

PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CITY HALL 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 1st, 2023

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. PRESENTATIONS

State Street 2-way traffic modeling, by Wall Consulting Group

VI. NEW BUSINESS

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

A. Court Place, request to relocate handicap parking space, by South Church. Sample Motion: Move to approve relocation of handicap parking space on Court Place, as shown on attached plan.

B. Chapter 7, Request to raise the threshold for Boot and Tow for unpaid parking tickets from the current \$125, to \$250, by DPW staff. Sample Motion: Move to approve raising the threshold for Boot and Tow for unpaid parking tickets, from \$125 to \$250.

VII. OLD BUSINESS

A. Bartlett Street, report back on mini-roundabout at Thornton Street. Sample Motion: Move to approve inclusion of mini-roundabout in final design plans for Bartlett Street reconstruction project.

B. Islington Street and Middle Road, speed limit trials. Sample Motion: Move to keep speed limits at 25 MPH.

C. Loading Zones, approval of change in parking hours at select locations. (Specific information was not provided at time of last month's vote.) Sample Motion: Move to approve change in parking hours at specified loading zones, as shown on attached documents.

VIII. INFORMATIONAL

A. Monthly Accident Report from Police

B. Mayors Bike Ride June 11

C. Islington Street reconstruction Phase 2 begins June 5

IX. MISCELLANEOUS

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_DoFyINOYR6afLH2FMQ3q7Q

After registering, you will receive a confirmation email containing information about joining the webinar.

Unaudited

Percentage of Fiscal Year Complete 83.33%
--

Preliminary
Totals Thru
April 30, 2023

	Total	Budgeted	% of Budget
FY 23			
Parking Meter Fees	3,411,108.05	3,250,000.00	105%
Meter Space Rental	203,480.00	150,000.00	136%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	13,730.18	10,000.00	137%
Parking-Area Service Agreements	3,000.00	50,000.00	
High Hanover Transient	1,938,838.20	1,909,000.00	102%
High Hanover Passes	998,309.95	1,265,100.00	79%
Foundry Place Transient	337,631.36	502,000.00	67%
Foundry Place Passes	394,955.69	451,500.00	87%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	585.00	750.00	78%
Foundry Pass Reinstatement	819.75	750.00	109%
Parking Violations	958,717.78	700,000.00	137%
Immobilization Administration Fee	3,300.00	5,000.00	66%
Summons Admin Fee	0.00	0.00	0%
Total FY 23	8,264,475.96	8,294,100.00	99.6%

	BUDGETED	
	5,881,795	71% Transfer to Parking Fund
	2,412,305	29% Funds Remaining in Gen Fund

III

Court Street



State Street

Court Place

VI. A

- 29. Following Public Parking Lots:
 - a. Bridge Street Lot (two spaces)
 - b. Court House Lot (one space)
 - c. High/Hanover Lot (two spaces)
 - d. Library Lot (two spaces)
 - e. Worth Plaza Lot (four spaces)

Section 7.1002: SNOW REMOVAL OPERATIONS

- A. The Director of Public Works shall be empowered to prohibit parking on designated public streets for the purpose of removing accumulated snow.
- B. Prior to declaring such a parking ban, the Director of Public Works shall notify the local media, radio, newspapers and television. The Director of Public Works shall provide as much advance notice of the impending parking ban as is possible under the circumstances.
- C. The notification shall designate, either by street name or by district, such as "Central Business Districts", what portions of the City will be subject to the parking ban.
- D. The Director of Public Works shall cause, prior to initiating the parking ban, appropriate signage to be posted in the downtown Central Business district indicating when the parking ban will be in effect and where available off-street public parking exists.

Section 7.1003: EXCEPTIONS

- A. Buses lawfully parked in Bus Stops #A1 and E1 as per Section 7A.401 will not be towed.
- B. Taxis lawfully parked in Taxi stands during permitted hours.
- C. Vehicles in the process of loading or unloading but in no event shall such vehicles be left unattended or so parked for more than 15 minutes.

Section 7.1004: TOWING OR IMMOBILIZATION OF MOTOR VEHICLES FOR NON-PAYMENT OF PARKING FINES

- A. Notwithstanding any other provisions of these Ordinances, motor vehicles may be towed and stored, or otherwise immobilized by a mechanical device for non-payment of parking fines, in accordance with the following terms and conditions:
 - 1. **PARKING CLERKS:** The City Manager is hereby authorized to designate one or more Parking Clerks. The Parking Clerk may be any individual employed by the City of Portsmouth whose position of employment is conducive to the performance of the duties contained in this section.

VI. B

2. OWNERSHIP OR CONTROL: The fact that a motor vehicle which is illegally parked is registered in the name of a person, business, or corporation, shall be considered prima facie proof that such person, business, or corporation was in control of the motor vehicle at the time of such parking or that such person, business, or corporation had authorized the use of such registered motor vehicle.

3. ILLEGALLY PARKED: The term "illegally parked" as used in this particular section and all other sections concerning PARKING in the Ordinances of the City of Portsmouth shall mean:

Any motor vehicle which is parked beyond the time limit for which money has been deposited in the metered space occupied by that particular motor vehicle, any vehicle parked beyond the time limit permitted in a restricted time free parking area, any vehicle parked beyond the time permitted at a restricted time-metered parking space, any vehicle parked in a designated no-parking zone, and any vehicle although legally parked, which on that particular date and time, has accumulated five or more unpaid parking violations or which has accumulated unpaid parking violations in an amount in excess of one hundred twenty-five dollars (\$125.00) on any or all vehicles at any time registered to the owner of said vehicle as shown on the records maintained by the Parking Clerk.

