

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)**

8:00 AM

November 16, 2021

AGENDA

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. SITE VISITS

South Street @ Broad Street – Proposed RRFB.

VI. NEW BUSINESS

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

A. Request for traffic calming measures on Harding Road. Staff presentation of speed data.

B. Discussion of a default 25mph speed limit on all streets throughout Portsmouth.
Presentation by Staff Engineer.

C. Request for RRFB at crosswalk located at South Street and Broad Street. (Site Walk Item)

D. Conversion of Three (3) open parking spaces on Market Street at Russell from Zone B.
Sample Motion: Draft Ordinance Change to Chapter 7 to Convert to Zone B

VII. OLD BUSINESS

A. Request to Review Raynes/Vaughan as One Way. Staff working to introduce concept to abutters.

Parking and Traffic Safety Committee Meeting, October 7th, 2021

- B. Discussion of Sharing Loading Zones as Parking Inventory at Designated Times. Staff working to introduce concept to local businesses through EDC. **Sample Motion: Move to Approve and Refer to Council for First Reading.**
- C. Middle Street/Middle Road Traffic Calming
- D. Request for speed assessment at Aldrich and Boss. Staff presentation of speed data.

VIII. INFORMATIONAL

- A. Monthly Accident Report from PD
- B. Bike and Vehicular Traffic Volume Data
- C. NPP Mid-Pilot Report Back
- D. Report Back on Intersection of Borthwick and Route 1
- E. Status of the Fleet Street Area Reconstruction Project
- F. Discussion on Whether to Hold December PTS Currently Scheduled for 12.2.21

IX. MISCELLANEOUS

- A. Additional letter from Tom Morgan regarding Maplewood and Market.

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_oBYZTq4WSqGfK7_CCr6vLQ*

Unaudited

Percentage of Fiscal Year Complete 33.33%
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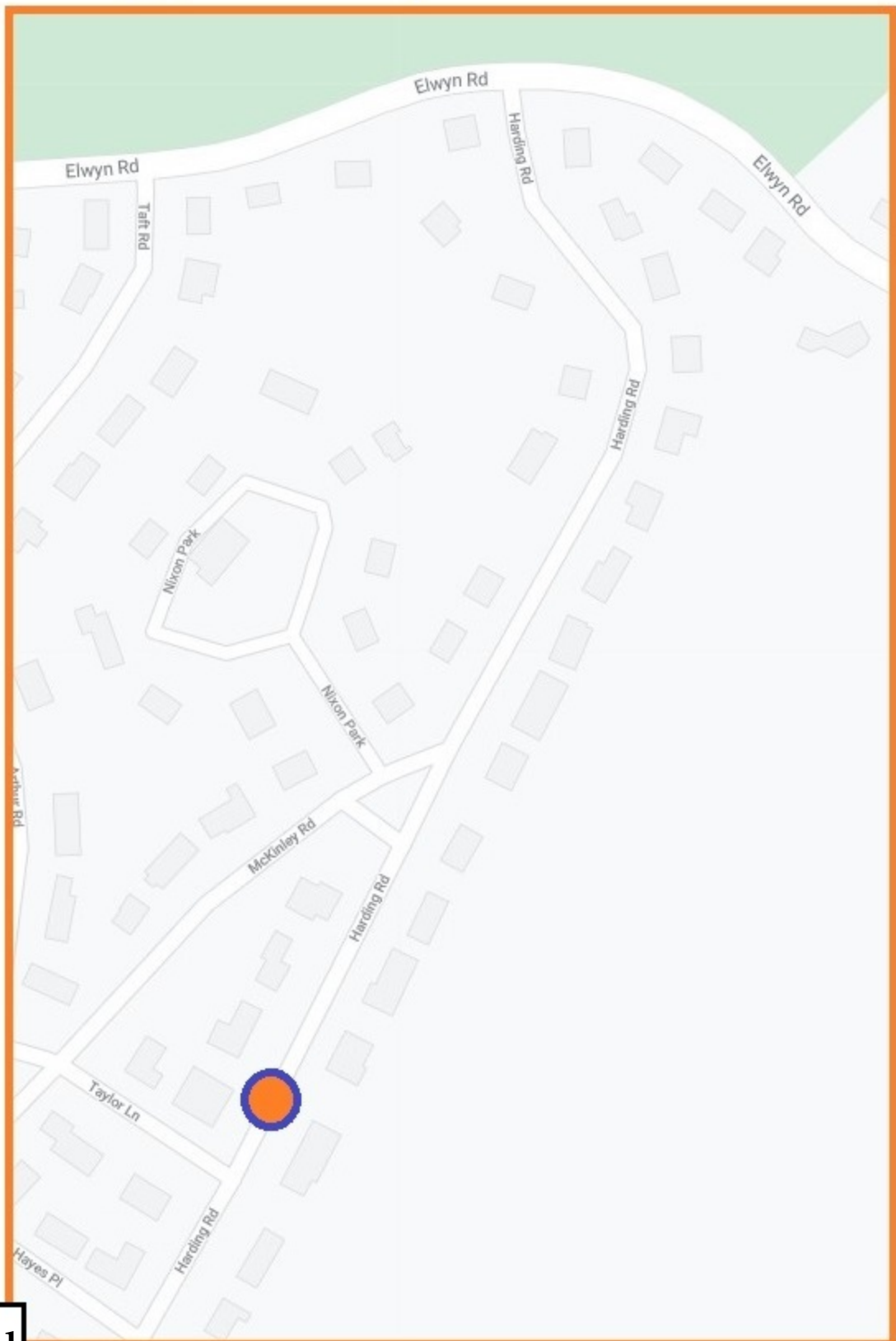
Preliminary
Totals Thru
October 31, 2021

	Total	Budgeted	% of Budget
FY 22			
Parking Meter Fees	1,339,602.48	2,783,750.00	48%
Meter Space Rental	40,795.00	150,000.00	27%
Meter In Vehicle	20,080.00	50,000.00	40%
EV Charging Stations	2,581.26	5,500.00	47%
High Hanover Transient	1,058,055.60	2,456,500.00	43%
High Hanover Passes	425,285.09	1,377,900.00	31%
Foundry Place Transient	123,053.44	207,650.00	59%
Foundry Place Passes	113,585.55	333,600.00	34%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	475.97	500.00	95%
Foundry Pass Reinstatement	600.01	500.00	0%
Parking Violations	284,894.75	600,000.00	47%
Immobilization Administration Fee	964.00	5,000.00	19%
Summons Admin Fee	0.00	0.00	
Total FY 22	3,409,973.15	7,970,900.00	43%

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

III.

