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 **January 6th, 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: None

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

A. Request for crosswalk with RRFB, just west of the intersection of Islington St. at Vine Street **Sample Motion: Staff to Investigate Usage in Springtime and Report Back**

B. Request for No U-Turn sign request at Market St. Extension and Nobles Island

C. Request for 4-way Stop at the Intersection of State Street and Union

D. Request to add LED Accent Lighting to New Stop Signs on Banfield Road **Sample Motion: Approve Signage Upgrade**

VII. OLD BUSINESS

A. Confirmation of formation of Sub committee to study Portsmouth Street Inventory and make speed limit recommendations. (NB 11.16.21)

B. Request for RRFB at the Intersection of South Street and Broad Street (NB 11.16.21) **Sample Motion: Staff to Place Traffic Camera in Spring 2022 and Report Back**

VIII. INFORMATIONAL

A. Monthly Accident Report from Police
B. Bike and Vehicular Traffic Data
C. Middle/Miller Street presentation by Derek Caldwell from Sebago Technics 12.9.2021
D. Bartlett St public meeting review presentation, by Staff Engineer Tyler Reese
E. Borthwick Update: East Coast signal will be onsite at the Intersection of Borthwick and Rte 1 Bypass around Christmas to install the wiring. The new Mast Arms/Signals and Cabinet **are due to be installed between Jan 15th and the 21st.**

IX. MISCELLANEOUS

A. NPP Letter from Liz Bratter
B. Update on 273 Austin Street request to reduce on-street parking

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_bFS4wpRlSeCWhwnzvkjl6w

City of Portsmouth

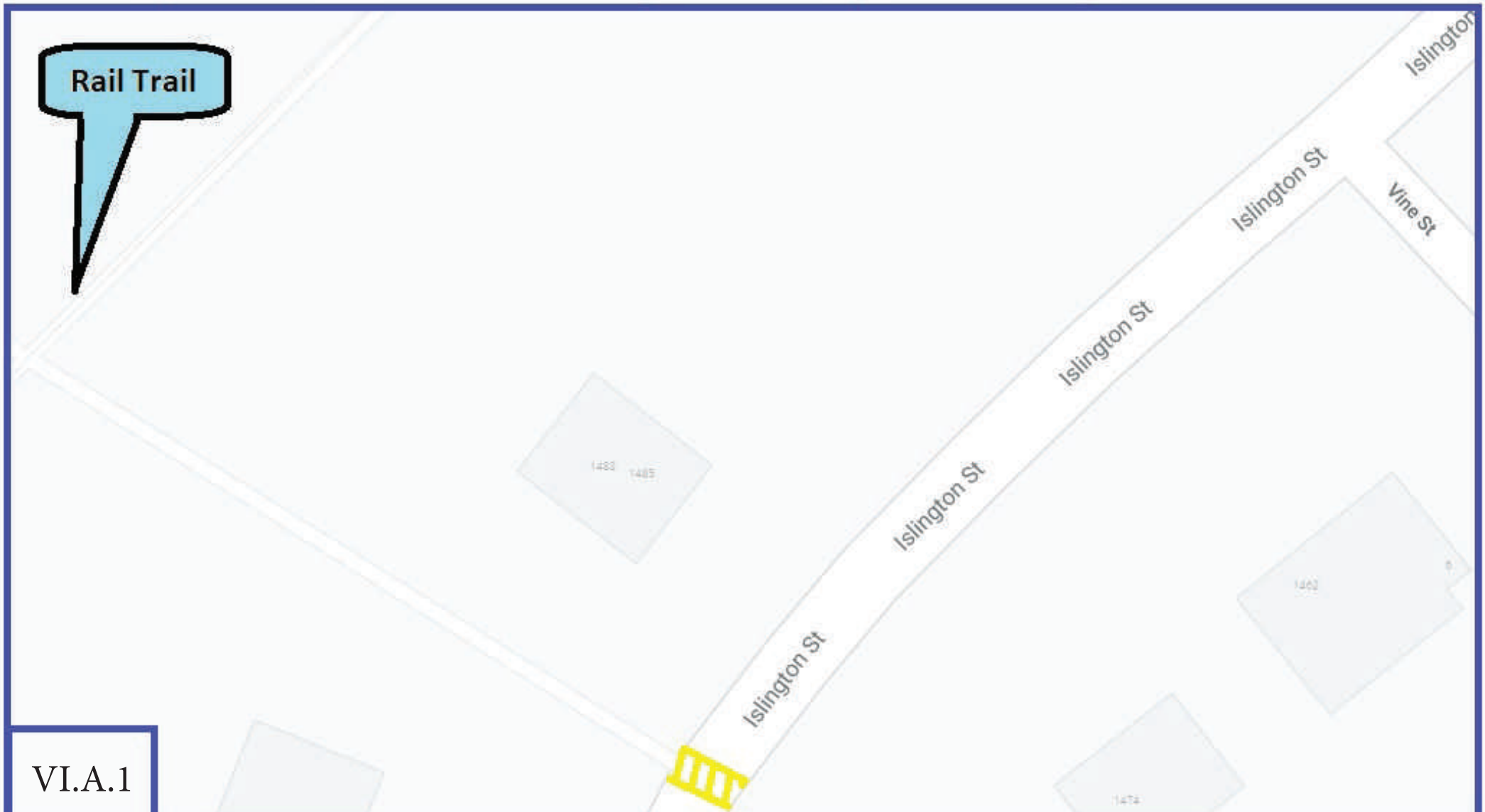
Parking Related Revenues

Unaudited

Percentage of Fiscal Year Complete 41.67%	Preliminary Totals Thru November 30, 2021		
	Total	**Budgeted**	**% of Budget**
FY 22			
Parking Meter Fees	**1,653,273.21**	**2,783,750.00**	**59%**
Meter Space Rental	**62,100.00**	**150,000.00**	**41%**
Meter In Vehicle	**21,385.00**	**50,000.00**	**43%**
EV Charging Stations	**3,398.78**	**5,500.00**	**62%**
High Hanover Transient	**1,255,730.09**	**2,456,500.00**	**51%**
High HanoverPasses	**532,261.54**	**1,377,900.00**	**39%**
Foundry Place Transient	**148,626.68**	**207,650.00**	**72%**
Foundry Place Passes	**143,727.00**	**333,600.00**	**43%**
Parking Sign Permit	**0.00**	**0.00**	
HH Pass Reinstatement	**580.97**	**500.00**	**116%**
Foundry Pass Reinstatement	**735.01**	**500.00**	**0%**
Parking Violations	**363,093.50**	**600,000.00**	**61%**
Immobilization Administration Fee	**964.00**	**5,000.00**	**19%**
Summons Admin Fee	**0.00**	**0.00**	
Total FY 22	**4,185,875.78**	**7,970,900.00**	**53%**

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

Proposed Crosswalk and RRFB at Entry to Rail Trail just west of Islington St. and Vine St.



VI.A.1

Proposed Crosswalk and RRFB at Entry to Rail Trail just west of Islington St. and Vine St.