4. NOTICE: At any time subsequent to the accumulation of unpaid parking fines in excess of one hundred twenty-five dollars (\$125.00) on any or all vehicles at the time registered to the owner of any vehicle on the records maintained by the Parking Clerk, the Parking Clerk may send a Notice by certified mail to the registered owner of said vehicle or vehicles at the address on the registration.

- a. The date, time, and location of the violations leading to the issuance of the notice;
- b. A statement to the clear effect that failure to resolve the violations prior to a certain specified date not less than five (5) days subsequent to the date of the notice, will lead to towing or immobilization of the vehicle pending such resolution;
- c. A statement that the recipient of the notice may contact the Parking Clerk to arrange a hearing on the subject of the violations.

5. HEARING: At the request of any recipient of a notice pursuant to this section, the Parking Clerk shall arrange a hearing at the Clerk's office. Such hearing shall be scheduled during normal business hours of City Hall. The Parking Clerk shall conduct and preside over all hearings scheduled under this section. The hearings shall be informal and the rules of evidence shall not apply. At such hearings the owner of the motor vehicle which is the subject of the hearing may present any defense of law or fact which is relevant to the issue of whether or not the subject vehicle should be placed on the list of vehicles subject to towing or immobilization. The decision of the Parking Clerk shall be final, subject only to judicial review.



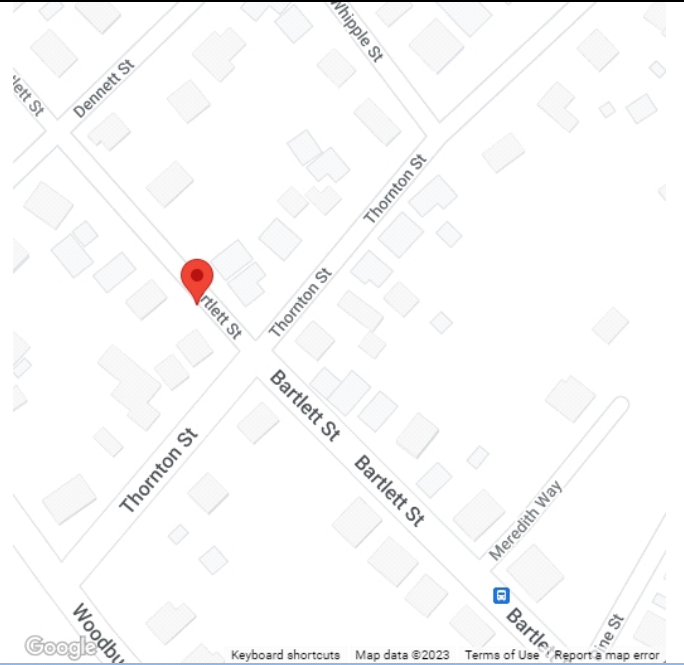
VII . A

SPEED DATA ANALYSIS

Location



Latitude: 43.074023
Longitude: -70.776103



Analysis Time Period



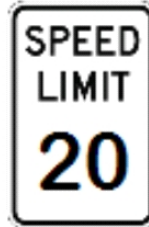
Start	End
5/11/2023	5/13/2023
11:12 AM	1:01 AM

