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 **October 7th, 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
10/5/2021: Marcy Street at Pleasant: Review for RRFB (flashing beacon) viability.

VI. NEW BUSINESS
(No public comment during Committee discussion without Committee approval.)

A. Request for Traffic Usage Assessment on Suzanne Drive near Lafayette.
Sample Motion: Staff to monitor and report back.

B. Request for Speed Assessment on Middle Street.
Sample Motion: Staff to monitor and report back.

C. Request for Speed Assessment on Woodbury from Granite to Route 1 Bypass.
Sample Motion: Staff to monitor and report back.

D. Discussion on Use of Loading Zone as Parking Inventory.
Sample Motion: Send observations and recommendations to Council with request for first reading.

E. Discussion on 6.21.21 City Council PTS Report Back re: Installing Public Cameras to "Increase Public Safety in our Highly Trafficked and Heavy Commerce Areas" from Derek Nadeau.
Sample Motion: Refer to Police Commissioner for consideration.

F. Request for traffic calming measures on Harding Road.
Sample Motion: Staff to Monitor and Report Back

VII. OLD BUSINESS

A. Request for traffic calming and speed controls on Little Harbor Road.
Fall paving will be binder course only, traffic calming measures can be incorporated into road during final paving. DPW to hold public input meeting prior to final paving in Spring 2022.

B. Request for RRFB (flashing beacon) at crosswalk(s) situated at Marcy Street and Pleasant Street (Sanders Fish Mkt.).
Sample Motion: Move to staff to monitor traffic and report back.

C. Request for traffic calming measures on Sherburne Road, by residents of Sherburne Road.
Sample Motion: Move to refer to staff for report back.

D. Request to review crosswalk install at Chapel Street and Bow Street.
Sample Motion: This is a previously reviewed item. With no sidewalk on the south/west side of Bow Street, a crosswalk cannot be created at location.

VIII. INFORMATIONAL

A. Discussion of a uniform 25 mph speed limit on all streets throughout Portsmouth.

B. Request from DPW staff to review Raynes Avenue to determine if it's appropriate to make it one way.

C. Cate Street and Bartlett Street progress update by Public Works Director Peter Rice.

D. Monthly accident report from Police.

E. Bike and vehicular traffic volume data.

F. PTS Action Items.

IX. MISCELLANEOUS

A. Suggestions for Bike Lane Configurations – Market Street and Maplewood Ave

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_fmIdr9zsTaOXm8qNFcwxAA

City of Portsmouth

Parking Related Revenues

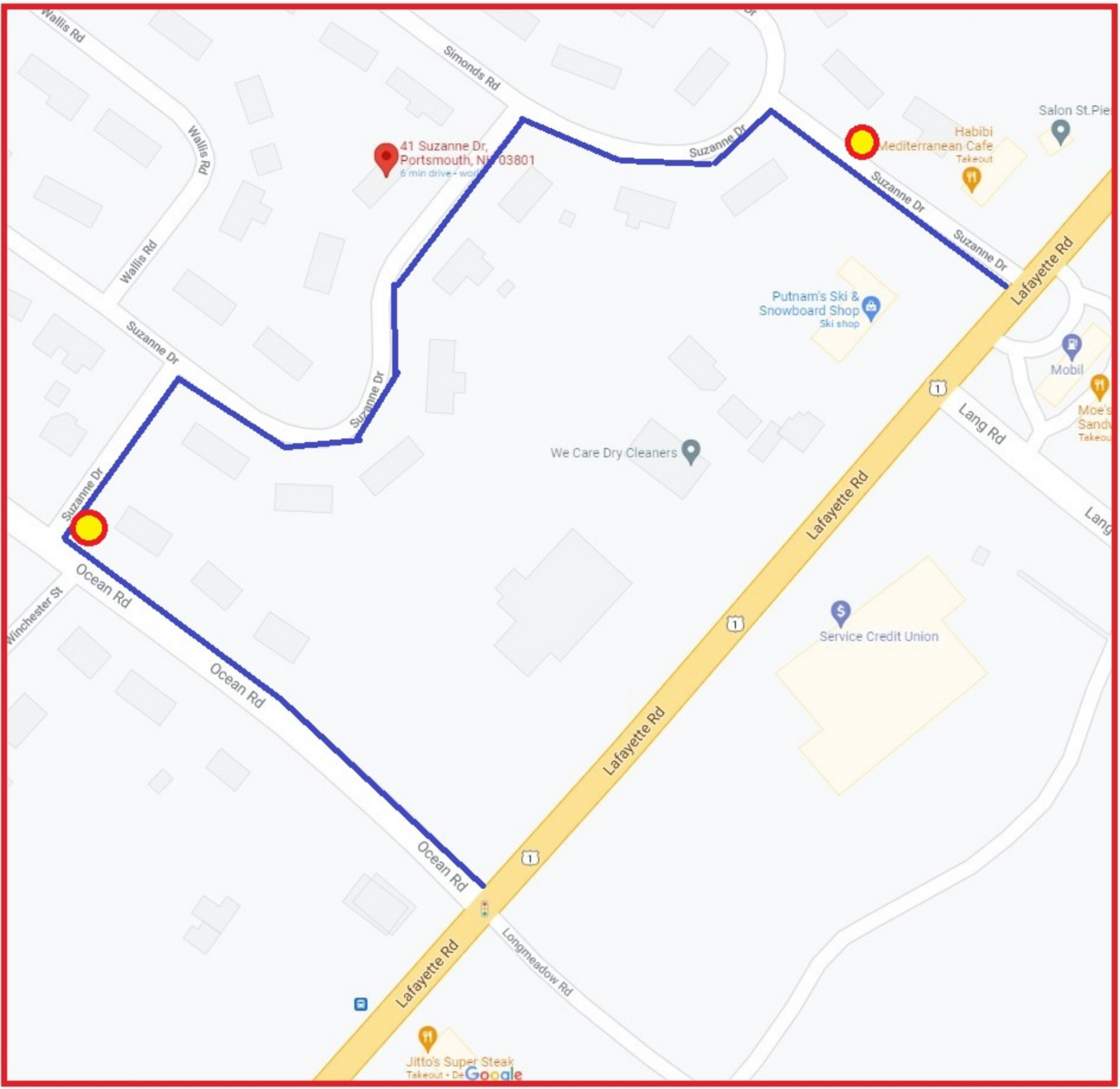
Unaudited

Percentage of Fiscal Year Complete 16.67%	Preliminary Totals Thru August 31, 2021		
	Total	**Budgeted**	**% of Budget**
FY 22			
Parking Meter Fees	**717,215.63**	**2,783,750.00**	**26%**
Meter Space Rental	**15,995.00**	**150,000.00**	**11%**
Meter In Vehicle	**9,995.00**	**50,000.00**	**20%**
EV Charging Stations	**1,635.06**	**5,500.00**	**30%**
High Hanover Transient	**600,479.54**	**2,456,500.00**	**24%**
High HanoverPasses	**188,620.00**	**1,377,900.00**	**14%**
Foundry Place Transient	**64,972.80**	**207,650.00**	**31%**
Foundry Place Passes	**53,470.47**	**333,600.00**	**16%**
Parking Sign Permit	**0.00**	**0.00**	
HH Pass Reinstatement	**350.22**	**500.00**	**70%**
Foundry Pass Reinstatement	**240.00**	**500.00**	**0%**
Parking Violations	**147,448.50**	**600,000.00**	**25%**
Immobilization Administration Fee	**664.00**	**5,000.00**	**13%**
Summons Admin Fee	**0.00**	**0.00**	
Total FY 22	**1,801,086.22**	**7,970,900.00**	**23%**

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

VI. A

Suzanne Drive and Lafayette Road



169 Ocean Boulevard/PO Box 249
Hampton, NH 03842
603.601.8154
TheEngineeringCorp.com
Create | Design | Innovate

MEMORANDUM

TO: Benjamin Fletcher
Director of Parking
City of Portsmouth

DATE: September 21, 2021

FROM: Elizabeth Oltman, PE
Director of Transportation Planning

PROJECT NO.: P2012

RE: Suzanne Drive Traffic Analysis
Portsmouth, NH

On behalf of the City of Portsmouth, TEC conducted a traffic analysis in response to resident concerns regarding the volume of vehicular traffic using Suzanne Drive between Lafayette Road and Ocean Road to avoid delays at the signalized intersection of Lafayette Road/Ocean Road. Specifically, the City of Portsmouth has received anecdotal concerns that during peak hours, vehicles traveling southbound on Lafayette Road desiring to travel west on Ocean Road, will turn right onto Suzanne Drive westbound, circulate through the neighborhood, and turn right from Suzanne Drive southbound onto Ocean Road westbound.

TEC has evaluated the travel patterns entering and exiting the Suzanne Drive neighborhood (Maple Haven) for several weekdays. The following memorandum details this evaluation.

