

**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**

**February 3<sup>rd</sup>, 2022**

**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**

273 Austin Street; Tuesday, February 1<sup>st</sup>, 8am

**VI. NEW BUSINESS**

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

**A.** Election of Chair and Vice Chair

**B.** PTS Schedule Discussion **Sample Motion: Discuss options for upcoming calendar**

**C.** 273 Austin Street- Request for Reduced Parking Across from 273 Austin

**D.** 21 Brewster Street- Request for improved parking signage to denote only one available space (as painted) **Sample Motion: Review recommended Signage and Placement**

**E.** Request for RRFB at Dennett and Maplewood

**VII. OLD BUSINESS**

None

**VIII. INFORMATIONAL**

**A.** Monthly Accident Report from Police

**B.** Bike and Vehicular Traffic Data

**C.** PTS Action Items

**IX. MISCELLANEOUS**

**A.** Woodbury Traffic Calming Request Letter Submitted 1.6.2022

**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\\_rCwDO7\\_ORMy4IW9MrVn1YQ](https://us06web.zoom.us/webinar/register/WN_rCwDO7_ORMy4IW9MrVn1YQ)*

# Unaudited

<b>Percentage of Fiscal Year Complete</b> <b>50.00%</b>
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Preliminary  
Totals Thru  
December 31, 2021

	Total	Budgeted	% of Budget
FY 22			
Parking Meter Fees	1,946,739.12	2,783,750.00	70%
Meter Space Rental	76,300.00	150,000.00	51%
Meter In Vehicle	21,810.00	50,000.00	44%
EV Charging Stations	4,285.06	5,500.00	78%
High Hanover Transient	1,450,061.42	2,456,500.00	59%
High Hanover Passes	647,628.00	1,377,900.00	47%
Foundry Place Transient	174,645.44	207,650.00	84%
Foundry Place Passes	184,802.00	333,600.00	55%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	685.97	500.00	137%
Foundry Pass Reinstatement	840.01	500.00	0%
Parking Violations	441,872.00	600,000.00	74%
Immobilization Administration Fee	1,264.00	5,000.00	25%
Summons Admin Fee	0.00	0.00	
<b>Total FY 22</b>	<b>4,950,933.02</b>	<b>7,970,900.00</b>	<b>62%</b>