Harding Road Speed Assessment



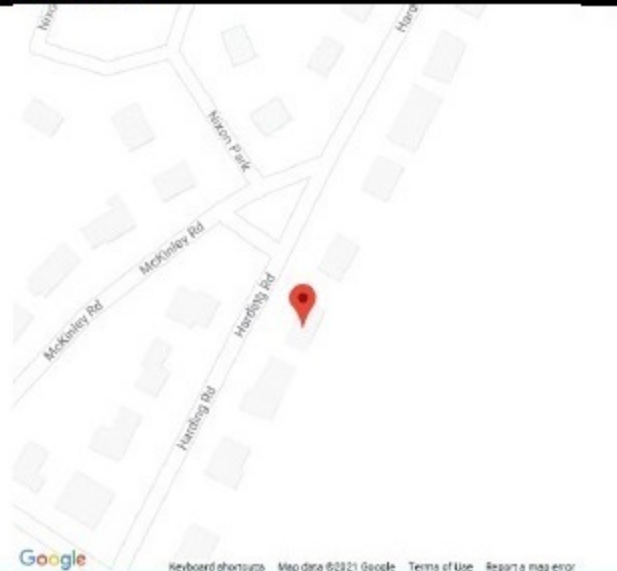
VI. A.1

SPEED DATA ANALYSIS

Location



Latitude: 43.041840
Longitude: -70.762817



Analysis Time Period



Start	End
10/22/2021 12:18 PM	10/26/2021 12:09 PM

Vehicles Analyzed



1,398

Speed Limit



20

Average Speed

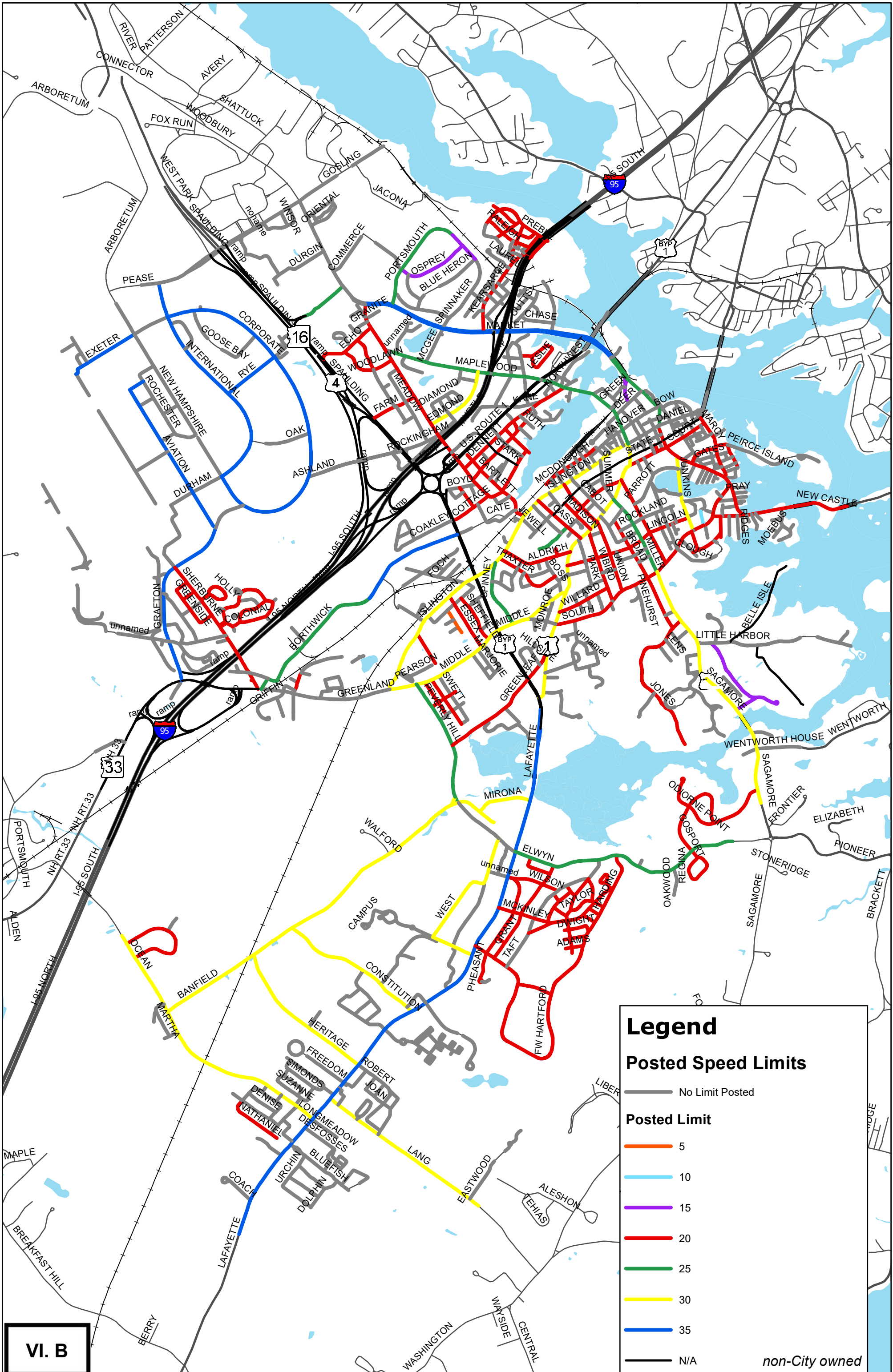


23

85th Percentile Speed



28



Legend

Posted Speed Limits

- No Limit Posted

Posted Limit

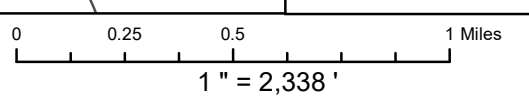
- 5
- 10
- 15
- 20
- 25
- 30
- 35
- N/A

non-City owned

VI. B

**City of Portsmouth
Speed Limits as Posted**

Map prepared by Portsmouth Department of Public Works



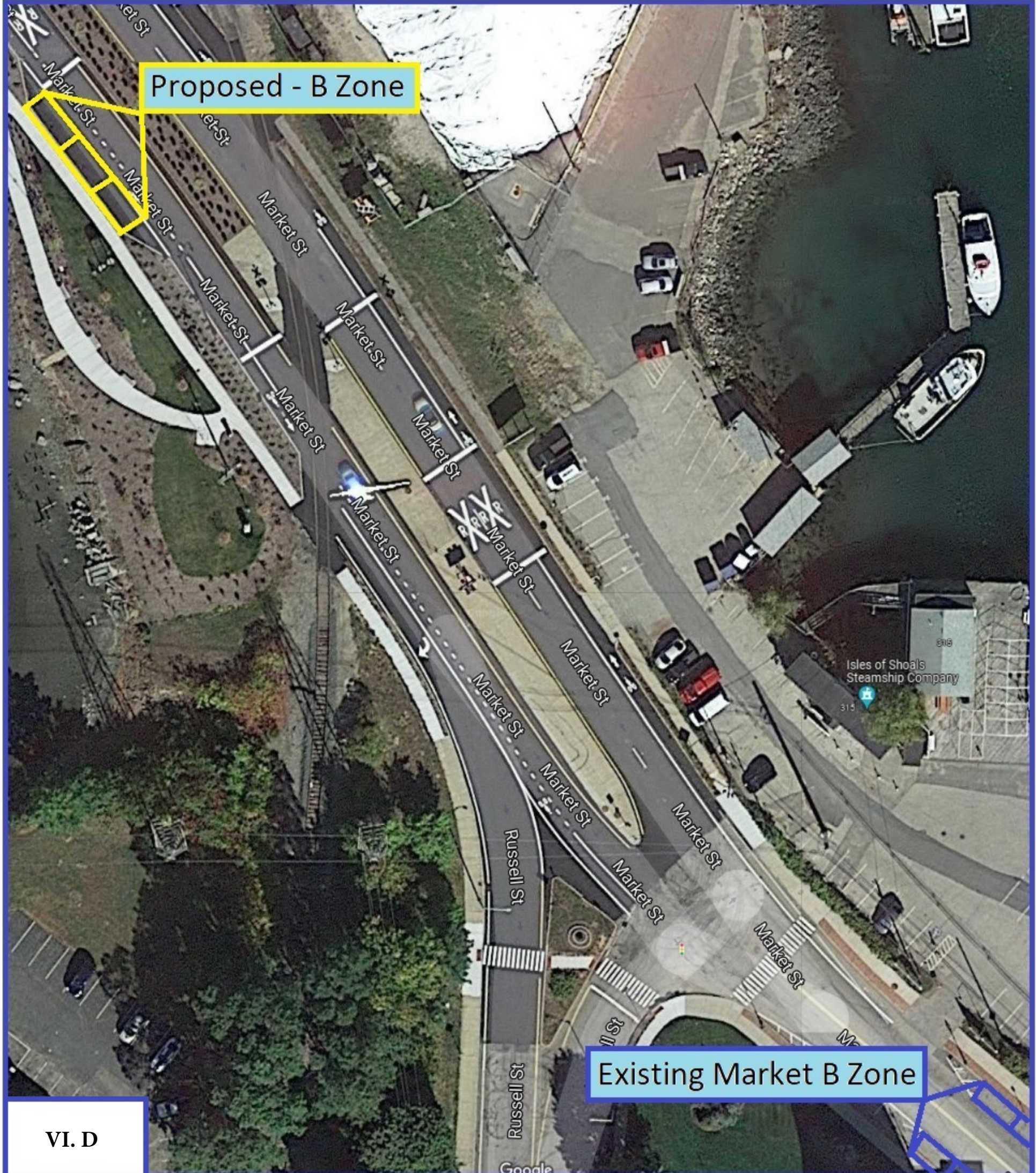
DATE: 10/26/2021

South and Broad

Proposed RRFB



Market Street Park - Parking Spaces

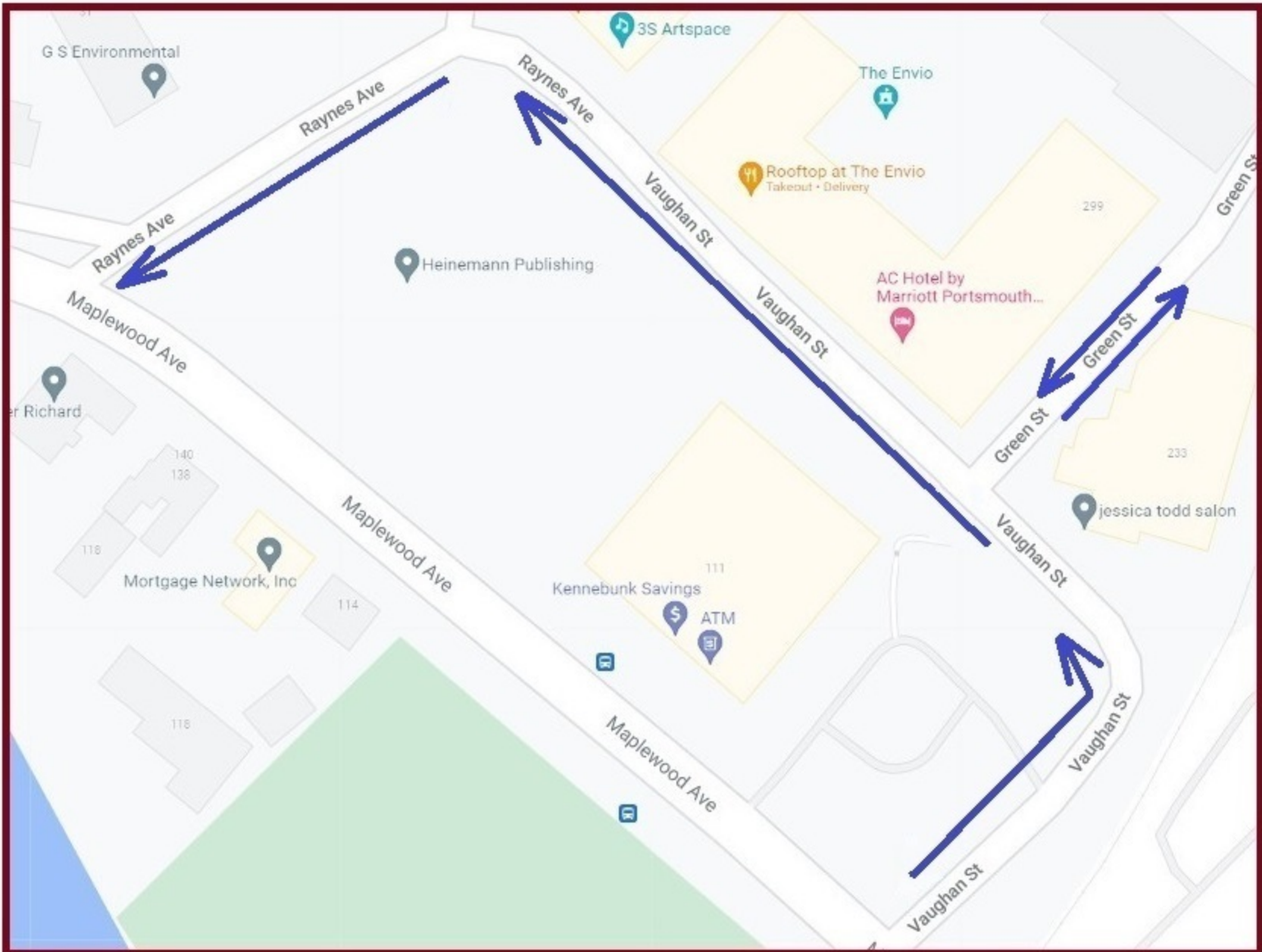


Proposed - B Zone

Existing Market B Zone

VI. D

Raynes & Vaughan - Proposed One Way



City of Portsmouth Loading Zone Inventory and Recommendations

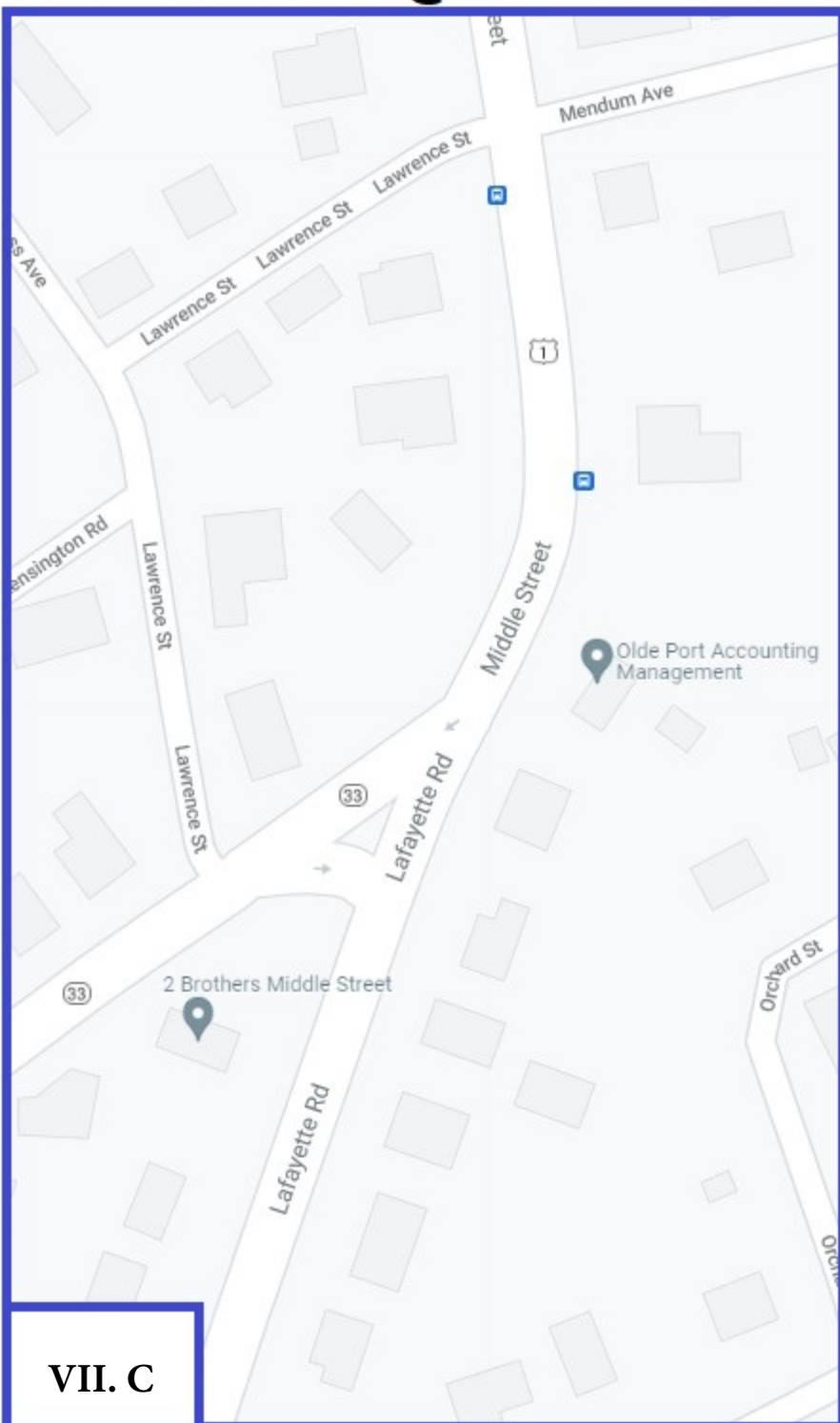
Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained
Bow Street @Surf	Northerly side beginning 40 feet west from Chapel Street and continuing west for a distance of 70 feet	Mon-Sat 6a-7p; Sunday 6a-noon	FRIDAY, April 9 4:45PM -7PM, - FRIDAY, April 16 05/04-05/07	COMMERCIAL USE FOR LOADING ZONE TRENDS TO WRAP UP BY 2PM. LITTLE TO NO OUTLIERS UP TO 4PM, WITH 0 COMMERCIAL USEAGE AFTER 4PM	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	3
Brewster Street @ The Kitchen	Easterly side, beginning 40 feet north of the northerly curbline of Islington Street and running 40 feet in the northerly direction, between the hours of 7AM-3PM	Mon - Friday 7a-3p	n/a	NOT METERED	NO CHANGE RECOMMENDED	N/A
Bridge Street @Islington	Westerly side, beginning 50 feet north from the intersection of Bridge Street and Islington Street for a distance of 40 feet	Mon-Sat 6a-7p	Wed, 4/14, 2:30PM- 7PM & Thurs, 4/15, 1PM-7PM TUES, 4/27- SAT, 5/1 9AM-7PM	NO USE OBSERVED	Delete this unused LZ; convert to Paid Parking all hours/days	2
Congress Street A: @Village Silversmith	Northerly side, beginning 9 feet west from the intersection of Fleet Street and Congress Street running for a distance of 136 feet	Mon-Sat 6a-7p	MON, 4/12, - SAT, 4/17 1PM-6PM. MON, 4/26, 12:45PM- 7PM. TUES, 4/27-SAT, 5/1 9AM-7PM	LIGHT UNLOAD USEAGE UNTIL 4PM. HEAVY MAIL COURIER USAGE. 4/27-5/1 DAILY BETWEEN 9:30AM & 11AM (BALDOR FOODS) FOR APPROX. 30 MINUTES	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	6
Congress Street B: @Kilwins	Southerly side, beginning 130 feet east from the intersection of Fleet Street and Congress Street running for a distance of 49 feet	Mon-Sat 6a-7p	05/04 - 05/08	NO COMMERCIAL USE ON SATURDAY. LIGHT COMMERCIAL USE, DONE @ 2PM.	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	2
