

PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CONFERENCE ROOM A
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

*Members of the public also have the option to join the meeting over Zoom
(See below for more details)**

8:30 AM

June 2nd, 2022

AGENDA

ON-SITE COMMITTEE: Please meet on Tuesday, May 31st at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- South Street at Pinehurst Road

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. PRESENTATION

No presentation

VI. NEW BUSINESS

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

- A.** South Street and Pinehurst Road, request for intersection safety evaluation, by residents of Pinehurst Road. **Sample Motion: Move to install Intersection Warning sign, Radar Speed sign and speed limit sign west of intersection. Construct sidewalk along South Street between Pinehurst Road and Union Street, as funding allows.**
- B.** Bartlett Street at Pine Street, request for RRFB at crosswalk, by resident. **Sample Motion: Move to refer to staff for review and report back at future meeting.**

VII. OLD BUSINESS

- A.** Woodbury Avenue Traffic Calming, update on alternative options
- B.** Islington Street at Rail Trail entrance, update on citizen request for RRFB. **Sample Motion: Move to install RRFB, crosswalk and tip down ramp on Islington Street, as funding allows.**
- C.** South Street at Broad Street, update on staff request for RRFB.
- D.** State Street crosswalk at African Burial Ground, report back, from NB B 4.7.22.
- E.** Mechanic Street, suggested angle parking, by resident. **Sample Motion: Move to place on file.**
- F.** Speed Limit Working Group Presentation

Parking and Traffic Safety Committee Meeting

- G. Islington Street at Jewell Court, request for DO NOT BLOCK intersection, by resident. **Sample Motion: Move to place on file.**
- H. McKinley Road, Harrison Avenue and Garfield Road intersection, request for all-way stop and crosswalk, by resident **Sample Motion: Move to recommend implementation of proposed improvements in Alta study, as funding allows.**
- I. Maplewood Avenue at Dennett Street, report back on request for RRFB
- J. Maplewood Avenue pedestrian signal operations, report back.

VIII. INFORMATIONAL

- A. Monthly Accident Report from Police
- B. Roadway projects in June

IX. MISCELLANEOUS

None

X. ADJOURNMENT

**Members of the public also have the option to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser: https://us06web.zoom.us/webinar/register/WN_AuYrGaALQCOmPLT5rVWAFg*

Unaudited

Percentage of Fiscal Year Complete 83.33%
--

**Preliminary
Totals Thru
April 30, 2022**

	Total	Budgeted	% of Budget
FY 22			
Parking Meter Fees	3,055,307.55	2,783,750.00	110%
Meter Space Rental	227,115.00	150,000.00	151%
Meter In Vehicle	21,680.00	50,000.00	43%
EV Charging Stations	8,617.81	5,500.00	157%
Parking-Area Service Agreements	0.00	0.00	
High Hanover Transient	2,076,493.02	2,456,500.00	85%
High Hanover Passes	1,076,630.12	1,377,900.00	78%
Foundry Place Transient	262,421.35	207,650.00	126%
Foundry Place Passes	320,727.07	333,600.00	96%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	1,075.97	500.00	215%
Foundry Pass Reinstatement	1,580.01	500.00	316%
Parking Violations	796,578.50	600,000.00	133%
Immobilization Administration Fee	4,414.00	5,000.00	88%
Summons Admin Fee	0.00	0.00	
Total FY 22	7,852,640.40	7,970,900.00	99%

	BUDGETED	
	5,558,595	70% Transfer to Parking Fund
	2,412,305	30% Funds Remaining in Gen Fund

South Street and Pinehurst Road Intersection VI. A.1

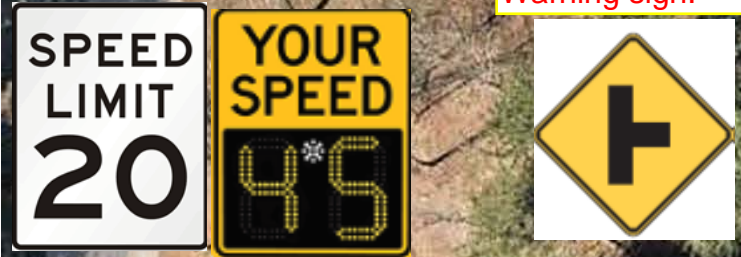
South Street speeds:
Average = 28 MPH
85th percentile = 31 MPH

Stopping Sight Distance = 188 feet,
sufficient for speeds up to 26 MPH.

Intersection Sight Distance = 256 feet,
sufficient for speeds up to 32 MPH.

Install Speed Limit and
Radar Speed signs.

Install Intersection
Warning sign.



SPEED DATA ANALYSIS

Location



815 South Street
Latitude: 43.064988
Longitude: -70.760440



Analysis Time Period



Start	End
5/17/2022 11:01 AM	5/20/2022 10:17 AM

Vehicles Analyzed



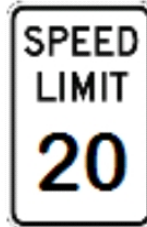
17,747

Average Speed



28

Speed Limit



20

85th Percentile Speed



31

From: [Beth Korn](#)
To: [Eric B. Eby](#)
Subject: Re: South St & Pinehurst Rd intersection
Date: Saturday, May 14, 2022 4:42:47 PM

Mr. Eby, my name is Elizabeth Korn. My husband Kurt and I wanted to go on recorded to inform you that a blinking yellow light shining into our bedroom windows at night would not be appropriate . Speed control and a continuation of the sidewalk on this side of South street would be a more appropriate and less invasive. Thank you, Beth Korn 778 South Street

Sent from my iPad

May 10, 2022 via email

Mr. Eric B. Eby, P.E.
City Engineer – Parking, Traffic and Planning
Department of Public Works
City of Portsmouth
680 Peverly Hill Road
Portsmouth, NH 03801

Re: Pinehurst Road at South Street

Dear Eric:

I send this letter in support of the request to review the traffic dangers at the intersection of Pinehurst Road (where I have lived for 15+ years) and South Street. Although that intersection is the focus, my comments pertain to the stretch of South Street between the Edgewood Centre and Broad Street.

I'd like to begin by citing what I think has changed over those fifteen years. This was always a "risky" intersection, we were warned about it when we moved to the neighborhood. When heading west on South Street and signaling a left turn onto Pinehurst, the driver is forced to "gun" across in the event a speeding car crosses the crest of the hill heading eastbound, just as the turning car begins to cross that lane. This is a risky behavior for all motorists and pedestrians, but there is no safer alternative.

There are many things that have made this worse over these fifteen years:

1. Proliferation of delivery and service trucks. It is now common for a USPS, Amazon, UPS, Fedex or other service vehicle to park on the "shoulder" of the eastbound side of South Street just at or above the hill's crest. Drivers heading in that direction then cross the double-yellow line to get around the truck, at the crest of the hill blind to westbound traffic. Perhaps a no-stopping zone would mitigate that problem, perhaps with some enhanced signaling between the Edgewood/Union intersection and Pinehurst.
2. Parking at the intersection. Construction, delivery and other vehicles park too close to the intersection, on Pinehurst Road. A "no parking here to corner" zone on both sides of Pinehurst would mitigate that problem.
3. This year's admittedly bad pothole problem has caused "dodge-em car" behavior in both directions on South Street.
4. Speed infractions, disregard or ignorance of the 20 MPH zone seems higher to me. That is a subjective observation only, but it can be quantified by the City.
5. In those fifteen years, I believe distracted driving due to electronic device use has climbed dramatically.

6. Changes in school opening hours have occurred, which may have affected “peak periods” of travel in this area when combined with working travel hours.

As others have noted, there is danger to pedestrians anywhere near that intersection, and that includes all of us out for daily walks, going into town to work, and of course children heading to either direction for school. We have an expanding population of school-aged children on our street, we need to protect them. Continuing the sidewalk on the southern side of South Street from Pinehurst (where it now ends) to the Edgewood Centre and beyond would help greatly, and I support this. The crosswalk and warning light at Edgewood seems to be a relatively safe intersection point for pedestrian crossing, as is the crosswalk at Broad Street (assuming they are properly painted and signaled, which is not the case today).

I hope this information is useful. I plan to attend your June 2 meeting and would be happy to speak to it if you wish.

Sincerely,

Dave Underhill
115 Pinehurst Road, Portsmouth NH 03801
Dave.underhill.nh@gmail.com
603-501-0210

South Street at Pinehurst Road - TMC

Fri May 13, 2022

Full Length (6 AM-7 PM)