Existing Traffic Volumes

To establish traffic volume conditions, Automatic Traffic Recorder (ATR) counts were conducted along Suzanne Drive, west of Lafayette Road, and along Suzanne Drive north of Ocean Road between Monday, September 13, 2021 through Thursday, September 16, 2021 to gather daily traffic volume data during a continuous 72-hour time period. Detailed analyses were performed for the Tuesday, September 14 and Wednesday, September 15, 2021 data, which included a full 24-hour day. A summary of the weekday ATR traffic data is presented in Table 1.

Table 1 – Existing Traffic Volume Summary

Time	Tuesday, 9/14/2021						Wedenesday, 9/15/2021					
	Suzanne Drive, west of Lafayette Road			Suzanne Drive, north of Ocean Road			Suzanne Drive, west of Lafayette Road			Suzanne Drive, north of Ocean Road		
	EB	WB	Total	SB	NB	Total	EB	WB	Total	SB	NB	Total
0:00	1	0	1	2	1	3	1	7	8	3	8	11
1:00	2	2	4	2	3	5	2	3	5	3	0	3
2:00	2	0	2	1	2	3	0	1	1	0	2	2
3:00	0	1	1	0	0	0	0	1	1	1	0	1
4:00	0	0	0	0	0	0	0	1	1	1	0	1
5:00	1	1	2	1	1	2	0	0	0	0	0	0
6:00	0	2	2	1	1	2	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0
8:00	7	5	12	2	1	3	11	2	13	3	0	3
9:00	10	1	11	6	6	12	11	1	12	5	2	7
10:00	13	5	18	26	5	31	15	5	20	17	7	24
11:00	7	7	14	23	7	30	18	15	33	16	1	17
12:00	6	13	19	14	5	19	9	9	18	15	6	21
13:00	10	15	25	9	6	15	6	12	18	13	10	23
14:00	14	17	31	15	10	25	10	17	27	17	11	28
15:00	4	11	15	21	8	29	3	14	17	21	8	29
16:00	7	24	31	20	14	34	5	18	23	19	14	33
17:00	9	25	34	22	17	39	4	24	28	23	11	34
18:00	4	20	24	27	18	45	6	30	36	35	16	51
19:00	6	24	30	30	22	52	6	26	32	19	19	38
20:00	22	29	51	21	27	48	11	26	37	27	26	53
21:00	18	17	35	17	10	27	13	18	31	19	18	37
22:00	7	13	20	10	10	20	3	5	8	7	7	14
23:00	4	4	8	4	3	7	2	7	9	4	6	10
Total	154	236	390	274	177	451	136	242	378	268	172	440

To determine the potential cut-through traffic within the neighborhood, an increase in traffic volumes along westbound Suzanne Drive from Lafayette Road would be expected to create a corresponding increase in southbound Suzanne Drive onto Ocean Road. The vehicular traffic volumes on these two movements are similar through the evening peak hours. However, the volume on the southbound Suzanne Drive is slightly higher over the course of several hours, which may more likely indicate internal neighborhood residential traffic using this roadway.

Suzanne Drive is a local road that provides Maple Haven residents local connection to Lafayette Road and Ocean Road. No other access to the Maple Haven neighborhood is available. Therefore, the traffic volumes counted along the two access points as detailed above capture the total traffic generated by the neighborhood. In order to provide another point of evaluation, TEC compared the actual vehicular traffic volumes generated by the Maple Haven neighborhood with the volumes that would be anticipated to be projected for a new residential development of this size.

Trip Comparison

Maple Haven consists of 85 single family homes with access onto the internal neighborhood streets. TEC projected the vehicular traffic to be generated by 85 single family homes based on industry-standard trip rates published in the Institute of Transportation Engineers (ITE) publication, Trip Generation, 10th Edition for Land Use Code (LUC) 210 – Single Family Detached housing. Table 2 shows the comparison between the actual traffic generated by the neighborhood and the volumes that would be projected to be generated by a new development of the same size. A review of the table indicates that the Maple Haven neighborhood generates slightly less traffic than would be anticipated for a new development of this size for the morning (10:00 AM – 11:00 AM) peak hour, the weekday evening (5:00 PM – 6:00 PM) peak hour and the weekday daily time periods.

Table 2 – Trip Generation Summary

	ITE LUC 210 – 85 Units			Maple Haven – 85 Units		
	Enter	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Weekday Daily	448	448	896	414	404	818
AM Peak Hour	17	49	66	12	32	44
PM Peak Hour	55	33	88	35	27	62

Conclusions

The Maple Haven neighborhood, accessed by Suzanne Drive from Lafayette Road and Ocean Road, generally exhibits the traffic generation characteristics of a typical single family residential neighborhood. No overt traffic patterns are exhibited that indicate a significant number of cut-through trips during the peak hours. TEC acknowledges that some number of vehicles may perform the cut-through movement should the signalized intersection of Lafayette Road / Ocean Road operate with delays during the peak hour. This number cannot be specifically quantified from the data obtained but is likely significantly less than the total volume per hour of traffic entering the neighborhood via Lafayette Road. Should vehicle speeds be an identified concern on the internal neighborhood streets, an application for a Neighborhood Traffic Calming Program could be considered by the Maple Haven residents.

VI.B

8.24.21 [via email]

Janylee Elsa McGlinchy
245 Middle Street, Apt 209
Portsmouth, New Hampshire 03801

Dear DPW,

I called today to request a radar speed board on Middle Street at Margeson Apts.

I have a street view from my window as well I walk the sidewalk on this street and there has a lot of speeding going on for sometime.

This is a residential area. There will be skateboarders, bikers, walkers, etc. on any given day. The motorcyclists fly down through here. We also have cars that race though and backfire their engines. I can attest that these folks are not going the speed limit.

I'm concerned that there will be a fatality if this continues. Bear in mind we have pefestrians crossing as well as driver's pulling out of Richards Avenue onto this street with a poor view. Just one scenario but I could give you many.

I am interested in Highway Safety and have published stories on this topic. I am happy to share them with you and help in any way I can. I hope you will be proactive in helping rectify this problem.

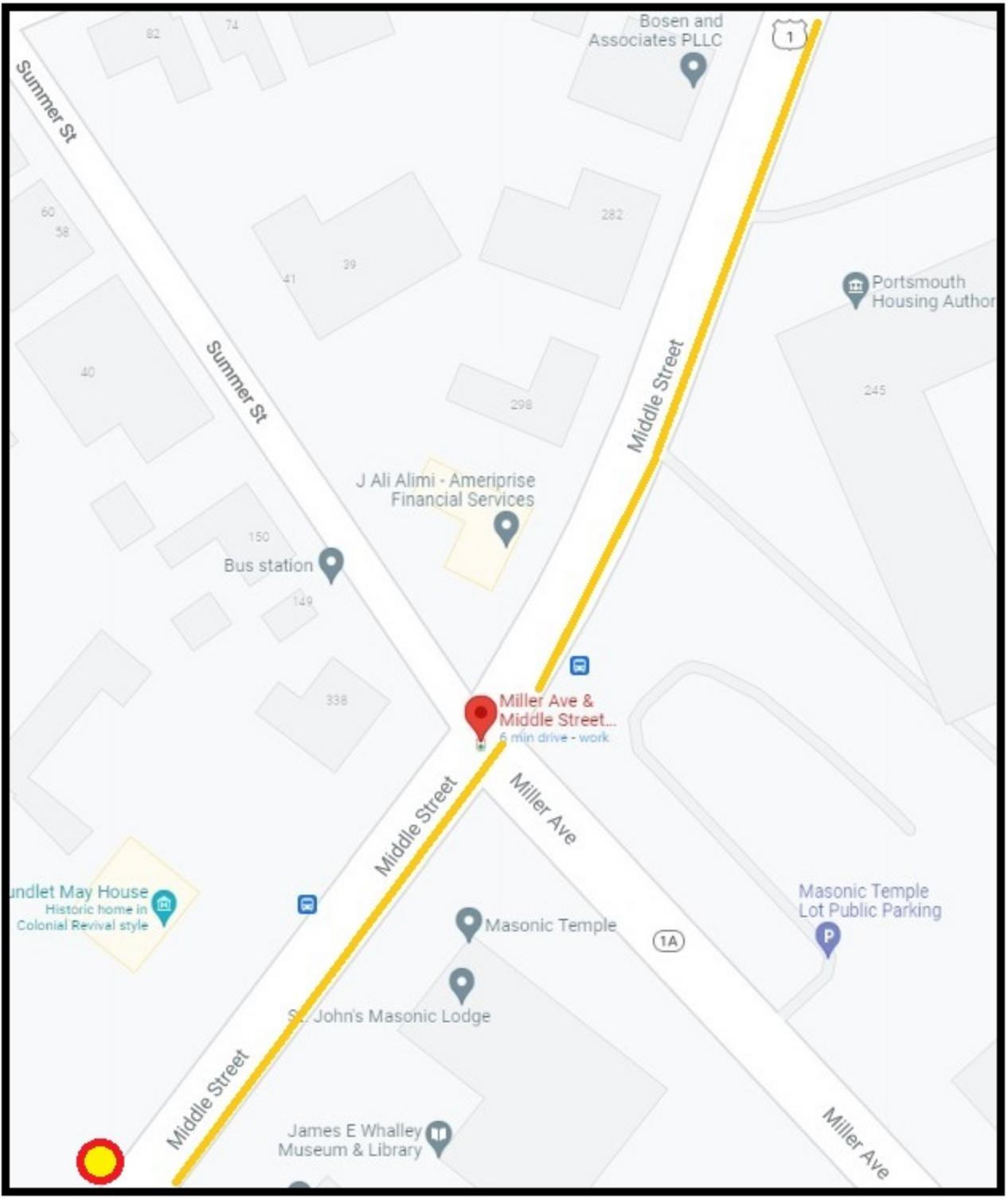
Thank you for your time.

