.

Responses Related to Sidewalks

Strong support for new sidewalks exists among many neighborhood residents. As shown in Question 4 at right, 67% of respondents favor adding sidewalks on some streets, with another 13% with qualified support. In a follow-up about where people would like to see new sidewalks, 72% favor them on McKinley with 56% in support on Van Buren and 51% on Harding Road.

Responses Related to Traffic Calming

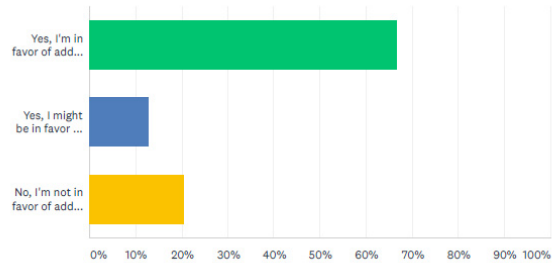
At 77%, “Motor Vehicle Speeds” was the highest ranked concern related to traffic safety in Elwyn Park. Fifty percent of respondents were also concerned about the lack of physical separation between people walking and driving. As such, significant support for traffic calming measures exist in the neighborhood. Per Question 8 at right, interest in traffic calming is strongest along McKinley Road (68%) and Harding Road (54%). Enhancements such as additional speed radar signs, raised crosswalks, and speed humps have the highest level of support. See Appendix E for details results of the survey.

Results from Two Online Survey Questions

Q4

At this time, would you support the construction of sidewalks along one side of some streets in Elwyn Park? (You will have an opportunity to expand on your answer in subsequent questions.)

Answered: 196 Skipped: 5



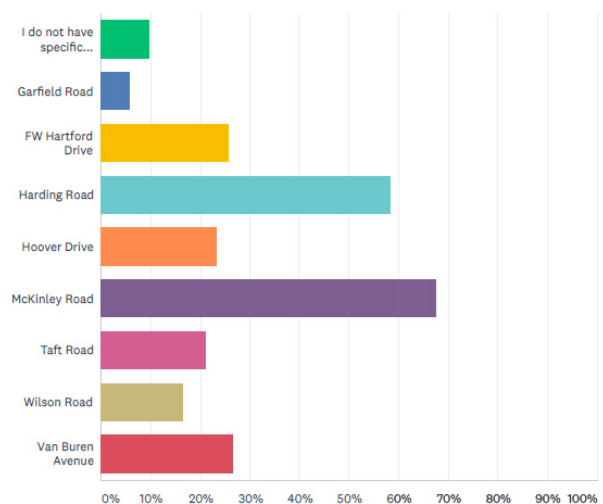
ANSWER CHOICES	RESPONSES
Yes, I'm in favor of adding sidewalks on some streets	66.84% 131
Yes, I might be in favor of adding select sidewalks but have additional questions	12.76% 25
No, I'm not in favor of adding select sidewalks	20.41% 40
TOTAL	196

[Comments \(36\)](#)

Q8

Where do you think traffic calming is most needed? (Check all that apply)

Answered: 151 Skipped: 50



RECOMMENDATIONS

Based on the assessment of existing conditions, previously planned projects, results of the City’s online survey, and community input from the public meetings, the project team developed recommendations for improving pedestrian and bicycle accessibility and safety in Elwyn Park. The scope of the recommendations is limited to locations for new sidewalks, revised geometric conditions at intersections, traffic calming measures and improved pedestrian crossings. In aggregate, the streetscape improvements are intended to better-facilitate walking and bicycling to the Dondero School, enhance safety for all road users, and to calm traffic on the primary corridors through the neighborhood.

Sidewalk Locations

The approach to sidewalk recommendations focused on the need to provide 1) safe access to the Dondero School, and 2) to ensure a continuous walking route through Elwyn Park along its principle collector route: McKinley Road and portions of Harding Road. Per the Proposed Streetscape Improvements map on the following page, installation of a sidewalk along one side of McKinley Road, portions of Harding Road, Van Burren Avenue and Adams Avenue is recommended. Crosswalks that ensure the sidewalk’s continuity at side streets should be implemented as well.

Sidewalk Design

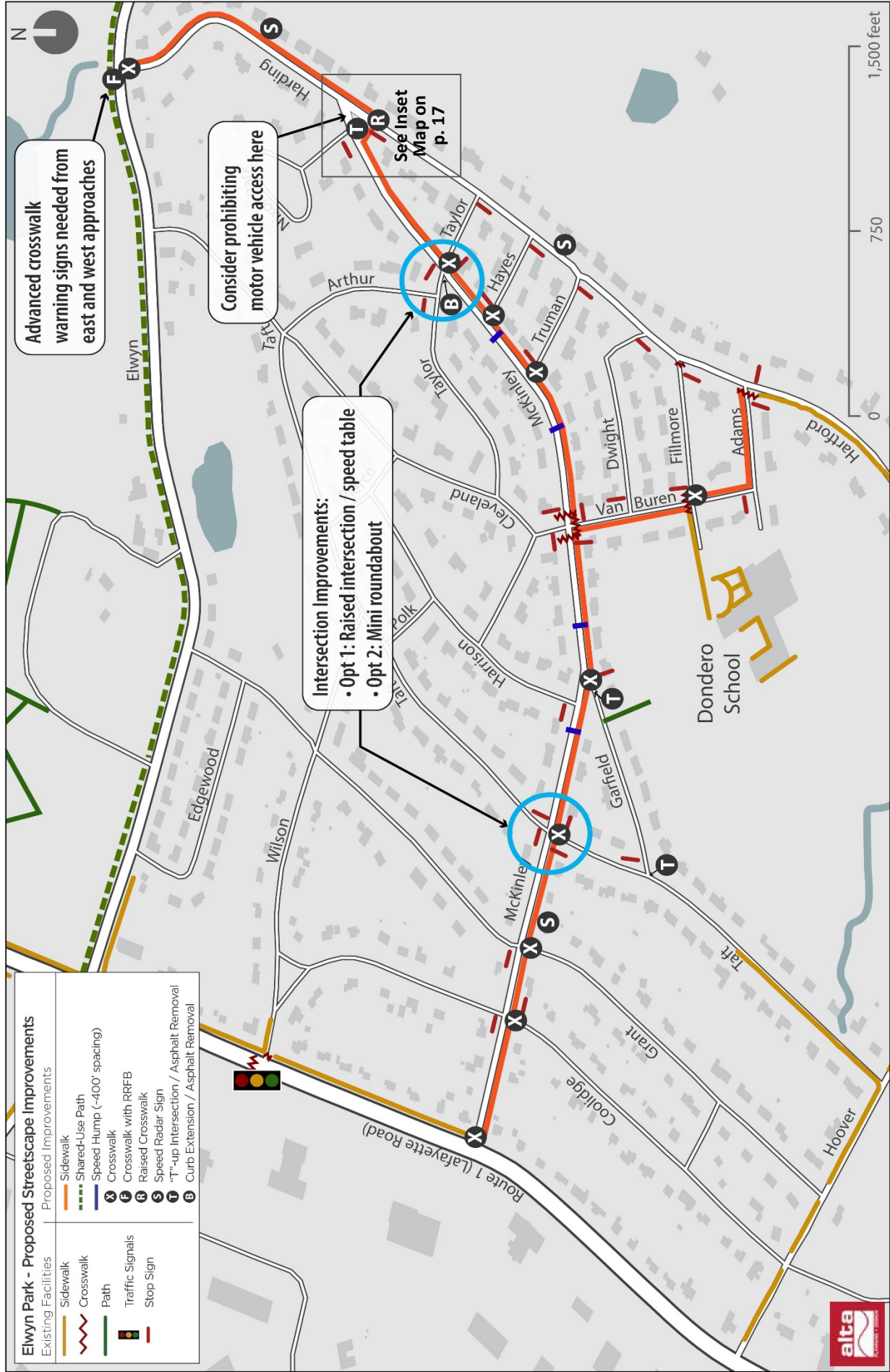
With some exceptions, new sidewalk should be located at the edge of the pavement so as not to preclude on-street parking opportunities. They should be made of concrete or asphalt, include granite or pre-cast concrete curbs, and are to be a minimum of five feet wide. Proper curb ramps and tactile warning panels will ensure the sidewalks are accessible and meet ADA standards.