	<b>BUDGETED</b>
	5,558,595
	2,412,305

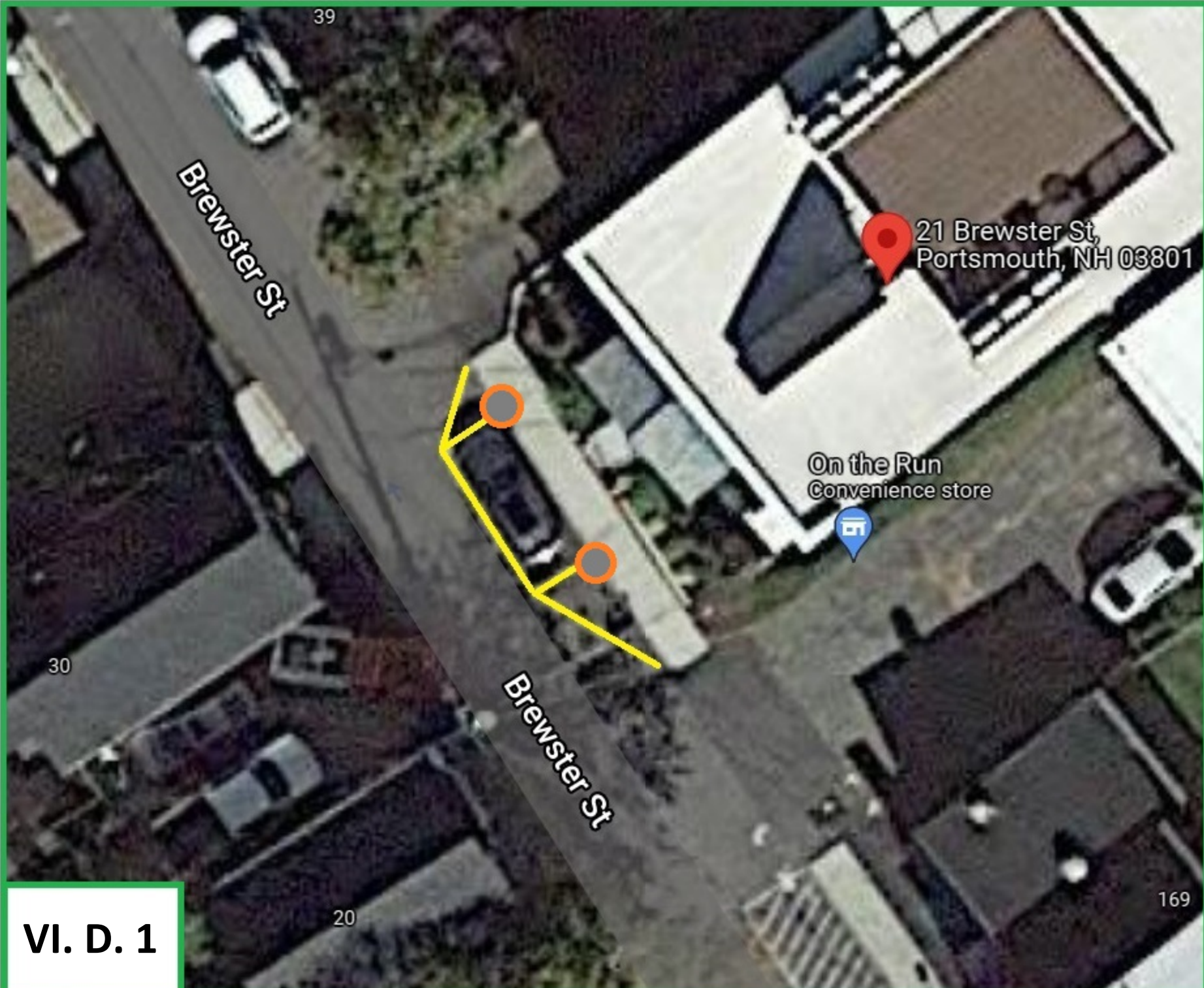
70% Transfer to Parking Fund  
30% Funds Remaining in Gen Fund