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

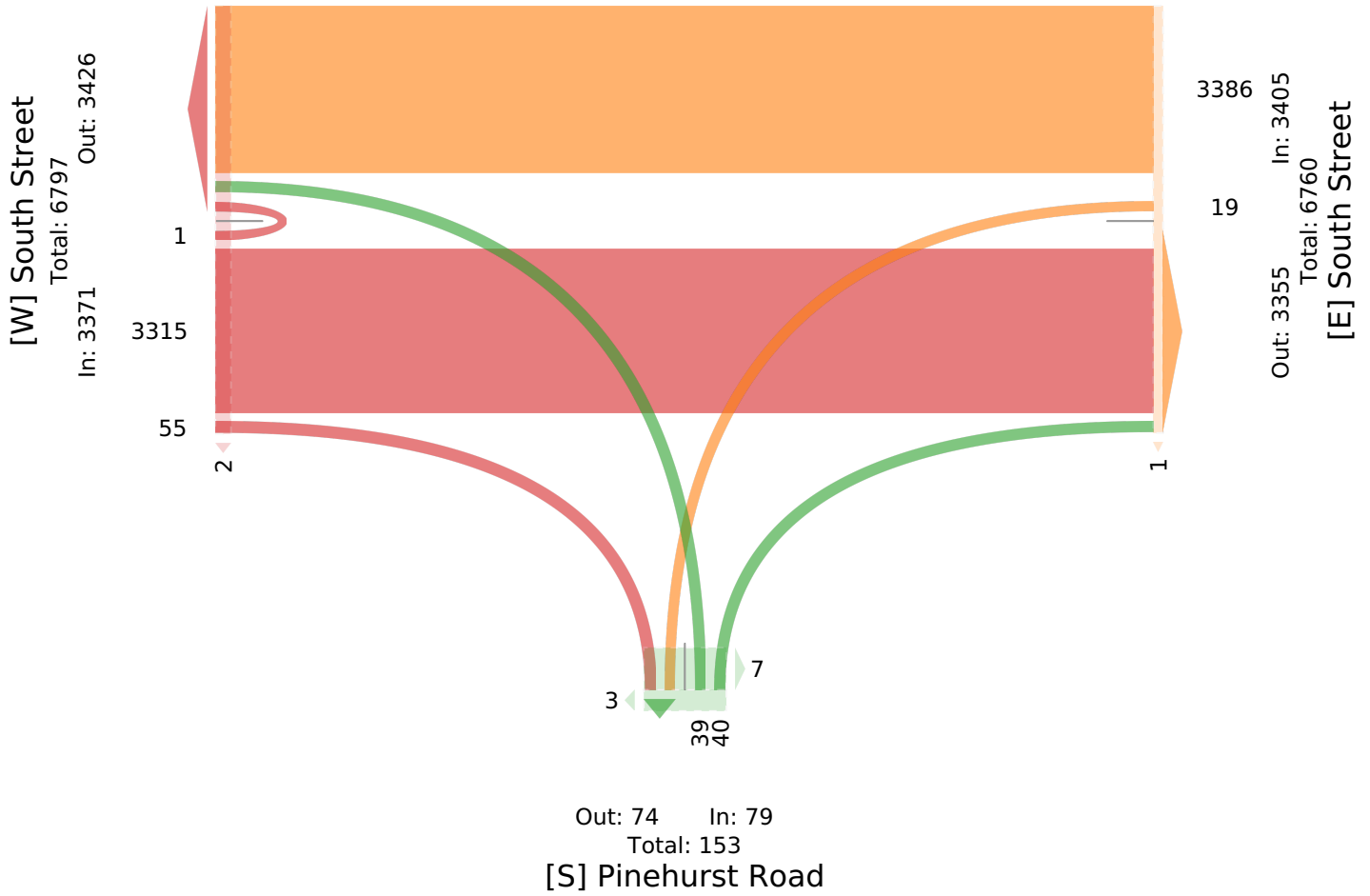
All Movements

ID: 953499, Location: 43.065129, -70.760135

Provided by: City of Portsmouth

680 Peverly Hill Road,

Portsmouth, NH, 03801, US



Bartlett Street at Pine Street



VI.B

Woodbury Avenue Traffic Calming

Woodbury Avenue and Dennett Street Intersection

VII.A.1



Woodbury Avenue Traffic Calming VII.A.2

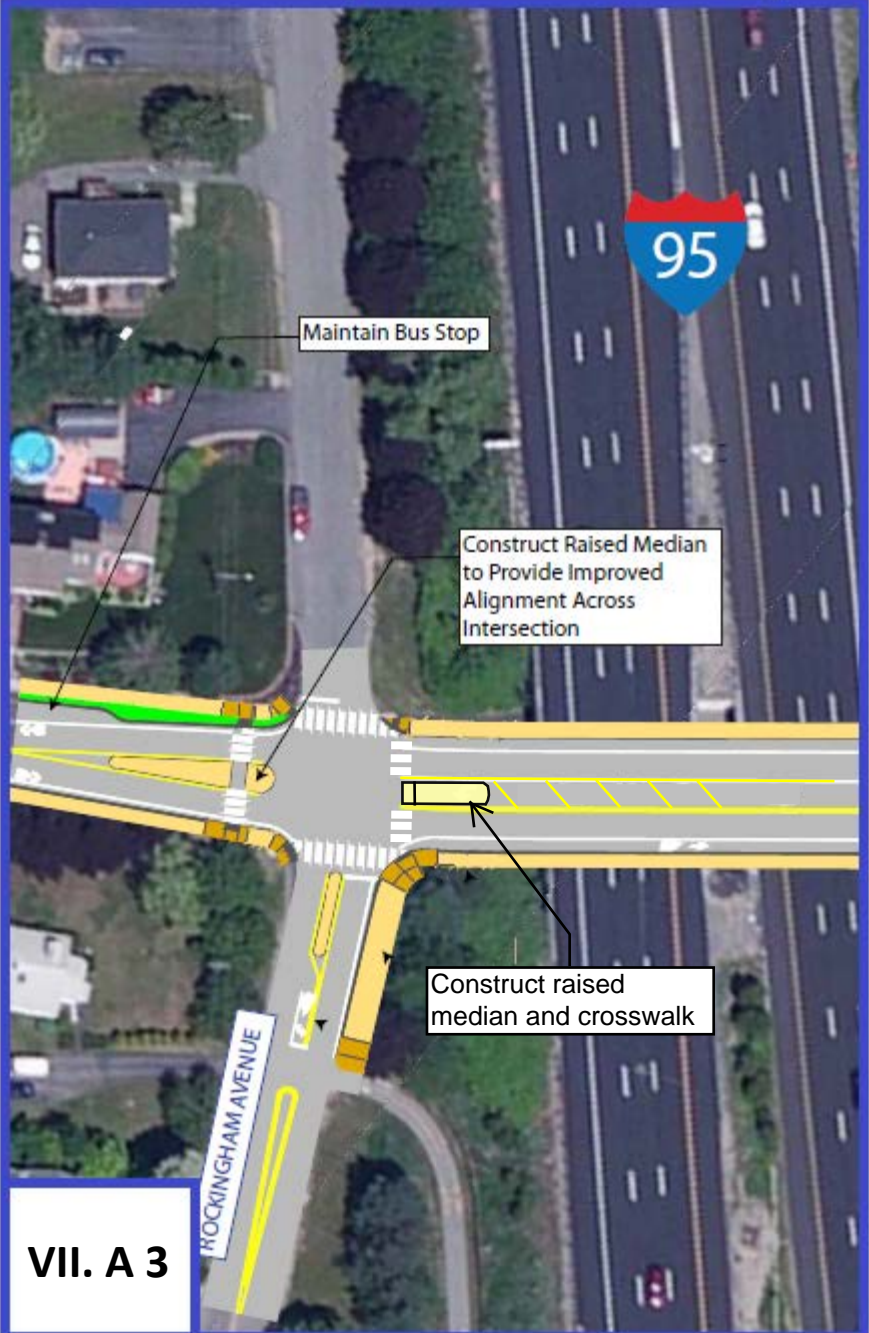


Possible mini-roundabout with mountable center island

unnamed

0 10 20ft

Woodbury Ave. Gateway



Maintain Bus Stop

Construct Raised Median to Provide Improved Alignment Across Intersection

Construct raised median and crosswalk

ROCKINGHAM AVENUE

VII. A 3

Islington Street at Rail Trail Entrance



Rail Trail

Islington Street

South and Broad

Proposed RRFB



State Street at African Burial Ground RRFB



VII. D.1

Subject

Crosswalk on State Street

Address

379 State Street, Suite # 2
Portsmouth, New Hampshire. 03801

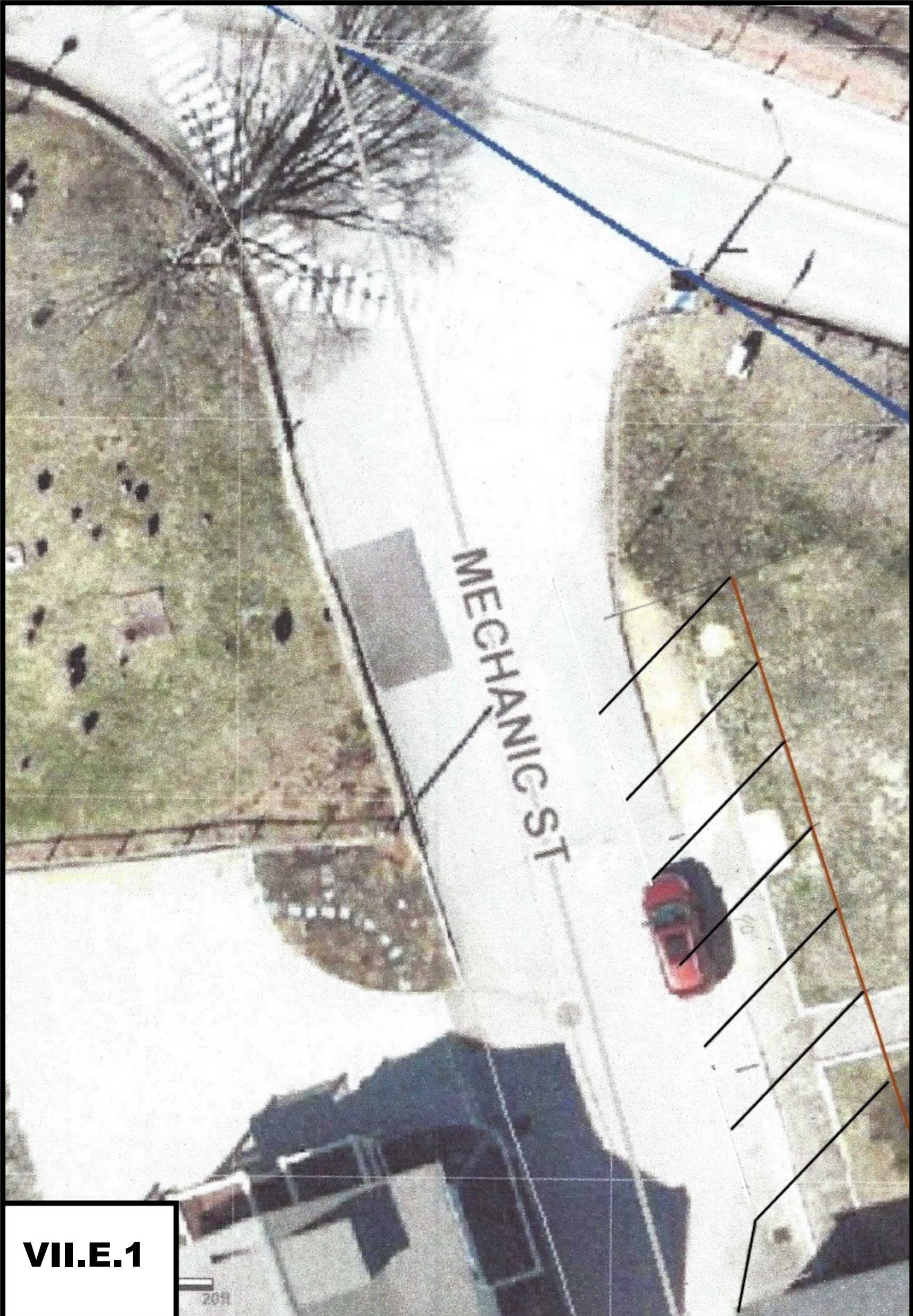
Message

Good morning All,

My name is Bob Lenahan and I am a business owner on State Street here in Portsmouth. I have been at this current location since 2007. I am inquiring about an illuminated cross walk signal for the crosswalk on State Street. The location is from the African burial ground side of the street towards the Music Hall. I have told the Portsmouth Police that the speed limit is broken on a daily basis. The current signage for the crosswalk is an arrow and standard crosswalk sign. This does no one any good. I have been outside and yelled at the drivers (Most looking at cellphones) who speed through the crosswalk with total disregard for anyone who is standing at the crosswalk edge. When we have large snow piles it is very tough to see anyone. I have sent emails to the past 3 administrations in Portsmouth and have never received a response. I have spoken to Public Works, they explained that the signals are costly. A life is costly and so is a lawsuit. When the City had the road dug up and replaced the overhead wires to underground wiring that to me would have been the most opportune time to install signals. I've noticed a few new solar signals on Middle Street. They work great. The City needs something to illuminate and blink to allow pedestrians to cross without