The striped pedestrian lanes along McKinley, Van Burren and Adams are frequently compromised by parked cars and trash bins.



Hoover Drive is one of the few streets in the neighborhood with a sidewalk and offers a model for the treatment elsewhere



Elwyn Park - Proposed Streetscape Improvements	
Existing Facilities	Proposed Improvements
Sidewalk	Sidewalk
Crosswalk	Shared-Use Path
Path	Speed Hump (~400' spacing)
Traffic Signals	Crosswalk
Stop Sign	Crosswalk with RRFB
	Raised Crosswalk
	Speed Radar Sign
	"T"-up Intersection / Asphalt Removal
	Curb Extension / Asphalt Removal

Advanced crosswalk warning signs needed from east and west approaches

Consider prohibiting motor vehicle access here

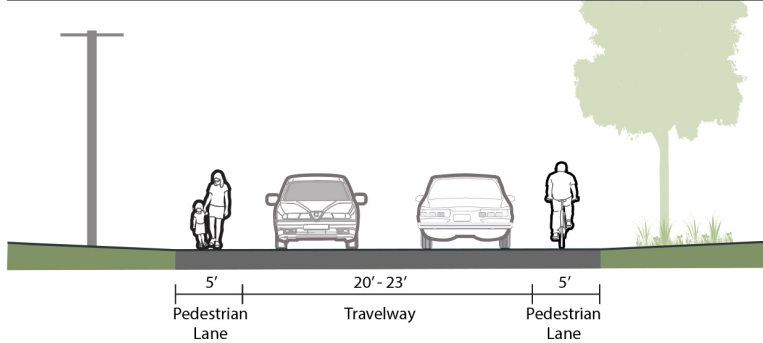
Intersection Improvements:
 • Opt 1: Raised intersection / speed table
 • Opt 2: Mini roundabout

See Inset Map on p. 17

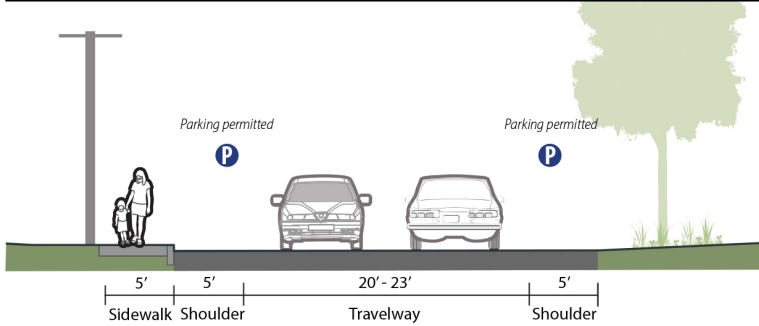


RECOMMENDATIONS Cont.

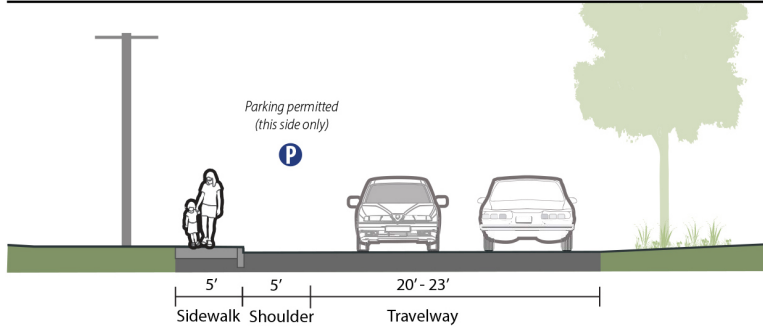
Existing Conditions



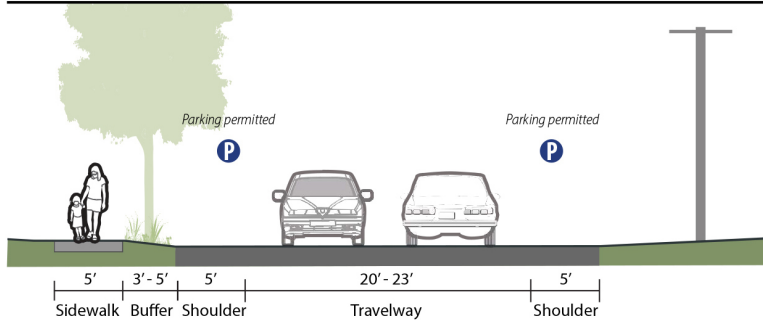
RECOMMENDED



RECOMMENDED: Variation A



RECOMMENDED: Variation B



Sidewalk Design

Along most stretches of McKinley, Harding, Van Burren, Adams and a very short stretch of Garfield, the recommended sidewalk will lie at the edge of the existing pavement. In this configuration, on-street parking would be permitted on each side of the road. Along the side of the roadway with utility poles, the sidewalk will lie between the edge of pavement and adjacent pole. In cases where the utility pole or the adjacent property line sits very close to the edge of pavement, design **Variation A** illustrates the opportunity to locate the new sidewalk in place of a portion of the existing street. In this option, parking would need to be restricted to one side of the street, ideally next to the sidewalk to provide a buffer for pedestrians. In other locations where the property line lies further from the edge of existing pavement and, with consent from the abutter, **Variation B** should be considered. The option includes a street setback for the new sidewalk with street trees potentially located within the resulting buffer zone.

RECOMMENDATIONS Cont.

Intersections

In three locations, significant intersection enhancements are recommended to slow traffic and improve pedestrian safety. All lie along McKinley Road and are intended to complement the proposed new sidewalks. The locations include:

- **McKinley Road/Taft Road:** raised intersection/ speed table intended to ensure motor vehicles slow down or stop, especially for traffic coming from Route 1, where speeds are higher (can supplement OR replace the current four-way stop)
- **McKinley Road /Taylor Road:** same recommendation as above
- **McKinley Road/Harding Road:** at this oblique intersection, closing off a short portion of the roadway adjacent to Nixon Park and T-ing McKinley to Harding provides safer movement of both vehicles and pedestrians.

In addition to the more-significant intersection changes above, the feasibility study also recommends T-ing both ends of Garfield Road at McKinley Road and at Taft Road to calm traffic and reduce the quantity of impermeable surfaces in the neighborhood.



Conceptual design concept of the McKinley Road/ Harding Road intersection illustrating revised roadway geometry, new green space, and the new sidewalk with raised crosswalk

RECOMMENDATIONS Cont.

Traffic Calming

Currently, a neighborhood-wide speed limit of 20 mph prevails in Elwyn Park. Despite that, relatively-wide roadway, the lack of curbs and sidewalks, and other physical characteristics of the neighborhood result in excessive speeds for some motorists, especially on McKinley Road and Harding Road. As such, traffic calming measures are needed to ensure traffic speeds are more in-line with both the posted limit (unrealistic as it may be) and neighbors' desire to less speeding in Elwyn Park.