Sincerely,

Janylee McGlinchy

VI.B.1

Middle Street at Miller Ave

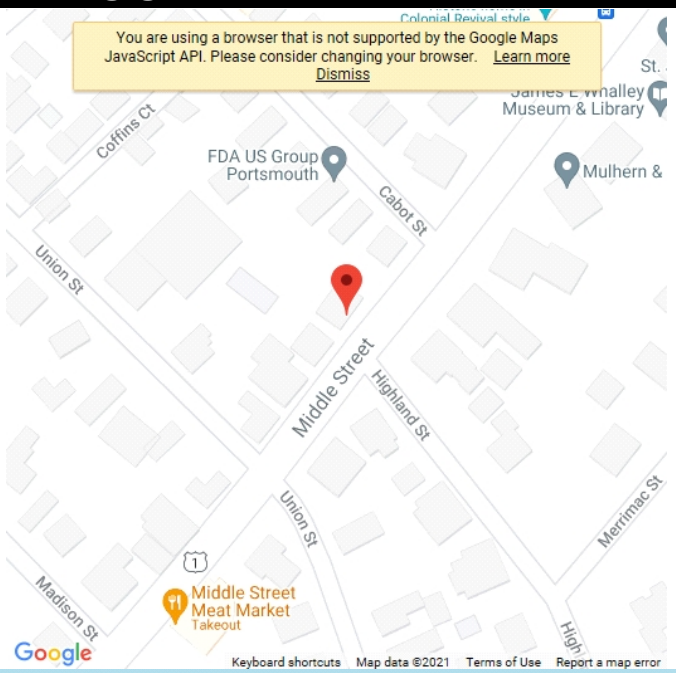


VI.B.2

SPEED DATA ANALYSIS

Location

Latitude: 43.070385
Longitude: -70.763695



Analysis Time Period

Start	End
9/16/2021 3:42 PM	9/21/2021 11:28 AM

Vehicles Analyzed

37,044

Speed Limit



30

Average Speed



29

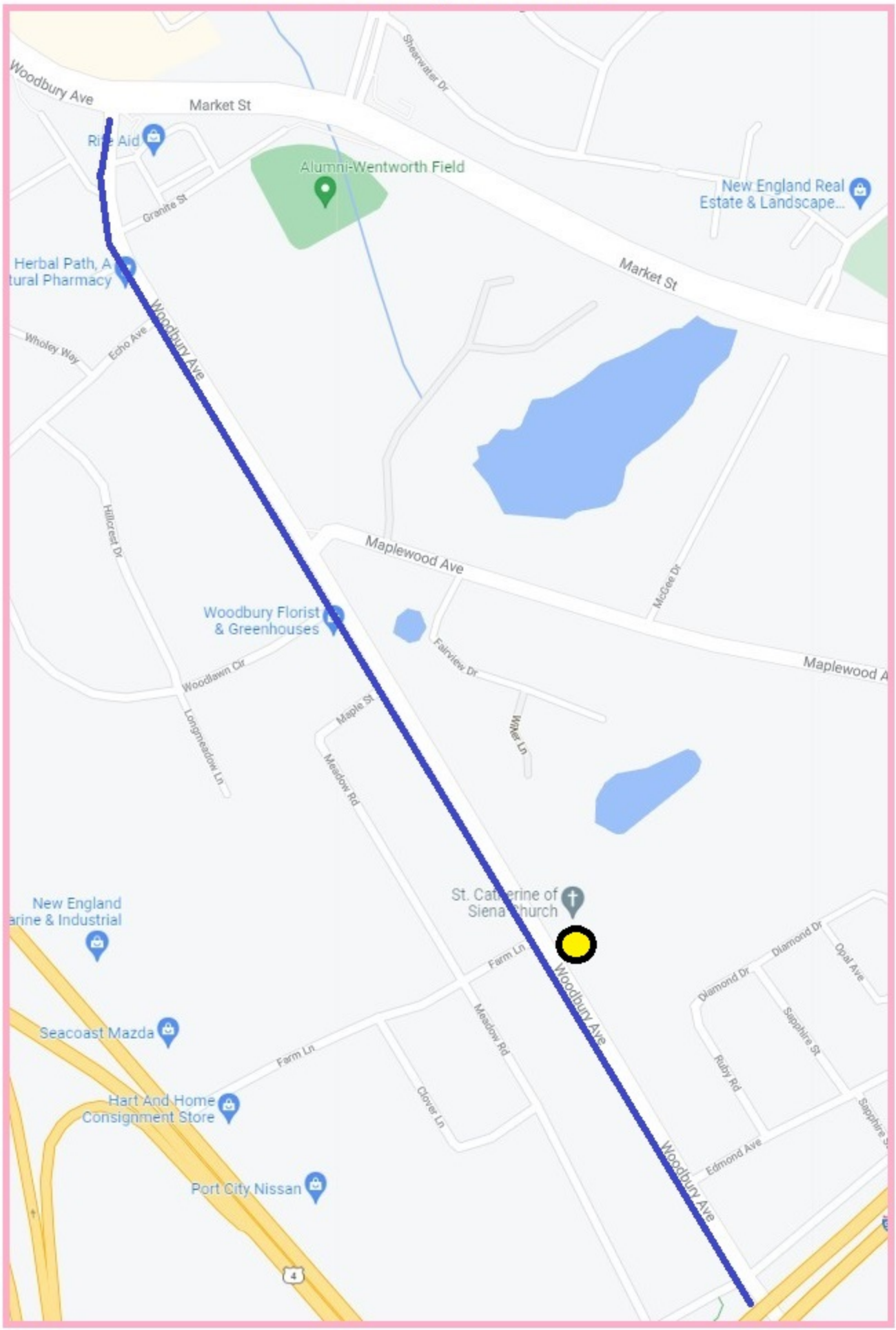
85th Percentile Speed



33

VI.C

Woodbury Avenue



City of Portsmouth

Department of Public Works

Parking Division

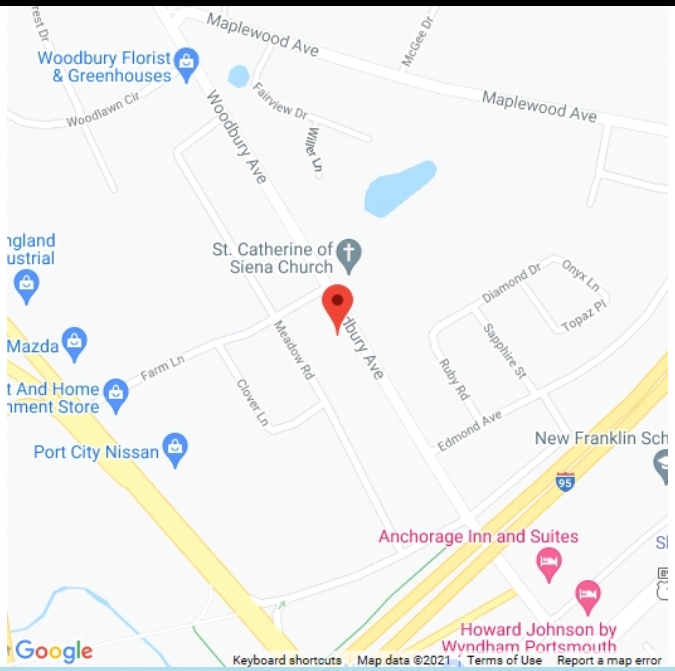
Traffic Engineering

PARK PORTSMOUTH

SPEED DATA ANALYSIS

Location

Latitude: 43.078785
Longitude: -70.782379



Analysis Time Period

Start	End
9/8/2021 7:58 AM	9/13/2021 10:53 AM

Vehicles Analyzed

31,819

Speed Limit



25

Average Speed



31

85th Percentile Speed



35

VI.D

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 at 3pm - 8pm Monday - Saturday**	**3**
Congress Street @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 at 3pm - 8pm Monday - Saturday**	**6**
Congress Street @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 CIRCA 2PM.	**Recommend change to Paid Parking at 3pm - 8pm Monday - Saturday**	**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 at 3pm - 8pm Monday - Saturday**	**3**
Market Street @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 at 3pm - 8pm Monday - Saturday**	**2**
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 at 3pm - 8pm Monday - Saturday**	**1**
Hanover Street @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	Light Commerical usage with some usage occuring after posted loading times until around 4PM	**Recommend change to Paid Parking at 3pm - 8pm Monday - Saturday**	**1**
Pleasant Street @Portsmouth Feed	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**	**2**
Deer Street @Jardiniere	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**	**1**
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 COMMERCIAL USE	**Delete this unused LZ; convert to Paid Parking all hours/days**	**2**
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**
						24

VI.E

For Consideration of City Council Agenda

RECEIVED
JUN 03 2021
By

Please find the enclosed proposal titled Neighborhood Watch, for the City Council Agenda.