Daniel Street @Abo Rugs	Southerly side, beginning 37 feet west from Penhallow Street for a distance of 65 feet	Mon-Sat 6a-7p	4/27 9AM - 7PM 4/28 9AM -1:54PM, 4/28 4:15PM - 7PM 4/29-5/1 9AM - 7PM	light commerical usage until 2PM.	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	3
Deer Street @Jardiniere Flowers	southerly side, west from Market Street a distance of 60 feet	Mon-Sat 6a-7p	4/20 10:15 AM - 7PM 4/21 - 4/24 9AM - 7PM	little to no commerical usage, Mailman arrives between 3PM and 5PM each day	Recommend change to LZ Hours: 6a-9a Monday - Saturday; 12p-5p Sunday	1
Hanover Street A: @ Lure Bar & Kitchen	Northerly side, beginning at a distance of 106 feet from the western most point of the southwesterly curbline of Market Street for a distance of 45 feet.	Valet Zone	n/a	TOO NARROW TO ADD PARKING	NO CHANGE RECOMMENDED	N/A
Hanover Street B: @Legends	Southerly side, beginning at the westerly curbline of Fleet Street and running westerly for 90 feet, from 6:00 a.m. to 11:00 a.m	Mon-Sat 6a-11a	6/17/2021-6/19/2021	ALREADY 6A-11A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
Hanover Street C: @ Portwalk Place	All parking spaces on the northerly side between Portwalk Place and Maplewood Avenue from 6AM-9AM	6am-9am Mon-Sat	n/a	ALREADY 6A-9A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
High Street @Finn Wealth	Easterly side, in a southerly direction from Ladd Street a distance of 50 feet	Mon-Sat 6a-7p	4/20 11AM - 7PM, 4/21 - 4/22 9AM - 7PM, 4/23 9AM - 4:30PM	No commerical use	Delete this unused LZ; convert to Paid Parking all hours/days	1
Market Street A: @Cup of Joe	Easterly side, south for a distance of 50 feet, beginning at Commercial Alley	Mon-Sat 6a-7p	4/20 10:45 AM - 7 PM, 4/21 - 4/24 9AM - 7PM	Light commerical usage until 3PM consisting mostly of mail trucks and delivery trucks (FedEx, UPS, etc.)	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	2
Market Street B: @ Gaslight	Easterly side, south for a distance of 40 feet, beginning at Bow Street from 6AM-7PM. In addition, from 7PM- 6AM, Monday- Sunday, this area shall be designated as a taxi stand per Section 7A.408.	Mon-Sat 6a-7p; <u>CONVERTS TO TAXI STAND</u>	5.12.21-5.16.21	Little to no Commercial Usage after 2pm; This LZ doubles as a Taxi Stand; <u>we plan to address Taxi Stands at a later time</u>	NO CHANGE RECOMMENDED	N/A
Market Street C: @ Salt Pile	Westerly side between Russell Street and Deer Street, from Nov. 1st- March 30th, 2AM-12PM Mon-Fri.	Nov. 1st- March 30th, 2AM-5PM Mon-Fri; 2am to 1pm Saturday	Winters: 2018 through 2020	No salt pick ups past 9am weekays; no deliveries Saturday Sunday at all	Recommend SEASONAL change to Paid Parking from Noon - 8pm Monday - Friday; ALL DAY SATURDAY/SUNDAY	14