In addition to the raised intersections/speed tables described under "Intersections" above, speed humps are also recommended along strategic segments of McKinley Road to help slow traffic. The focus is to place a pair of humps between Taft Road and Van Burren Ave and between Van Burren Ave and Taylor Road. The intent is to ensure that traffic moves relatively slowly along McKinley Road on both approaches to the McKinley/Van Burren intersection. This is where pedestrian traffic volumes are highest, especially on weekdays near school arrival and dismissal times. Traffic can also be slowed thru the installation of variable-feedback speed radar signs, which are recommended for installation at three locations along McKinley Road and Harding Road.



Example photo of a raised crosswalk that is recommended for installation at the south leg of the McKinley/Harding intersection



Strategically-placed speed humps are recommended along McKinley Road to slow traffic speeds

RECOMMENDATIONS Cont.

Pedestrian Crossings

Besides side street crosswalks along the proposed sidewalks, new pedestrian crossing locations are recommended at two locations in Elwyn Park.

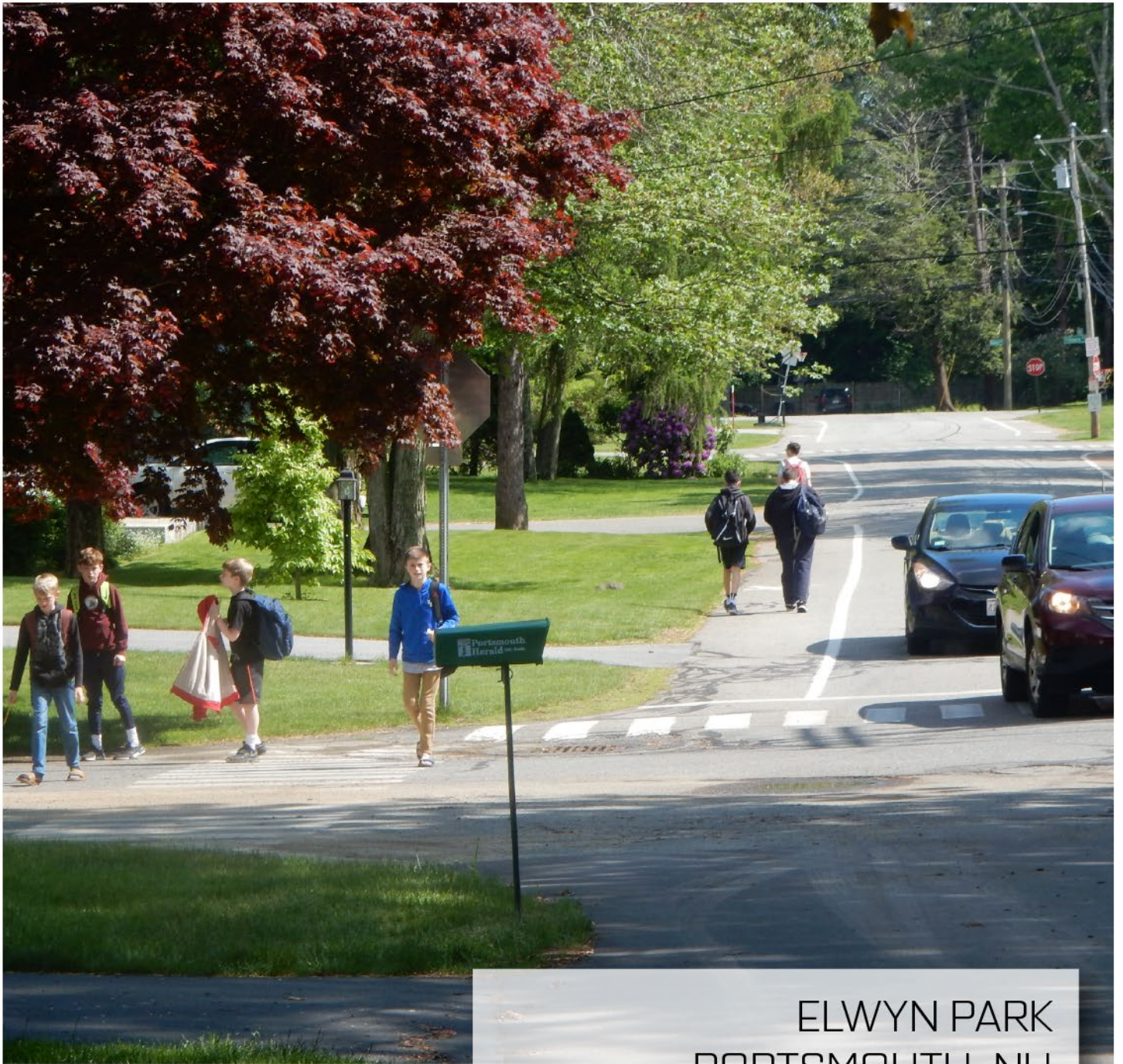
- **McKinley Road / Harding Road intersection:** as show in the plan graphic on the previous page, the proposed Harding Road crossing at McKinley Road should feature a raised crosswalk to slow traffic speeds and to emphasize the pedestrian crossing location between sidewalk segments.
- **Harding Road / Elwyn Road intersection:** this crossing is a critical link between Elwyn Park and the future sidepath at the Urban Forestry Center. Because of higher traffic volumes and speeds on Elwyn Road, and limited sight lines, the recommended “hi-vis” crosswalk should be supplemented with a rectangular rapid flashing beacon (RRFB) to increase driver’s propensity to yield to pedestrians wishing to cross.



An alternative to the raised intersections includes installation of mini-roundabouts intended to slow traffic as it passes thru low-volume intersections (photo from Madison WI)



Example of a crosswalk with Rectangular Rapid Flashing Beacons (RRFB) in Hanover NH (Google Streetview image)