fear. Many residents cross from Feaster apartments. Many elderly cross to enjoy the Music Hall. Families with children and strollers wait for just the right time to cross. I believe this is an accident waiting to happen. Please install a crosswalk signal on State Street. I know that State Street is considered part of Route 1A and Route 1. Does the City need permission from NHDOT? Thank you all so very much for your time. Have a nice day! Bob Lenahan

VII. D 2

Mechanic Street Angle Parking



VII.E.1

2018

Peter,

Had a thought to get more and safer parking on Mechanic Street next to 95 Gates.

I sit at my kitchen table eating lunch and watch people agonize over parallel parking along the little green triangle.

Thought it would be an easy quick fix if they city just removed the granite chunks (so people can park deeper) and painted angle parking lines.

It would gain several spaces and save a lot of hassle.

Pic.

Clay Emery



Portsmouth NH Speed Limit Review #3

June 2nd, 2022

PTS Working Group

Agenda

-What has been accomplished

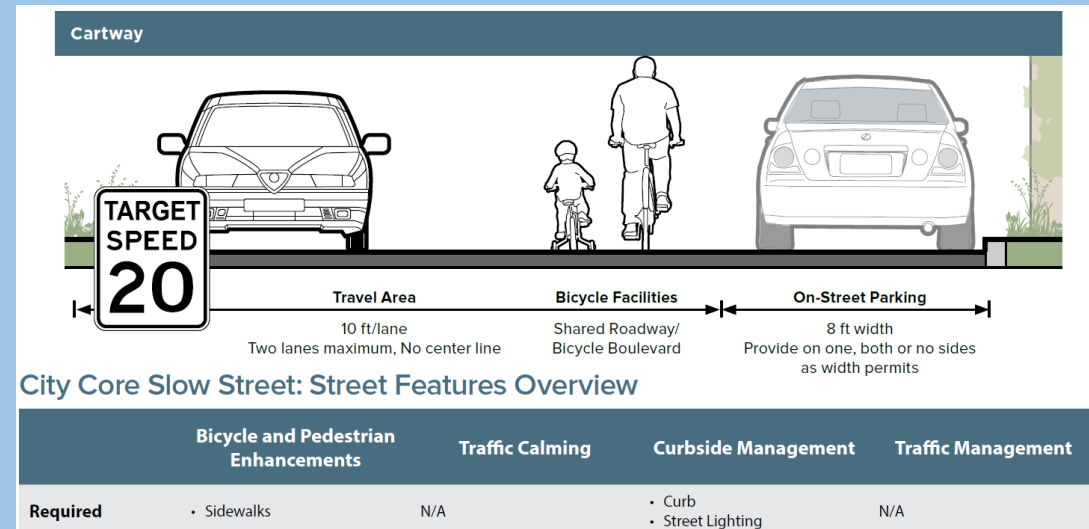
-Next focus

2017 Complete Streets Design Guidelines

Target Speeds per Classification

Not a Legal Rule or Regulation

Neighborhood Slow Street	20 MPH
City Core Slow Street	20 MPH
City Core Connector	25 MPH
Neighborhood Connector	25 MPH
	(Voted to change at last PTS)
Primary Connector	30 MPH
Gateway Corridor	35 MPH
Industrial/Business Access	35 MPH



Neighborhood Connector Streets

Main focus this far

Street	Posted Limit	Action Needed
Islington Street (Spinney Road to Greenland Road)	25 MPH (6 month trial)	Await results of trial
Middle Road	25 MPH (6 month trial)	Await results of trial
South Street	20 MPH	Analyze in future
Spinney Road	25 MPH	No action needed
Miller Avenue	25 MPH	No action needed
Parrott Avenue	25 MPH	No action needed
Woodbury Avenue (Market Street to Rockingham Avenue)	25 MPH	No action needed
Maplewood Avenue (Woodbury Avenue to Dennett Street)	25 MPH	No action needed

Neighborhood Connector Streets

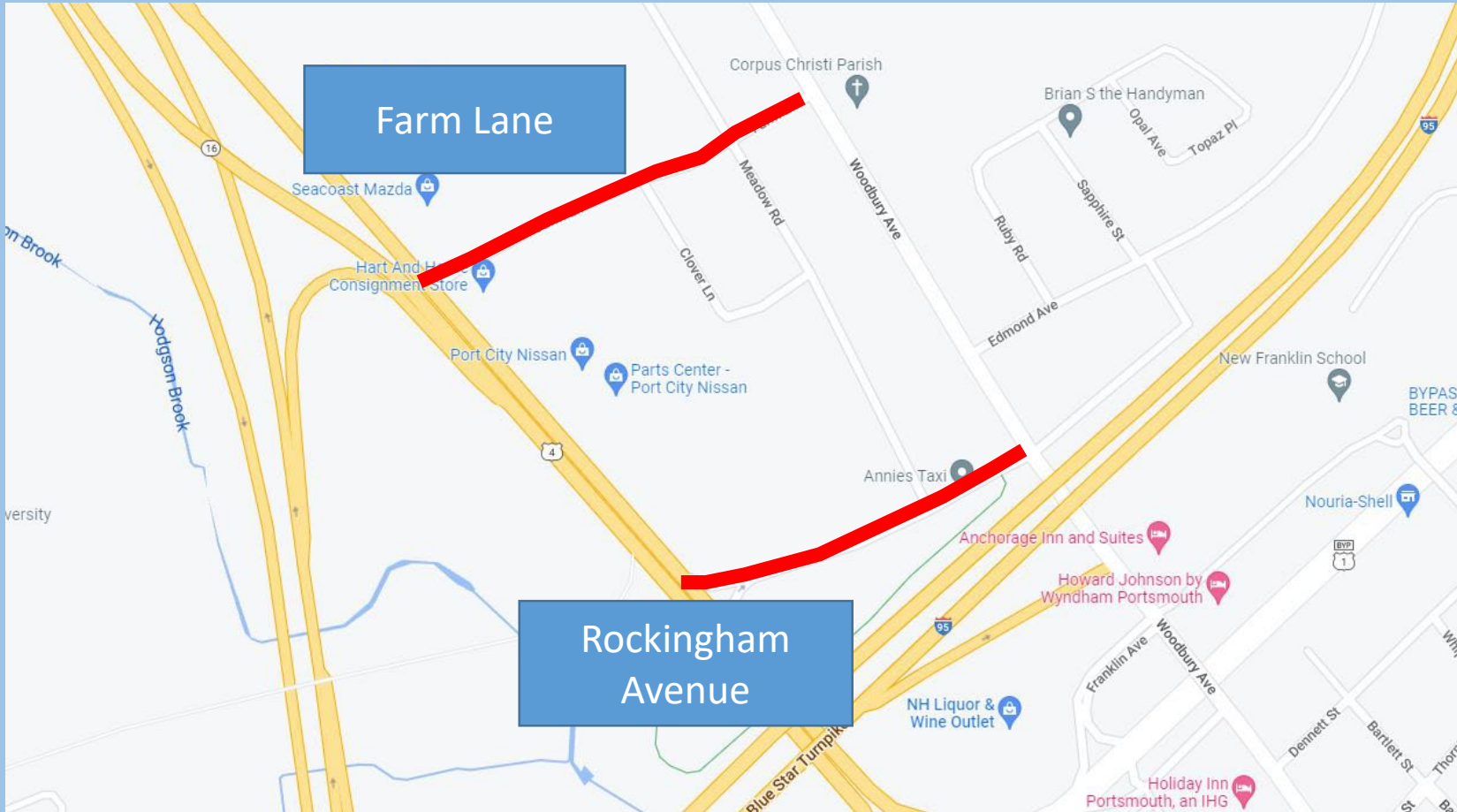
Recommend change to Primary Connectors

Primary Connector Streets have a target speed of **30 MPH**

Street	Posted Limit	Action Needed
Farm Lane	20 MPH	Change classification to primary connector
Rockingham Avenue	Not Posted	Change classification to primary connector