VI.A.2

Proposed No U-Turn Signage on Market @ Nobles Island



VI.B

Proposed 4-way Stop: State Street and Union

VI.C





VI.D

South and Broad
Proposed RRFB

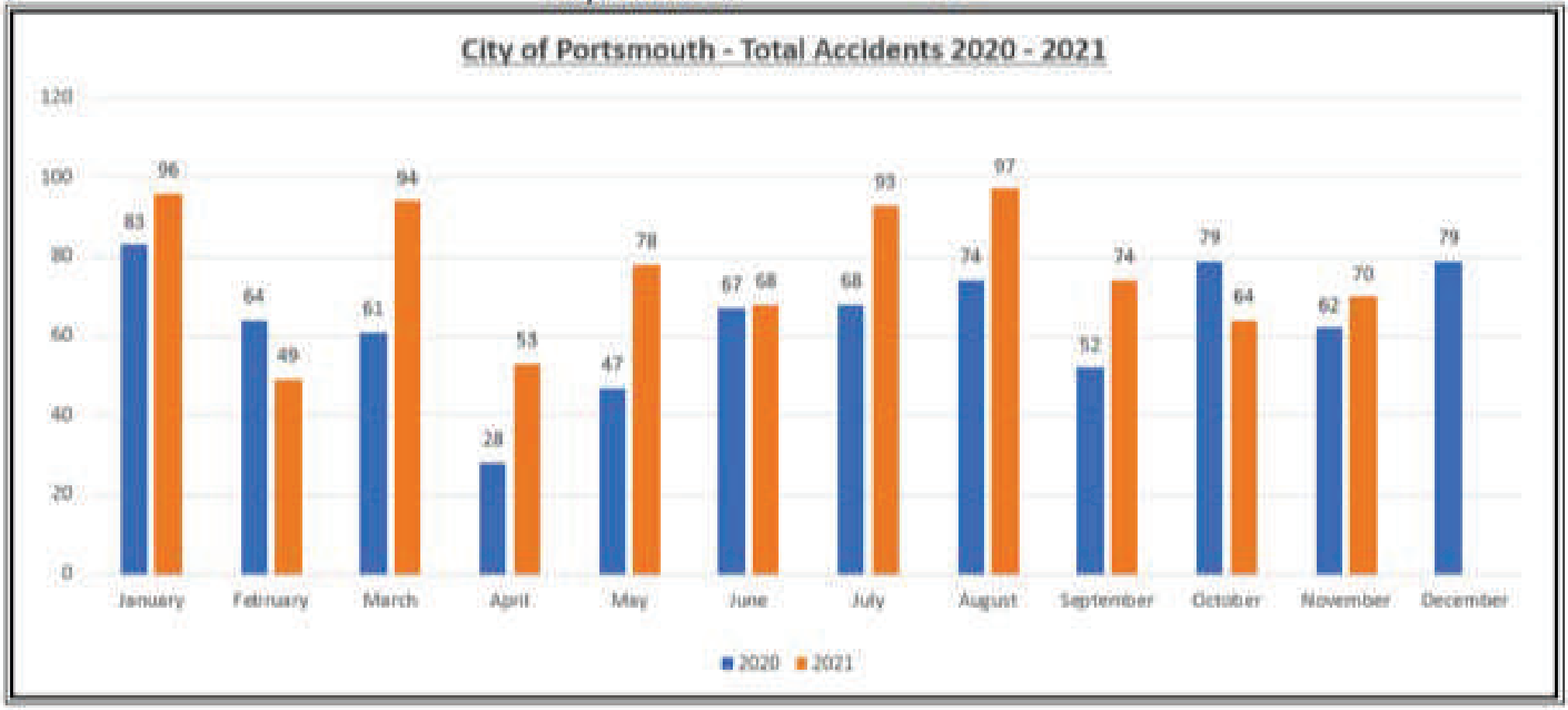


VII.B

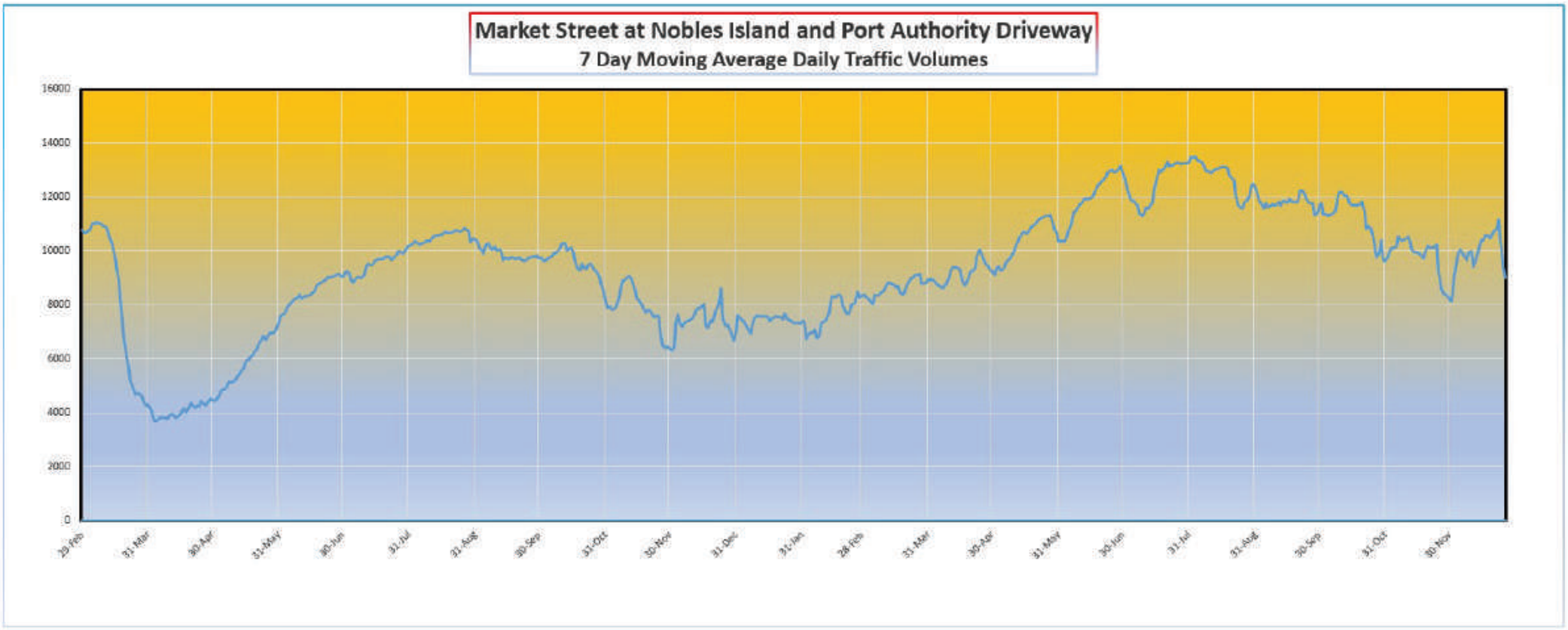
Portsmouth PD: Accident Report

November, 2021

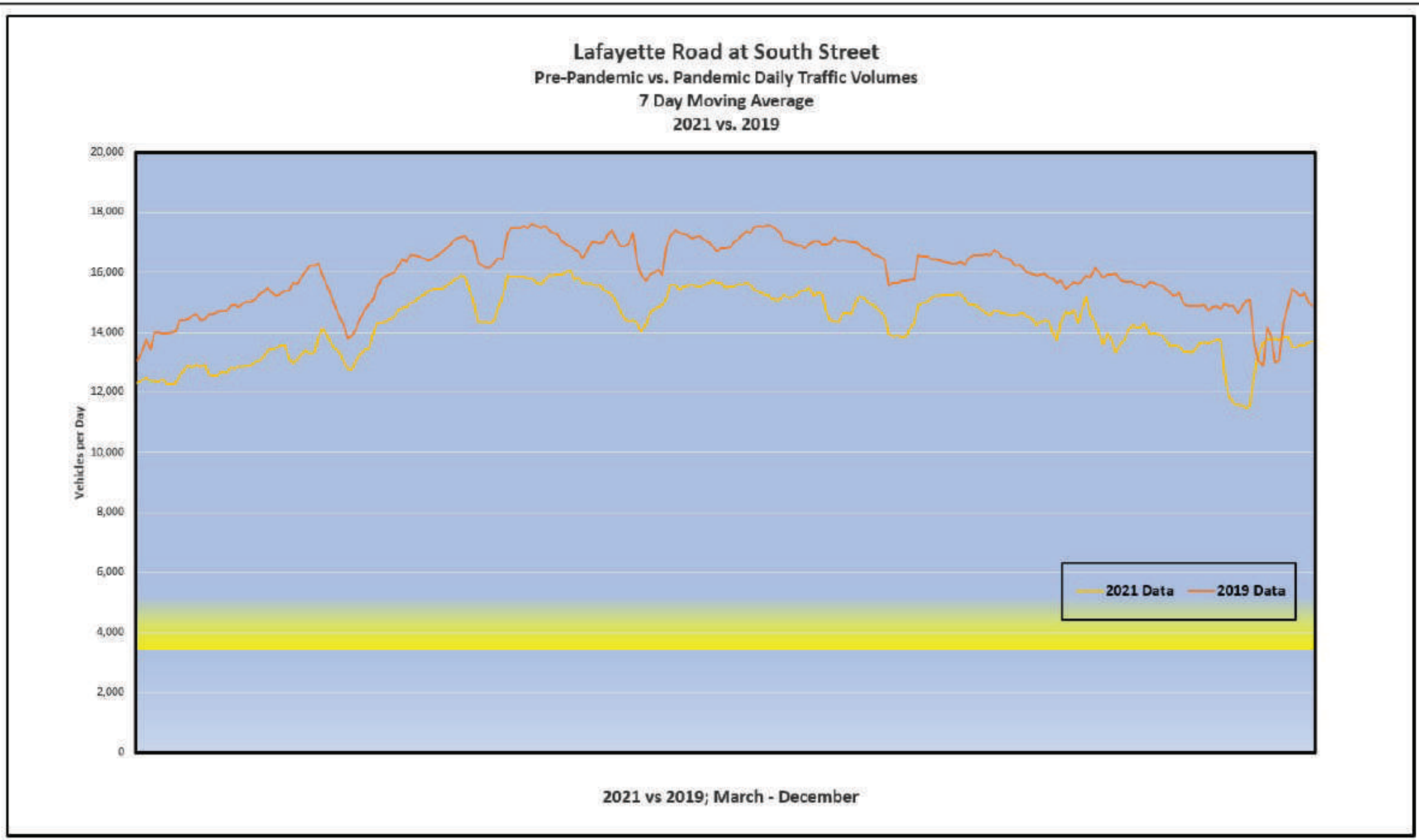
Total Crashes	70
Reportable Crashes:	40
Pedestrian Involved:	0
Bicycle Involved:	0