ELWYN PARK
PORTSMOUTH, NH
APPENDIX

List of Appendices

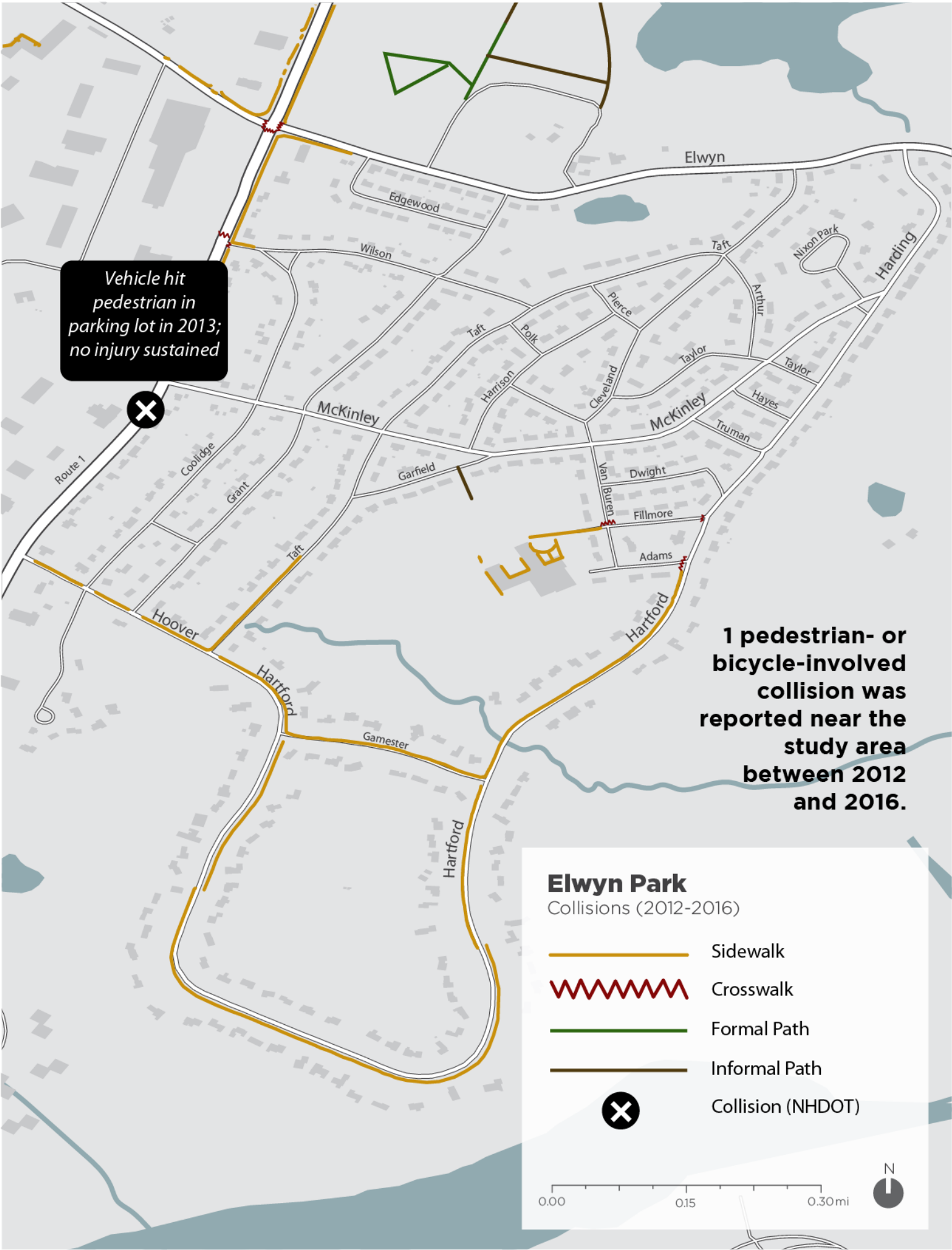
- [Appendix A: Collisions](#)
- [Appendix B: Plan Review](#)
- [Appendix C: Widths](#)
- [Appendix D: Counts](#)
- [Appendix E: Survey Results](#)

APPENDIX A: COLLISIONS

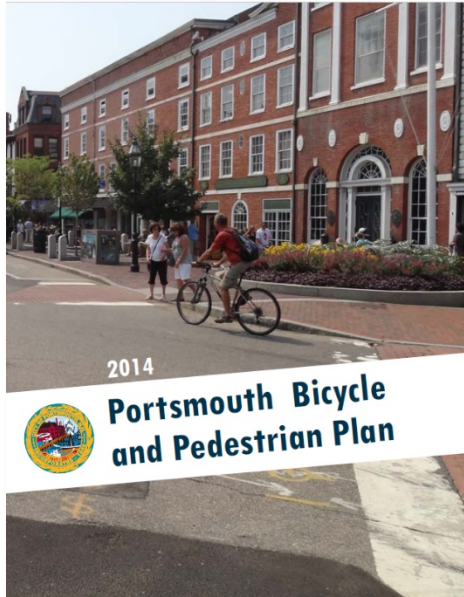
Only one pedestrian-involved collision was reported near the study area. No bicycle-involved collisions were reported near the study area.

Table 1: Reported Collisions (NHDOT, 2012-2016)

Year	Time	Parties Involved	Location	Injuries
2013	15:40	Vehicle, Pedestrian	1500 Lafayette Rd parking lot	None



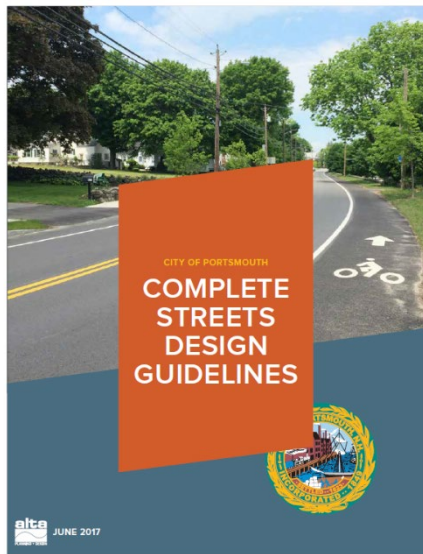
APPENDIX B: PLAN REVIEW



Portsmouth Bicycle & Pedestrian Plan (2014)

Documents the City's goals and objectives for walking and bicycling, including improving safety for routes to school, increasing active transportation trips, and developing a reputation as a walk- and bike-friendly city. Recommended projects include:

- Elwyn Park Traffic Calming (medium priority)
- Elwyn Road Improvements (high priority)
- Elwyn Road Alternative Route (high priority)
- Sewer Easement Pathway (high priority)



Portsmouth Complete Streets Design Guidelines (2017)

Provides a toolkit to implement Complete Street projects, including articulating user needs and illustrating design options. Documents typical applications of various Complete Street design options and provides guidance on the instances in which the options can be appropriately implemented.

SAFE ROUTES TO SCHOOL ACTION PLAN

Portsmouth, New Hampshire



February 2010



Portsmouth Safe Routes to School Action Plan (2010)

Provides school-by-school student survey data, which inform programmatic and physical facility recommendations. Recommendations for Dondero School include:

- School zone designation
- Crosswalks and bump outs
- 6' Sidewalks on Fillmore, Adams, & Van Buren
- Sheltered bike parking
- Back-in angle parking
- Bike lanes on McKinley, Van Buren, Hartford, & Harding
- Speed humps on Hartford & Harding

CITY OF PORTSMOUTH
CITY COUNCIL POLICY No. 02-2017

COMPLETE STREET DEMONSTRATION PROJECT POLICY

WHEREAS, a core commitment of the City's Complete Street Policy is to incorporate Complete Street principles into the City's Master Plan, area plans, transportation plans, the Zoning Ordinance and Site Plan Review Regulations, standards and specifications documents, and other plans, manuals, rules, regulations and programs as appropriate.

WHEREAS, City staff have been working with the Parking & Traffic Safety Committee to develop a Neighborhood Traffic Calming Program that provides a process and guidance for considering and implementing a variety of traffic calming measures in response to neighborhood concerns and requests.

WHEREAS, the City Council recognizes that it will be beneficial to enable non-municipal groups and organizations, hereby known as Project Sponsors, to undertake demonstration projects in public rights-of-way.

NOW THEREFORE, the City Council adopts the following policy:

I. DEFINITIONS

Demonstration Project

A demonstration project is a short-term street or sidewalk design project that is designed in accordance with the City's Complete Street Policy and/or Walk and Bicycle Friendly Community Policies.

Project Sponsor

A project sponsor is the entity applying for permission to implement a demonstration project. A project sponsor may be an individual, group, or business entity that has the ability to satisfy the requirements included herein.

II. SITE REQUIREMENTS, CLEARANCE AND ACCESS

(1) Demonstration projects may only be located in the public right-of-way on roads under City jurisdiction.

(2) Project shall be located on a road with a speed limit that is 30 MPH or less.

(3) Projects shall be designed to minimize interference with access to and service of public utilities, utility covers, valves, building stairwells, fire hydrants, and other services and operations located within or accessed from the public right-of-way.

(4) Projects should not block or limit driveway access, unless the driveway owner specifically permits use of their driveway for the demonstration. Such permission must be illustrated by a letter of support.

(5) Demonstration Projects shall maintain or improve the existing level of accessibility to individuals with disabilities per the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Portsmouth Complete Street and Complete Demonstration Project Policies (2017)

Establishes that "Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities."

Provides a framework for short-term street or sidewalk projects that support the City's Complete Street, Walk Friendly, and Bike Friendly policies.

