

**NOTES OF MEETING HELD ON May 10, 2016 at 6:30pm.**

Maplewood Avenue & Adjacent Areas Project  
Portsmouth, NH  
(GPI Proj. No. MAX-2015086.00)

DATE PREPARED: June 23, 2016

LOCATION: Portsmouth Library's Levenson Room, Parrott Avenue, Portsmouth

ATTENDEES: Eric Eby, Portsmouth DPW  
Joe Johnson, Greenman-Pedersen, Inc.  
Raymond C. Pezzullo, DPW  
Peter Rice, Portsmouth DPW  
Chris Stairs, Greenman-Pedersen, Inc.  
John Sykora, Weston & Sampson, Inc.  
Juliet Walker, Portsmouth Planning Department  
Bob White, Greenman-Pedersen, Inc.  
See attached sign-in

PURPOSE: Public Information Meeting No. 2

Discussion:

Mr. Pezzullo began the presentation by introducing the members of the consultant team and City staff that were present. He also discussed the status of the project and the meeting purpose, which is to gain public input.

Mr. Pezzullo then turned the presentation over to Mr. Johnson.

Mr. Johnson reviewed much of the information that was shared at the first public meeting which was held on December 9, 2015. This included the project need and project limits.

Since the first public meeting, there has been significant effort with regard to data collection. This includes the collection of vehicular travel speeds, traffic volumes, on-street parking observations as well as a review of accident reports (provided by the Police Department). For the period from 2009 through June 2013, there were 18 accidents reported at the intersection of Maplewood Avenue at Cutts Street, which was the highest accident location within the project limits.

Mr. Johnson then summarized the public input that was provided as part of the first public meeting held in December. These were generally summarized as follows:

- Sidewalk repairs/replacement needed
- Speed humps desired
- Vehicles driving too fast
- Improved bicycle accommodation needed
- Existing drainage issues/concerns

- Better accommodation of school children
- More crosswalks needed
- Desire to have more of a 'neighborhood' feel
- Poor pavement conditions (particularly in neighborhoods)

Mr. Johnson then described the conceptual improvements that are being considered for the project.

#### Utility Improvements

- Sewer improvements are recommended to separate the combined system that currently exists along Fairview Drive.
- Sewer improvements are recommended within the Leslie Drive neighborhood.
- Limited sewer improvements are recommended for Central Avenue.
- New sewer manholes are recommended at various locations within the project limits.
- A new water main is recommended along Maplewood Avenue (except for the bridge crossing over the Rt 1 Bypass), Central Avenue, Cutts Street, Ashland Street and Beechwood Street.

#### Adjacent Area Improvements

- Fairview Drive – Depending on the sewer improvements, there will be trench repair and a pavement overlay.
- Central/Cutts/Beechwood/Ashland – Water main replacement, drainage improvements, partial curbing, roadway reconstruction some sidewalk improvements/replacement.
- Leslie Drive – Sewer and drainage improvements, selected roadway reconstruction. There may be some curbing improvements as well.

#### Maplewood Avenue Concept

- Traffic Calming
- Sidewalk Reconstruction (at least one side)
- Optional addition of sidewalk along the south side of Maplewood Avenue was discussed from Woodbury Avenue to Edmond Avenue
- Bicycle Accommodations
- Grass Buffer (where possible)
- Curbing/Drainage
- Utility Coordination
- Street Tree Plantings (where possible)

#### Intersection Concepts

Raised intersections are proposed at key locations to aid with traffic calming. ADA compliant curb ramps will be provided at all crosswalk locations.

- Dennett Street – Raised intersection with crosswalks provided at each approach.
- NB Route 1 Bypass Ramp – Mountable apron to better define the ramp approach to Maplewood Avenue.
- Cutts Street – Raised intersection with a crosswalk along the Cutts Street southbound approach to the intersection. Dashed striping through the intersection to help guide the left turn movement from Maplewood Avenue westbound to the SB Route 1 Bypass ramp. Flush stamped island along the SB Route 1 Bypass approach to the intersection to discourage vehicles from encroaching on opposing traffic.
- Central Avenue/Emery Street – Raised intersection with crosswalks proposed along the southbound and eastbound approaches. A raised pedestrian refuge island is proposed along the eastbound

approach. This is a walking/biking route for children to the New Franklin School, so crosswalk and traffic calming is important.