# Request to Restrict Parking Across from 273 Austin Street



VI. C

# Request for Improved Parking Signage at 21 Brewster



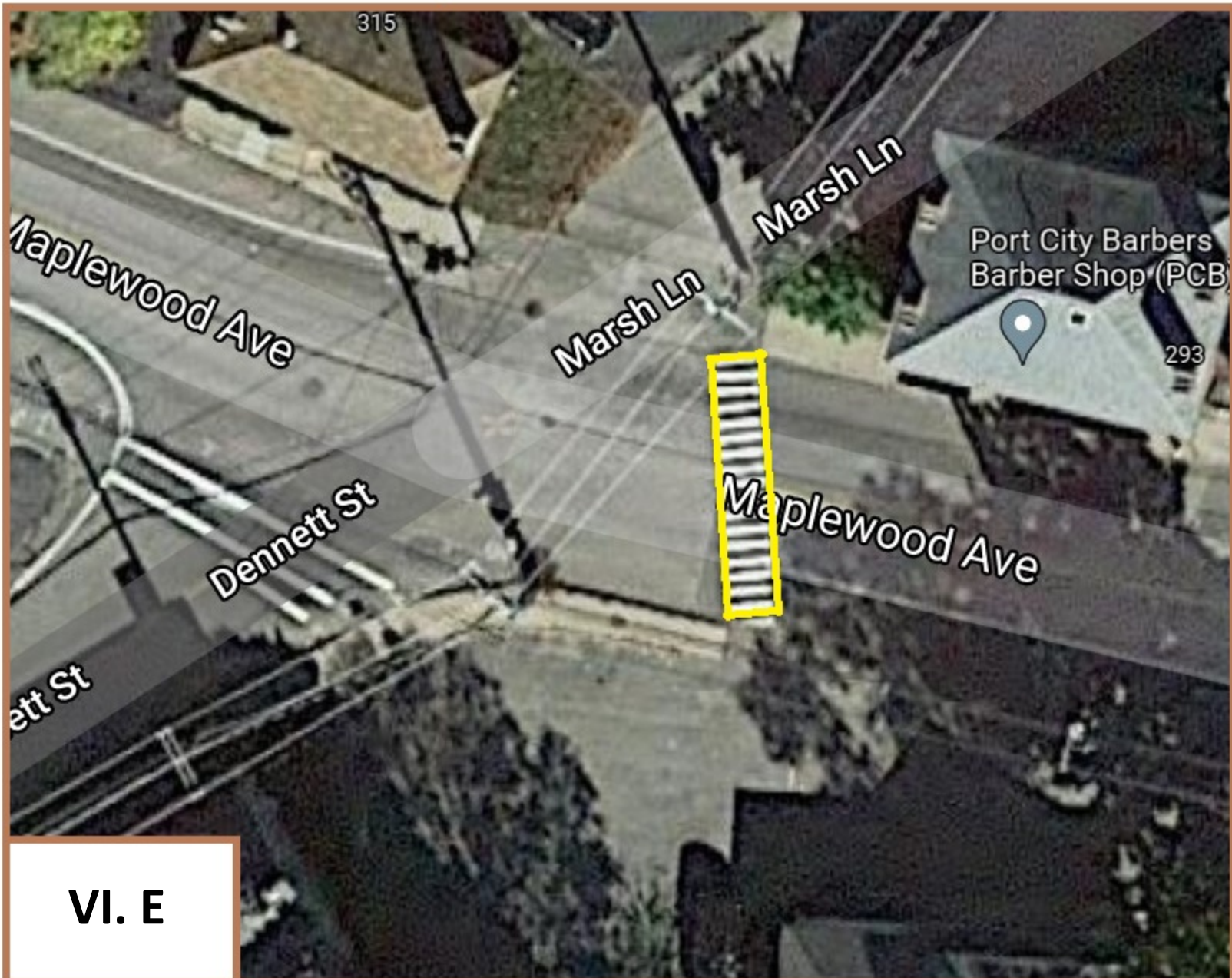
**VI. D. 1**

**NO  
PARKING**

**HERE TO  
DRIVEWAY**