Vehicles Analyzed



4,266

Speed Limit



20

Average Speed



16

85th Percentile Speed



19

Bartlett at Thornton - TMC

Tue Aug 23, 2022

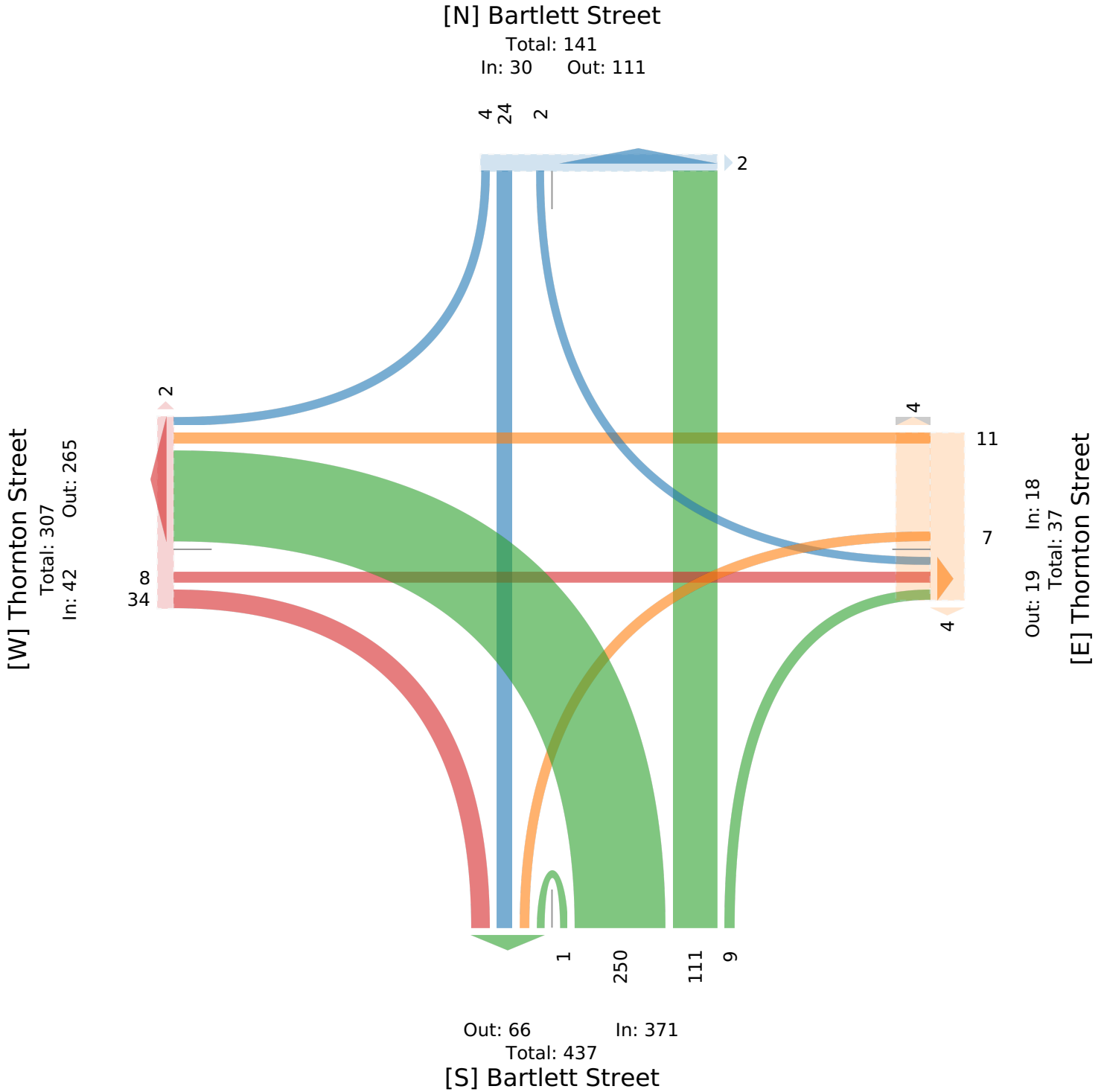
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

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

All Movements

ID: 983212, Location: 43.073846, -70.775851

Provided by: City of Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US



Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

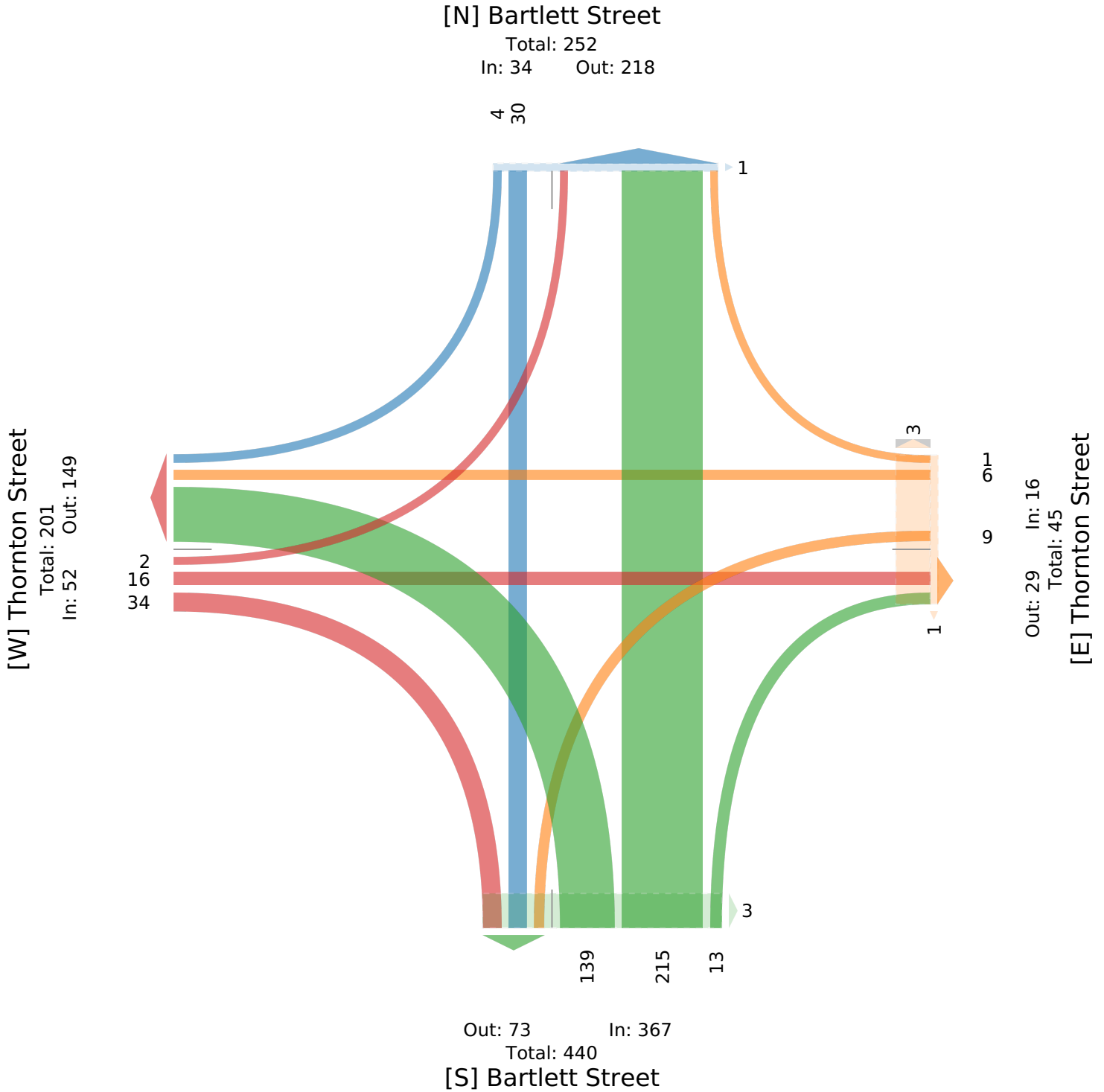
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1070963, Location: 43.073846, -70.775851