- Edmond Avenue – Raised intersection with crosswalks along the northbound and westbound approaches. Raised islands are proposed at all three approaches. There is currently a crosswalk that exists across Maplewood Avenue at this intersection.
- Woodbury Avenue – At the first public meeting it was found that the public concerns at this location were related to:
  - Vehicle travel speeds on Woodbury Avenue
  - Vehicle travel speeds on Maplewood Avenue
  - Excessive pavement
  - Gateway treatment was desired
  - Crosswalks were desired

Three conceptual plans were presented for this intersection:

**T-Configuration** – This alternative provides a more conventional T-type intersection where Maplewood Avenue is realigned to intersect Woodbury Avenue at a 90 degree angle. This concept addresses the concerns of travel speeds on Maplewood Avenue, it reduces the pavement at the intersection, allows for a gateway treatment and crosswalks would be provided. Raised islands would be installed along Maplewood Avenue to calm travel speeds and allow for a two-step crossing of Woodbury Avenue.

**T-Configuration w/Left Turn Lane** – This alternative is very similar to the previous concept but it also provides an exclusive left turn lane along Woodbury Avenue.

**Roundabout Configuration** – This alternative provides a roundabout configuration which is aimed at reducing travel speeds for all approaches. As a result of reduced travel speeds, there are inherent safety benefits since vehicle collisions, should they occur, would be at low travel speeds. A typical single lane roundabout was shown with a diameter of approximately 120'. A mini roundabout could also be an option for this location but would not provide an opportunity for plantings in the center island since the center island would be fully mountable to accommodate emergency vehicles. The Federal Highway Association identified roundabouts as a proven safety countermeasure which provides for efficient traffic operations.

At this point Mr. Johnson discussed next steps on the project and how comments could be submitted to the City.

Mr. Johnson concluded the presentation by providing Mr. Pezzullo's contact information (rcpezzullo@cityofportsmouth.com or 603-766-1755) and then opened the meeting up to questions/comments.

**Comment** – A resident at the corner of Maplewood Avenue and Woodbury Avenue was not in favor of the traffic circle.

**Response** – It was noted that as a proven safety countermeasure, roundabouts are typically considered as an option for traffic calming.

**Comment** – A resident suggested the possibility of installing stop signs along Woodbury Avenue to slow traffic.

**Response** – In order to install a multi-way Stop configuration, the Manual on Uniform Traffic Control Devices (MUTCD) has specific guidance. In particular, multi-way stop applications are typically used when the vehicular volume of the intersecting streets is approximately equal. A multi-way Stop at Woodbury Avenue and Maplewood Avenue is not recommended. When multi-way Stop configurations are implemented just for traffic calming/speed control purposes, this likely leads to non-compliance which could result in decreased safety.

**Comment** – The triangle median at Maplewood Avenue and Woodbury Avenue needs to be reconfigured. The resident spoke about retaining the existing tree that is located within the island.

**Response** – All three options presented for the intersection will reconfigure the existing island. Both T-Configurations will greatly increase the green space at the intersection. Retaining the existing tree will be explored and prioritized as the design advances.

**Comment** – A resident indicated that a roundabout would be problematic since vehicles would speed up after leaving the circulation.

**Response** – It was noted that traffic calming is effective when it is implemented at specific key locations along a corridor. Key intersections and pedestrian crossings are the best locations to implement traffic calming measures.

**Comment** – Proposed signage will affect front yard, minimum signage allowable is preferred.

**Response** – This will be taken into consideration while being cognizant to ensure safety is not compromised.

**Comment** – The resident at 1238 Maplewood was worried about his property value being lowered by having a roundabout at the intersection of Woodbury Avenue at Maplewood Avenue.

**Response** – Noted.

**Comment** – People with disabilities on Woodbury Avenue are concerned about the safety at a roundabout. How does someone with impaired vision navigate the crosswalks?

**Response** – Vehicle are required to yield to pedestrians in crosswalks. An advantage of a roundabout is that vehicles are travelling at lower speeds as compared to a mid-block crossing. Tactile warning panels will be provided at all curb ramp locations.

**Comment** – A resident indicated that there is a historic fountain buried at the intersection of Maplewood Avenue and Woodbury Avenue. They asked if this was being considered.