# Request for RRFB System at Crosswalk near Maplewood and Dennett



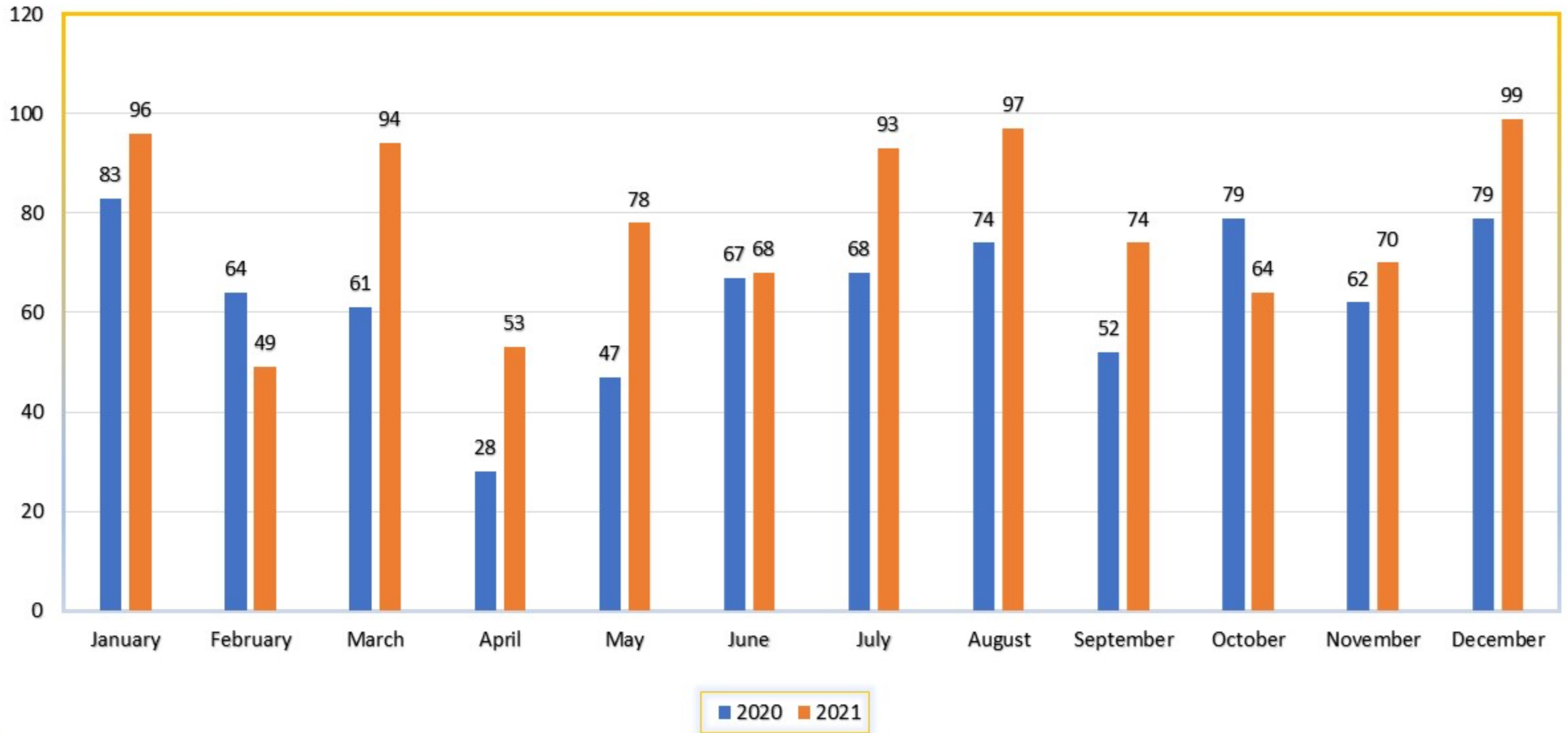
VI. E

# Portsmouth PD: Accident Report

December, 2021

Total Crashes:	99
Reportable Crashes:	71
Pedestrian Involved:	0
Bicycle Involved:	0