City of Portsmouth Loading Zone Inventory and Recommendations

Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained
Pearl Street @ Islington	Easterly side from a point 30 feet north of Islington Street to a point 70 feet north of Islington Street	Auto Shop Hours; Mon-Fri 8AM-5PM, no weekends	n/a	NOT METERED	NO CHANGE RECOMMENDED	N/A
Penhallow Street @Moxy	Westerly side, beginning at Commercial Alley and running northerly for a distance of 45 feet	Mon-Sat 6a-7p; Sunday 6a-noon	TUES 05/04 - FRI 05/07	COMMERCIAL USE FINISHED BY 2PM	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	1
Pleasant Street @Portsmouth Feed Co.	Easterly side, beginning 40 feet South from Congress Street for a distance of 40 feet.	Mon-Sat 6a-7p	4/26 1PM - 7PM, 4/27 - 5/1 9AM - 7PM	(loading took place at the following dates and times) 4/26- 05/01. 4/26 2:25PM-3:12PM, 4/27 9:04AM-9:38AM, 10:20AM-10:32AM, 11:06AM- 12:06PM, 4/28 9:05AM-11:14AM, 11:26AM -11:46AM, 11:57AM- 12:28PM, 12:36- 12:45PM, 4:12PM- 5:14PM 4/29 10:27AM- 10:33AM, 11:48AM-12:03PM 4/30 10:55AM-11:37AM	Recommend change to LZ Hours: 6a-9a Monday - Saturday; 12p-5p Sunday	2
State Street A: @ Hammer	Northerly side, beginning 40 feet east from Pleasant Street for a distance of 40 feet. In addition, from 7PM-6AM, Mon-Sun, this area shall be designated as a taxi stand per Section 7A.408.	Mon-Sat 6a-7p; <u>CONVERTS TO TAXI STAND</u>	none	Little to no Commercial Usage after 2pm; This LZ doubles as a Taxi Stand; <u>we plan to address Taxi Stands at a later time</u>	NO CHANGE RECOMMENDED	N/A
State Street B: @ Atkinson	Southerly side, beginning 20 feet west from Atkinson Street for a distance of 57 feet.	Mon-Sat 6a-7p	5.12.21-5.15.21	No Commerical traffic after 3pm	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 5p Sunday	2
Vaughan Street	Westerly side, beginning at the intersection with Raynes Avenue and running southerly for a distance of 60 feet, from 6AM-9AM	Mon-Sat 6AM-9AM	n/a	ALREADY 6A-9A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
Ceres Street	Westerly side, beginning 27 feet from Bow Street for a distance of 25 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Ceres Street	Easterly side, beginning 95 feet from Bow Street for a distance of 40 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Chestnut Street	Westerly side, south from Congress Street for a distance of 100 Feet	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Daniel Street	Northerly side, beginning 123 feet east from Bow Street for a distance of 35 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Haven Court	Both sides, entire length	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Maplewood Ave	Easterly side, beginning 35 feet north from the intersection of Congress Street and Maplewood Avenue running for a distance of 70 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Pleasant Street	Westerly side, beginning 21 feet south from the intersection of Pleasant Street and State Street running southerly for a distance of 30 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Porter Street	n/a	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A