Matching Funds of upto $5k, has been offered by several residents and businesses if we can get it done.

Derek Nadeau

In collaboration and support of several others

05/25/2021

Neighborhood watch

OVERVIEW

Several public area cameras can be installed for little cost, and provide tremendous benefit to both the community, businesses and the authorities policing it. Increasing public safety in our highly trafficked and heavy commerce areas, providing security for town and public employees, residents, property, businesses and their employees, and tourists alike.

GOALS

1. Provide enhanced Public Safety and continual commerce of high traffic city areas
2. Provide Law enforcement with video footage (no audio), for monitoring and follow up investigation purposes for a period of 2 weeks. (not traffic enforcement)

Legality and Precedents

ACLU Vs Manchester

https://www.aclu-nh.org/sites/default/files/field_documents/216-2019-cv-501_court_order.pdf?fbclid=IwAR145TO5i9xFzsR4H9KibWnDoXchgNAtrvAJAJfByCvOLuv0PZ8rF3nn2hU

Manchester, NH - Elm Street & Hanover Street

David Montenegro Vs Dover

https://www.courts.state.nh.us/supreme/opinions/2011/2011115montenegro.pdf

Manchester, NH currently has 2 cameras in place on Elm and Hanover Streets.

Keene, and Concord, NH have a Camera opt in policy located on their city website.

Service Providers & Installers

Pelmac Industries **is the company Manchester used, they are out of Auburn NH. We could also use someone more local.**

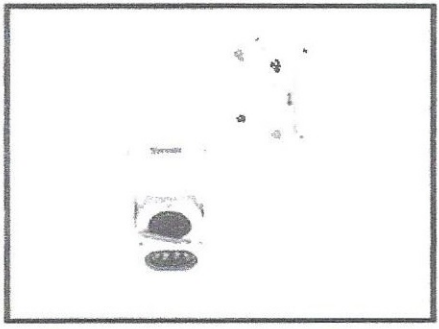
Hardware & Cost

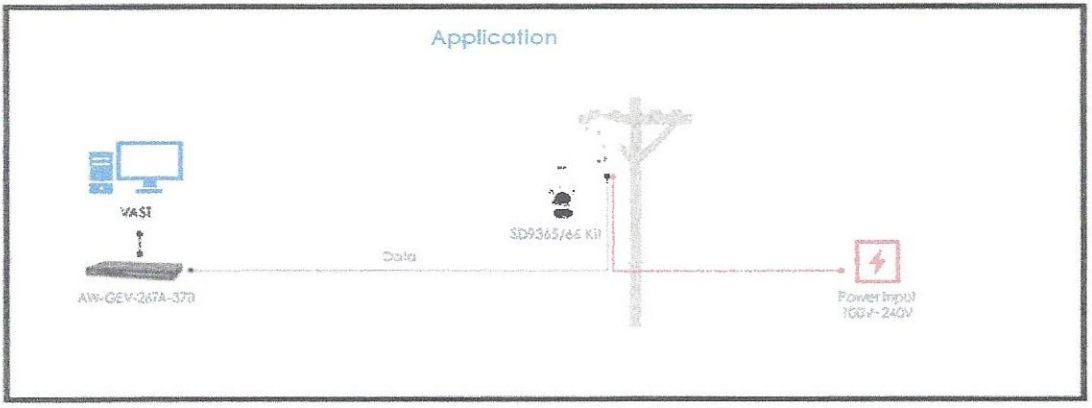
https://www.vivotek.com/SD9365-EHL_Solution_Kit

Vivotek 9365/66 - Outdoor Surveillance camera

3 Cameras - $14.8K

Manchester police originally planned to install three cameras, at a cost of $14,424.





Additional and Enhancement Options:

Many cities and towns such as Keene and Concord have also adopted a private camera registration in which a webpage is used for residents and business owners to provide restricted access to local authorities and law enforcement. This allows authorities to know camera locations and in which direction and angles they are pointed, in the need of follow up investigation. In the OPt -In programs camera owners are asked for footage, in that event and footage never streamed directly to departments. This saves Law enforcement countless hours and costs going from door to door to establish if any video footage was captured in the area.

See Keene's website here: https://ci.keene.nh.us/police/news/camera-registration

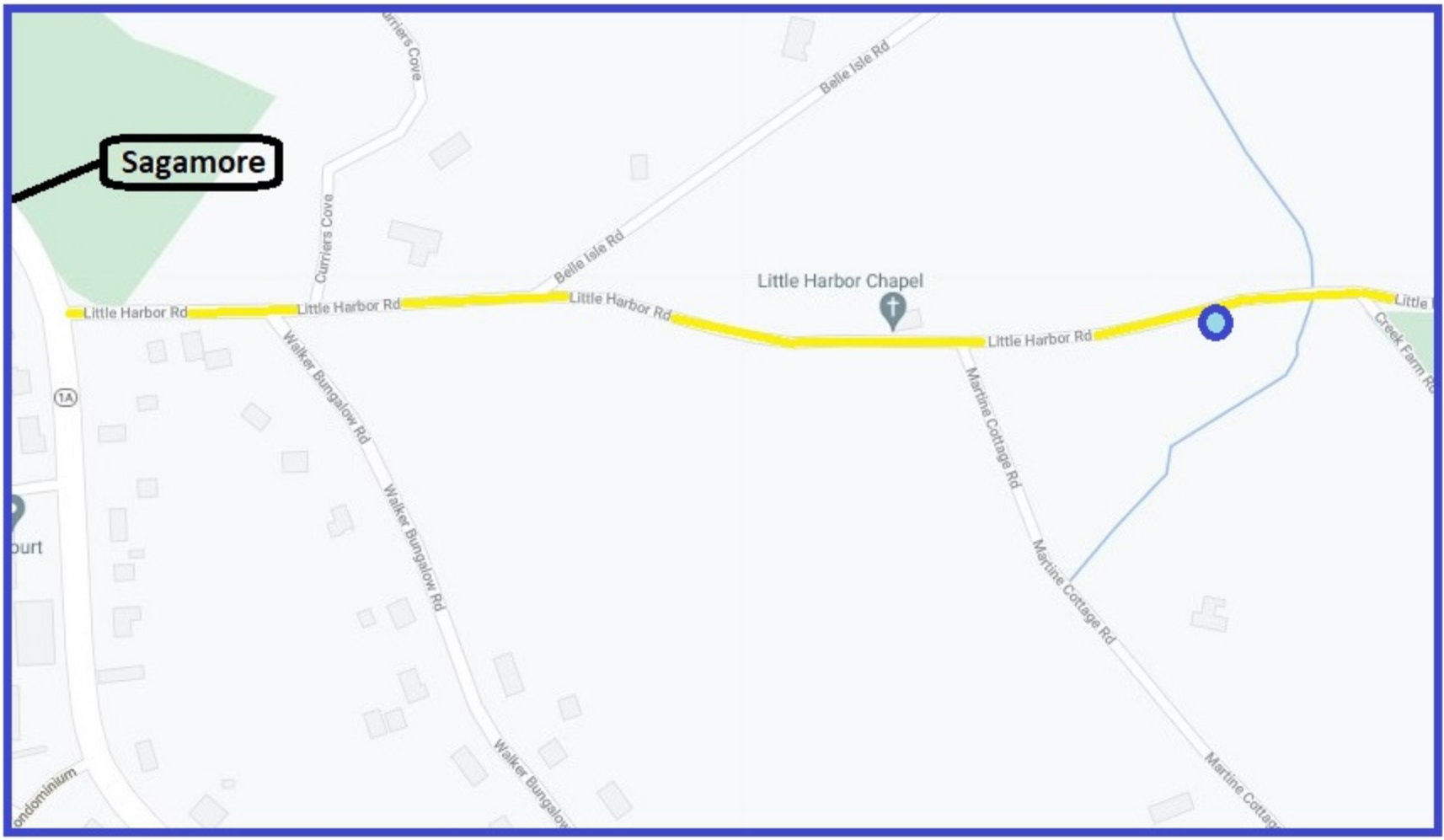
Locations

Camera Suggested Locations from Mark Newport Portsmouth Police Department Chief.