City of Portsmouth - Total Accidents 2020-2021

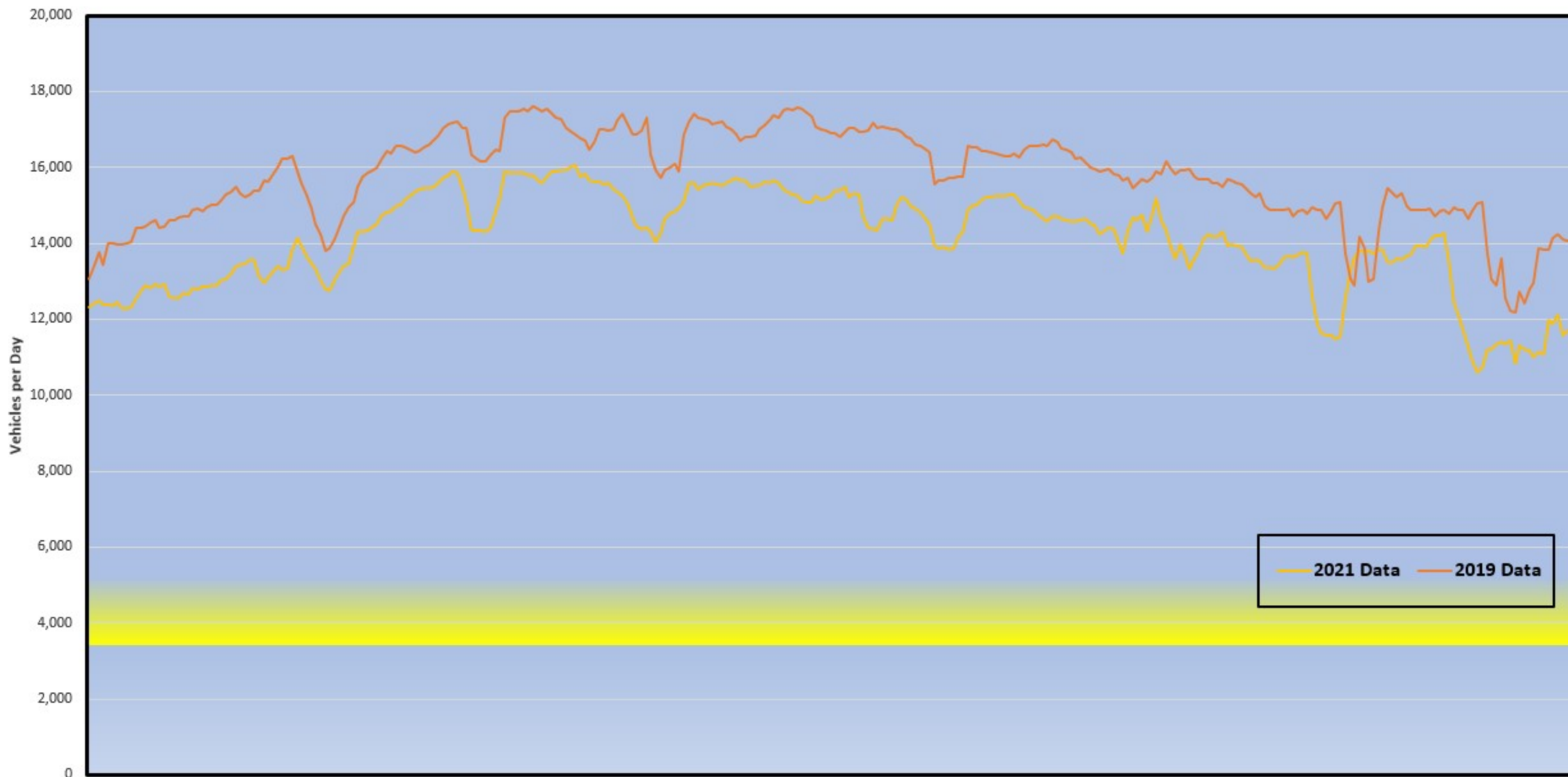




# Market Street at Nobles Island and Port Authority Driveway 7 Day Moving Average Daily Traffic Volumes



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



2021 vs 2019; March - December

## PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote / Action	Next Step / Report Back Date
10.7.21	Request to Review Raynes/Vaughan as One Way	Voted to set up public input meeting	Sample Motion: Staff to arrange meeting with abutters March 2022
11.16.21	Request for RRFB at South and Broad	Voted to have Staff continue review and report back	Staff to Place Camera April 2022
11.16.21	Conversion of Market Park 3 spaces to Zone B Standard Rate	Voted to draft ordinance change to Chapter 7 to add three spaces to Zone B, recommend attached ordinance changes	Omnibus ratified or not
10.7.21	Discussion on Use of Loading Zones as Parking Inventory	Voted to send to Council for First (or will we revert back to omnibus?) Sample Motion: Move to Approve and Refer to Council for First Reading	Omnibus ratified or not
1.6.22	Request to add LED accent lighting to Banfield Rd. stop signs	Voted to approve and install 4 LED accented stop signs on Banfield Road	Staff to install signs
1.6.22	Formation of Sub-committee to study Portsmouth Street inventory and make Speed limit recommendations	Voted to have Staff work to develop a draft Portsmouth Street inventory, share with a working group, the byproduct of which will come before PTS	Staff to work on recommendations to bring to sub-committee
1.6.22	Request for No U-Turns at Market St. Extension and Nobles Island	Voted to have Staff research traffic data, accident data and standard parameters for disallowing U-Turns	Staff to place camera April 2022
1.6.22	Request for 4-way stop at State Street and Union	Voted to have Staff study and report back with traffic volumes, layouts and industry standards	Staff to record traffic data April 2022
1.6.22	Request for RRFB just West of Islington and Vine	Voted to have Staff review traffic activity in Spring 2022 and report back	Staff to Place Camera April 2022
11.16.21	NPP mid-Pilot metrics	Staff working to compile final program data and return to Council	Council to Determine fate of program
10.7.21	Request for Speed Assessment on Woodbury Ave	Move to have Staff Evaluate Resources and Report Back on Actionable Solutions	Future Meeting
10.7.21	Request for Speed Assessment on Middle Street Near Miller	Move to have Staff Monitor once Bike Lane is Evaluated and Finalized	Future Meeting
10.7.21	Request for Traffic Usage Assessment on Suzanne Drive	Move to have Staff Monitor during Winter Season and Report Back	Future Meeting
9.2.21	Request for traffic calming measures on Little Harbor Road	Move to have Staff Monitor and Report Back after Fall Paving 10/8/20 - Report back after meeting with property owner.	Future Meeting