CITY OF PORTSMOUTH

CITY COUNCIL POLICY No. 2013-03

WALK FRIENDLY COMMUNITY POLICY

WHEREAS, the City Council recognizes the benefits of walking as a key element of a healthy, efficient, socially inclusive and sustainable community, and

WHEREAS, all people should be able to walk safely and to enjoy high quality public spaces in the City of Portsmouth anytime and at anytime, and

WHEREAS, the City Council is committed to reducing the physical, social and institutional barriers that limit walking activity.

NOW THEREFORE, the City Council adopts the following policy:

Municipal decision-making, practices and processes shall be carried out in order to further the following objectives:

- Provide clean, well-lit sidewalks free from obstruction, and with sufficient opportunities to cross roads safely and directly;
- Ensure seating is provided in outdoor public spaces in quantities and locations that meet the needs of all users;
- Provide protection for pedestrians from weather and climate elements with landscaping and facilities as appropriate (for example shade or shelter);
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot;
- Build and maintain high-quality networks of connected, functional and safe walking routes between residential areas and local destinations;
- Provide an integrated, extensive and well-equipped public transportation service with vehicles which are fully accessible to all potential users and public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information;
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforcement of road traffic laws;
- Maintain reduced motor vehicle traffic speeds in residential areas, shopping areas, around schools, and in other areas with a high frequency of pedestrian traffic.

Portsmouth Walk-Friendly Community & Bicycle-Friendly Community Policies (2013)

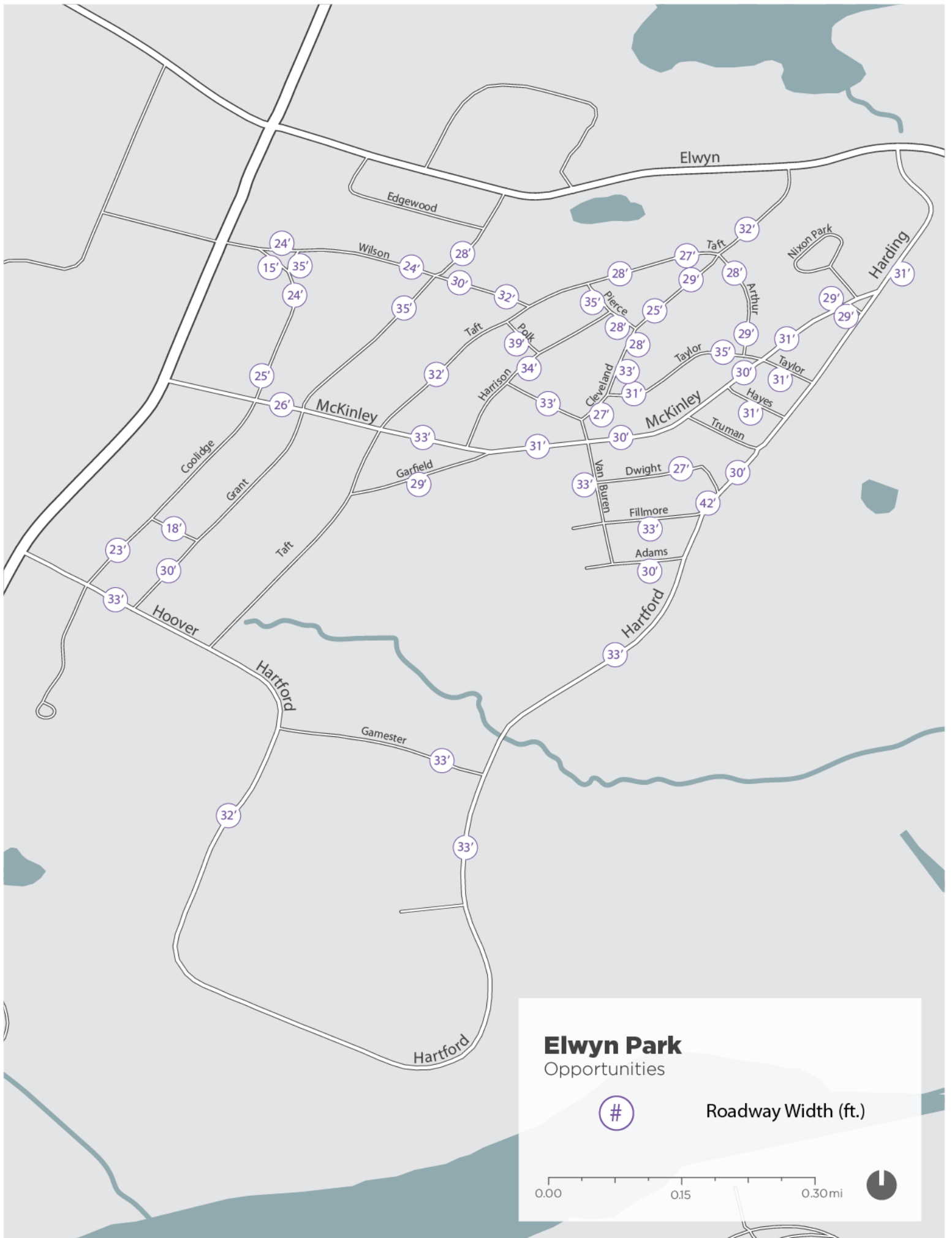
Encourages the consideration of projects that improve walking and bicycling conditions in municipal decision-making, practices, and processes, including improved public spaces, reduce motor vehicle speeds, shade and landscaping, and promoting intermodal travel between bicycles and public transport.

APPENDIX C: WIDTHS

Rough roadway width measurements were collected in June 2019.

Table 2: Rough Roadway Widths

Location	Width (feet)	Location	Width (feet)
Hoover b/t Coolidge & Grant	33	Grant, north of Wilson	28
Harford (west), south of Gamester	32	Grant, south of Wilson	35
Coolidge b/t Hoover & Grant Way	23	Wilson, east of Taft	32
Grant b/t Hoover & Grant Way	30	Taft b/t Hoover & McKinley	31
Grant Way b/t Coolidge & Grant	18	Taft b/t McKinley & Wilson	32
Hartford (east), south of Gamester	33	Taft, north of Pierce	28
Gamester near Hartford (east)	33	Taft, south of Cleveland	27
Garfield b/t Taft & McKinley	29	Taft, north of Cleveland	32
Hartford b/t Gamester & Adams	33	Arthur, east of Taft	28
Adams	30	Pierce b/t Taft & Harrison	35
Fillmore	33	Pierce b/t Harrison & Cleveland	28
Dwight	27	Polk	39
Van Buren at Dwight	33	Harrison b/t Van Buren & Polk	34
Hartford b/t Fillmore & Tyler	42	Cleveland, south of Taylor	27
Hartford b/t Tyler & Truman	30	Taylor, east of Cleveland	31
Harding b/t McKinley & Elwyn	31	Taylor, west of Arthur	35
Hayes	31	Cleveland, north of Taylor	33
Taylor	31	Cleveland, south of Pierce	28
McKinley at Harding (east)	29	Cleveland, north of Pierce	25
McKinley at Harding (west)	29	Cleveland, south of Taft	29
McKinley b/t Taylor & Harding	31	Van Buren, east of Harrison	33
McKinley b/t Hayes & Taylor	30		
McKinley, east of Van Buren	30		
McKinley, west of Van Buren	31		
McKinley b/t Taft & Harrison	33		
McKinley b/t Coolidge & Grant	26		
Coolidge, north of McKinley	25		
Coolidge at Wilson (west fork)	15		
Coolidge at Wilson (east fork)	35		
Coolidge, south of Wilson	24		
Grant, south of Wilson	35		
Wilson at Coolidge	24		
Wilson, west of Grant	24		
Wilson, east of Grant	30		



Elwyn Park Opportunities



Roadway Width (ft.)