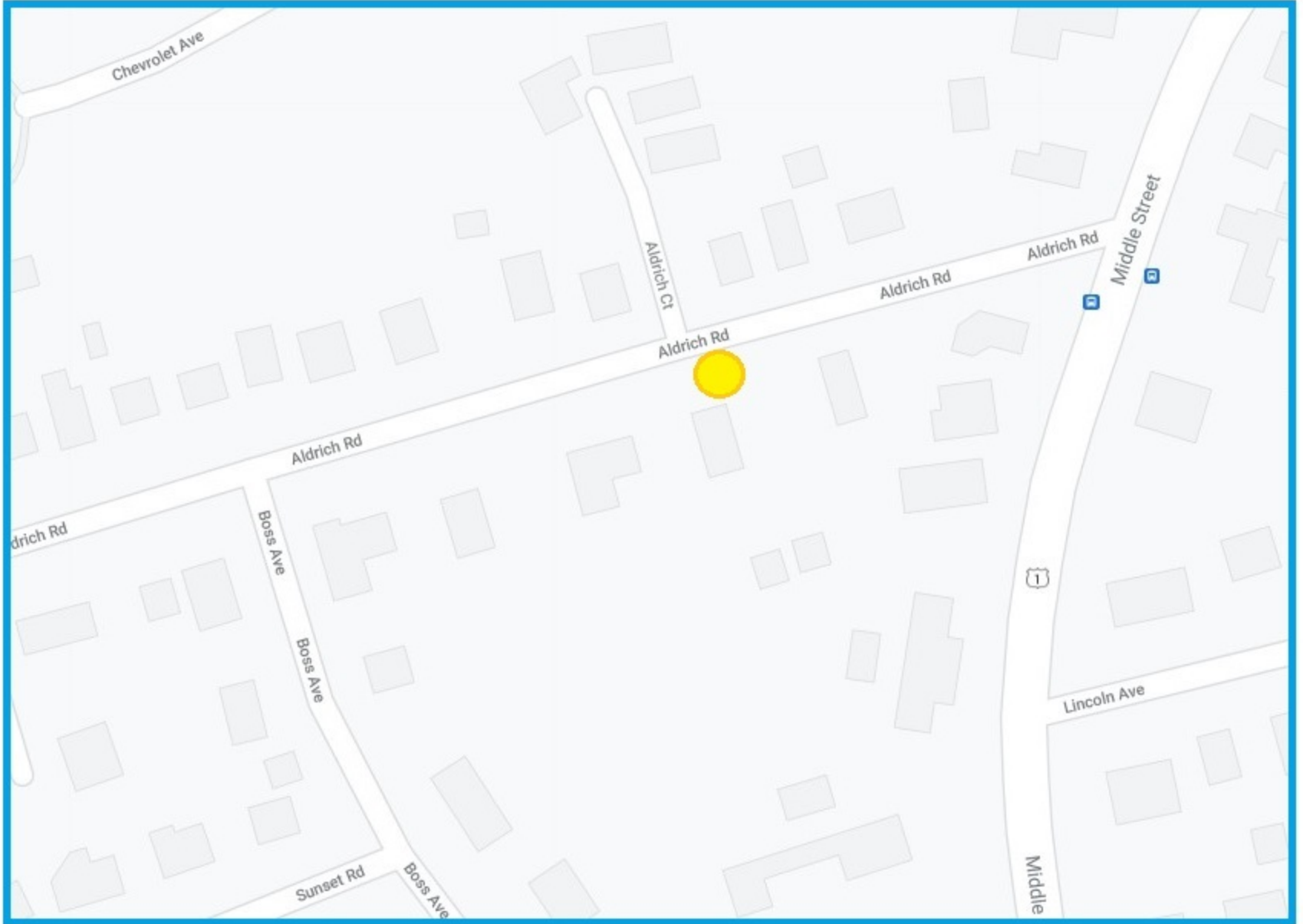
39

Middle Street @ Middle Road



VII. C

Aldrich Road Speed Assessment



VII. D. 1



City of Portsmouth Department of Public Works

Location



Aldrich Road at Boss Avenue
Latitude: 43.067078
Longitude: -70.769468



Analysis Time Period



Start	End
11/3/2020 9:51 AM	11/12/2020 3:12 PM

Vehicles Analyzed



9,364

Speed Limit



20

Average Speed



24

85th Percentile Speed

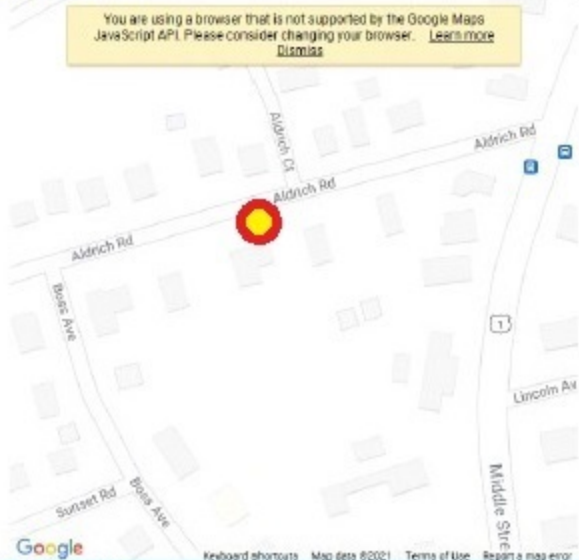


29

SPEED DATA ANALYSIS

Location

Latitude: 38.861231
Longitude: -95.741185



Analysis Time Period



Start	End
9/16/2021 4:04 PM	9/21/2021 11:14 AM

Vehicles Analyzed



4,154