Neighborhood Connector Streets

Recommend change to Primary Connectors



-Both Farm Lane and Rockingham Avenue connect directly to the Spaulding Turnpike

Neighborhood Connector Streets

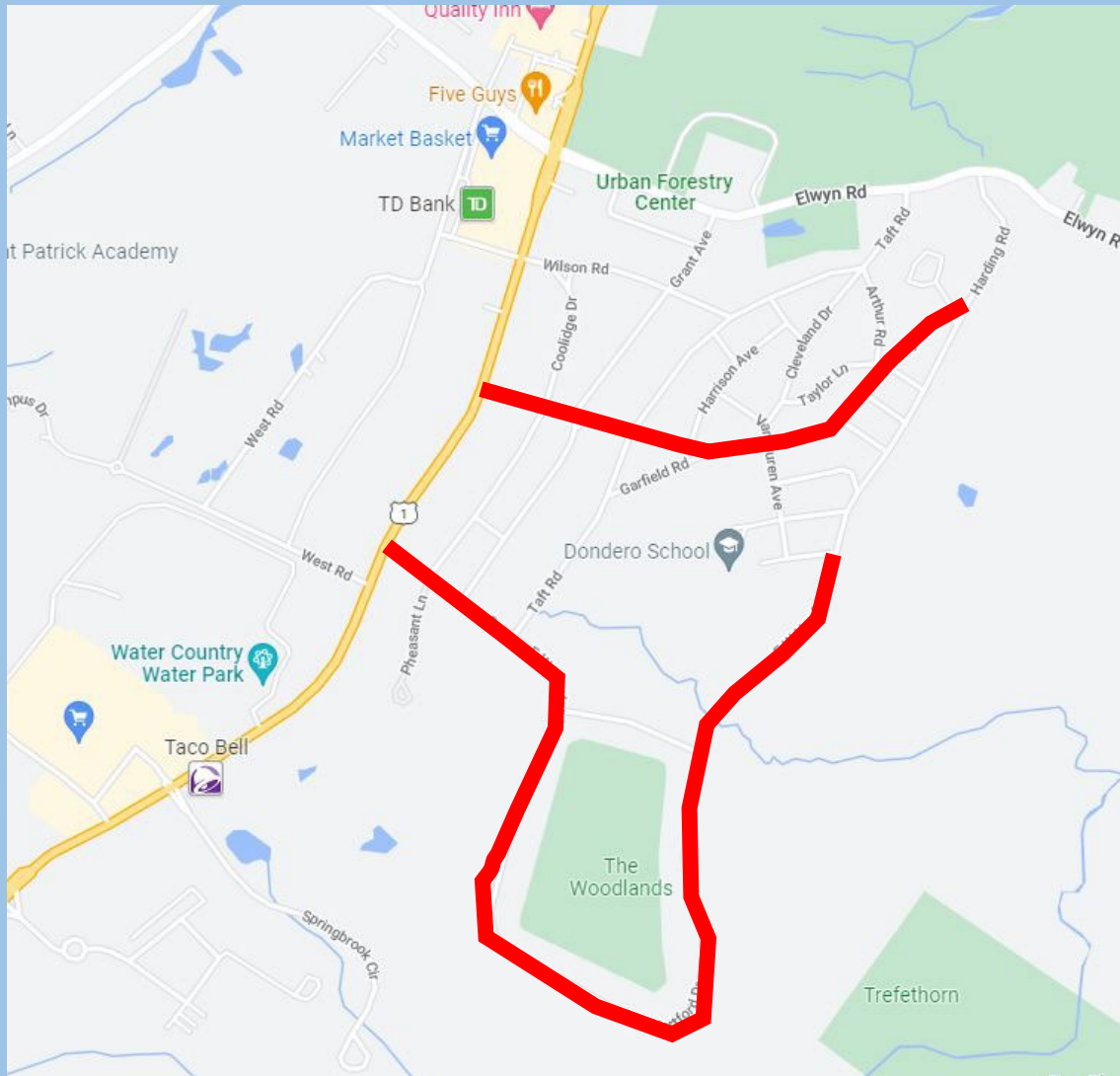
*Recommend change to Neighborhood **Slow** Streets*

Neighborhood Slow Streets have a target speed of **20 MPH**

Street	Posted Limit	Action Needed
Hoover Drive	20 MPH	Change classification to neighborhood slow street
F.W. Hartford Drive	20 MPH	Change classification to neighborhood slow street
McKinley Road	20 MPH	Change classification to neighborhood slow street
Ranger Way	20 MPH	Change classification to neighborhood slow street

Neighborhood Connector Streets

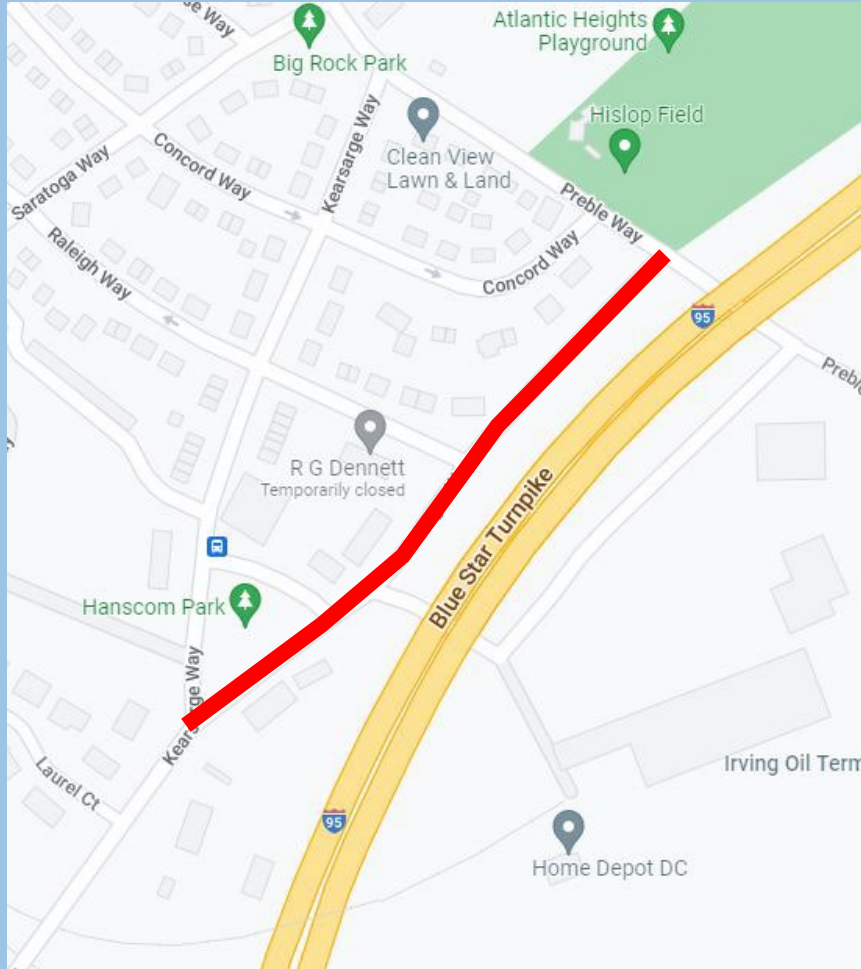
*Recommend change to Neighborhood **Slow** Streets*



Hoover Drive, McKinley Road and F.W. Hartford Drive are located entirely within the Elywn Park Neighborhood.