0.00 0.15 0.30mi



APPENDIX D: COUNTS

This page contains pedestrian and bicycle count data from June 2019 for two locations within the study area: Harding Road/Elwyn Road and McKinley Road/Van Buren Avenue.

Location	Weekday 7-9am		Weekday 2 to 4pm		Weekday 4 to 6pm		Saturday 10am to 12		Saturday 12 to 2pm		Bicyclist statistics			Ped statistics	
	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists	% female	% <16	% w/ helmets	% on sidewalk	% <16
Market St/Russell St	25	14	0	0	50	15	0	0	0	0	6.7%	13.3%	66.7%	46.7%	0.0%
Woodbury Ave/Market St	17	14	0	0	59	20	0	0	0	0	11.8%	0.0%	41.2%	52.9%	9.2%
Maplewood Ave/Deer St	85	28	0	0	30	30	37	37	0	0	25.3%	1.1%	67.4%	10.5%	14.5%
South St/Sagamore Ave	130	48	33	55	56	38	0	0	0	0	24.8%	21.3%	63.8%	22.0%	29.2%
Sagamore Ave/Wentworth House Rd	5	43	0	0	18	40	0	0	0	0	0.0%	0.0%	77.1%	0.0%	0.0%
Harding Rd/Elwyn Rd	0	5	1	9	1	11	0	0	0	0	16.0%	0.0%	72.0%	0.0%	0.0%
McKinley/Van Buren	22	16	9	12	7	11	0	0	0	0	10.3%	66.7%	74.4%	0.0%	44.7%
State St/Cass St	24	13	0	0	0	0	66	14	24	24	27.5%	23.5%	45.1%	0.0%	6.7%
Totals	308	181	43	76	221	165	103	51	73	24	17.3%	14.3%	70.9%	16.6%	16.2%

APPENDIX E: SURVEY RESULTS



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Elwyn Park Neighborhood Feasibility Study for Sidewalks and Traffic Calming

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

All Pages ▾

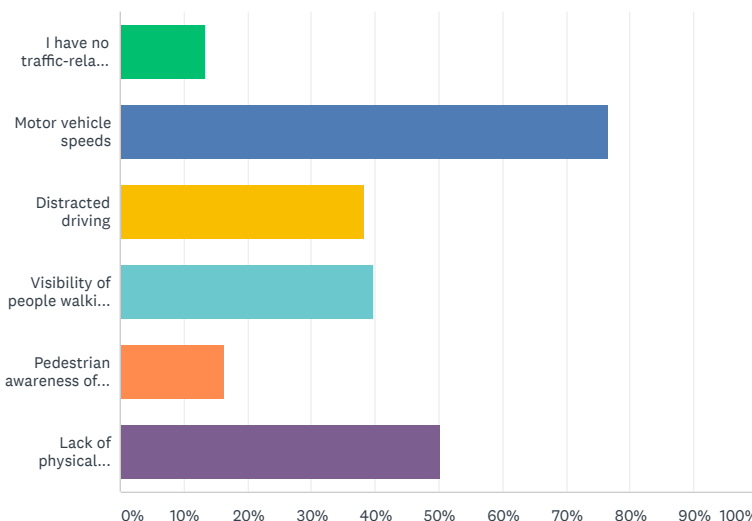
Q1



Do you have any traffic-related safety concerns for the streets within your neighborhood? (check all that apply)

Add a comment ▲

Answered: 201 Skipped: 0



ANSWER CHOICES

RESPONSES

I have no traffic-related safety concerns	13.43%	27
Motor vehicle speeds	76.62%	154
Distracted driving	38.31%	77
Visibility of people walking or children playing in the street	39.80%	80
Pedestrian awareness of traffic safety rules	16.42%	33
Lack of physical separation between people walking and people driving	50.25%	101

Total Respondents: 201

[Comments \(50\)](#)

Q2



Along which roadways in Elwyn Park do motor vehicle speeds most concern you? (check all that apply)

Answered: 151 Skipped: 50

My concern is not related

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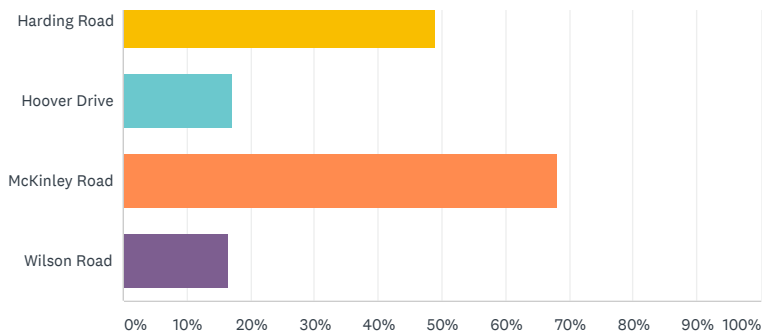
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ANSWER CHOICES	RESPONSES	Count
My concern is not related to specific roadways	5.30%	8
FW Hartford Drive	24.50%	37
Harding Road	49.01%	74
Hoover Drive	17.22%	26
McKinley Road	68.21%	103
Wilson Road	16.56%	25

Total Respondents: 151

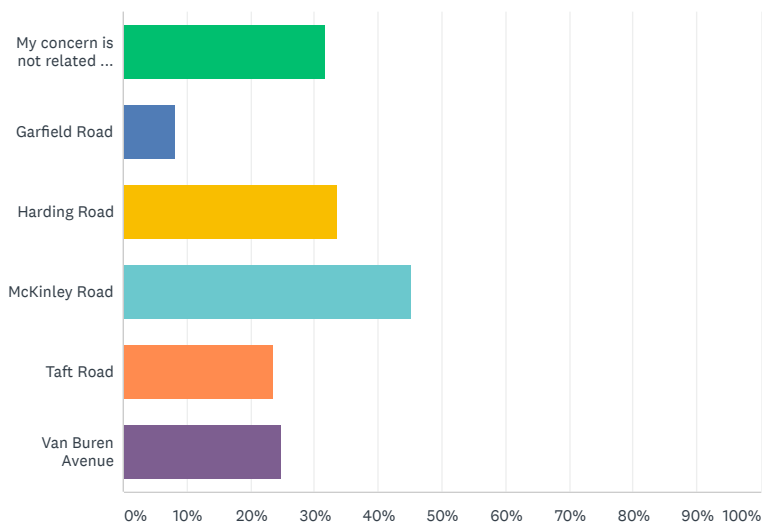
[Comments \(50\)](#)

Q3



Along which roadways in Elwyn Park does a lack of pedestrian visibility most concern you? (Check all that apply)

Answered: 148 Skipped: 53



ANSWER CHOICES	RESPONSES	Count
My concern is not related to specific roadways	31.76%	47
Garfield Road	8.11%	12
Harding Road	33.78%	50
McKinley Road	45.95%	68
Taft Road	23.65%	35
Van Buren Avenue	25.00%	37

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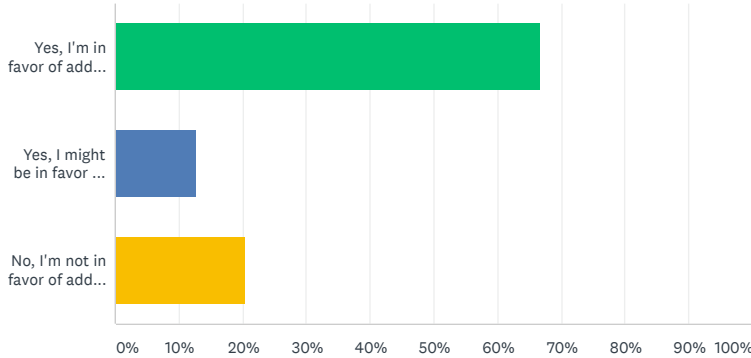
Comments (27)

Q4



At this time, would you support the construction of sidewalks along one side of some streets in Elwyn Park? (You will have an opportunity to expand on your answer in subsequent questions.)