Speed Limit



20

Average Speed



24

85th Percentile Speed



28

VII. D. 3

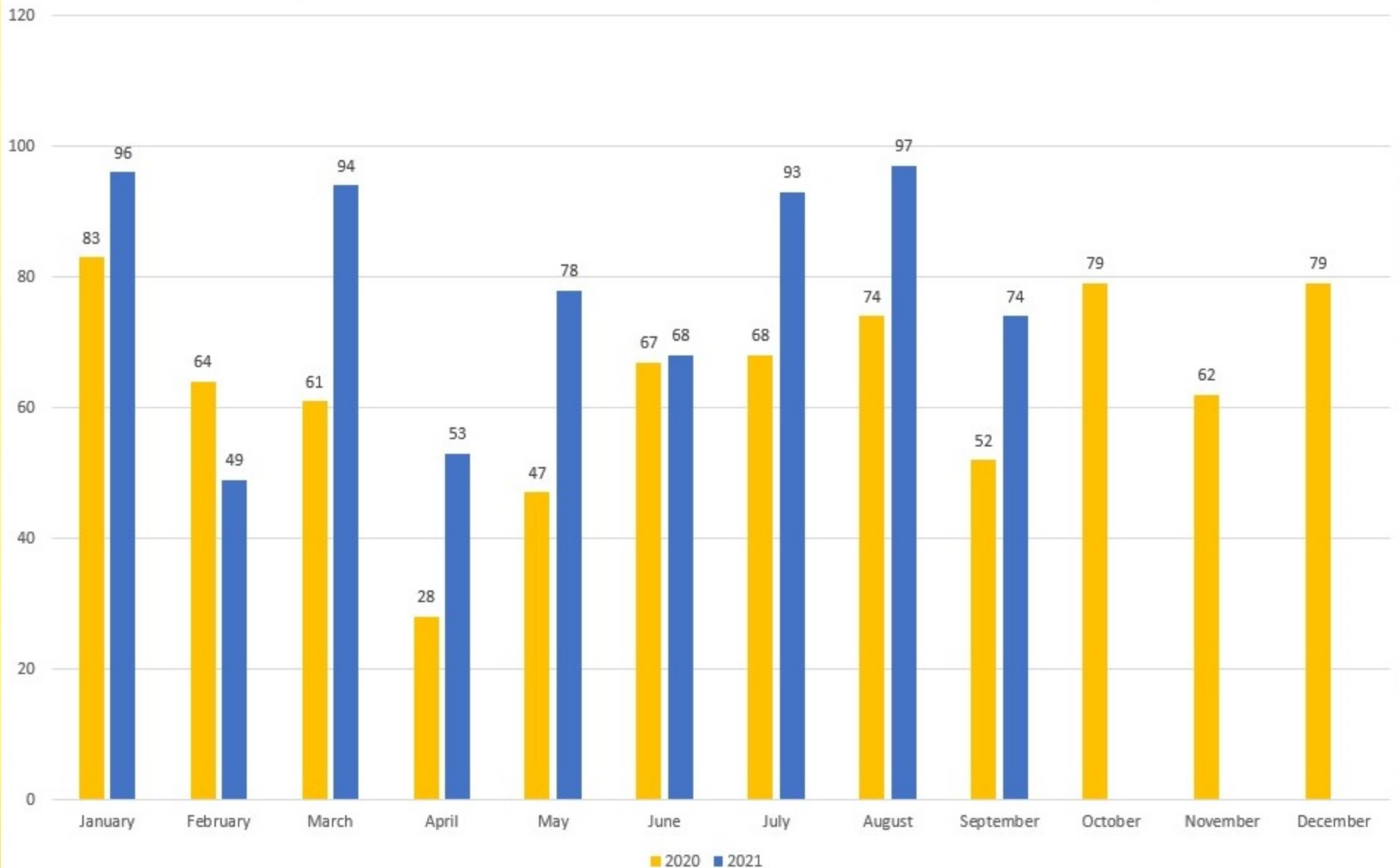
Speed Assessment: September, 2021

Portsmouth PD: Accident Report

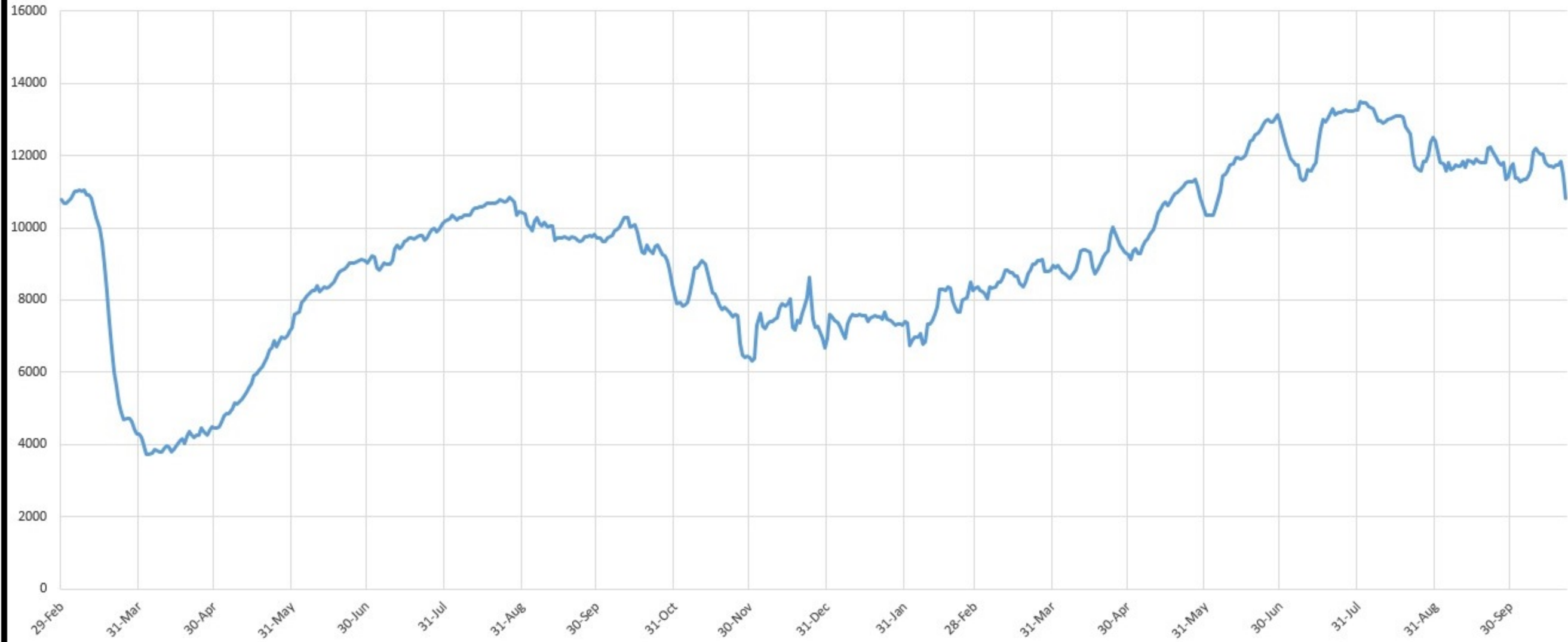
September, 2021

Total Crashes:	74
Reportable Crashes:	45
Pedestrian Involved:	1
Bicycle Involved:	0

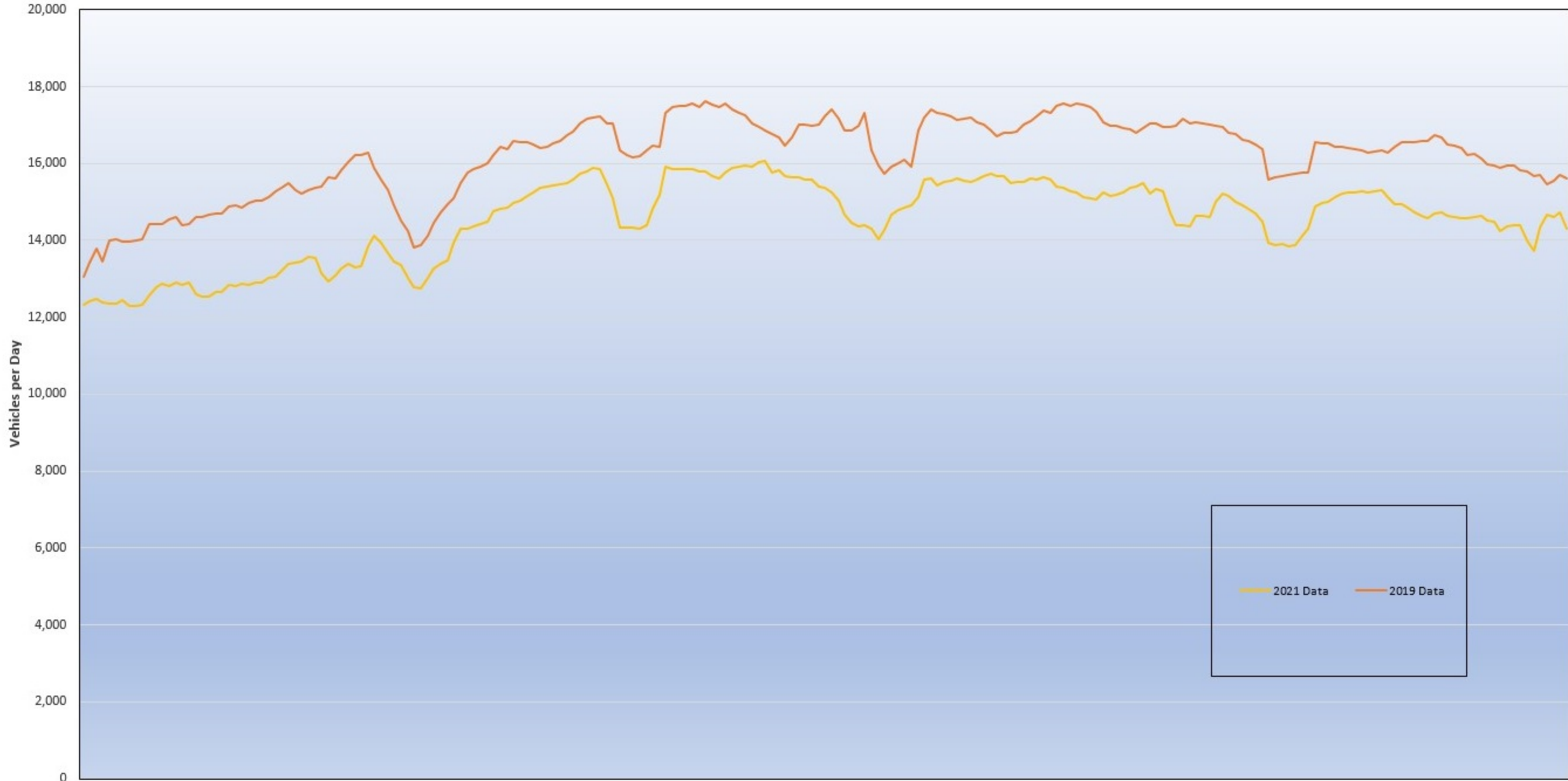
City of Portsmouth - Total Accidents 2020-2021



Market Street at Nobles Island and Port Authority Driveway
7 Day Moving Average Daily Traffic Volumes



Lafayette Road at South Street
Pre-Pandemic vs. Pandemic Daily Traffic Volumes
7 Day Moving Average
2021 vs. 2019