1. Congress St. @ Maplewood Ave.
2. Market Square covering the intersections of Market St., Daniel St. and Pleasant St.
3. Market St. and Bow St. possibly being able to also cover Hanover St at Market St.



VII.A Little Harbor Road - 2nd Placement of Radar Device



City of
Portsmouth
DPW

SPEED DATA ANALYSIS

Analysis Time Period

Start	End
9/3/2021	9/8/2021
1:47 PM	11:53 AM

Vehicles Analyzed

450

Speed Limit



30

Slowest Speed



7

Average Speed



22

Fastest Speed



35

85th Percentile Speed



26


VII.B
S. Mill Street
Marcy Street
14

VII.B.1

Crosswalk Usage at Marcy and Pleasant Street - Observed Thursday, August 5th, 2021 through Sunday, August 8th, 2021

Thursday 8.5.21	Marcy crossings	Pleasant crossings
7a-8a	17	11
8a-9a	11	4
9a-10a	4	4
10a-11a	6	1
11a-12p	5	4
12p-1p	5	3
1p-2p	7	27
2p-3p	9	7
3p-4p	12	5
4p-5p	3	3
5p-6p	16	10
6p-7p	17	19
7p-8p	21	8
HIGH	21	27
LOW	3	1
AVG	10.23	8.15

Friday 8.6.21	Marcy crossings	Pleasant crossings
7a-8a	7	8
8a-9a	10	7
9a-10a	15	15
10a-11a	14	9
11a-12p	5	15
12p-1p	11	14
1p-2p	21	20
2p-3p	12	11
3p-4p	10	21
4p-5p	14	18
5p-6p	20	12
6p-7p	12	9
7p-8p	23	13
HIGH	23	21
LOW	5	7
AVG	13.38	13.23

Saturday 8.7.21	Marcy crossings	Pleasant crossings
7a-8a	10	10
8a-9a	17	21
9a-10a	18	13
10a-11a	17	25
11a-12p	11	19
12p-1p	16	9
1p-2p	13	9
2p-3p	10	30
3p-4p	7	27
4p-5p	22	16
5p-6p	16	6
6p-7p	13	10
7p-8p	8	7
HIGH	22	30
LOW	7	6
AVG	13.69	15.54

Sunday 8.8.21	Marcy crossings	Pleasant crossings
7a-8a	7	4
8a-9a	12	12
9a-10a	16	29
10a-11a	22	14
11a-12p	12	17
12p-1p	15	14
1p-2p	6	16
2p-3p	13	11
3p-4p	25	13
4p-5p	14	15
5p-6p	11	11
6p-7p	10	10
7p-8p	11	12
HIGH	25	29
LOW	6	4
AVG	13.38	13.69

Marcy	Thursday, August 5th, 2021
One instance of 20+ Crossings, observed between 7p and 8p	

Marcy	Friday, August 6th, 2021
Three instancs of 20+ Crossings, observed between 1-2p, 5-6p, and 7p-8p	

Marcy	Saturday, August 7th, 2021
One Instance of 20+ Crossings, observed between 4p and 5p	

Marcy	Sunday, August 8th, 2021
One Instance of 20+ Crossings, observed between 7p and 8p	

Pleasant	Thursday, August 5th, 2021
One instance of 20+ Crossings, observed between 1p and 2p	

Pleasant	Friday, August 6th, 2021
Two instances of 20+ Crossings, observed between 1p-2p and 3p-4p	

Pleasant	Saturday, August 7th, 2021
Four instances of 20+ Crossings, observed 8a-9a; 10-11a; 2p-3p; 3p-4p	

Pleasant	Sunday, August 8th, 2021
One Instance of 20+ Crossings, observed between 1p and 2p	

Synopsis- Marcy and S. Mill Street Crosswalks

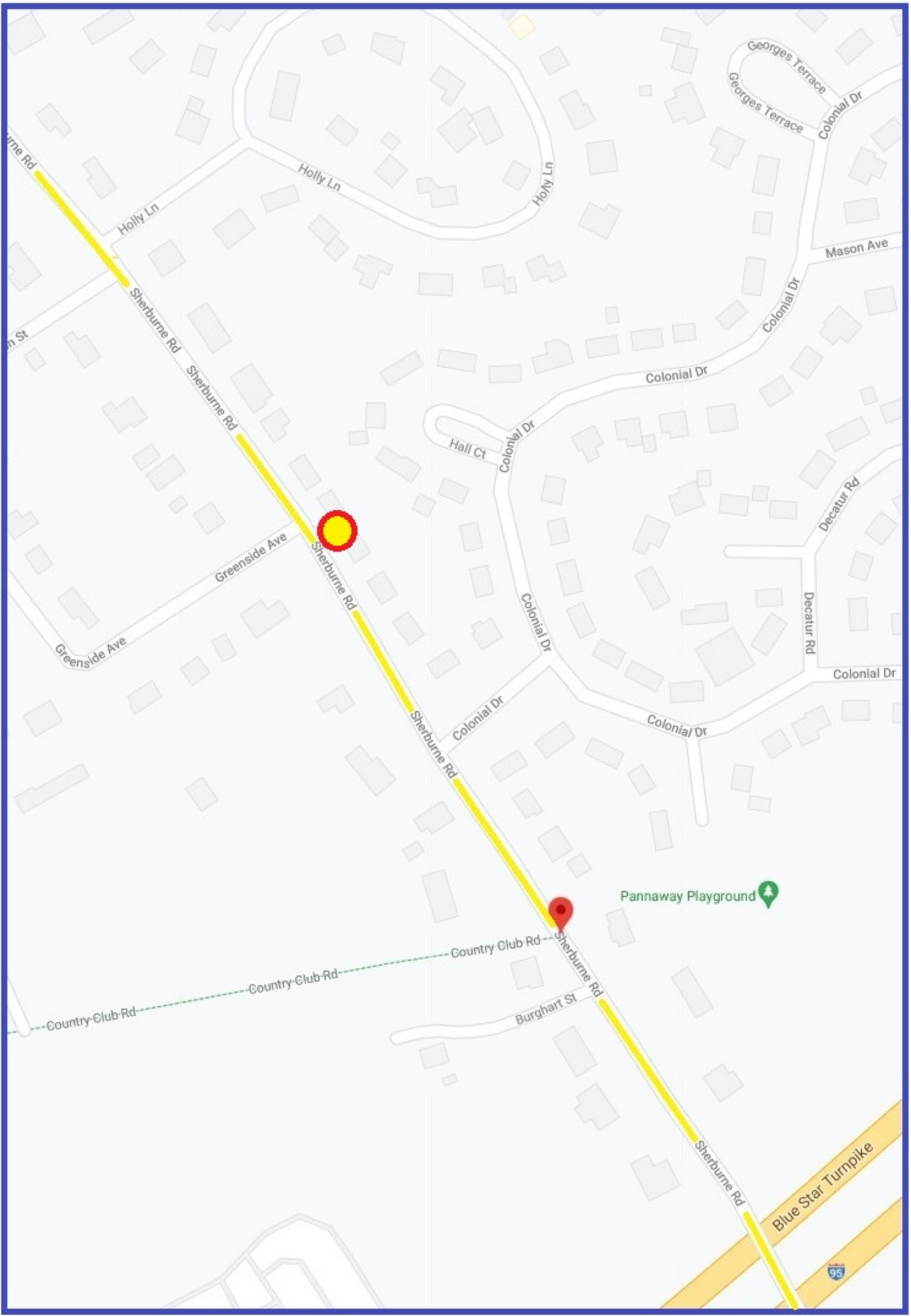
While there were seven instances of 20+ crossings during the observation period, both Marcy and S. Mill are governed by stop signs. Additionally, given the low traffic and slow speeds approaching from Marcy and S. Mill, an RRFB is not recommended on these two crosswalks.