Answered: 196 Skipped: 5



ANSWER CHOICES	RESPONSES
Yes, I'm in favor of adding sidewalks on some streets	66.84% 131
Yes, I might be in favor of adding select sidewalks but have additional questions	12.76% 25
No, I'm not in favor of adding select sidewalks	20.41% 40
TOTAL	196

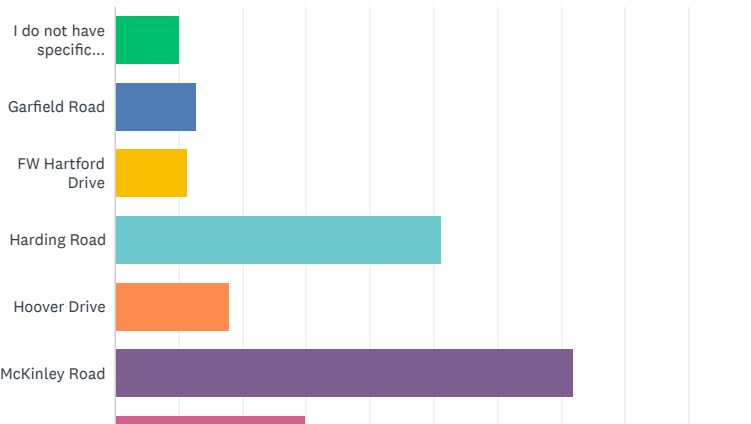
Comments (36)

Q5



Where would you most like to see the construction of sidewalks along one side of the street, if any? (Check all that apply)

Answered: 150 Skipped: 51



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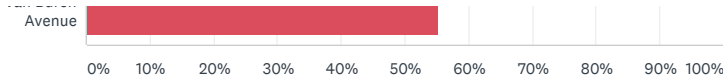
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ANSWER CHOICES	RESPONSES
I do not have specific roadways in mind	10.00% 15
Garfield Road	12.67% 19
FW Hartford Drive	11.33% 17
Harding Road	51.33% 77
Hoover Drive	18.00% 27
McKinley Road	72.00% 108
Taft Road	30.00% 45
Wilson Road	22.00% 33
Van Buren Avenue	55.33% 83

Total Respondents: 150

[Comments \(38\)](#)

Q6



What additional questions or concerns would you need to have answered prior to the construction of new sidewalks?

Answered: 69 Skipped: 132

None

How many streets are looking for sidewalks

Responsibility of snow removal.

None. Change is good.

none

Q7



At this time, would you support the implementation of measures that would help to reduce motor vehicle speeds in the neighborhood (i.e. traffic calming)?(You will have the

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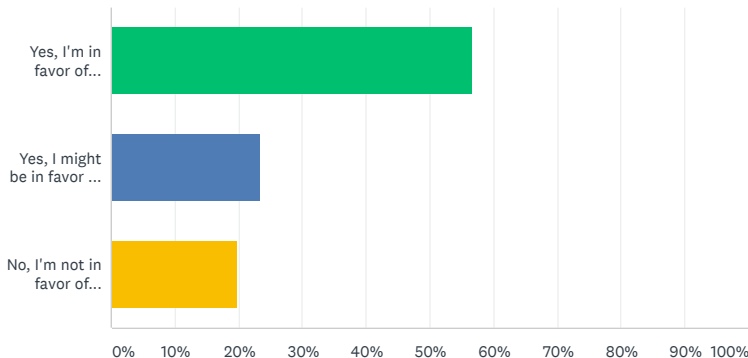
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ANSWER CHOICES	RESPONSES
Yes, I'm in favor of traffic calming	56.77% 109
Yes, I might be in favor of traffic calming but have additional questions	23.44% 45
No, I'm not in favor of traffic calming	19.79% 38
TOTAL	192

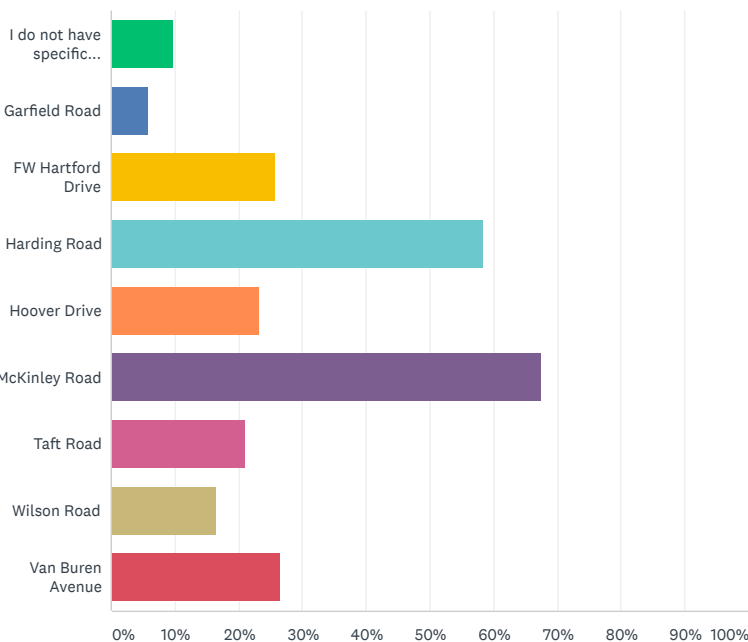
[Comments \(38\)](#)

Q8



Where do you think traffic calming is most needed? (Check all that apply)

Answered: 151 Skipped: 50



ANSWER CHOICES	RESPONSES
I do not have specific roadways in mind	9.93% 15
Garfield Road	5.96% 9
FW Hartford Drive	25.83% 39

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Street Name	Percentage	Count
Wilson Road	16.56%	25
Van Buren Avenue	26.49%	40
Total Respondents: 151		
Comments (26)		

Q9



What additional questions or concerns would you need to have answered prior to the implementation of traffic calming measures?

Answered: 65 Skipped: 136

I do think that the City has not exhausted its efforts to influence or adjust driving behavior. The police is not always the answer, they do a great job. Have we considered cameras in the neighborhoods throughout Elwyn Park, that would monitor speeds and possibly other infractions, take a picture of the license plate and send out a ticket with a fine to the registered owner. (Same approach as a parking type ticket) this ticket does not go against your driving record. This is just a small gist of the concept. I think you will find the majority of violators will be residents of Elwyn Park and the city. Just a thought.

Methods for traffic calming, location of implementations, and potential impact to normal traffic flow

What the options would be to consider if they made sense.