VIII. A


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
31-Mar
30-Apr
31-May
30-Jun
31-Jul
31-Aug
30-Sep
31-Oct
30-Nov
31-Dec
31-Jan
28-Feb
31-Mar
30-Apr
31-May
30-Jun
31-Jul
31-Aug
30-Sep
31-Oct
30-Nov

VIII.B.1


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 - December

VIII.B.2

Middle Street at Miller Avenue/Summer Street

Traffic Signal Replacement Project

City of Portsmouth Parking and Traffic Safety Committee
January 6, 2022

VIII.C

SEBAGO TECHNICS

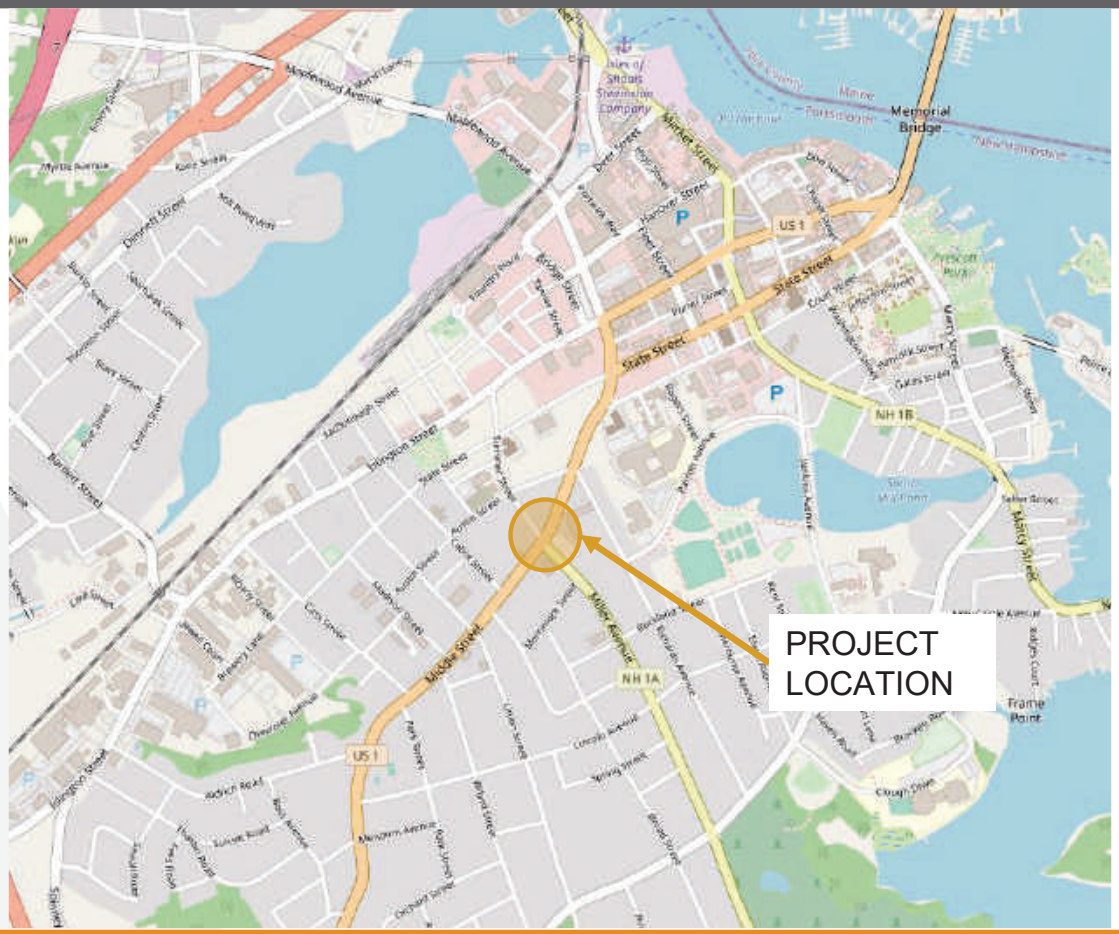
Project Purpose and Need

- Purpose – To modernize the existing traffic signal control equipment and provide increased mobility and safety for all users, including vehicles, pedestrians and bicyclists.

- Need – The need for this project is demonstrated by the outdated and aging signal equipment and pedestrian infrastructure non-compliant with ADA standards.

SEBAGO TECHNICS

Project Location



SEBAGO TECHNICS

Existing Conditions

- Four-Way Signalized Intersection.
- Operates as “Fixed Time”, no vehicular detection.
- Pedestrian crossings on all approaches.
- No separate Bicycle Facilities – “Sharrows” on Middle Street.
- No Emergency Vehicle Preemption.

SEBAGO TECHNICS

Existing Conditions



Looking North on Middle Street

SEBAGO TECHNICS

Existing Conditions



Looking South on Middle Street

SEBAGO TECHNICS

Existing Conditions



Looking East on Summer Street

SEBAGO TECHNICS

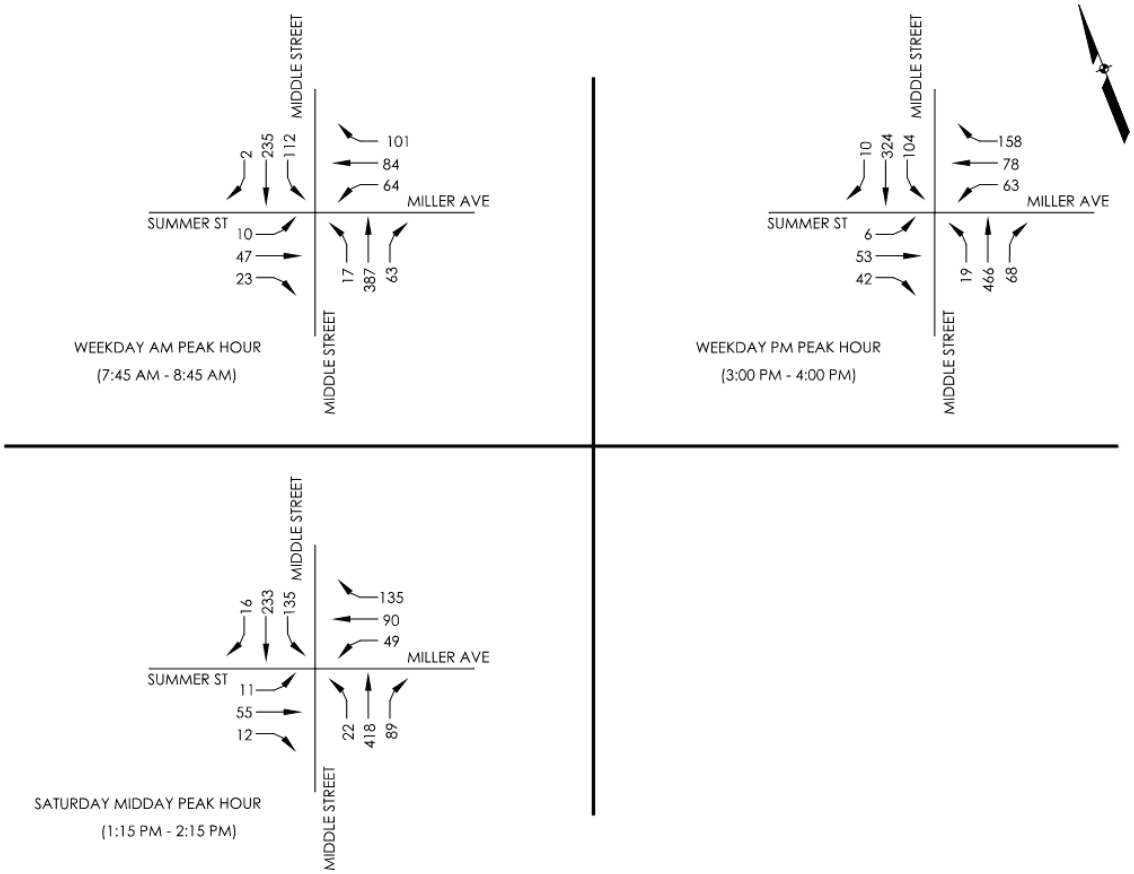
Existing Conditions



Looking West on Miller Avenue

SEBAGO TECHNICS

Design Traffic Volumes



SEBAGO TECHNICS

Alternatives Analysis

Alternative 1 – Existing Lane Configuration

- *Protected-Permissive Phasing Middle Street Southbound*
- *Curb lines pulled in to create shorter pedestrian crossing and defined bike lanes*

Alternative 2 – Dedicated left turn lanes on both Middle Street approaches

- *Protected-Permissive Phasing Middle Street both approaches*

- With both Alternatives all signal equipment is to be replaced and all curb ramps reconstructed to be ADA compliant.
- Exclusive Pedestrian Phase to be maintained.