Neighborhood Connector Streets

*Recommend change to Neighborhood **Slow** Streets*

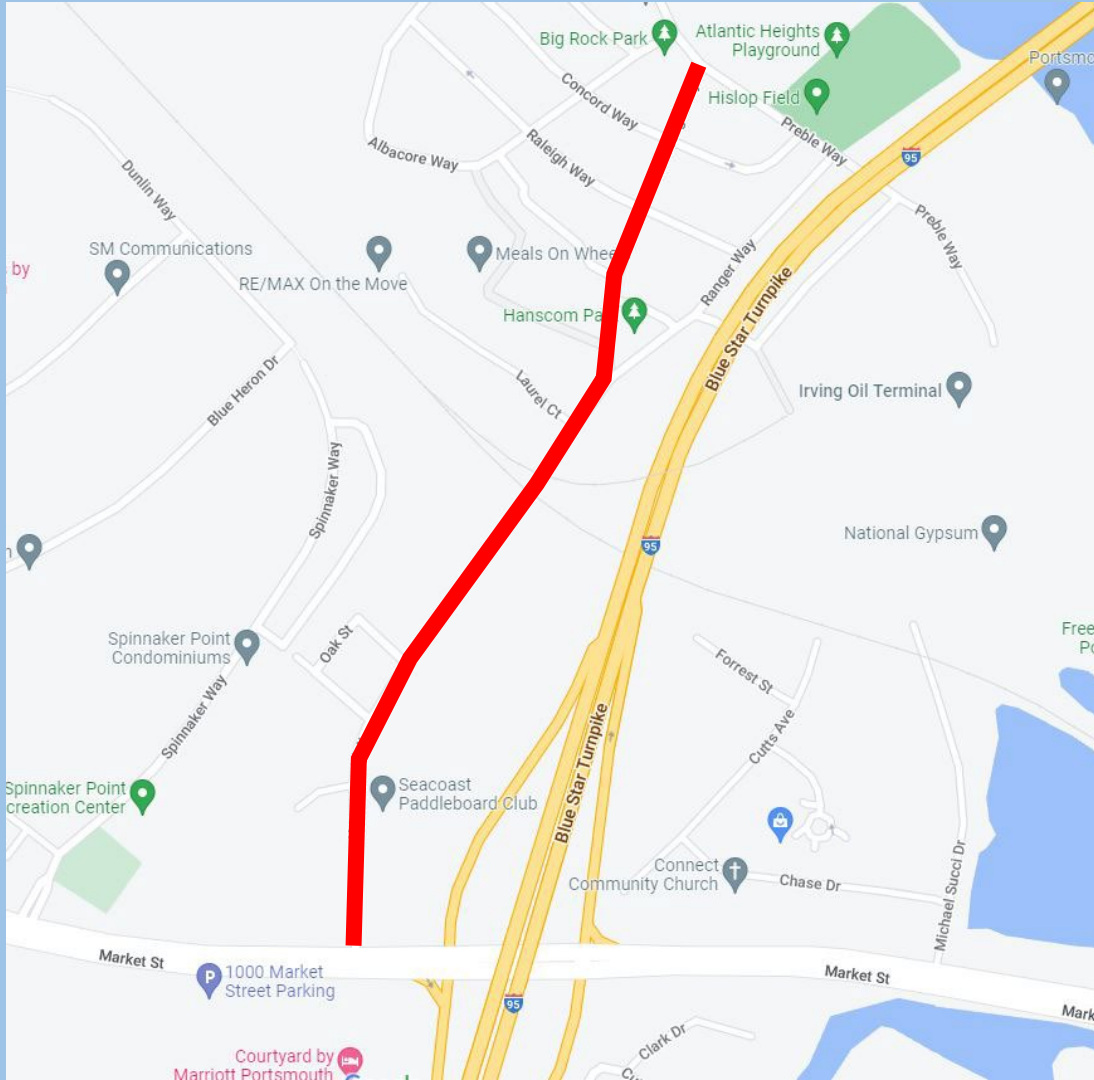


Ranger Way diverges from
Kearsarge Way in the Atlantic
Heights Neighborhood

Neighborhood Connector Streets

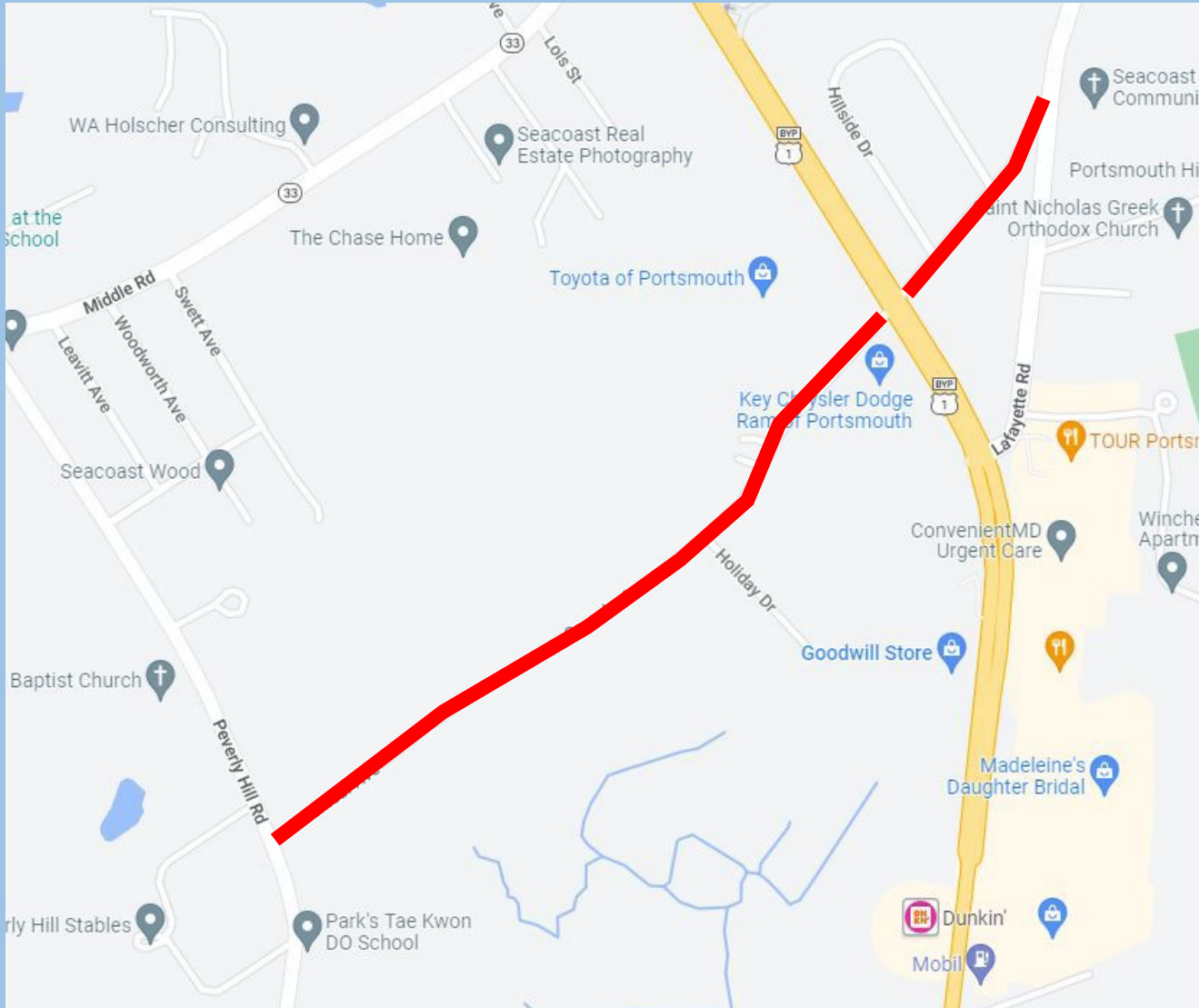
Street	Posted Limit	Action Needed
Kearsarge Way	20 MPH	Recommend limit raised to 25
Greenleaf Avenue	20 MPH	Recommend limit raised to 25
Cottage Street	20 MPH	Recommend limit raised to 25

Neighborhood Connector Streets



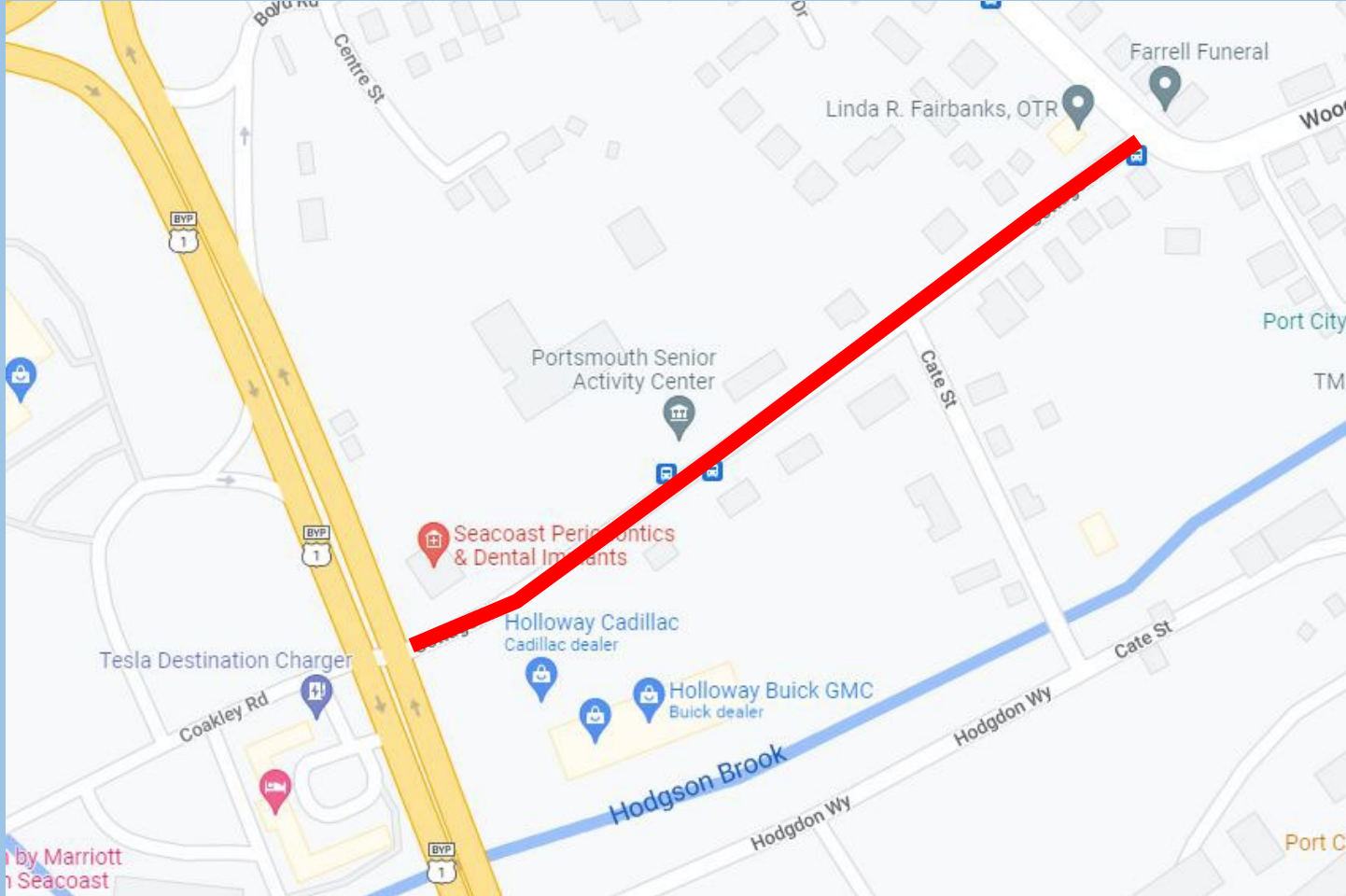
Kearsarge Way
connects Market
Street to the Atlantic
Heights
Neighborhood