Synopsis- Pleasant Street Crosswalk

There were eight instances of 20+ crossings, with instances of 29 and 30 at two points. While the speed limit on Pleasant is only 20mph, given there is no other governance at this crosswalk, the volume of traffic does appear to warrant an RRFB at the Pleasant Street Crosswalk

VII.C

Sherburne Road



VII.C.1

City of Portsmouth

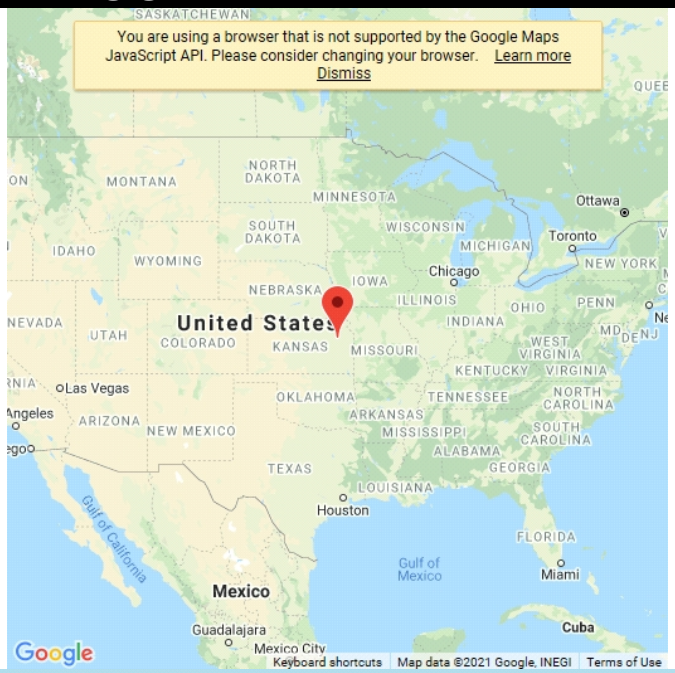
Department of Public Works
Parking Division
Traffic Engineering

PARK PORTSMOUTH

SPEED DATA ANALYSIS

Location

Latitude: 38.861231
Longitude: -95.741185



Analysis Time Period

Start	End
9/8/2021 12:32 PM	9/10/2021 3:49 PM

Vehicles Analyzed

458

Speed Limit



20

Total Enforceable Violations

401

Average Speed



26

% Enforceable Violations

88%

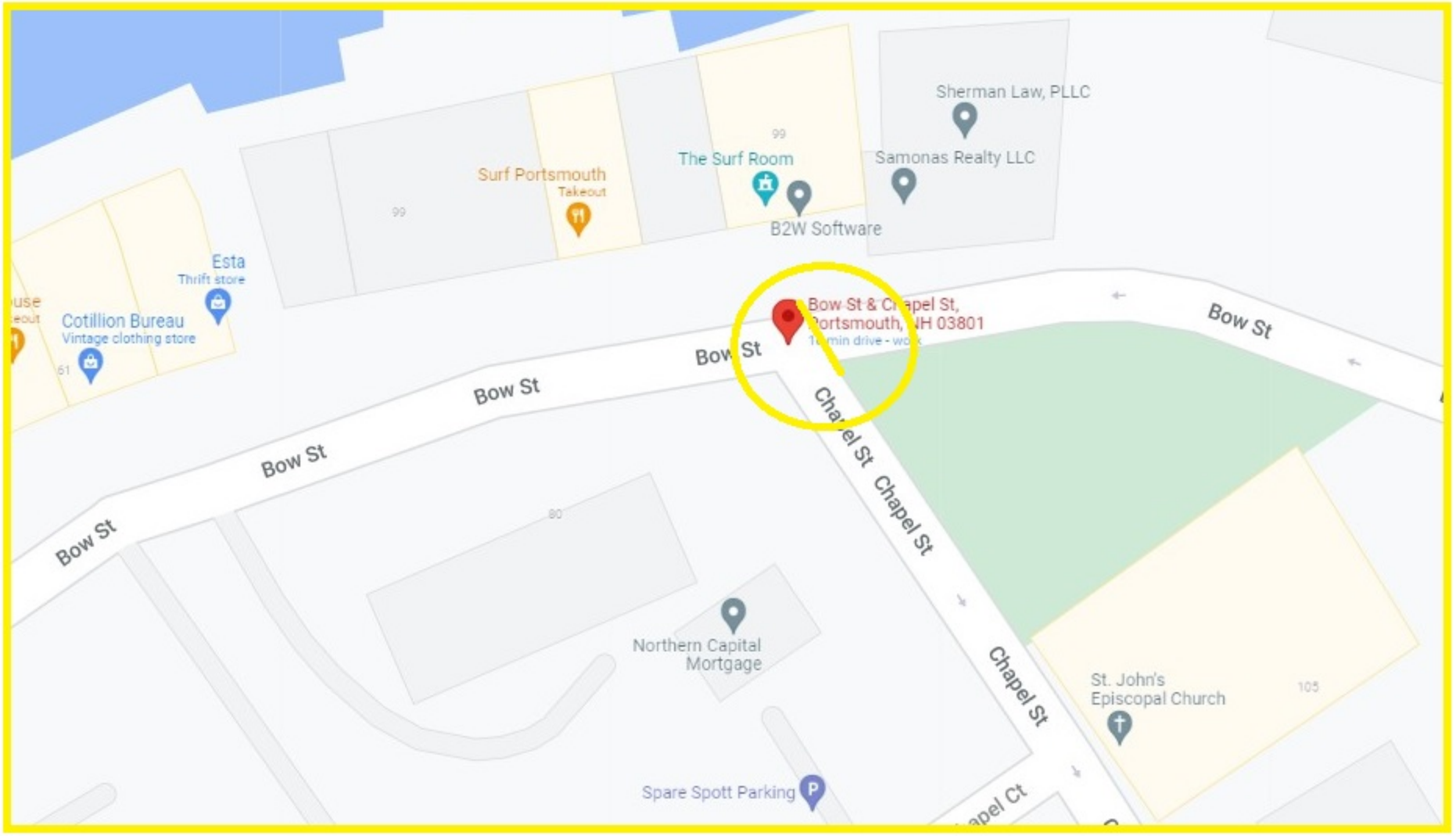
Fastest Speed



41

VII.D

Chapel Street at Bow St.