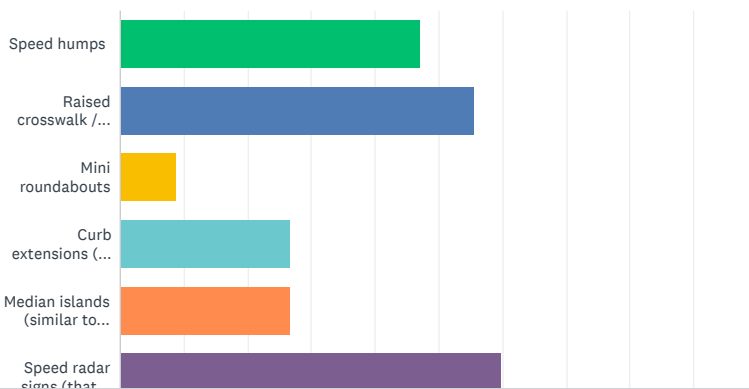
speed bumps on Taylor heading up McKinley

Q10



What traffic calming measures do you think might be most appropriate for Elwyn Park? (Check all that apply)

Answered: 149 Skipped: 52



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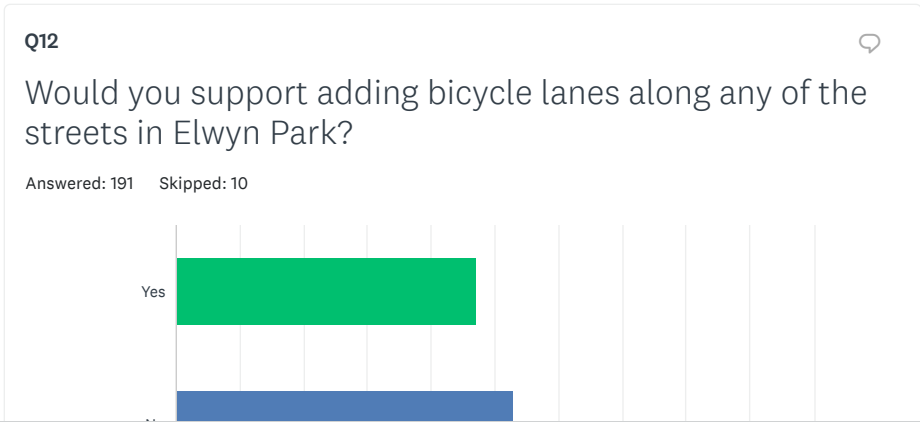
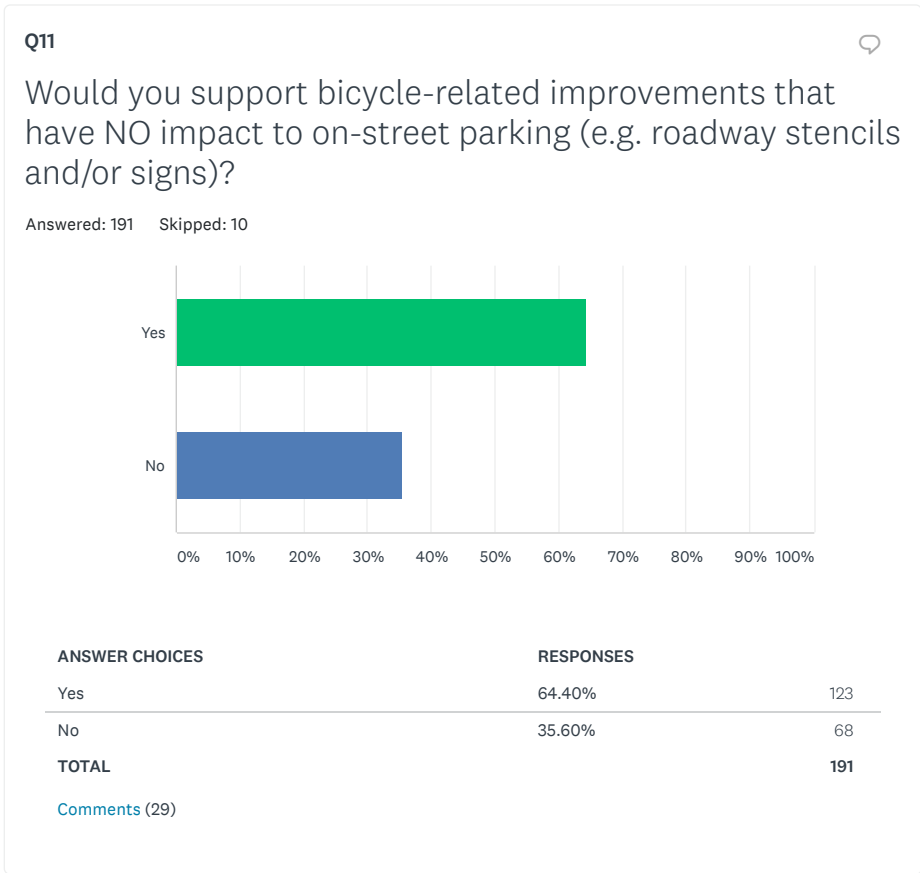
201 responses



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ANSWER CHOICES	RESPONSES
Speed humps	46.98% 70
Raised crosswalk / speed table	55.70% 83
Mini roundabouts	8.72% 13
Curb extensions (aka bumpouts) to create visual pinch points	26.85% 40
Median islands (similar to gateways into the Woodlands)	26.85% 40
Speed radar signs (that display a vehicle's speed when it drives past)	59.73% 89
None of these (Please provide other potential measures in the comment below)	3.36% 5
Total Respondents: 149	
Comments (23)	



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ANSWER CHOICES	RESPONSES	
Yes	47.12%	90
No	52.88%	101
TOTAL		191

[Comments \(48\)](#)

Q13 🗨️

Are there any other comments or ideas you'd like to share?

Answered: 75 Skipped: 126

Hole at corner of Nixon Pk and McKinley

As it appears to me, the only real traffic concerns in Elwyn Park seem to be about a half hour before school start time and a half hour at school dismissal. That is about 180 hours out of 8640 hours a year. The safety of pedestrians during those times comes from poor driving habits, not the physical layout of the streets in Elwyn Park. I am NOT in favor of any obstructions such as curbs, bumpouts, speed bumps, raised crosswalks, median islands, or roundabouts. The problem could most likely be solved with crossing guards, perhaps flashing speed signs, and a better police presence to monitor speeds and distracted drivers. There is absolutely no need for bicycle lanes in Elwyn Park. Most of the bicycle traffic is local, and riders know the street and traffic patterns. Should it be decided that sidewalks will be constructed, they should have no curbs, and should not prevent street parking.

The speeds of vehicles in these neighborhoods seems to be getting worse (>45mph recently). This work is important to protect the children in these neighborhoods, especially given that the location of Dondero. More, I would love to see the work expanded to create viable bike and pedestrian connections from this neighborhood to downtown via Sagamore. That is not feasible as long as Elwyn Rd is so dangerous (no shoulder, no sidewalks) Thank you for investigating this work. I hope it is acted upon.

Q14 🗨️

I would like to receive a summary of the survey results, updates on the project, and email notification for any future meetings

Answered: 120 Skipped: 81

ANSWER CHOICES	RESPONSES	
Name	Responses 96.67%	116
Company	Responses 0.00%	0
Address	Responses 96.67%	116
Address 2	Responses 0.00%	0
City/Town	Responses 96.67%	116
State/Province	Responses 96.67%	116

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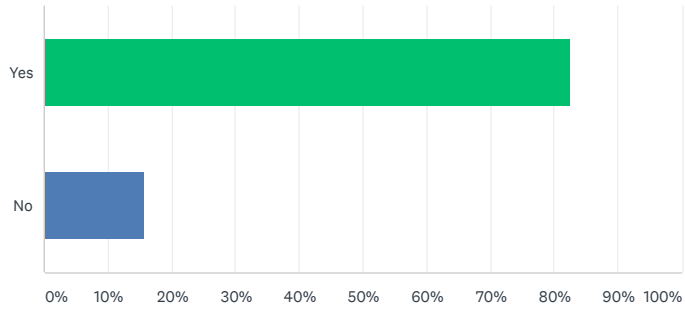


Phone Number	Responses	0.00%	0
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Q15

I'm a resident of Elwyn Park

Answered: 179 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	82.68%	148
No	15.64%	28
TOTAL		179

[Comments \(38\)](#)

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