Neighborhood Connector Streets



Greenleaf Avenue
connects Peverly Hill
Road to Lafayette
Road

Neighborhood Connector Streets



Cottage Street connects
Woodbury Avenue
to the
Route 1 Bypass

Looking Forward

Primary Connectors

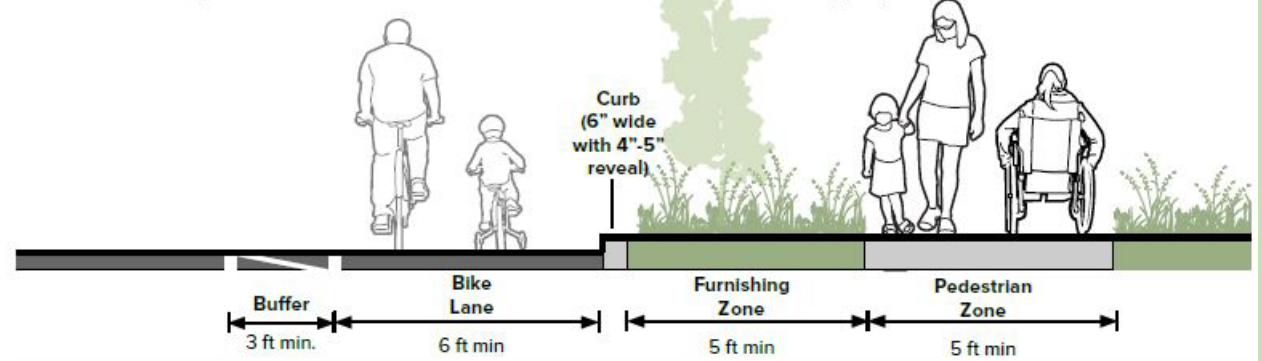
Primary Connector: Design Guidelines

Bicycle Network

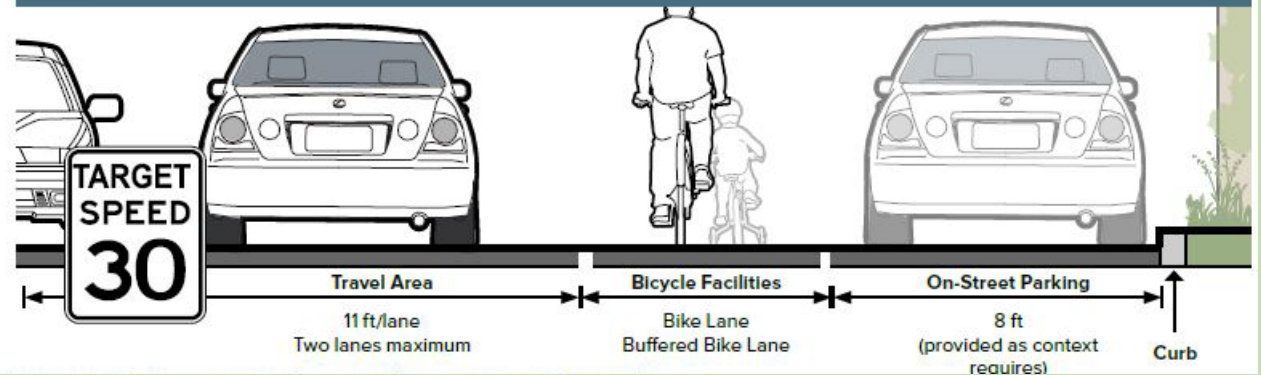
The recommended bikeway on a Primary Connector street is a **bike lane** or **buffered bike lane**. Where additional comfort is desired, consider a **separated bike lane** or **sidepath**.

Pedestrian Network

On Primary Connector streets, pedestrians will walk on **shoulders** in the absence of sidewalks. Provide **sidewalks** or a **sidepath** where pedestrian facilities are desired and/or appropriate.



Cartway



Primary Connectors

2017 Complete Streets Design Guideline target speed of 30 MPH

Primary Connector roads include:

- Ocean Road
- Elywn Road
- Peeverly Hill Road
- Sagamore Avenue
- Lafayette Road
- Banfield Road
- Newcastle Avenue
- Lang Road

Recommended Addition of Farm Lane and

Rockingham Avenue

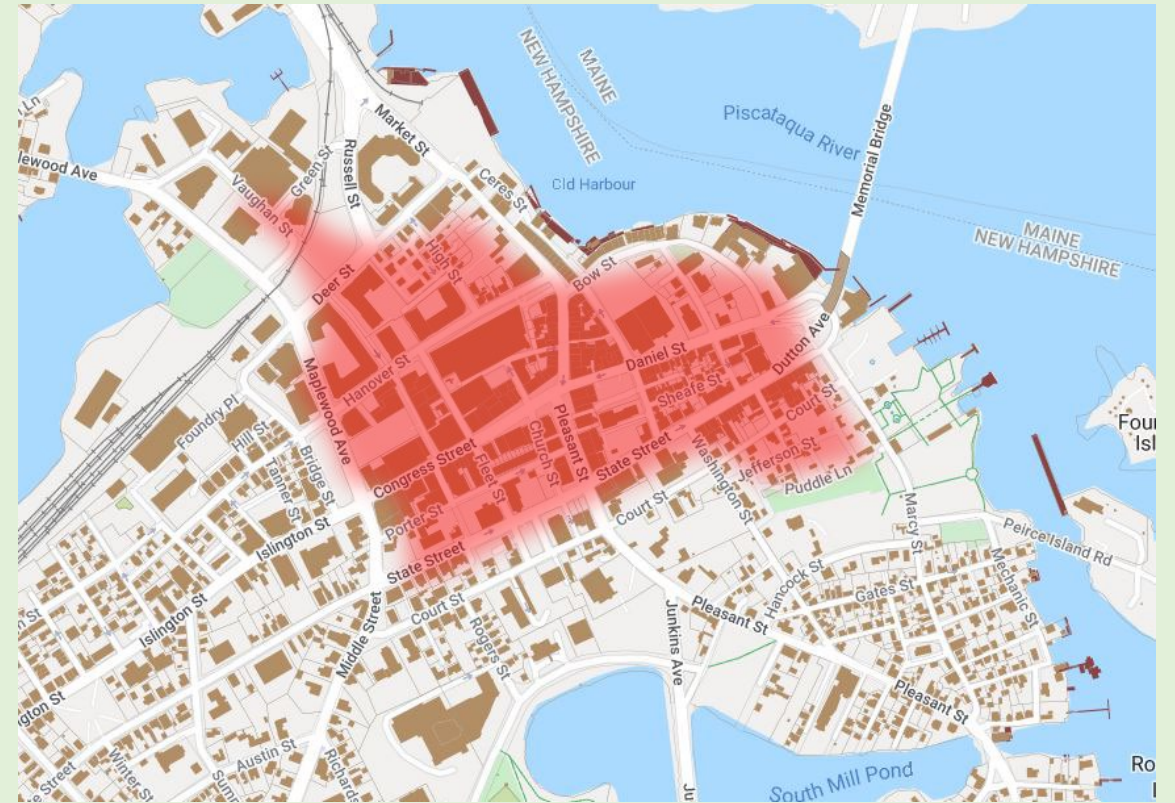
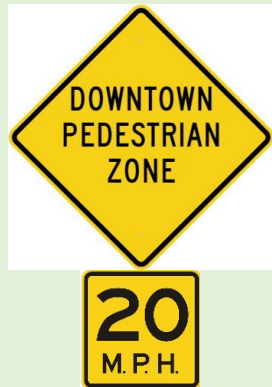
Primary Connectors Current Inconsistencies

2017 Complete Streets Design Guideline target speed of 30 MPH

<u>Road</u>	<u>Posted Limit</u>
Peverly Hill Road	25
Elywn Road	25
Newcastle Avenue	20

Downtown Advisory Speed Zone

The creation of a geographical downtown speed / pedestrian zone with a target speed of 20 MPH



* Map shown as example

We will be looking further into this idea, and are awaiting guidance from the NHMA

Summary of Neighborhood Connectors

- Reclassify two streets to primary connectors
- Reclassify four streets to neighborhood slow streets
- Adjust the speed limits of three streets to match the remainder of the neighborhood connectors

Summary of future thoughts

- Looking in Primary Connectors next
- Looking into downtown pedestrian speed core at a later date

Request for 'DO NOT BLOCK INTERSECTION' markings at Islington and Jewell Ct.