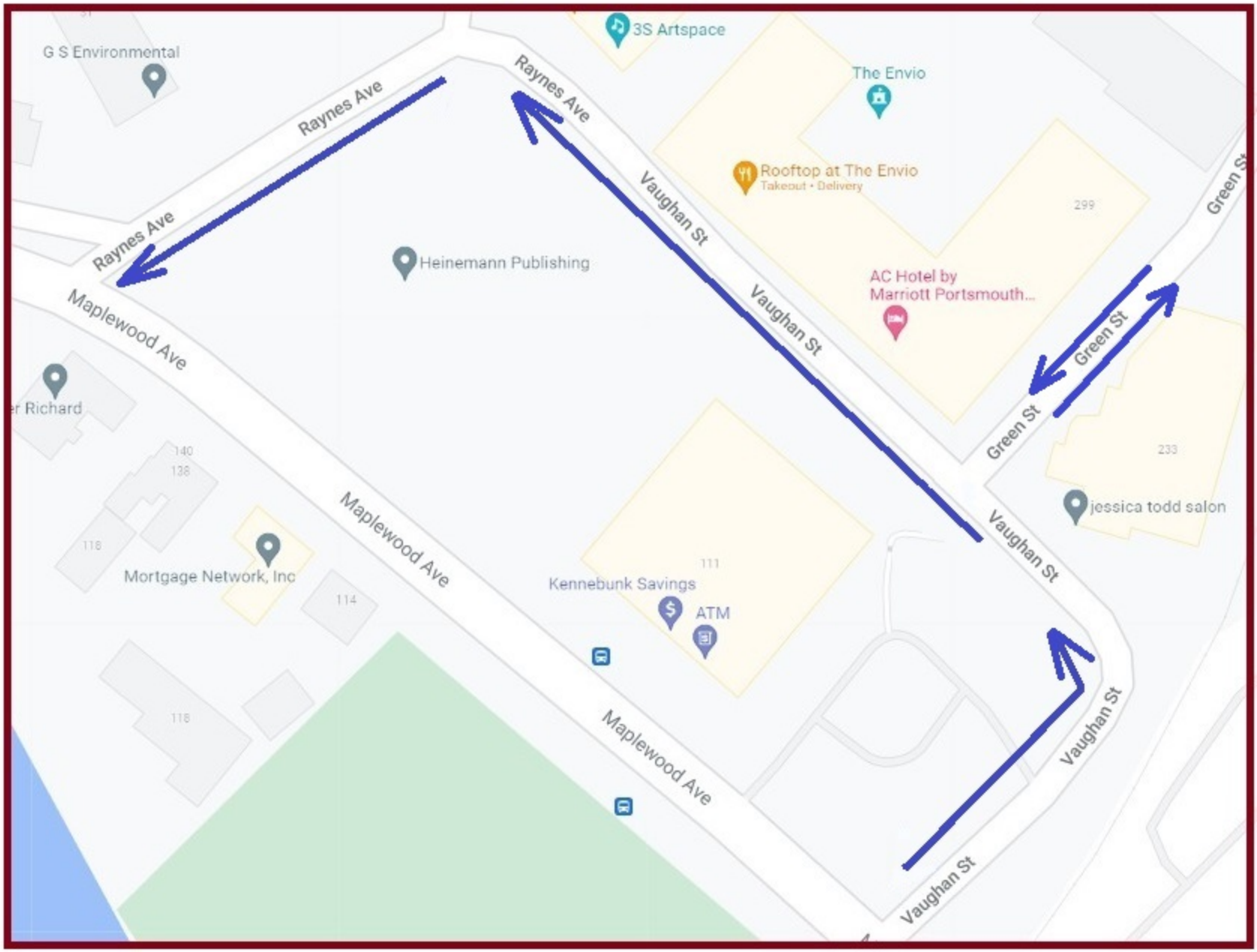
VII.D.1

Chapel St. at Bow Street



VIII.B

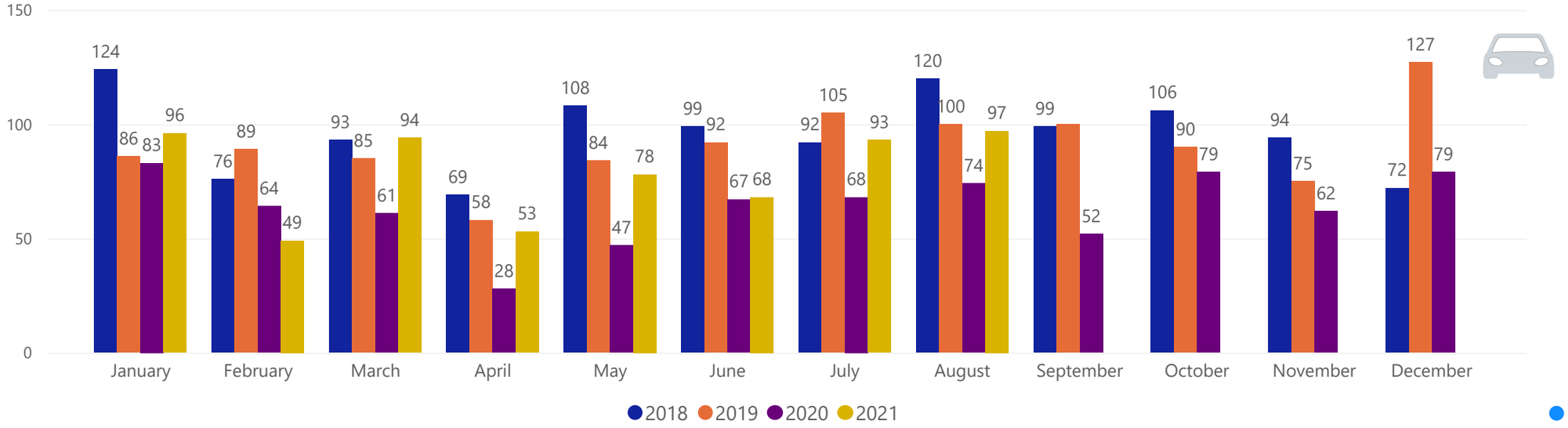
Raynes & Vaughan - Proposed One Way



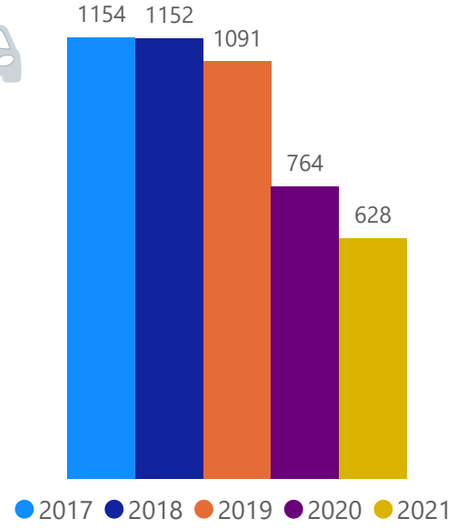
VIII.D

Monthly Accident Report

Vehicles, Bicycles and Pedestrians



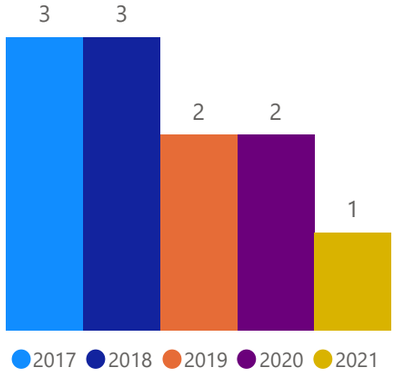
Vehicle Yearly Totals



August 2021 Total Reportable Crashes = 62

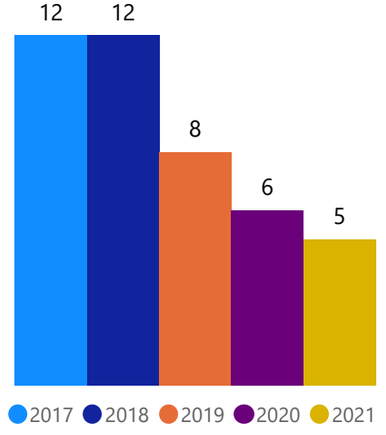
A reportable crash is defined as damage over $1,000 & state accident report required.

Bicycle



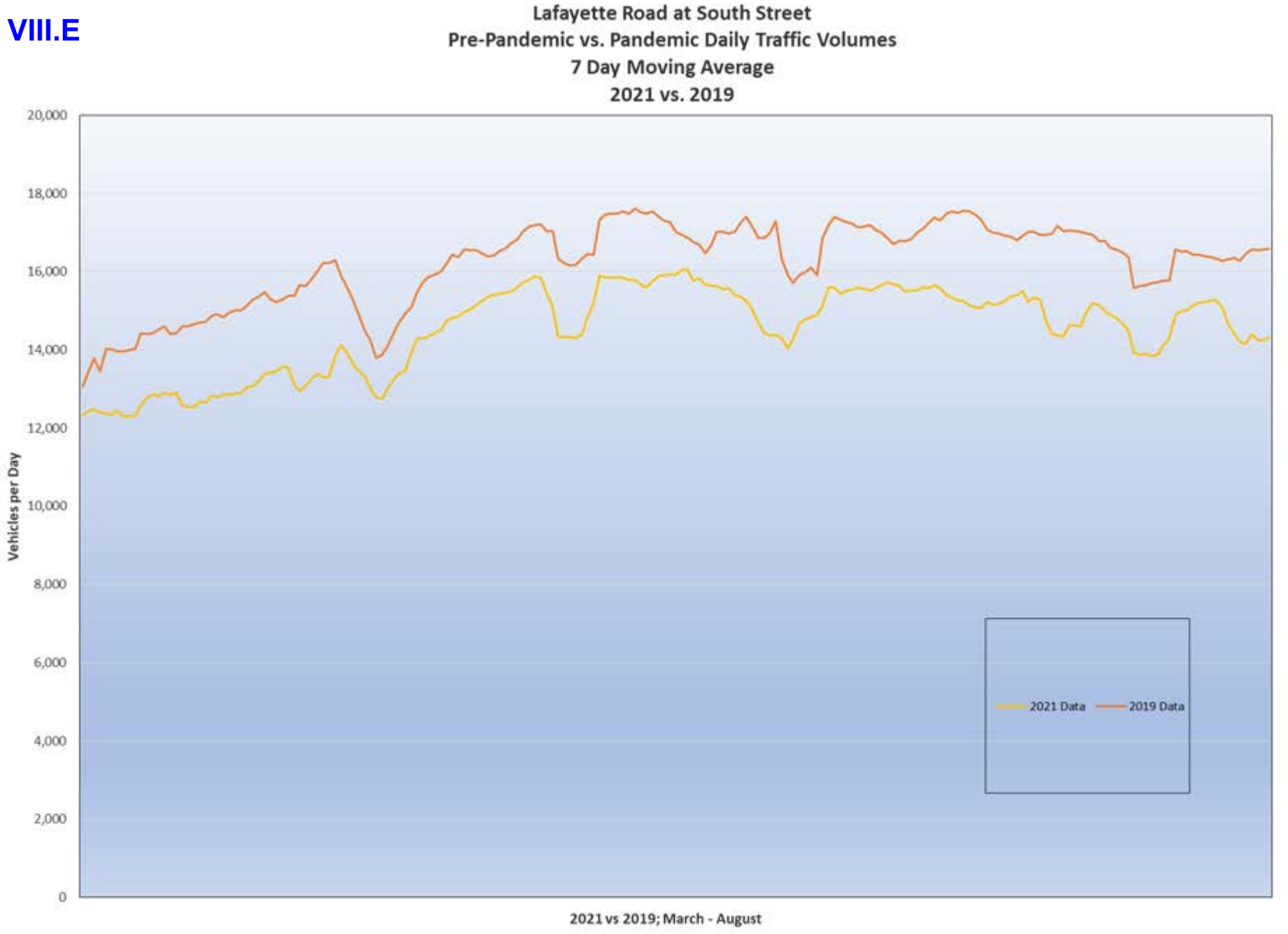
2021	Month
0	January
0	February
0	March
1	April
0	May
0	June
0	July
0	August
1	