Provided by: City of Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US



Subject: Bartlett Street Traffic

Good Morning Andrew, Eric & Peter,

I received your contact information from Annie, one of the representatives of the Bartlett Street neighborhood. I live at 390 Bartlett, between the intersection of Dennett and the new circle. I asked Annie what the best way to provide feedback on the new traffic circle was and she advised emailing the three of you, so thank you for your time.

I watched the four minute traffic excerpt from the past meeting and had a few observations that weren't included in the footage that I wanted to share.

The very first day the traffic pattern changed, the poor school bus got stuck trying to make a right hand turn. This caused a traffic jam and I witnessed three cars go around the circle the wrong way as they were sick of waiting. We also had multiple cars turn around in our driveway to reroute. While it seems you have already reconciled the school bus concern (as it hasn't happened again), it does open up a larger concern for other large trucks coming through when people are having work done on their houses or require moving vans, etc. I also observed a mid-size van, the size of an airport shuttle, that didn't think they would make the turn so actually started backing up in the circle and almost hit the car behind them.

One thing that the video doesn't show, due to the angle of the camera, is what happens on Bartlett when people come out of the circle on their way to Dennett. Lots of cars accelerate as soon as they leave the circle. This has made it very difficult to get out of our driveway because people no longer stop when entering the circle, they rarely use their directionals when leaving the circle so we have no idea if they are going to keep going along Bartlett or take another exit and then accelerate out of it so by the time we are halfway backed out, the car is right at our rear bumper.

My husband and I walk our dog every morning requiring us to cross at the intersection where the circle is. It has become much more nerve wracking to do so for two reasons. First, very few people going around the circle stop for the crosswalks and second, because the traffic approaching the circle no longer has to stop, it's always unclear if they see you and are going to indeed break prior to entering the circle. The previous stop signs at least allowed pedestrians to know that traffic was supposed to stop so safety was less of a variable.

Lastly, I heard from a neighbor (hearsay, I know) that the plan was to beautify the center circle since it is such an eye-sore. But watching the traffic video, it appears that the firetruck will need to drive over the center in order to make the necessary turns so I would assume it will stay just paved. Is that correct?

I'm sure you are getting feedback from dozens of data points so thank you for reading my observations in addition.

I appreciate your time,

Deanna

—

Deanna Demers

Senior Design Director

Adrenaline

adrenalinux.com

believeinbanking.com

Message

Councilor Bagley:

I wanted to follow up on two projects before the Parking Traffic and Safety Committee but I am sending this to you because there is no "contact" form for the PTSC. Please forward these comments to the PTSC, as appropriate.

1. Woodbury. Please convey my thanks for the work and meetings on Woodbury Avenue. I think I can speak for an overwhelming majority of residents who appreciate the meetings held and the work done.

2. Bartlett Street Traffic Circle. I have been through this circle a few times now since it was installed on April 20, 2023. My reaction is that the circle is too large and too confined for the location as currently configured, especially when trying to turn 270 degrees coming up Bartlett Street (as opposed to driving straight through). I believe a smaller circle with less confinement for left turning traffic would accomplish the goal of traffic calming. The first time I went through this circle, I was quite surprised by the severity of confinement which forced me to apply brakes much more severely than a vehicle following me would expect. I think a slightly reduced "dose" of traffic calming would work better and reduce the risk of vehicles braking unexpectedly to avoid collision with the curb would work better.

I hope that this feedback is helpful. Please feel free to contact me if you have any questions.

Best regards,

Justin C. Richardson
586 Woodbury Avenue

Good morning Councilor Bagley,

Can you please share this letter with the Parking and Traffic Safety Committee and City Manager Conard? I just sent it to Seacoastonline for their LTE section.

Thank you,

Annie Poubeau

Letter to the editor

Portsmouth has a serious traffic safety problem. According to the Portsmouth Police Department there were 153 car crashes in the first two months of 2023 which averages to 2.6 crashes per day. Many are quick to assign blame for all these crashes to bad driving and personal responsibility and believe that the solution is stronger police enforcement to crack down on distracted, drunk, or just plain reckless drivers. But the truth is that if we really want cars to be safer, the solution lies in how we design our streets.