VII. G. 1

Islington Street at Jewell Court
VII.G.2

Bartlett Street

Islington Street

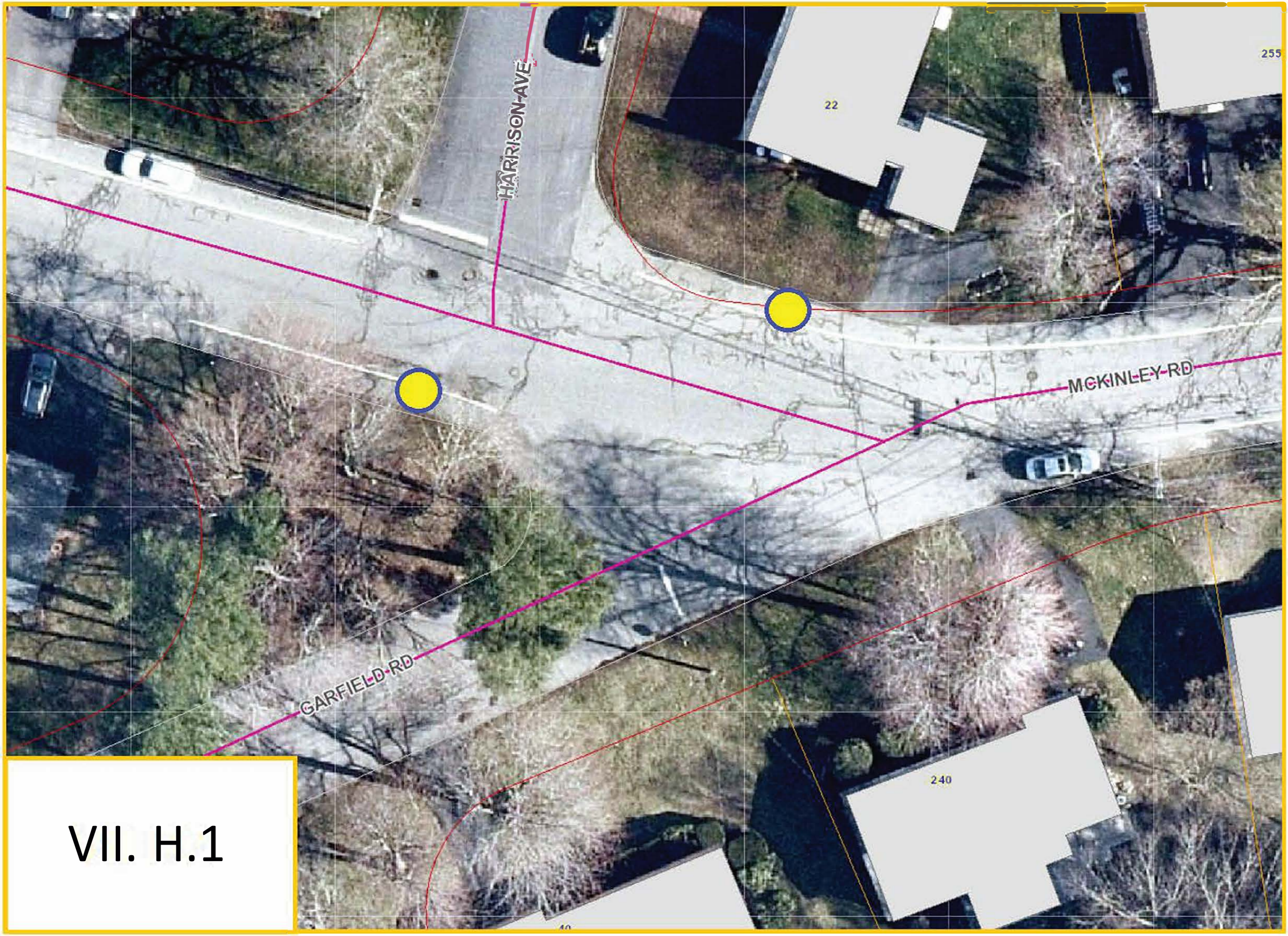
Albany Street

Jewell Court

Islington Street



Garfield & McKinley - Stop Sign Request



VII. H.1

Hi Peter,

Thank you for taking my call today. I am requesting that stop signs be installed on McKinley Road at the intersections of Garfield and Harrison. I live at 240 McKinley Road. Often, I observe vehicles traveling at what appears to be speeds exceeding the posted speed limit. This occurs not just during school hours. I believe this would have an immediate impact on traffic calming.

Another observation is the few students (typically not more than four) that walk to school tend to come down the North side of McKinley and Harrison, cross McKinley to use the access path off Garfield. Adding a crosswalk, in addition to stop signs, from Harrison to McKinley would make sense as well.

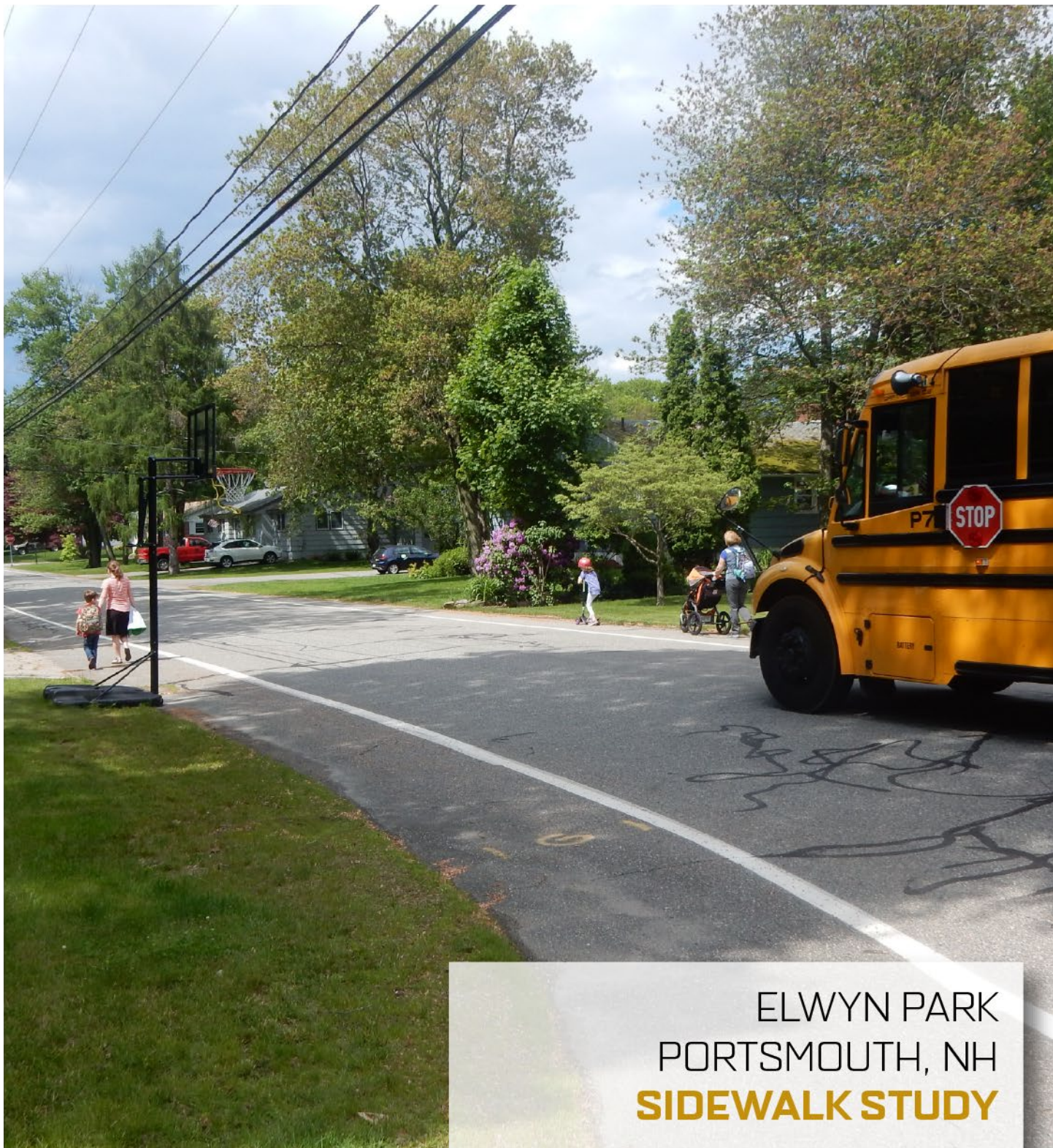
As discussed also, I would like to be notified when the city council plans to do the neighborhood walkthrough that was discussed at the February 22nd meeting.

Thank you again.

Respectfully,

Robert Smith
240 McKinley Road
603-205-9046
bobsmith@comcast.net

VII. H.2

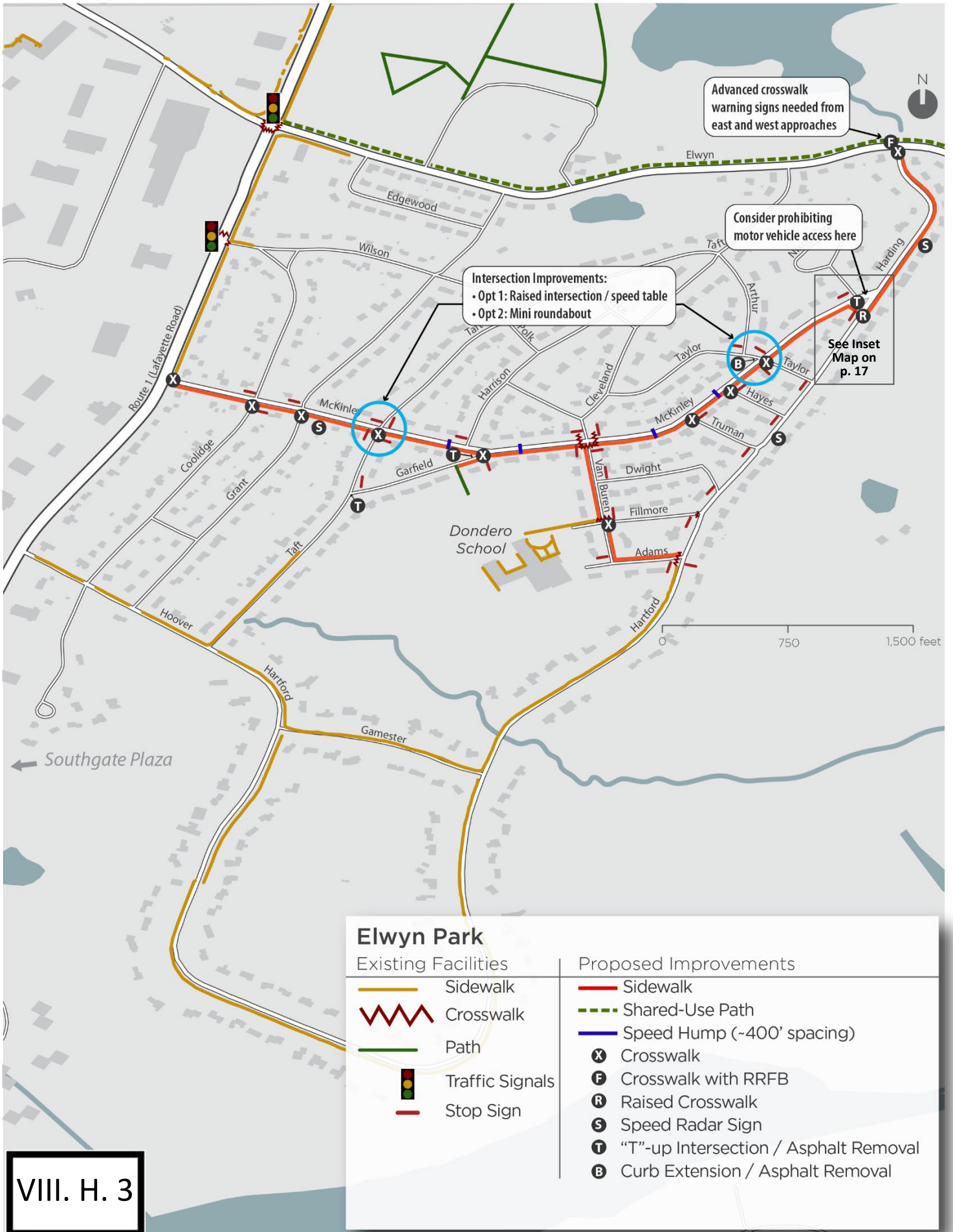


ELWYN PARK
PORTSMOUTH, NH
SIDEWALK STUDY

City of Portsmouth

June 2020





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

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

VIII. H. 3

SPEED DATA ANALYSIS

Location



McKinley Road at Garfield Road
Latitude: 43.039675
Longitude: -70.769076



Analysis Time Period



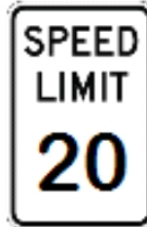
Start	End
5/20/2022 10:37 AM	5/26/2022 10:02 AM