SEBAGO TECHNICS

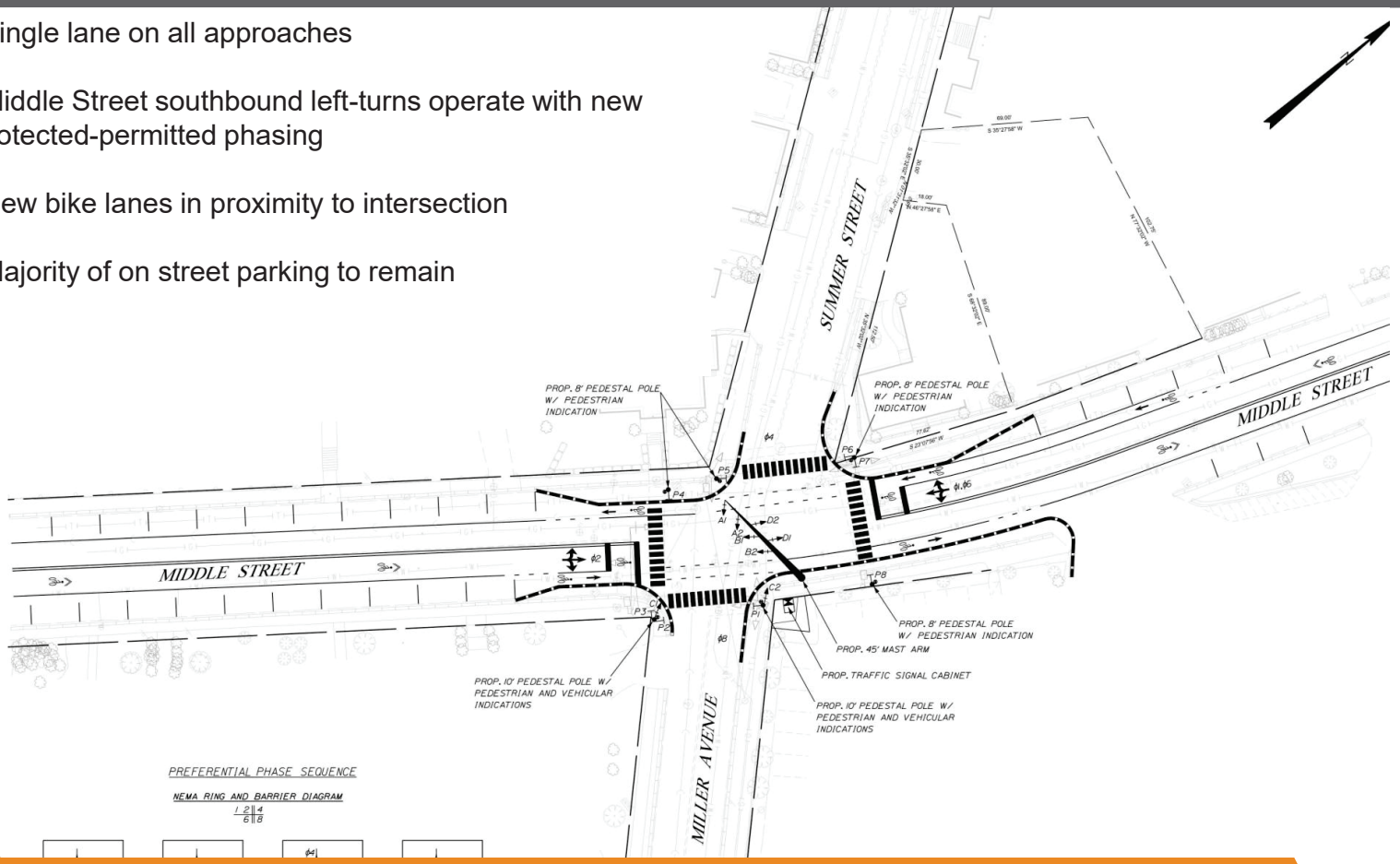
Alternative 1

-Single lane on all approaches

-Middle Street southbound left-turns operate with new protected-permitted phasing

-New bike lanes in proximity to intersection

-Majority of on street parking to remain



Alternative 2

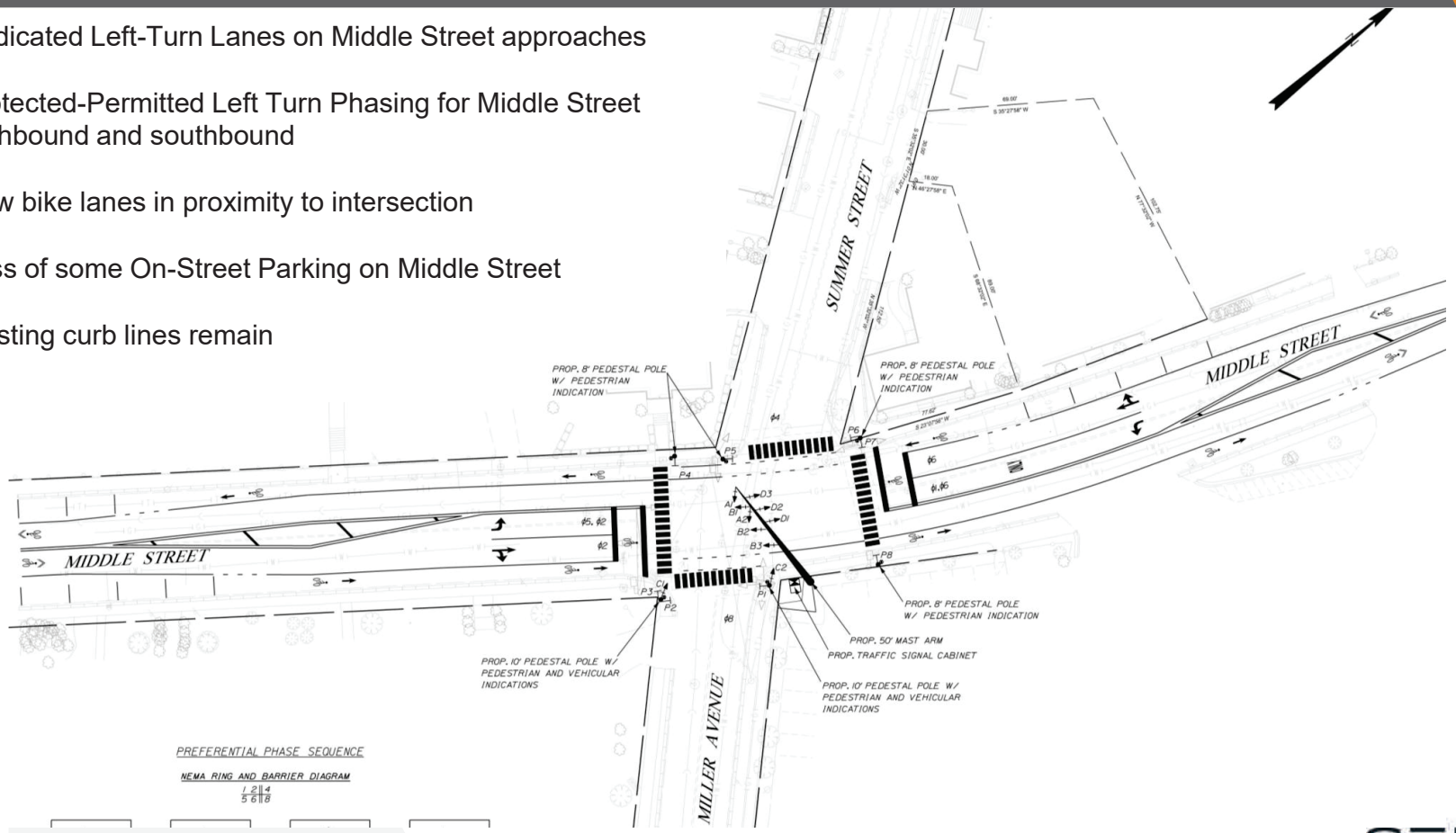
-Dedicated Left-Turn Lanes on Middle Street approaches

-Protected-Permitted Left Turn Phasing for Middle Street northbound and southbound