This is why, as a resident of Bartlett Street for over 15 years, I am very excited about the pilot mini roundabout that has been installed at the intersection of Thornton and Bartlett. Over all the years of living there I have seen daily disregard for the 4-way stop signs that have governed that intersection for years. The problem is that Bartlett carries far more volume than Thornton does and so drivers traveling up Bartlett tend to roll right through the intersection without stopping.

While mini roundabouts are relatively rare in the United States, they are very common in Europe. And they are growing in popularity because they are safer, less congested, and more environmentally friendly than other types of intersections. I hope that the good people of Portsmouth will look at this pilot project with an open mind and objectivity and let measurable data determine whether or not this design is an improvement at this location. What is clear is that the previous configuration was not working and we need to try something new.

Anne Poubeau
Portsmouth

Subject: Re:Bartlett/Thornton roundabout

Recently a temporary roundabout was installed at the intersection of Bartlett and Thornton Streets in Portsmouth. As a resident of Portsmouth I would like to bring to your attention 4 Portsmouth city vehicles would not be able to maneuver around this roundabout. Firetruck, school bus, city plow truck an garbage truck.

I had been to a previous traffic meeting regarding the Bartlett St underpass. At that meeting I recommended that the city place a speed bump/crosswalk with a crossing light at Pine and Bartlett Streets. As my understanding was, speed of vehicles, from Clinton to Thornton was the reason for the city to take action.

Also a speed bump (similar to those on Maplewood) at Bartlett/Thornton may also deter stop sign roll through.

These speed bumps would not interfere with city vehicles.

I believe this would be a better solution than the roundabout.

I appreciate your time and would like a personal response that this email was read.

Thank you, Patricia Nadeau, Portsmouth native. I grew up on Thornton St.

Sent from my Verizon, Samsung Galaxy smartphone

Subject: Traffic Concerns - Thornton Street @ Bartlett Street

Good Morning Eric,

I am writing you this morning in regards to my concerns about the recent traffic alteration at the intersection of Thornton Street and Bartlett Street in Portsmouth. The switch from a standard stop sign layout to a forced traffic circle has been abrupt, unnecessary, and fails to achieve whatever goals it was designed for.

I was born and raised in Portsmouth, NH, and live on Pine Street, about a block away from the intersection in question. I received a bachelors degree in civil engineering and currently work as an architectural designer with a focus on site layout and design. From my experience I know that traffic circles achieve certain beneficial things such as increased traffic efficiency and minimization of stand-still time for vehicles, but they also elevate certain dangers if implemented incorrectly.

Thornton Street and Bartlett Street are both within a neighborhood, one that this on the rise with younger families and children. The impact of a traffic circle in this neighborhood increases the volume of traffic that this area is seeing, making it less of a connector road and more of an arterial roadway. This drives traffic away from the new Hodgdon Way/Cate Street extension and directly through an existing neighborhood. As vehicles approach, the sight lines are minimal at best, and offer little to no reaction time to yield for oncoming vehicles. It makes the prospect of crossing the road a life risking one, and I don't think any family should need to do that to get to a playground as many need to in the current setup.

Additionally, the space itself is not adequate for a circle to be implemented. To implement, sidewalk ends have been chopped and given back to the roadway, further limiting pedestrian access in the area. And after installation of various raised guides, it has further shrunk the area of drivability for vehicles in general, which is only amplified when a larger vehicle such as a pickup truck has to make a left turn. Not to mention the local school bus literally getting stuck as it tried to pick up the numerous kids in the area. Additionally, any good civil engineering project must be applicable and successful all year, and I see the circle intersection here as a hazard to plows and a good reason to avoid the area if I was a plow driver. Further aggravating the situation is the volume of parked cars that line the edge of Bartlett street. These vehicles have parked here for years, and with the stop sign orientation, the issue was null, but with the increased traffic counts and lack of adequate space, they only act as expensive guard rails and further limit visibility for drivers.

I love Portsmouth, always have, and I have appreciated the efforts to revitalize the West End. However in this case, I think the city needs to take a step back and reorient themselves to the needs of the area, and who this change actually benefits. When I continue to see the blatant disregard for true needs of the city it puts a bad taste in my mouth, and makes me question the leadership we have. I, along with many others in the neighborhood, don't see the need to push additional vehicles through a residential neighborhood and waste tax dollars so people can avoid having to stop at a stop sign. I would much rather see city money spent refurbishing

things that actually need it, such as portions of Bartlett Street itself, which have been riddled with potholes for years, but it currently just acts as a main thoroughfare between poorly designed intersections.

I hope that you reconsider the installation of the traffic circle at Bartlett and Thornton and I urge you to consider all sides and point of views when designing public infrastructure going forth; it is much more than just lines on a computer.

Sincerely,

—

Jacey Chavez

Junior Architectural Designer

Adrenaline

adrenalinex.com

believeinbanking.com

Eric-After this last weekend of observing the intersection of Thornton and Bartlett, I want to report that the roundabout has been very successful in reducing speed while maintaining traffic flow. I am very impressed by its effectiveness.

Thank you.

Martin Ryan

221 Woodbury Avenue

Portsmouth, NH 03801

Subject: Bartlett Street Reconstruction Project comment

Marc Batchelder,

I used it last night and I have a small car. This will not work. It's too small of an area for a circle and too tight.