2021 vs 2019; March - October

CITY OF PORTSMOUTH

Parking & Transportation Division

Islington Creek Neighborhood Parking Program PILOT – Mid-Term Results



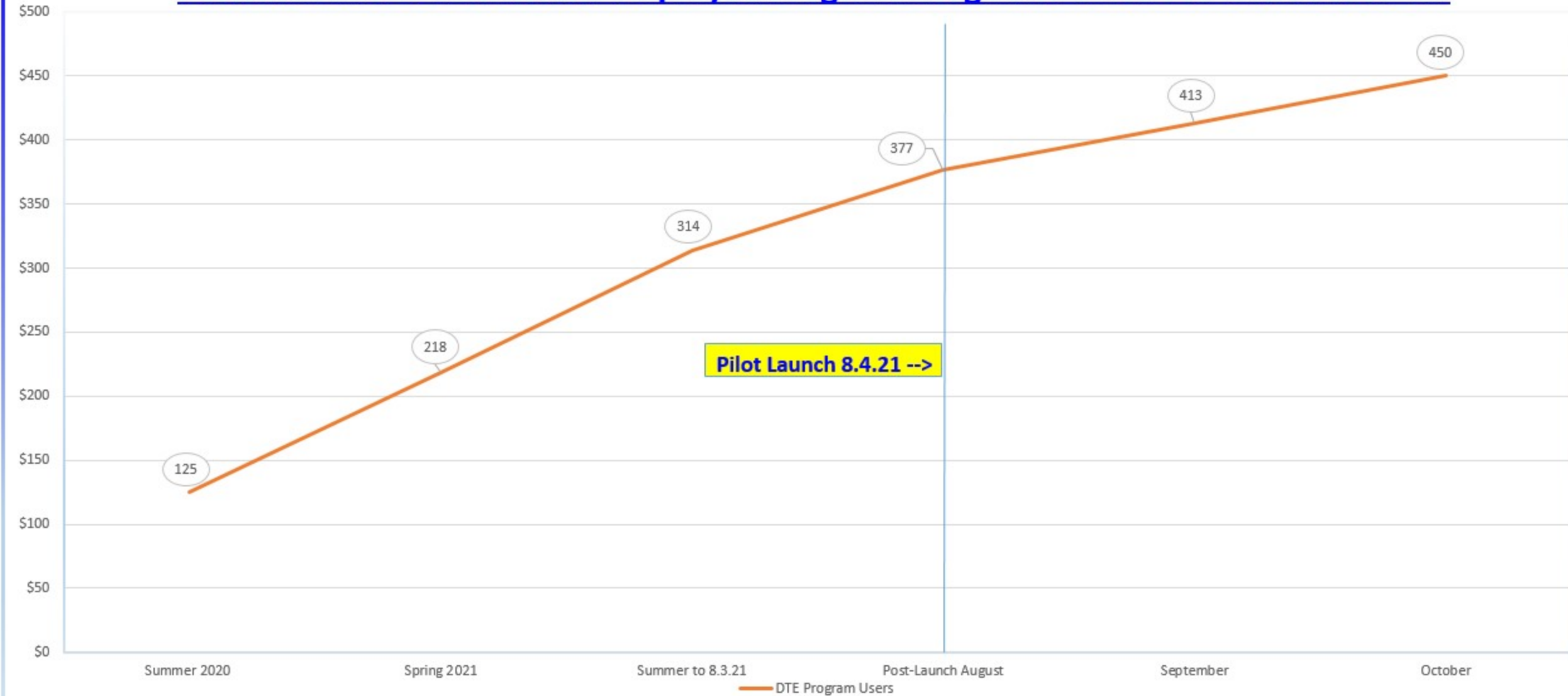
NPP Program Participation

	NPP Passes Issued	Guest Passes Issued	Totals	
NPP Resident	347	191	538	
Non-NPP Resident	34	N/A	34	
Total Issued	381	191	572	Total ALL
		NPP Inventory	251	Total On-Street Spaces
		Passes as % of Inventory	228%	

Synopsis: A total of 381 Regular NPP Passes have been issued through October 29th, including 34 from outside the NPP Neighborhood. An additional 191 Guest Passes are in Circulation, for a total of 572 passes.

This equates to 228% of the total 251-space On-Street Inventory in the Islington Creek Neighborhood.

Portsmouth 320 Downtown Employee Program Usage and Sales-Pre and Post PILOT



Synopsis: Between Spring, 2021 and August 3rd, DTE320 added 252 new workers, equating to a 201% increase in users. Post-Launch, we have realized an additional 72, a 19% increase. The majority of the increase took place as the Tourist Season began in earnest and businesses were re-opening post-Covid

Alternative Parking Transactions and Occupancy - Pre and Post PILOT

Foundry Garage Occupancy-Pre and Post PILOT

	Month	Daily Transactions	Peak Occupancy %
	April	4710	26%
	May	6008	31%
	June	7877	40%
	July - 8.3	9686	41%
PILOT LAUNCH	Aug	7915	41%
	Sept	7774	42%
	Oct	7468	42%

Bridge Lot Occupancy-Pre and Post PILOT

	Month	Daily Transactions	Peak Occupancy %
	April	5998	137%
	May	6028	137%
	June	6067	122%
	July - 8.3	7421	135%
PILOT LAUNCH	Aug	5732	132%
	Sept	6042	132%
	Oct	4909	122%

Synopsis: **Foundry Garage Transactions and Peak Occupancy %age** have held steady, post-PILOT, an indicator that the majority of Downtown Workers in the DTE320 Program had been using Foundry prior to the PILOT launch.

Bridge Lot Transactions and Peak Occupancy %age have also held steady, only seeing a 10% a drop in October consistent with City-wide traffic reductions typically seen with the onset of the Tourism Shoulder Season.

Inventory Usage - Percent Reduction (Spaces Gained)

Date Range	Percent Reduction	Spaces Gained
Post Launch vs Summer 2021	-0.84%	2.11
September Vs. August	-2.32%	5.83
October Vs. September	-1.78%	4.48
Life of PILOT Program	-4.95%	12.41

Synopsis: The Neighborhood gained 2.11 spaces in August, 5.83 spaces in September, and 4.48 in October.

This equates to a **4.95%** reduction in Inventory Usage, or **12.41** spaces gained over the life of the PILOT.

Citation Statistics

	August	September	October	Totals
Warnings	36	3	1	40
2 hr Citations	133	53	28	214
Collections	\$ 1,820.00	\$ 875.00	\$ 175.00	\$ 2,870.00

Synopsis: A total of **254 Citations** have been issued:

40 Warnings and **214 2-Hour Violations**

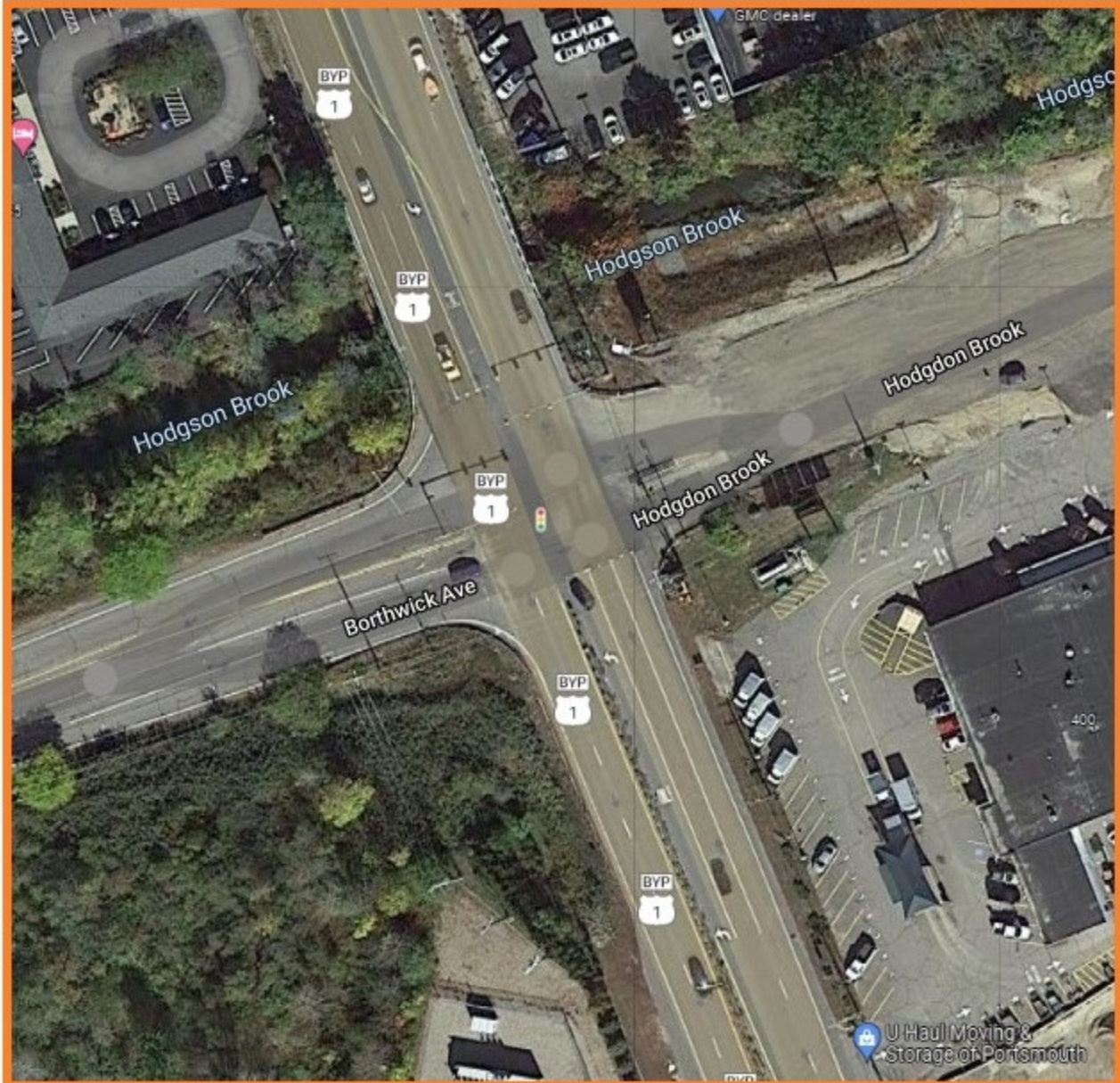
Total Collections to date: **\$2,870.00**