9.3.20	Recent accidents at the intersection of Marcy Street and Mechanic Street.	VOTED to have staff report back after evaluating the intersection configuration and contacting the property owner to determine if further action is needed.	Future Meeting
10.7.21	Discussion on use of Cameras to Monitor Downtown for Policing	Move to Refer to PD	Future Meeting
7.9.20	Request for All-Way STOP at intersection of Jewell Court and Brewery Lane.	VOTED to request a report back in six (6) months from staff on All-Way STOP at intersection. 12/10/20 - Steve P. requested the Committee review Jewell Ct (should it be a right turn in and right turn out).	Future Meeting
10.3.20	Discussion of speed limits, legal requirements and reducing speeds on City gateway roads.	Staff will report back at a later date on speed limits and speed segments on City gateway roads.	Future Meeting

**VIII. C**

# IX. A

## **Citizen Project Request for CIP --**

### **Traffic calming and safety measures for residential Woodbury Avenue and access streets**

October 15, 2021, submitted to City of Portsmouth Planning Department  
Lenore Weiss Bronson, 828 Woodbury Avenue, Portsmouth, NH

This request is composed of recommendations and needs expressed by Portsmouth residents in the Frank Jones Farm Neighborhood, within City Wards 1 and 3, which includes approximately 250 residential properties. The details of this request have been gathered from residents' letters, petitions, and oral testimony to City boards, commissions, and individual officials since approximately 1996. Local newspapers letters to the Editor and Editorials contain specifics and rationale that support this request.

This project is in full compliance with the criteria and spirit of the City of Portsmouth Master Plan as it has evolved over decades, addressing changes in our City infrastructure and population needs. Traffic and safety demands and needs have become increasingly more complex and encompassing

#### **Statement of need and justification for the project**

Major traffic and safety challenges have impacted the approximately one mile distance that includes Woodbury Avenue and connecting streets. Some residents' wants and needs have been implemented, such as sidewalks on Woodbury Avenue and speed humps and radar signs on Maplewood Avenue. However, the hazardous situation on Woodbury Avenue and surroundings remains. The Woodbury Avenue approximately one-mile stretch between Market Street Extension/Granite Street traffic lights and Bartlett Street has:

- No stop signs
- One radar speed limit sign
- No speed humps/tables
- One raised pedestrian crossing
- No crossing signs at school bus stop intersections or street accessing elementary school

As of 15 years ago the vehicle count on this stretch was over 57,000 vehicles per week in a then SR2-zoned neighborhood. There is no current count available.