I have concerns that a car/truck with a boat trailer will not be able to make this work. I have a boat and trailer and the turning radius is much larger than a single car.

Traffic calming doesn't mean nor should it mean vehicle restrictions and use.

Imagine a landscaping truck with a trailer as well or any other vehicle with a long trailer attached.

Thoughts? Please let me know if this was accounted for or not before I let the City Councilors know.

4 way stop signs are traffic calming without restricting and a lot less \$\$\$.

Thanks

Marc Stettner

Resident

Portsmouth NH

Marc

From DOT.

Mini-Roundabouts

As discussed in Chapter 1, a mini-roundabout is an intersection design alternative that can be used in place of stop control or signalization at physically constrained intersections to help improve safety problems and excessive delays at minor approaches. Mini-roundabouts are not traffic calming devices but rather are a form of roundabout intersection.

This appears to be a “Mini-roundabout” and DOT advises against this as a traffic calming measure as Portsmouth has done.

<https://www.fhwa.dot.gov/publications/research/safety/00067/000676.pdf>

Thanks

Marc

Marc,

I really think that this mini circle is not going to work. It is impossible for all vehicles such as a boat with a trailer to traverse this circle without the trailer bouncing over the curb of the circle. This is a poor design and another problem is that it puts an unusual amount of stress on the trailer ball which could lead to damage to the trailer or vehicle.

The diameter is way too small. It's not a roundabout nor a traffic circle but basically a round speed bump. This is not a good idea.

I looked at the examples at the NH DOT site and the one at Bartlett Street is nowhere near the diameter of the current ones listed. I also copied some NH Bureau of Highway Design professionals who may be able to advise further on this matter.

<https://www.cityofportsmouth.com/publicworks/bartlett-street-reconstruction-project>

<https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/documents/roundabout-nh-list-03232021.pdf>

<https://www.nh.gov/dot/org/projectdevelopment/highwaydesign/roundabouts/documents/Roundabouts-DesignVehicles.pdf>

I personally believe that a solar speed warning sign works best with occasional enforcement. I have a speed bump very close to my house and it is extremely annoying having to bounce over that mound multiple times a day. Also at night you get blasted by the flash of the car in front of you headlights they hit the bump temporarily affecting your night vision. I predicted a snow plow would wipe out the signs warning the bump on the island at the bump and it happened this winter and will happen again.

Thanks

Marc Stettner

Resident

Portsmouth NH

Subject: Bartlett street rotary

Mr Batchelder, I would like to express my strong dislike for the new “rotary” at Bartlett and Thornton intersection. I live on Boyd Road and frequently travel Bartlett. The area is not large enough for a rotary... yes, it is squeezed in and maybe okay on paper, but I have trouble getting around it with my quad-cab pick-up truck. I feel the intersection was better as a four way stop , than a rotary. Perhaps the plan is to get people to not travel that way by making it difficult to maneuver the intersection??? And not to mention the nightmare that will result in the winter with snow on the ground... our street narrows considerably with the plowing. I’m sure I’ll be up and over the curb at that rotary if it gets narrowed from snowbanks. I appreciate your efforts trying to make our roads safer but in my opinion this trial is a big FAIL and a waste of taxpayer money. Thank you Juhani Kemppi

Sent from my iPhone

Subject: Bartlett traffic circle!

Hello!

As a Thornton Street resident of almost 20 years, I wanted to offer some positive feedback regarding the mini traffic circle at the intersection of Bartlett and Thornton Streets.

I appreciate how it has required drivers to slow down significantly and the placement of the crosswalks makes for better sight lines and as well as a bigger margin of space for drivers to see pedestrians. In its previous formation it is a risky intersection for pedestrians. Furthermore, as the driver heading up Thornton (rather than Bartlett) the number of drivers speeding and "blowing through" the stop signs seems to have been diminished.

I would encourage the City to consider keeping the intersection as a roundabout. Thank you!

Mollie Mulligan
603-502-8082
130 Thornton Street

Hey Eric - it was nice meeting you a few weeks ago in front of Becky's house while the mini-roundabout construction was going on. My wife, Samantha, and I (and our 8 week old, Zoe!) live directly across from Becky at 303 Bartlett.

Unfortunately we won't be able to attend the June 1st PTS meeting to discuss the mini-roundabout pilot project, but I wanted to offer our strong support here via email to be included in the meeting packet for Committee members' review.

We moved into 303 Bartlett just about two years ago and we've been extremely frustrated with the traffic volume in particular, but also the speed of vehicular traffic generally, as well as the volume of large truck traffic (despite signage in the area outlawing trucks from the street). As general matter, the mini-roundabout at Bartlett/Thornton seems to have slightly improved the "speed" issue specifically as cars approach the intersection; when it was a 4-way stop, cars traveling up Bartlett would rarely (if ever) stop at the stop sign, but rather would roll (even accelerate) through, 90% of them making a dangerously aggressive left turn onto Thornton. With the roundabout in place, it seems that cars are slowing down to a reasonable pace as they approach the intersection and navigating the left turn with MUCH greater caution/awareness. And it also seems that many are now continuing straight (towards Dennett), rather than taking the left ... helping reduce a bit of the danger that existed for residents and pedestrians on the Thornton-to-Woodbury stretch.