Costs Associated with NPP Pilot

Item	Amount	Description
Start Up Costs-Materials	3,176.00	Signage; U-Channel; Quick-crete; Window Decals
Start Up Costs-Labor	1,572.78	Two Laborers, posting signage
Administration	6,407.61	Paperwork; Database; Labor Hours - Parking Clerk Office Staff
Enforcement	23,184.27	9a-8p; 7 days
Mileage	510.03	Enforcement; Inventory Counts
Uniforms	268.08	Rain Coats; Rain Pants
Supplies	274.35	Office Supplies; paper, clipboards, etc.
Citation Supplies	1,336.00	Software Licenses; Citation Issuance Costs; Appeals Labor
	\$36,729.12	through October 26th, 2021

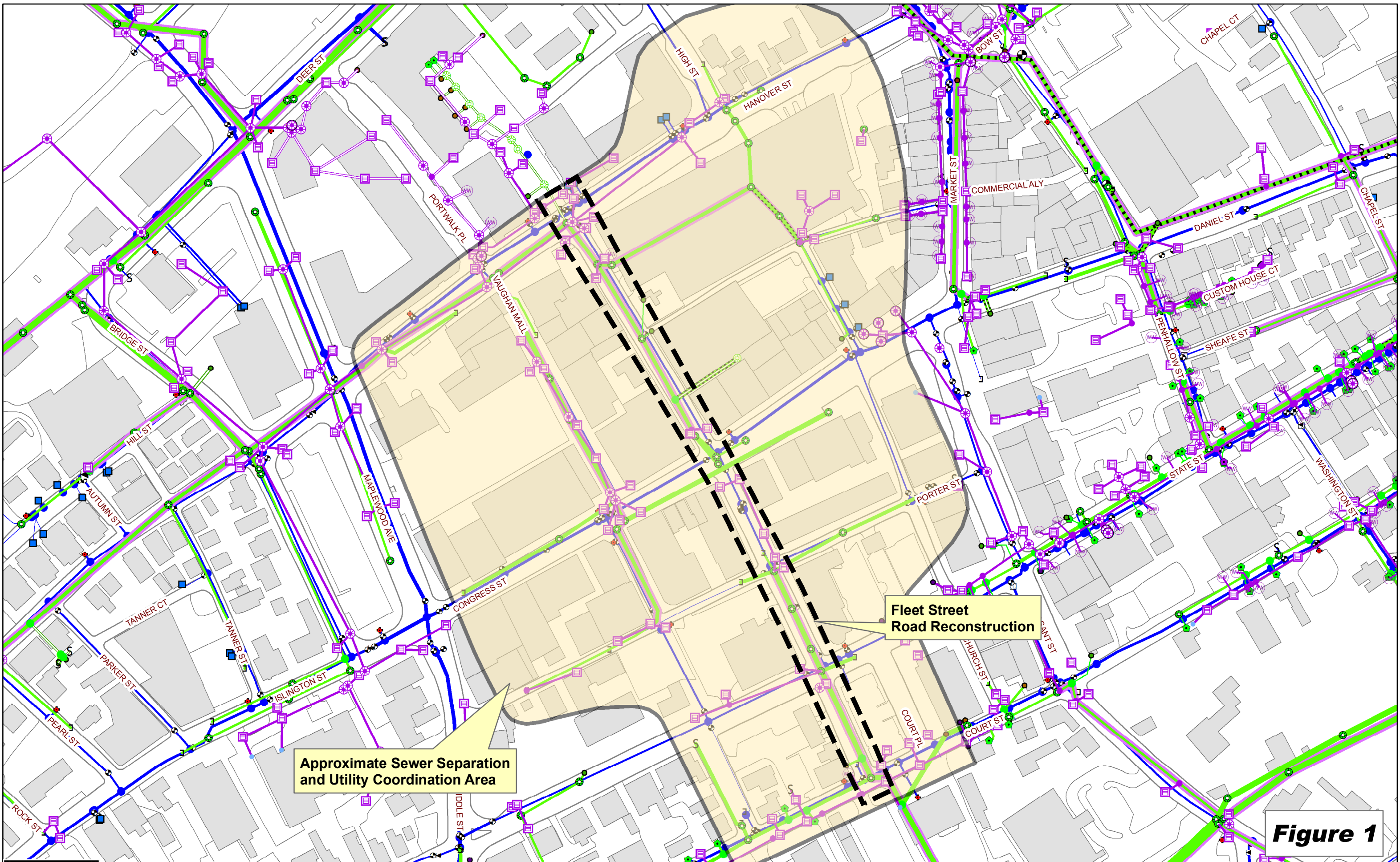
NPP PILOT Program Results and Statistics, Mid-program Report

228%	Issuance of Passes to Spaces available
201%	Increase in DTE320 Participation Prior to Launch
19%	Increase in DTE320 Participation Post-Launch
4.95%	Total Gained Inventory Percentage Post-Launch
12.41	Total Spaces Gained Post-Launch
0%	Increase in Foundry Peak Occupancy Percentage
-3%	Reduction in Bridge Peak Occupancy Percentage
\$ 2,870.00	Total Collections - Citations
\$ 36,729.12	Total Costs of PILOT, Realized Through 10.26.21



Intersection of Borthwick Avenue and Route 1

VIII. D



Approximate Sewer Separation and Utility Coordination Area

Fleet Street Road Reconstruction

Figure 1

VIII. E

Fleet Street Road Reconstruction

- Legend**
- Sewer
 - Water
 - Drain

1 inch = 140 feet



October 7, 2021

Parking & Traffic Safety Committee
City Hall
Portsmouth, NH

RE: New Bicycle Lanes Along Maplewood and Market

Committee Members:

I sent a letter to the City Council on August 17 regarding the above referenced bicycle lanes. The Council then voted to refer this matter to your committee for a report back. I discovered this morning that my August 17 letter to the Council was not transmitted to your committee. My August 17 letter included two photographs that would have been useful in helping your committee to understand the safety hazards.

What follows, is a more succinct version of the August 17 letter. Notably, this one includes the aforementioned photographs that you have not had an opportunity to examine.

The bicycle lanes alongside 111 Maplewood (the former Portsmouth Herald building) are hazardous for bicyclists. To illustrate the problem, the photo below shows a Subaru Forrester with its door extended 4.25' into the new 6' wide bicycle lane. That leaves a bicyclist with little maneuvering room to avoid the door. The bicyclists' safest alternative would be to ride in the motor vehicle travel lane, an option that would likely frustrate and anger those motorists who do not perceive the danger posed by the bicycle lane's proximity to parked vehicles.



The new bike lanes on Market Street are problematic as well. The photo below shows a 3.5' wide bicycle lane sandwiched between a 10.5' wide travel lane and an 8.75' wide turning lane. The posted speed limit is 25 mph, however the design speed is quite a bit higher, as evidenced by the expanse of obstruction-free pavement.

The designers inserted three lanes into a space that formerly accommodated two lanes. The result is that all three lanes are too narrow.



Painted stripes on the roadway provide the bicyclist with no protection from a motorist who is impaired or momentarily distracted.

The stripes that separate the lanes are dashed, not solid. This allows an indecisive tourist to abruptly cross from one travel lane to the other. Such a maneuver would be reckless, but perfectly legal because your planners specified dashed lines instead of solid lines.

The vertical granite curbs on the right prevent bicyclists from seeking safe passage along the side of Market St. Prior to this purported improvement, bicyclists could avoid danger by riding along the periphery. Alas, now they are sandwiched between two motor vehicle travel lanes.

As you may be aware, nationwide studies have shown that when a motor vehicle traveling at 20 mph collides with a bicyclist, the latter has a 90% chance of surviving. At 30 mph, the odds are down to 50%, and at 40 mph they are 10%.

In NH and in Maine and in 33 other states, motorists are required by law to maintain a 3-foot buffer from bicyclists (NH RSA 265:143-a). How does a motorist in Market Street's 8.75' turning lane honor the 3-foot buffer? The only way to comply would be to reduce one's speed to match that of the bicyclist. In the real world, that is simply not going to happen where the posted speed limit is 25 mph.

The bicycle lane designs cited above are at odds with City Council Policy #2013-1, Complete Streets. The term was defined by the Council in 2013 as follows:

"Complete Streets" means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.

"Safe" and "safely" are the operative words here, as are "all ages and abilities" Would you permit your young child or grandchild to ride a bicycle in the new 3.5' sandwich lane? Of course not.

Cities around the world are persuading their citizens to rely less on motor vehicles and more on bicycles. This transformative change is made possible by new bicycle infrastructure that is not just safe, but importantly, perceived to be safe.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Tom Morgan', with a large, stylized initial 'T'.

Tom Morgan
39 Richards Avenue

cc: Seacoast Area Bicycle Riders