-New bike lanes in proximity to intersection

-Loss of some On-Street Parking on Middle Street

-Existing curb lines remain



Vehicular Capacity Analysis

	2032 PM Alt 1		2032 PM Alt 2		2032 SAT Alt 1		2032 SAT Alt 2	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Movement								
Summer St EB L	42.8	D	43.6	D	38.5	D	37.2	D
Summer St EB T	29.1	C	30.1	C	29.7	C	30.3	C
Summer St EB R	28.1	C	28.4	C	31.0	C	27.9	C
Miller Ave WB L	52.3	D	57.8	E	41.8	D	39.6	D
Miller Ave WB T	59.6	E	59.5	E	45.2	D	42.8	D
Miller Ave WB R	59.9	E	59.8	E	43.3	D	40.9	D
Middle St NB L	54.1	D	37.7	D	52.3	D	36.3	D
Middle St NB T	62.6	E	40.9	D	50.8	D	37.7	D
Middle St NB R	59.0	E	39.3	D	48.0	D	34.5	C
Middle St SB L	22.9	C	23.0	C	22.9	C	22.2	C
Middle St SB T	13.8	B	15.3	B	14.3	B	14.2	B
Middle St SB R	13.4	B	12.5	B	12.1	B	11.6	B
Intersection	44.4	D	36.4	D	38.0	D	31.4	C

Key Considerations:

- Under Alternative 1, Southbound protected left-turn phase would recall every cycle. This results in higher delays for the opposing northbound movements.
- The protected left-turn phase could be disabled based on time-of-day when traffic volumes are lower.
- Given the southbound left-turn volumes, a protected left turn phase is recommended. With a protected phase it would also be ideal to provide an exclusive left turn lane for the most efficient operations.

SEBAGO TECHNICS

Parking Summary

Approximate Number of On-Street Parking Spaces

	Alternative 1	Alternative 2
South of Intersection	20	6
North of Intersection	7	4
Total	**27**	**10**

SEBAGO TECHNICS

Questions/Discussion

SEBAGO TECHNICS

Bartlett Street Roadway Reconstruction Project

Dec. 9th, 2021 Public Meeting Update to PTS

Construction Currently Anticipated to Begin in 2023

Parking Traffic and Safety Committee, January 6th, 2022

VIII.D

Project Overview

Schedule

- Data Collection/ Fact Finding
- Preliminary Design
- Final Design
- Bid Documents
- Construction

Scope

- Limits of Construction
- Utilities to be reconstructed
- Roadway Improvements
- Sidewalk Improvements

Design Considerations

Input from:

- Community
- Parking Traffic Safety Committee
- Traffic Analysis
- Police / Fire
- City of Portsmouth Standards
- Comparable Street Designs

Existing Conditions



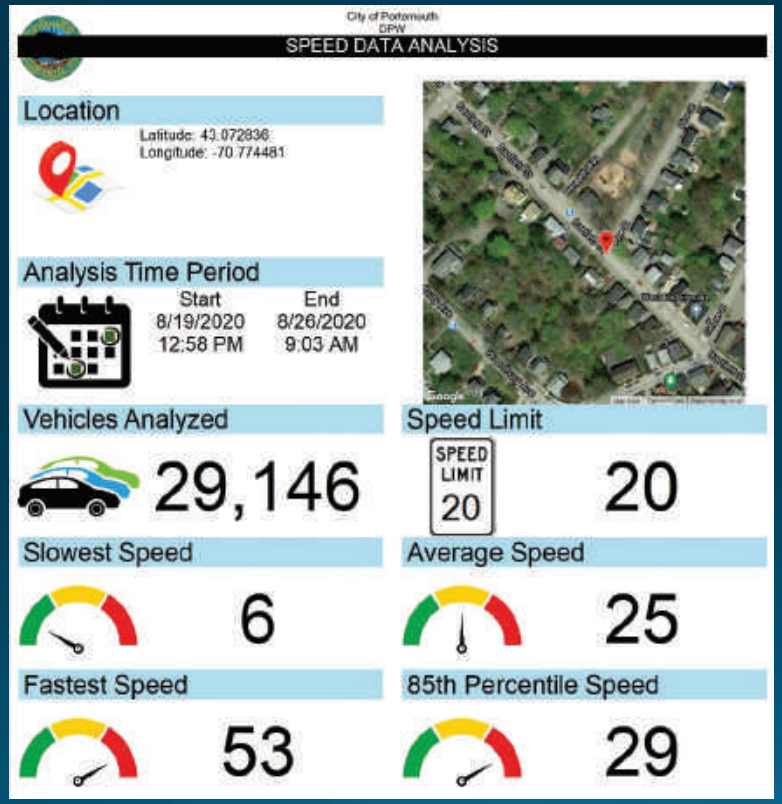








Existing Conditions



Existing Conditions

Thornton Street





Existing Conditions

Morning Street









Potential Layouts

Three layouts were drawn based on existing streets with similar characteristics and traffic loads.

Alternate #1

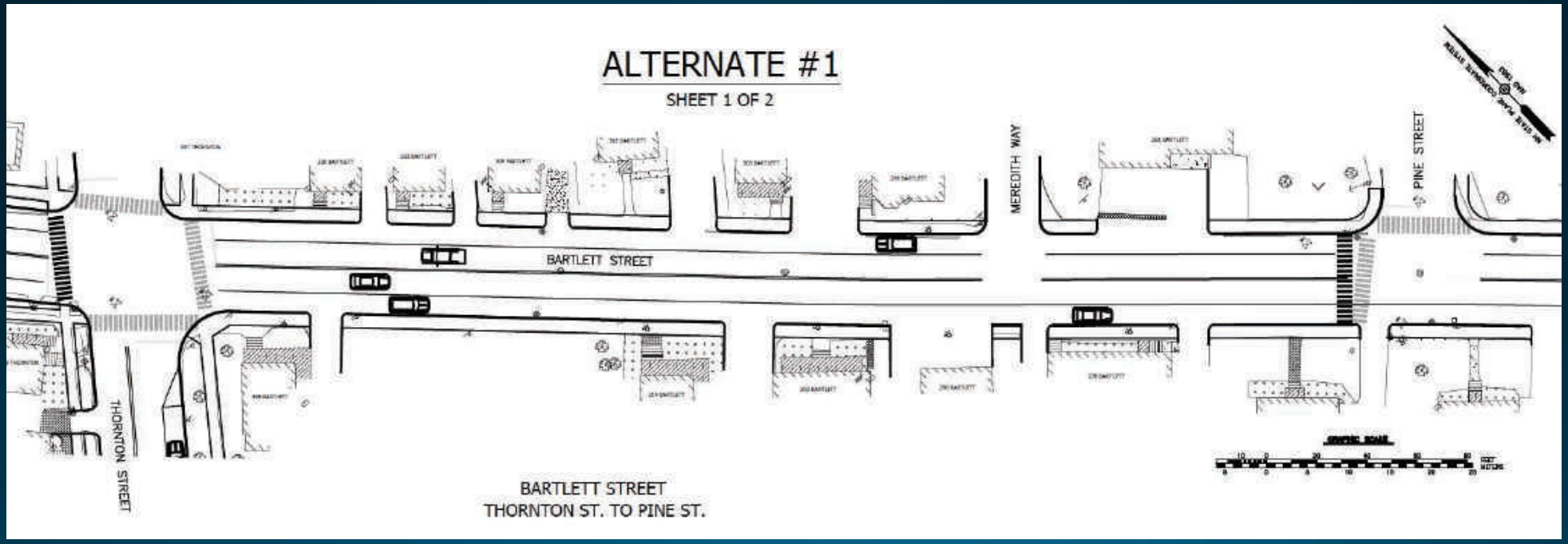
(Similar to Dennett St)



Photo of Dennett St

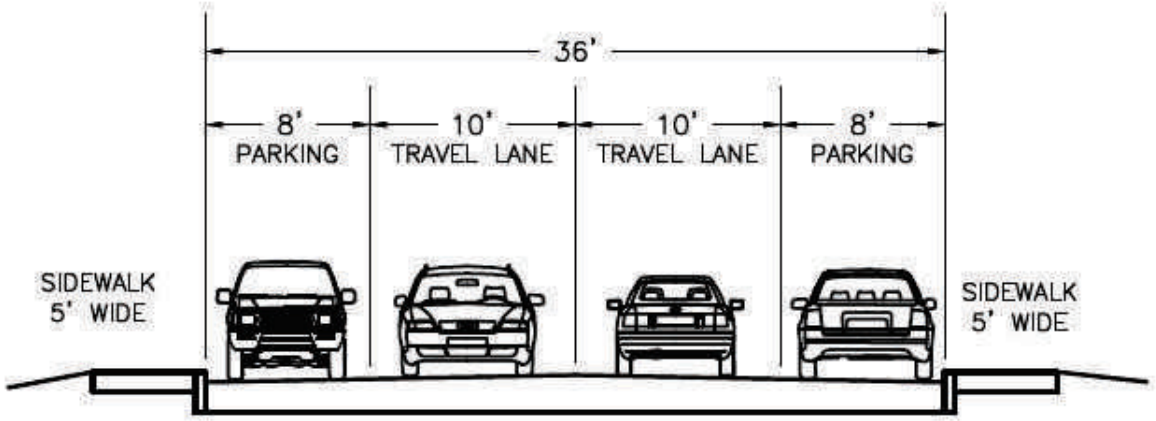
Alternate #1

(Similar to Existing Conditions)