While we are still far from calming the dangerous volume and speed problems on Bartlett Street more broadly, this mini-roundabout is certainly a step in the right direction and should remain in place as part of the comprehensive reconstruction project.

Thanks,
Caleb

--

Caleb E. Ginsberg
603.721.9764
ginsberg.caleb@gmail.com

To the Traffic and Parking Safety Committee:

My name is Teresa Hill and I have lived at 340 Thornton Street, corner of Bartlett, since 1995, one of the four houses at the intersection with the new temporary mini roundabout.

I bought the house when there were two stop signs at the intersection and so knew exactly how busy a through street Bartlett was. I was very relieved when we got the four stop signs installed, even if there was always the driver who just didn't stop. I planted a flower garden out front so spent a lot of time out there. I walked my children to elementary school and the park. [But I also fenced the side yard and they were not allowed to play in front of the house.] They waited for school busses here when they were older.

I was, unfortunately, not at the December 2022 meeting where residents requested the roundabout. Although I was Zoomed in. Nor were any of the other three residents who live at the corners.

My thoughts and questions about the temporary roundabout:

The temporary mini-roundabout is confusing for both drivers and pedestrians. I have observed many cars not yielding, or even slowing down, when approaching the intersection, sometimes entering at about the same time and leading to some close calls.

There are definitely more cars going straight, whether it's because they don't understand the roundabout or are not interested in figuring it out or just don't want to slow down... this brings more, and faster, traffic past my driveway on Bartlett. [I haven't noticed that it's more difficult for me to get out of the driveway, since I've been used to waiting for *all* the intersection traffic to clear before I venture out.]

I know the cameras have been watching and my observations are more anecdotal, but the camera does not have sound. The number of cars honking in frustration has definitely increased.

The set back of the crosswalks – explained to me as necessary by City for safety – also seems to confuse pedestrians. If they are not using the setbacks, how is it safer? Especially as there is no blocking of the sidewalks original ends at the intersection. Yet? The first weeks the roundabout was in, it rained every day, so there wasn't much on the camera. So I hope there is more footage of folks crossing. And the bikes that zip through regularly.

No one has answered the snowplow question. Assuming we get snow ever again, will the turtle be cleared off as well? As it's expected to be "mountable"? And the lane splits, so that drivers can see them?

I also have questions about what materials will be used for the permanent roundabout, if approved. Will the plastic "tuff curb" which has reflective bits, be replaced with granite?

I believe this is an extremely inelegant "solution" that's inappropriate for our neighborhood. I don't plan on ever selling and leaving Portsmouth, but I doubt my house's value would be improved by having a roundabout in its face.

The opening of Cate Street and banning of trucks* made a difference. I'm excited about the rest of the project and I believe the other work to be done on Bartlett – *including narrowing the travel lanes at all four corners of this intersection*, and new better sidewalks and crosswalks the length of Bartlett – will also make a difference and should be completed before we decide we need this.... thing.

Thank you for considering my thoughts.

~Teresa Hill
340 Thornton Street

*although not always effective, like the stop signs

Hello, My name is Claire Prout. I live at 108 Sparhawk St. I've lived there for 39 years.

I spoke with you last week regarding the round a bout at the intersection of Thornton and Bartlett. It is too small for the space. It makes me feel unsafe. Sometimes cars stop in the middle coming from the Islington end and sometimes they go the wrong way at first and veer back. I had felt safer with the stop signs.

I began a mini canvas in my neighborhood and will send it along. No one I spoke to likes the mini round about with safety being the main reason. The young men who live on Bartlett do not like the crosswalk basically crossing to the bottom of their steps.

I had hoped to address your group in person and get more signatures to match the number of people I spoke to but have a family emergency.

I know this is a trial. I hope you are able to find a better solution.

Thank you, Elizabeth Claire Prout

Sent from my iPhone

Speed Limit Adjustment Trials

Islington Street
and
Middle Road

June 2023

Islington Street- Rt. 33 to Spinney Road

Speed and volume data collected at two locations



Islington Street

1474 Islington Street (*near rail trail entrance*)

<u>Date</u>	<u>Average Speed</u>	<u>85th Percentile Speeds</u>
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May 2022	32	36
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SPEED LIMIT lowered to **25 MPH**, June 20

August 2022	32	35
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September 2022	32	35
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October 2022	32	36
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November 2022	32	35
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December 2022	30	35
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April 2023	30	34
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Islington Street

1207 Islington Street *(near Barberry Lane)*

<u>Date</u>	<u>Average Speed</u>	<u>85th Percentile Speeds</u>
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May 2022	33	38
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SPEED LIMIT lowered to **25 MPH**, June 20

August 2022	32	37
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September 2022	31	35
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October 2022	33	37
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November 2022	33	37
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December 2022	32	36
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April 2023	32	36
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Middle Road

Speed and volume data collected at three locations:



Middle Road

860 Middle Road (*near church*)

<u>Date</u>	<u>Average Speed</u>	<u>85th Percentile Speeds</u>
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May 2022	33	37
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SPEED LIMIT lowered to **25 MPH**, May 26

August 2022	31	35
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September 2022	31	35
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November 2022	31	35
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December 2022	31	35
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April 2023	31	36
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Middle Road

376 Middle Road (*near Spinney Road*)

<u>Date</u>	<u>Average Speed</u>	<u>85th Percentile Speeds</u>
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May 2022	33	37
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SPEED LIMIT lowered to **25 MPH**, May 26