Vehicles Analyzed



3,950

Speed Limit



20

Average Speed



22

85th Percentile Speed



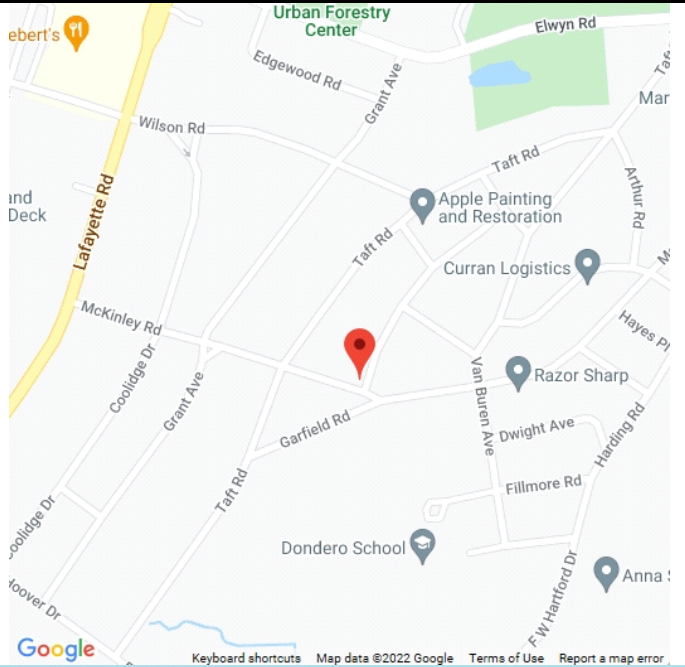
26

SPEED DATA ANALYSIS

Location



McKinley Road at Harrison Avenue
Latitude: 43.039989
Longitude: -70.769559



Analysis Time Period



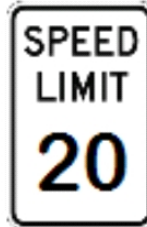
Start	End
5/24/2022	5/26/2022
2:17 PM	9:54 AM

Vehicles Analyzed



1,502

Speed Limit



20

Average Speed



23

85th Percentile Speed



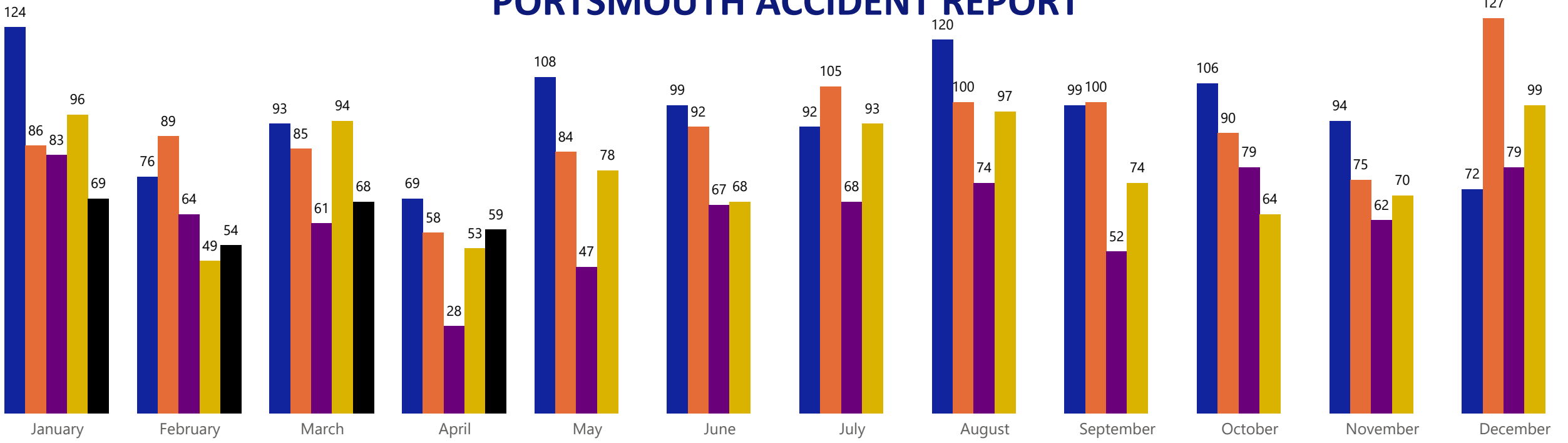
27

Dennett Street at Maplewood Avenue

VII. I



PORTSMOUTH ACCIDENT REPORT

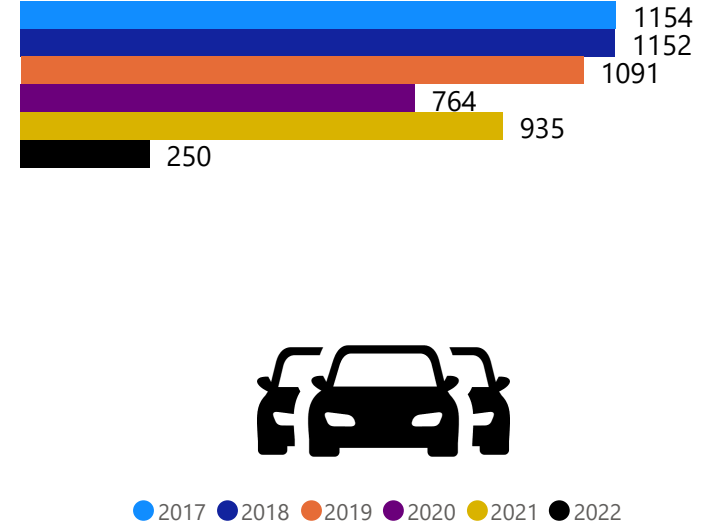
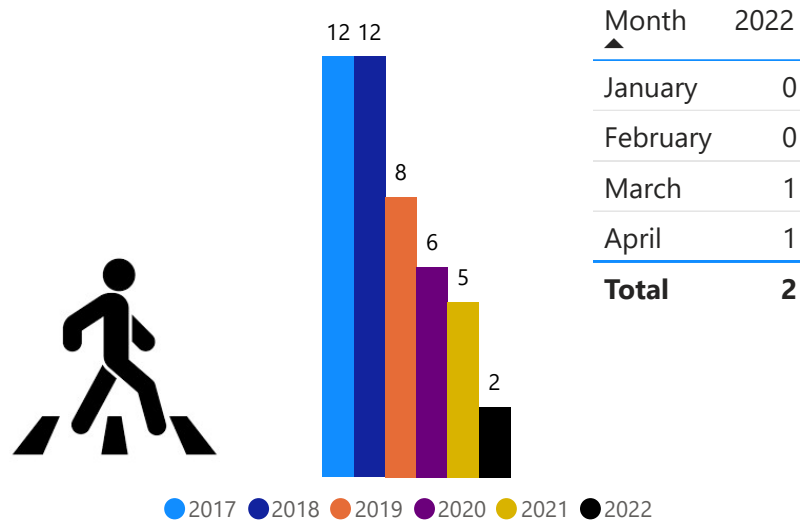
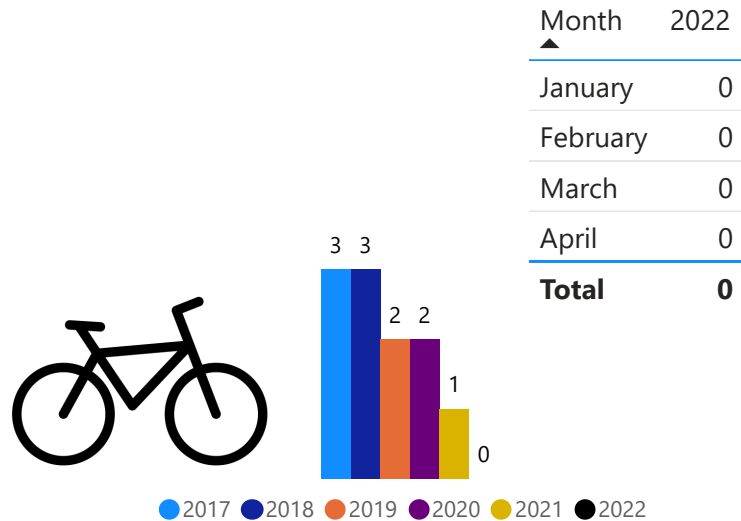


April 2022 - 33 reportable crashes | damage valued > \$1,000



● 2018 ● 2019 ● 2020 ● 2021 ● 2022

YEARLY TOTALS



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee

FROM: Tyler Reese, Associate Engineer

DATE: May 20th, 2022

SUBJECT: Upcoming and Ongoing Roadway Construction Projects

The following list details ongoing and upcoming roadway and parking lot projects in the City of Portsmouth which impact traffic flow and parking operations. This list is for informational purposes. No action or approvals are needed from the Parking and Traffic Safety Committee.

- Milling and paving reconstruction work is being completed on Harvard Street, Princeton Street and Dodge Avenue.
- Preparation is ongoing for final paving on the Islington Street Phase 1 corridor. After Memorial Day, Columbia Street will be paved, followed by the final paving on the Islington Street Phase 1 corridor.
- Gas main work is being completed on Marcy Street
- The Bridge Street Lot has been reopened for use following the reconstruction and repaving. The period lighting specified in the plans will be installed this fall.
- Ladd Street is closed to through traffic for underground electrical work. High Street will also be closed to the public but open to two-way traffic for abutters during the course of the work.
- The construction of the finalized Cate Street and Bartlett Street intersection will occur in June.

VIII. B