Alternate #1

(Similar to Existing Conditions)



36' WIDE ROADWAY
10' TRAVEL LANES
8' PARKING ON BOTH SIDES
w/ SIDEWALKS ON BOTH SIDES

Alternate #2

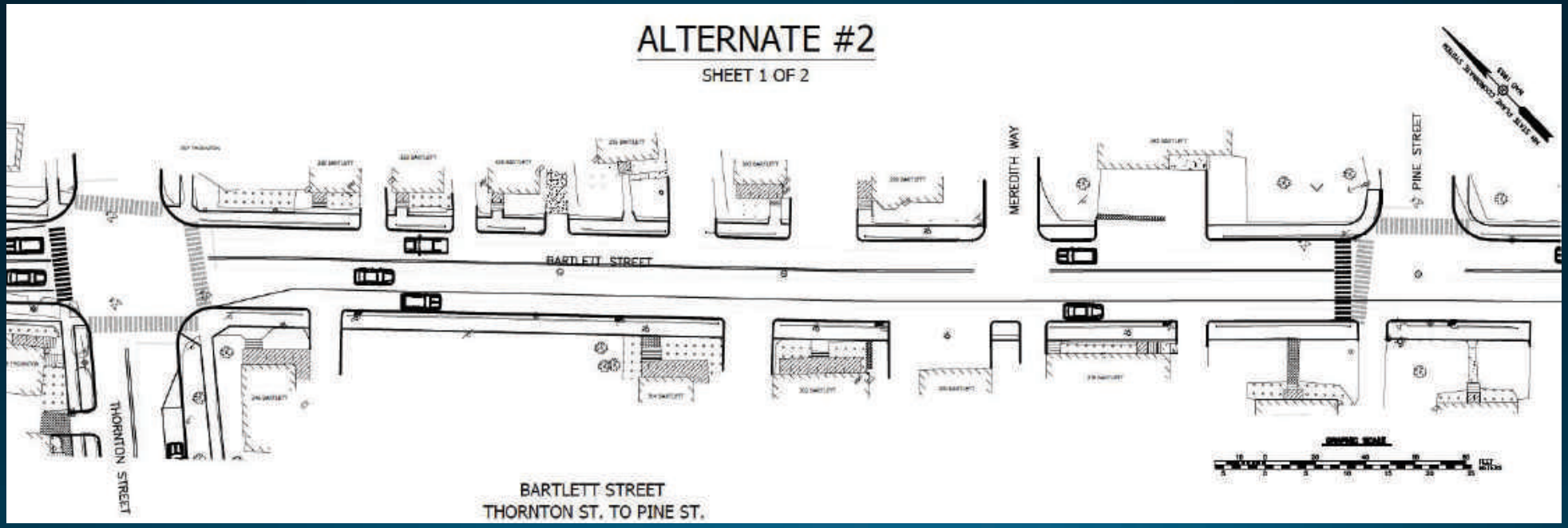
(Similar to Aldrich Road)



Photo of Aldrich Road

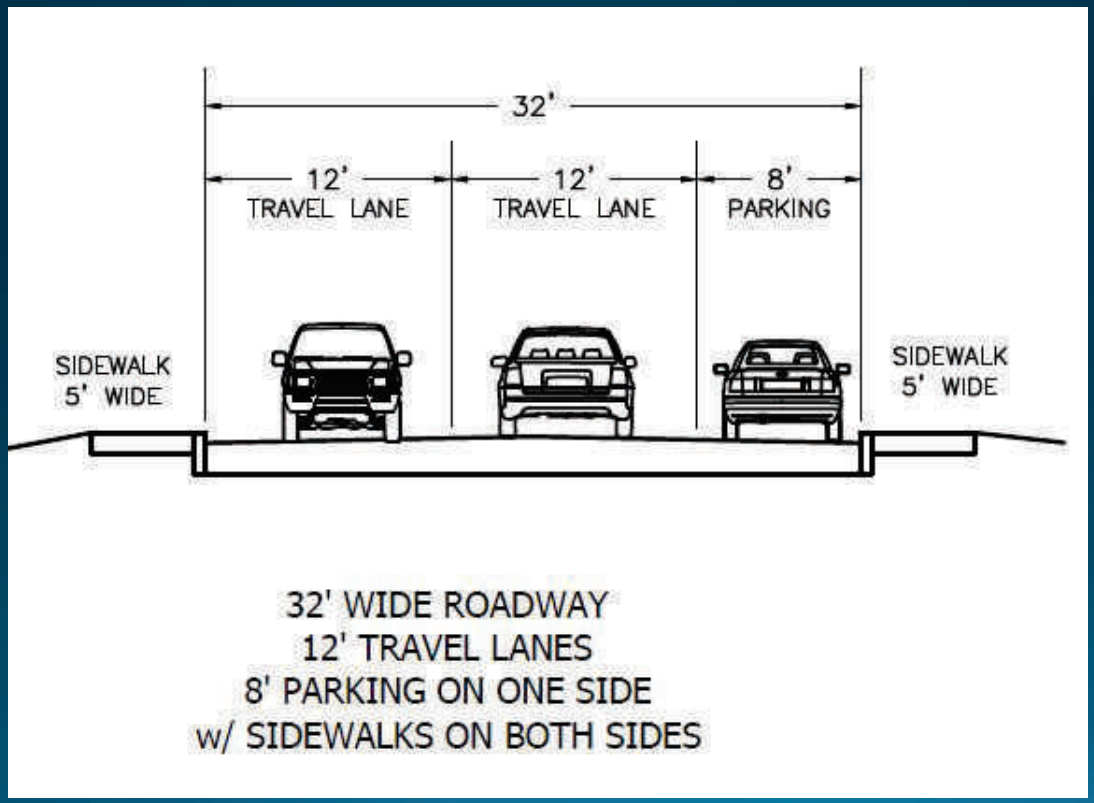
Alternate #2

(Similar to Aldrich Road)



Alternate #2

(Similar to Aldrich Road)



32' WIDE ROADWAY
12' TRAVEL LANES
8' PARKING ON ONE SIDE
w/ SIDEWALKS ON BOTH SIDES

Alternate #3

(Similar to Cass Street and Lincoln Street)