These are the current accesses and egresses to and from residential Woodbury Avenue:

- Maplewood Avenue
- Woodlawn Circle
- Maple Street
- Woodbury Florist parking lot
- Farm Lane
- St. Catherine's Church (3)
- Edmond Avenue

Rockingham Avenue (2)  
95 ramp, Exit 6  
Motels (2)  
Circle/liquor store entrance  
New Franklin Elementary School entrance  
Bypass off-ramp  
Holiday Inn (2)  
Dennett Street  
Thornton Street  
Boyd Road  
Cottage Street  
Resident driveways

In summary, there are 23 accesses and egresses on residential Woodbury Avenue, not including residential driveways, at which *vehicles are not required to stop*.

Two persons have been killed in traffic accidents on Woodbury Avenue, one on nearby commercial section and one at the intersection of Dennett Street. The number of minor and major accidents involving vehicles, pedestrians, and pets, property damage, and near misses, are numerous. Those reported are available in City records.

This acute traffic and safety situation demands a systemic, complete solution, rather than a piecemeal, temporary response. Residents have suggested numerous measures needed to make our neighborhood safe, some of which are included in this request.

### **Location and implementation**

The area referred to in this request is Woodbury Avenue between Maplewood Avenue and Bartlett Street intersection and involved connecting streets as described below.

Residents have made various suggestions regarding project components at sites within this location, They include:

**Install stops signs** on Woodbury Avenue at intersections that are sufficient in number to insure safe crossings for pedestrians and safe access and egress by vehicles. These would be located at at least four appropriate intersections at the above listed sites. At the center of these, small islands (rectangular, oval, or round) would be installed that would enhance vehicle and pedestrian view of stops signs and, if present, crosswalks. These would contain grass and/or plantings that could potentially be maintained by residents as City "Adopt-a-Spots".

**Install two permanent radar speed signs** at locations on both sides of Woodbury Avenue, preferably solar-power to avoid frequent outage and repair.

**Install conventional yellow and black signage** for pedestrian crossings and school bus-stops on both sides of Woodbury Avenue.

**Enhance current crosswalks** by replacing the existing stripes painted on the road asphalt. These would be raised and of a color, such as those recently installed on at the Maplewood Avenue intersection and throughout the City (at the entrance to Memorial Bridge, etc.).

**Install speed humps, or tables**, such as those on Maplewood Avenue and in the State Liquor Store Parking lot entrance. The choice of location of three such installations would carefully consider distance between them as well as their proximity to crosswalks, especially at school bus stops and those adjacent to the New Franklin School.

**Sidewalk:** Since 1997 residents of Edmond Avenue, the Jewels Streets and adjacent Woodbury and Maplewood Avenues have requested of the City, in writing and in person, that a sidewalk be installed on one side of Edmond Avenue. This recommendation has been defined as an acute need rather than a mere convenience for pedestrians. This solution also recognizes the need for driver safety, as they traverse the thoroughfares of Woodbury and Maplewood.

#### **Costs and net effect on operating budget**

**Stop signs** range between \$150. and \$1000., depending on their quality and configuration, with/without lighting.

**Speed humps/tables** range between \$200. and approximately \$600.

Costs for **raised crosswalks and signage for pedestrian crossing and school bus stops** would adhere to the current City costs and expenditures for such installations throughout the City of Portsmouth.

Costs for the **sidewalk** on one side of Edmond Avenue could be calculated by comparing those installed in 2020 and 2021. on Maplewood Avenue and Rockingham Avenue.

#### **Effect on the operating budget and feasibility**

This project would be a near- and longterm feasible accomplishment and bring a certain return on investment. The need for Police Department monitoring and enforcement of traffic and safety laws and ordinances would be greatly diminished; the volume of traffic versus pedestrian incidents would decrease; hundreds of Portsmouth residents would enjoy a safer, more navigable, more livable community. An increase in quality of life and accompanying property values could only bring positive results for residents and the City as a whole.

#### **Implementation schedule**

Setting up a specific time table for completing the components of this project would have to be agreed upon with the City Departments involved in its financing and implementation. It would require close consultation with the Public Works Department, the Traffic and Safety and Parking Commission, as well as any other appropriate City authorities.