**Response** – This will be considered as design advances.

**Comment** – A resident noted that 18 accidents at the Cutts Street/Maplewood Avenue may require a more aggressive design to remedy. He recognized that he was in the minority, but liked the idea of a roundabout at this location.

**Response** – The intersection of Cutts Street/Maplewood Avenue is difficult since there is very little right-of-way to make substantial improvements. There is also a building in close proximity to the southeast corner.

**Comment** – Residents indicated that the on-street parking that occurs at the northeast corner of Maplewood Avenue and Central Avenue can be problematic since it restrict sight distance.

**Response** – All on-street parking along Maplewood Avenue will be restricted as part of this project should the bicycle lane design move forward as currently envisioned.

**Comment** – Will Cutts Street have sidewalks and curbs so people can't park on top of them?

**Response** – The existing sidewalk along the west side of Cutts Street will be replaced. The curb will be reset to have a typical 6" reveal which will discourage vehicles from parking/encroaching on the sidewalk.

**Comment** – During a recent utility project there were some trees cut down by the transformer. Will they plant Arborvitaes at that location?

**Response** – This will be considered as the design advances.

**Comment** – A resident noted that they did not like the idea of a sidewalk on the south side of Maplewood Avenue. They asked if the City would be "Taking" her land.

**Response** – The City would not take land without cooperation from the owner. Sidewalks along the south side of Maplewood Avenue will likely not advance as part of this project.

**Comment** – A resident indicated that there is a current problem of overgrowth of plants on sidewalks at Leslie Drive and along Maplewood Avenue.

**Response** – It was mentioned that existing maintenance problems such as this should be reported to the City using the 'Click n Fix' link on the City's website.

**Comment** – Residents indicated that the left turn from Maplewood Avenue westbound to the Rt 1 SB Bypass ramp is an issue.

**Response** – This will be considered as the design advances.

**Comment** – Will there be crosswalks/stop signs for children on Woodbury Avenue?

**Response** – Apart from the intersection of Woodbury Avenue at Maplewood Avenue, the project scope does not include improvements along Woodbury Avenue.

**Comment** – A resident noted that wider sidewalks with trees have a more of a “family neighborhood” feel. Could no bike accommodation on Maplewood Avenue be an option? Could the proposed islands at the intersections be wider to support plantings/street trees?

**Response** – The project seeks to provide a ‘complete street’ design which accommodates all users to the extent practicable. Providing an on-street bicycle facility is consistent with the City’s “Bicycle and Pedestrian Plan”. Wider islands at the intersections will be considered although the available right-of-way may prohibit such an option. Also, islands cannot have plantings if there is a potential for larger vehicles to mount the island.

**Comment** – A resident stated that they feel there is a lack of Stop signs.

**Response** – As noted previously, Stop signs are generally installed when the vehicular volume of the intersecting streets is approximately equal. When multi-way Stop configurations are implemented just for traffic calming/speed control purposes, this likely leads to non-compliance which could result in decreased safety.

**Comment** – There should be no parking near any intersection on Maplewood Avenue.

**Response** – Should the project advance as currently envisioned, on-street parking will be prohibited along the length of Maplewood Avenue.

**Comment** – For the proposed raised intersections, are there additional maintenance requirements for these types of intersections?

**Response** – If additional maintenance is required, a budget will be established accordingly.

**Comment** – A resident asked if sidewalks would be provided on Leslie Drive.

**Response** – Sidewalks are not proposed on Leslie Drive as part of this project.

**Comment** – Are Maplewood Avenue and Woodbury Avenue City or State roadways?

**Response** – Both roadways are City owned and maintained.

**Comment** – For the owners along Fairview Drive, will there be a cost to connect to the proposed sewer?

**Response** – No, there will be no cost to the homeowner if the existing sewer main is being replaced.

**Comment** – The owner at 55 Cutts Street indicated that there are ponding issues on his driveway due to condos/Mansion’s parking lot.

**Response** – This will be considered as the design advances. A catch basin will likely need to be installed near the property.

All written comments that are received from tonight's meeting and within the 10 days that follow will be compiled and provided on the City's project website. (<http://cityofportsmouth.com/projects/maplewoodave.htm>).