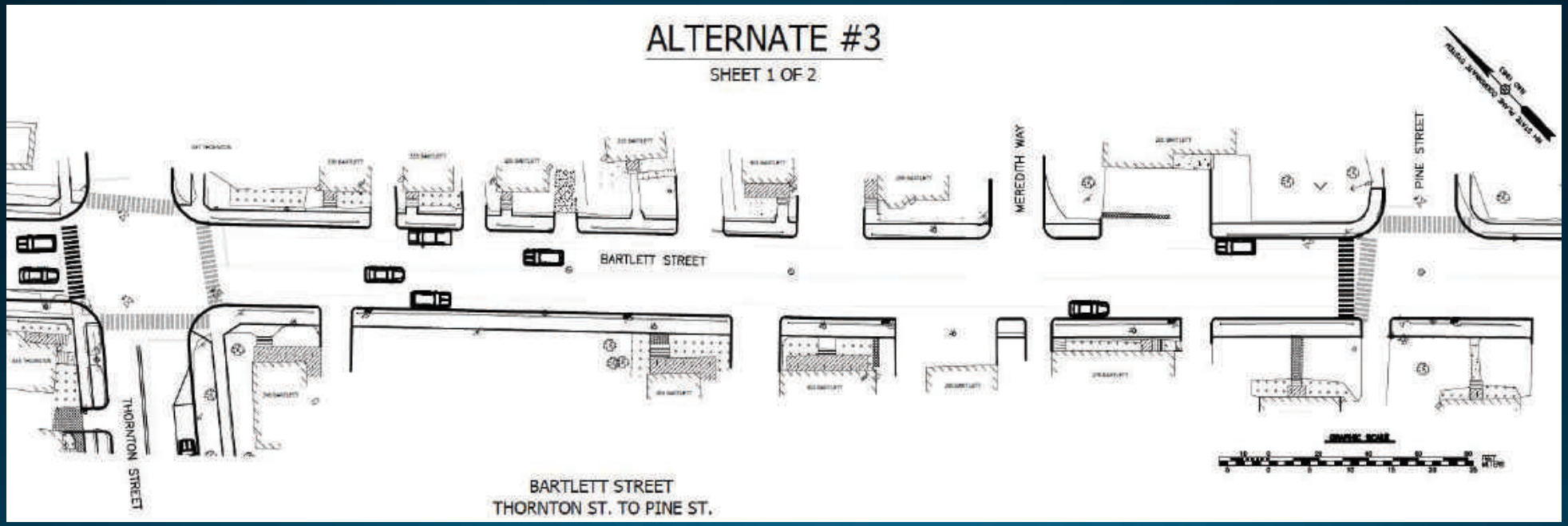
Photo of Cass Street



Photo of Lincoln Street

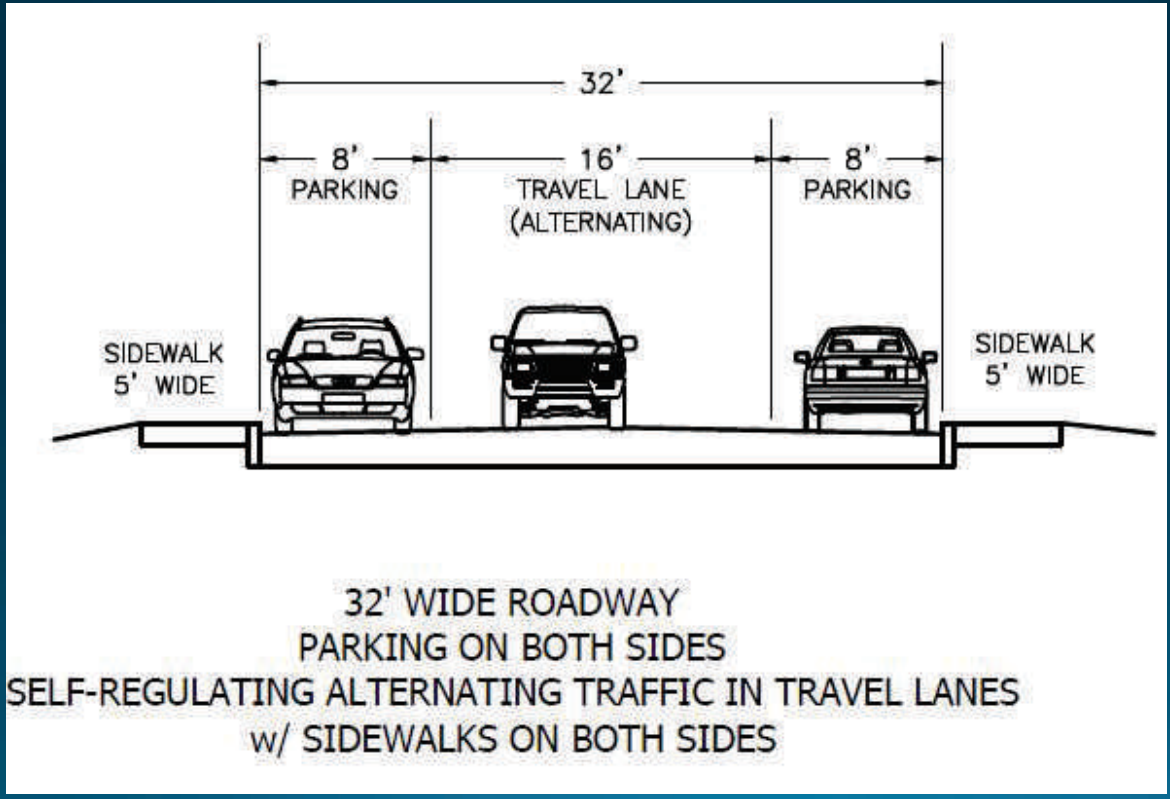
Alternate #3

(Similar to Cass Street and Lincoln Street)