August 2022	32	37
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September 2022	32	36
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October 2022	32	36
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November 2022	31	36
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December 2022	29	33
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April 2023	31	35
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Middle Road

127 Middle Road (*near Ward Place*)

<u>Date</u>	<u>Average Speed</u>	<u>85th Percentile Speeds</u>
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May 2022	28	32
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SPEED LIMIT lowered to **25 MPH**, May 26

August 2022	27	31
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September 2022	28	32
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October 2022	28	32
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November 2022	28	32
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December 2022	28	31
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April 2023	28	32
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Conclusions and Recommendations

- Slight lowering of average and 85th percentile speeds.
- Some lowering of the percentage exceeding 40 MPH.
- Residents feel safer.
- Speed limits should be kept at 25 MPH on both roadways.

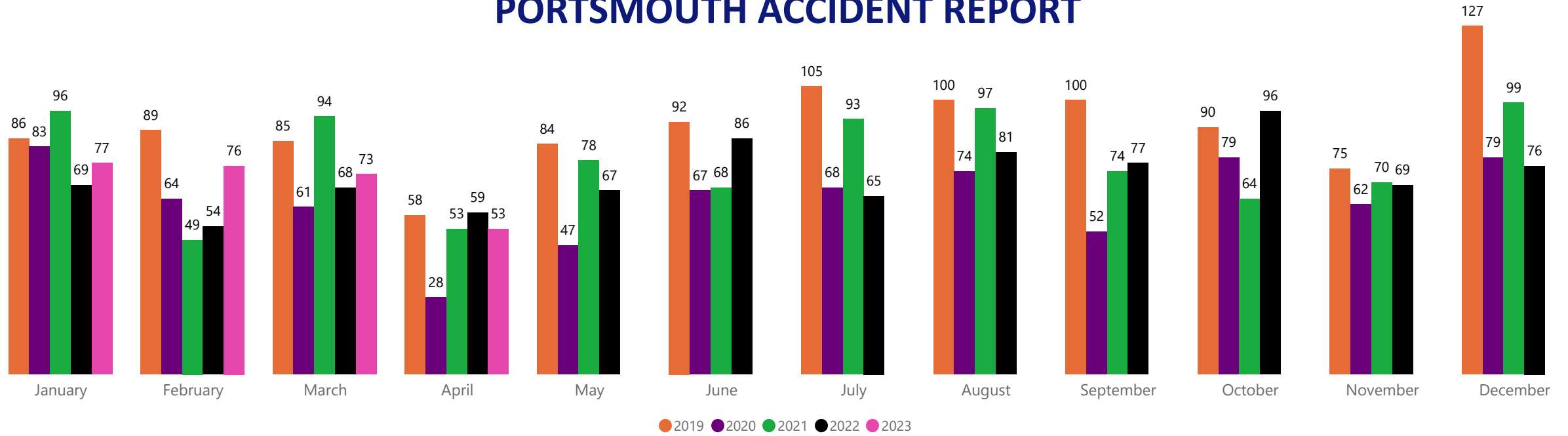
City of Portsmouth Loading Zone Inventory and Recommendations

	Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained	Zone	Spaces Gained	Zone	Total Shared
1584	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 - 8p Sunday	3	A	22	A	19
n/a	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		16	B	
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	B	38	Total System Gain	
1586	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 - 8p Sunday	6	A			
1587	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 - 8p Sunday	2	A			
1588	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 - 8p Sunday	3	A			
1589	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-8p Sunday	1	A			
n/a	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				
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				
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				
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	A			
1591	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 - 8p Sunday	2	A			
n/a	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				
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	b			

City of Portsmouth Loading Zone Inventory and Recommendations

	Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained	
n/a	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	
1592	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	NO CHANGE RECOMMENDED	0	A
n/a	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-8p Sunday	2	A
n/a	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	
1593	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 - 8p Sunday	2	A
n/a	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	
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	
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	
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	
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	
n/a	Haven Court	Both sides, entire length	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A	
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	
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	
n/a	Porter Street	n/a	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A	
							38	

PORTSMOUTH ACCIDENT REPORT

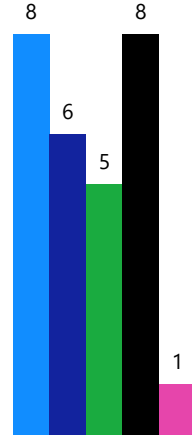
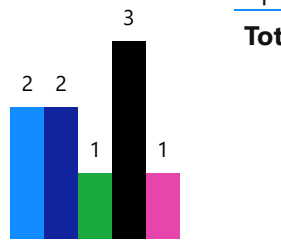


April 2023- 36 reportable crashes, damage > \$1,000



YEARLY TOTALS

Month	2023
January	0
February	0
March	0
April	1
Total	1



Month	2023
January	0
February	0
March	1
April	0
Total	1





PORTSMOUTH Mayor's Ride 2023

FREE

Everyone
Welcome

**Sunday, June 11
12:00pm**

**Line up starts at 11:30am
Little Harbour School**

Route Map



FITNESS • ENRICHMENT • ARTS • ATHLETICS
PORTSMOUTH
RECREATION DEPARTMENT


seacoast area bicycle riders
SABR