Following is a summary of the feedback submitted after the meeting:

- Opposed to roundabout at Woodbury Avenue.
- Opposed to T-Configuration at Woodbury Avenue.
- Speed tables at the Woodbury Avenue/Maplewood Avenue intersection.
- Provide a park-like improvement at Woodbury Avenue/Maplewood Avenue calling attention to the Frank Jones history.
- Opposed to roundabout at Woodbury Avenue.
- T-configuration provides no benefit over present situation.
- No change wanted at Woodbury Avenue/Maplewood Avenue intersection.
- Maplewood Avenue drainage problems are causing driveway damage.
- Concerns about flooding property if Maplewood Avenue roadway profile is raised.
- Strong support for a roundabout at the intersection of Maplewood Avenue/Woodbury Avenue.
- Traffic calming is needed at the intersection of Maplewood Avenue/Cutts Street.
- It is difficult to take a left turn from the Rt 1 NB Bypass ramp to Maplewood Avenue westbound. Could westbound traffic be slowed coming up the hill (approaching the intersection)?
- Sidewalk in front of 900 Maplewood Avenue needs to be replaced.
- Woodbury Avenue should have stop signs.
- No roundabout at Woodbury Avenue.
- The T-configuration at Woodbury is preferred. Very much opposed to the roundabout.
- Excited about the project.
- Provide additional vegetative screening near the Rt 1 Bypass in the area where it was recently cleared.
- The roundabout at Woodbury Avenue and Maplewood Avenue is not a good idea. Please come up with something better for traffic and landowners.
- Opposed to a roundabout at Woodbury Avenue//Maplewood Avenue. A roundabout is overkill for this area.
- T-configuration with left turn lane will increase travel speeds on Woodbury Avenue.
- Concerns of the exiting tree being removed in the island at the Woodbury Avenue/Maplewood Avenue intersection.
- T-configuration is least objectionable. Sidewalk on the west side of Woodbury Avenue should be extended to Woodlawn Circle or Echo Avenue.
- Prefer stop signs, speed humps or a signalized intersection be installed along Woodbury Avenue rather than any of the three options presented.
- Concerns from direct abutters at the Woodbury Avenue/Maplewood Avenue intersection in regards to getting in and out of their driveways given the conceptual plans.
- Additional vehicle speed information should be collected along Woodbury Avenue.
- It is believed that roundabouts are difficult to maintain the in the winter.
- It is believed that roundabouts are not favorable for pedestrians.
- In favor of the T-configuration with the left turn lane.

Meeting Notes of Public Information Meeting No. 2 of May 10, 2016  
Maplewood Avenue & Adjacent Areas, Portsmouth  
June 23, 2016  
Page 8

These notes constitute my recollection of the Public Information Meeting No. 2 to the best of my knowledge.

Please note that this meeting was an information gathering session relative to presented concepts. Specific comments may not necessarily be included in the design, but the overall concerns will be considered and evaluated, and, where possible, incorporated into the preliminary design plans.

Respectfully submitted,

Joseph P. Johnson, PE, PTOE  
Assistant Vice President / Senior Project Manager

cc: City Staff Attendees



PROJECT: \_\_\_\_\_  
 JOB NO: \_\_\_\_\_  
 DESCRIPTION: \_\_\_\_\_

SHEET: \_\_\_\_\_ OF: \_\_\_\_\_  
 CALC. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECK BY: \_\_\_\_\_ DATE: \_\_\_\_\_

## MAPLEWOOD Avenue Public Meeting May 10, 2016

<u>Name</u>	<u>Address</u>	<u>Email</u>	<u>Tel. #</u>
MARSHALL Groner & Linder Johnson	4 Ackland St	thegems@earthlink.net	
Jan DeMasse	10 Fairview Dr	n_johnson81@comcast.net jdemasse@comcast.net	
Monique + Dixon Turner	1020 Woodbury Ave	KBJ1020@aol.com	431 5682
Betsy Murphy	900 Maplewood	Betsy Murphy @bny mellen. com	436- 4450
Kirsch	160 Cutts	nicholas.j.kirsch@gmail.com	
Fred Lewis	1238 Maplewood	lewis.fredos@gmail.com	
Susan Lewis	1238 Maplewood	slewis5@comcast.net	
S & R Hogan	865 Woodbury	kittery@12thKNIGHT.com	