Pedestrian

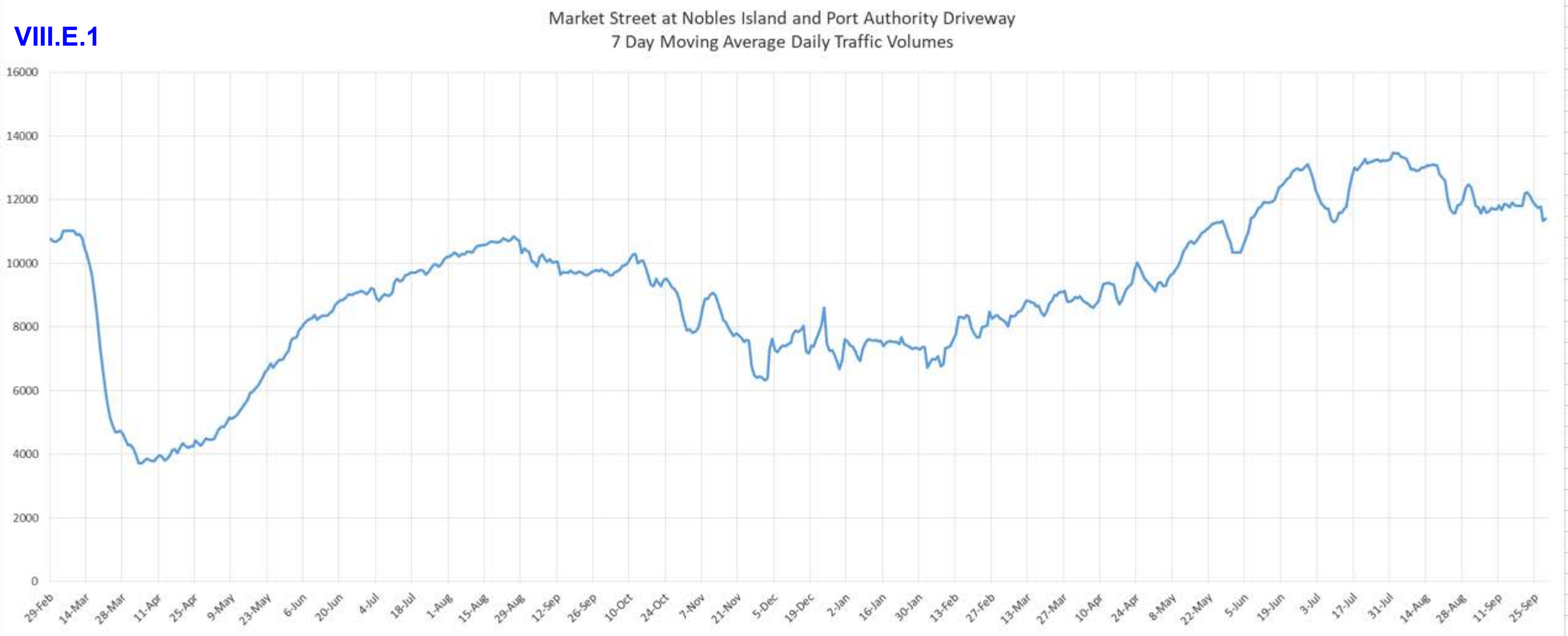


2021	Month
1	January
0	February
0	March
1	April
1	May
2	June
0	July
0	August
5	

VIII.E


Lafayette Road at South Street
Pre-Pandemic vs. Pandemic Daily Traffic Volumes
7 Day Moving Average
2021 vs. 2019
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Vehicles per Day
2021 Data
2019 Data
2021 vs 2019; March - August

VIII.E.1


Market Street at Nobles Island and Port Authority Driveway
7 Day Moving Average Daily Traffic Volumes
16000
14000
12000
10000
8000
6000
4000
2000
0
29-Feb
14-Mar
28-Mar
11-Apr
25-Apr
9-May
23-May
6-Jun
20-Jun
4-Jul
18-Jul
1-Aug
15-Aug
29-Aug
12-Sep
26-Sep
10-Oct
24-Oct
7-Nov
21-Nov
5-Dec
19-Dec
2-Jan
16-Jan
30-Jan
13-Feb
27-Feb
13-Mar
27-Mar
10-Apr
24-Apr
8-May
22-May
5-Jun
19-Jun
3-Jul
17-Jul
31-Jul
14-Aug
28-Aug
11-Sep
25-Sep

IX.A

August 30, 2021

Members of the Parking & Traffic Safety Committee:

RE: Bicycle lane configurations along Maplewood and Market

My letter of August 17 alerted the City Council that bike lanes alongside 111 Maplewood and at two locations on Market Street are at odds with City Policy #2013-1. In the latter instance, the lanes are also inconsistent with RSA 265:143-a, a statute that requires a 3-foot buffer from bicyclists. On August 23, the Council asked you to look into this matter, and to report back.

The folks at SABR noted that my letter failed to suggest alternative configurations. It's a good comment, and so I am taking this opportunity to do just that. I appreciate SABR's suggestion.

The photo below was taken in 2012 on Montreal's waterfront. A paved path such as this one is



relatively inexpensive to construct. Portsmouth could have built this type of multi-use path in the Market Street corridor, and quite easily within the 1,000' long Bohenko Gateway Park. In other locations in the corridor, the sidewalk could have been widened to include a bicycle lane.

In fact, that is what Portsmouth residents requested. Repeatedly. The authors of the City's bicycle master plan had other ideas, and they went off in an entirely different direction. It was a missed opportunity.

Montreal's extensive network of bicycle infrastructure prioritizes safety, **for all ages and all abilities**. In contrast, Portsmouth prioritizes convenience (and speed) for motor vehicle operators, as exemplified by Market Street's speed ramp to Russell Street.

The photo below was taken in Montreal in 2013 at the corner of St. Denis and St. Antoine. The photo conveys several bits of useful information.



First and foremost, note the homemade cargo rack and the backpacks. There is no spandex visible here. These are ordinary Montrealers (except for the girl in the foreground) who are enroute to work or school, or to shop, or to meet up with friends. They have forgone motor vehicles because it's a healthy choice, and because it eliminates parking headaches, and importantly, because it is a **safe** alternative. Note also the curbs and raised medians that separate the bike lanes from motor vehicle travel lanes. Motor vehicle traffic congestion in Montreal is less than it otherwise would have been, as is the demand for parking, both of which owe in part to the popularity of bicycling.

So what alternatives does Portsmouth have in the Market Street corridor?

1) As noted above, the City could readily construct a multi-use path along much of the corridor.

2) Some of you may recall the bicyclist fatality at the corner of Marcy and New Castle. The City responded by reconfiguring the intersection. In a similar vein, the City should eliminate the Russell Street speed ramp, and replace it with a T-intersection, as was belatedly done at Marcy and New Castle.

3) The Planning Department's new sandwich lane configuration at Market & Russell is at odds with City Policy #2013-1 and RSA 265:143-a. Restoring the previous configuration would not make the intersection safe for bicyclists, but it would make it less dangerous.

There are several alternatives for Maplewood as well.

1) The old Portsmouth Herald building and Mr. Kane's new office building both enjoy ample off-street parking. Maplewood's on-street parking could be replaced with a protected cycle track, similar to the one in the photo above. Parking demand could readily be accommodated at the nearby Foundry Place.

2) Eliminate the bike lanes, and instead, apply sharrows (shared lane markings) to Maplewood's motor vehicle travel lanes. This alternative would not make Maplewood safe for bicyclists, but it would be less dangerous for bicyclists than riding in the door zone. It is irresponsible for the City to encourage bicyclists to ride in the door zone, particularly when the City has less hazardous options readily available.

3) Eliminate the 5.5' wide bike lane in one direction. Then utilize the 5.5' that is thus gained to serve as a buffer to the parked cars on the opposite side of the street.

Now admittedly, some of the hazards detailed above have been around for a while. But the questions we should be asking are: "Are we going to wait for another Marcy and New Castle?" "Will we wait until someone gets doored on Maplewood?" Let's fix it now. Before, not after, someone gets hurt.

If we are to mitigate our impact on the climate, we had better get our oars in the water and start rowing in the same direction. Sooner rather than later. That would entail the construction of bicycle infrastructure that is sufficiently safe to encourage ordinary residents to forgo motor vehicles in favor of non-polluting alternatives. Montreal and numerous other cities have demonstrated that this is feasible. Thank you for your consideration.



Tom Morgan, 39 Richards Avenue