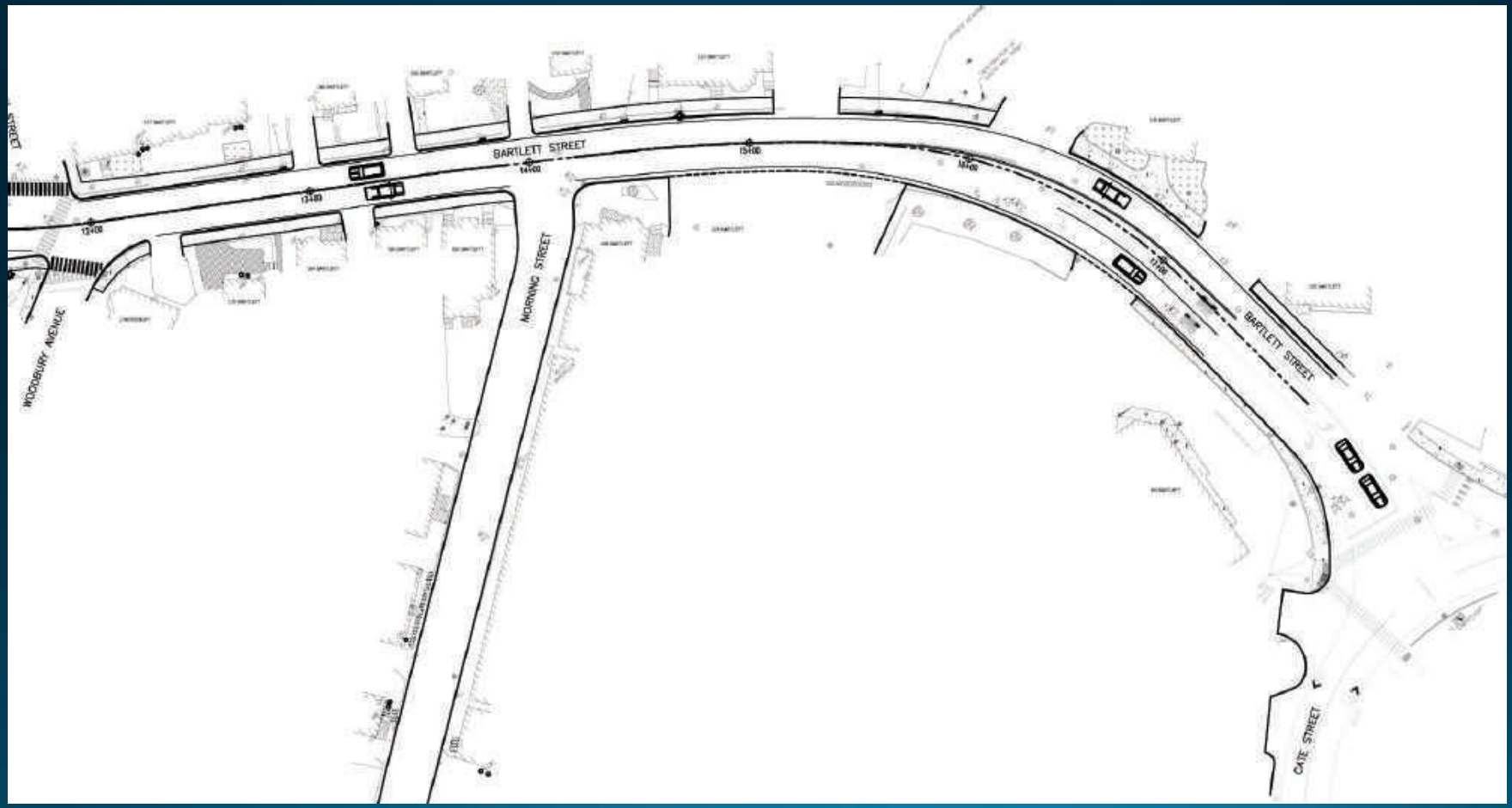


Alternate #3

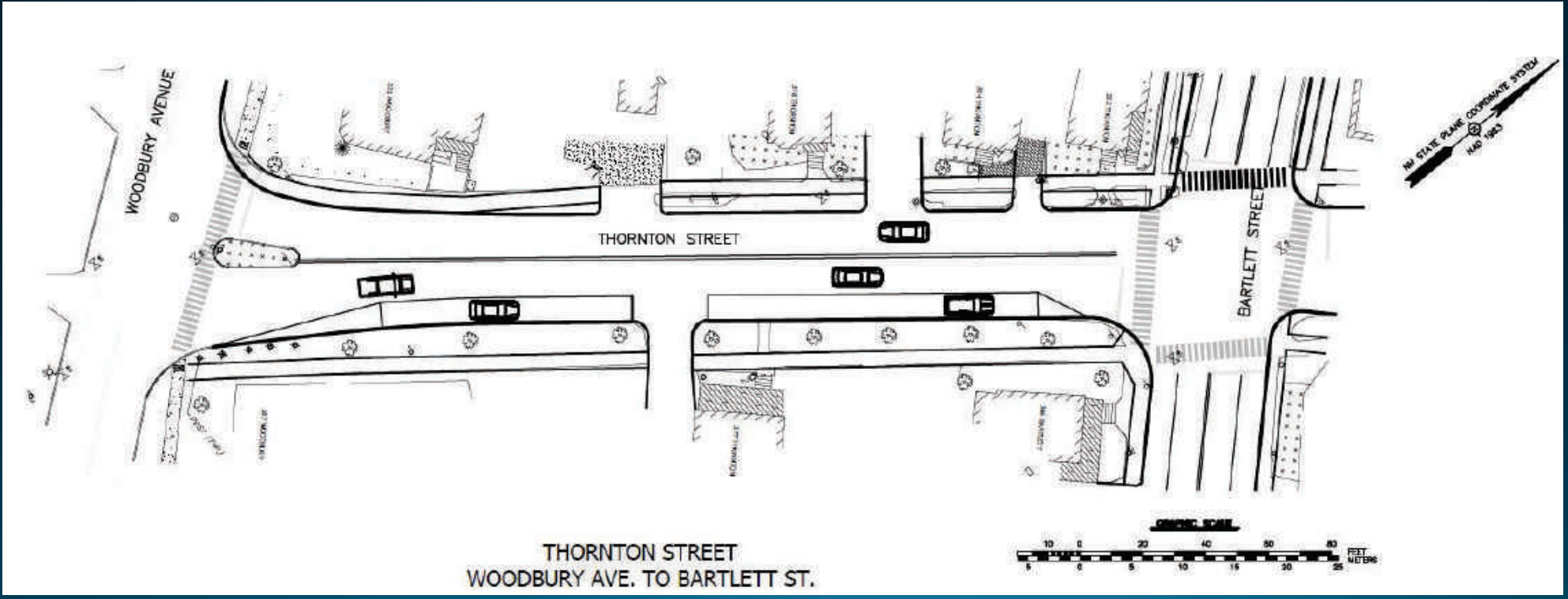
(Similar to Cass Street and Lincoln Street)



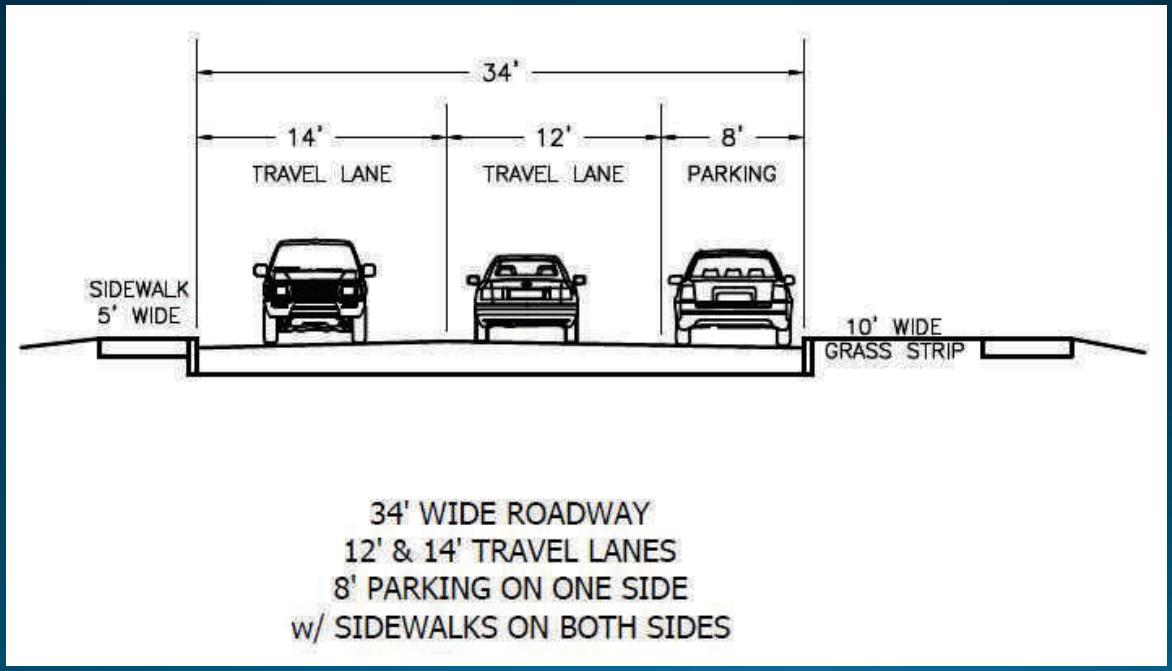
Lower Bartlett Street



Thornton Street

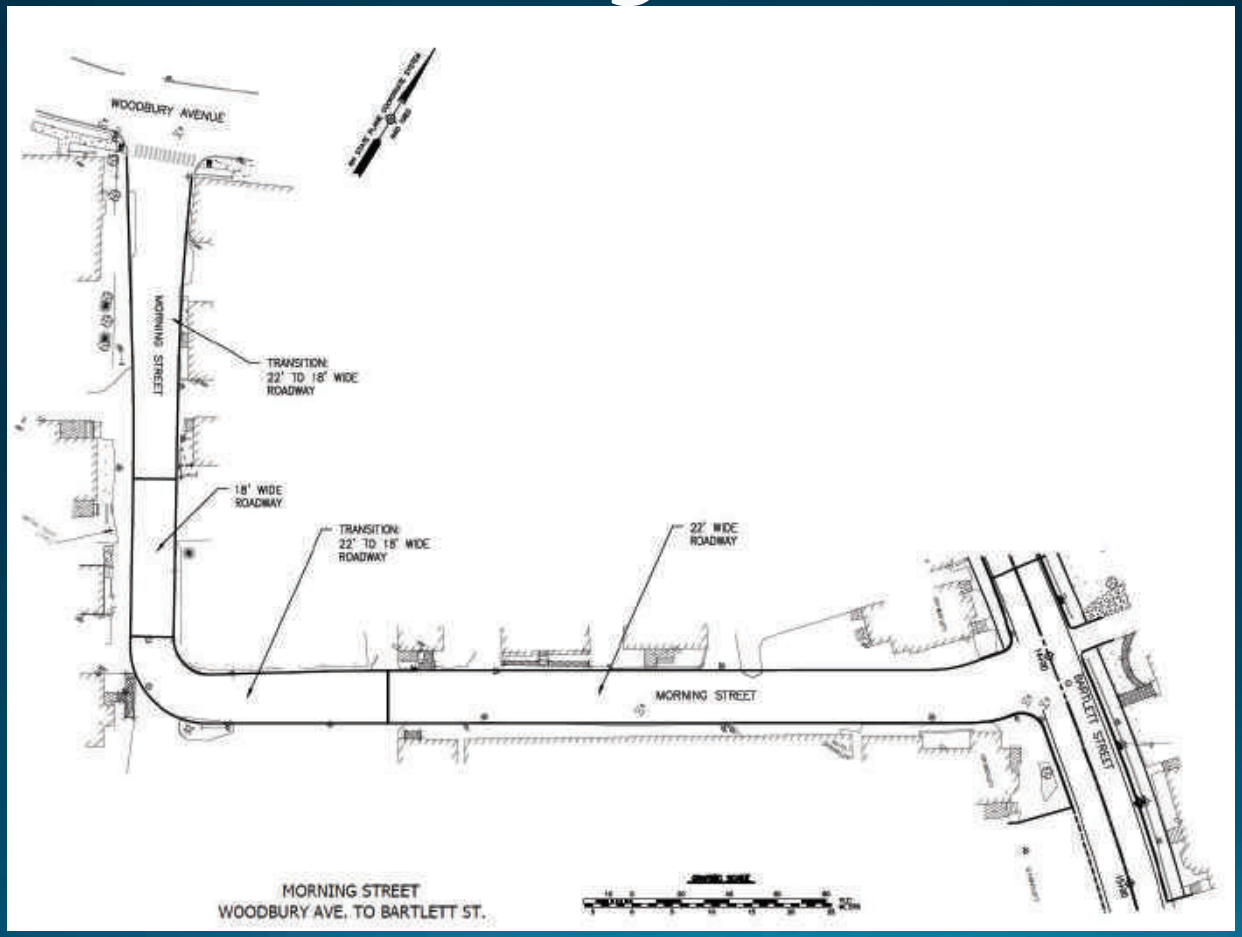


Thornton Street



34' WIDE ROADWAY
12' & 14' TRAVEL LANES
8' PARKING ON ONE SIDE
w/ SIDEWALKS ON BOTH SIDES

Morning Street



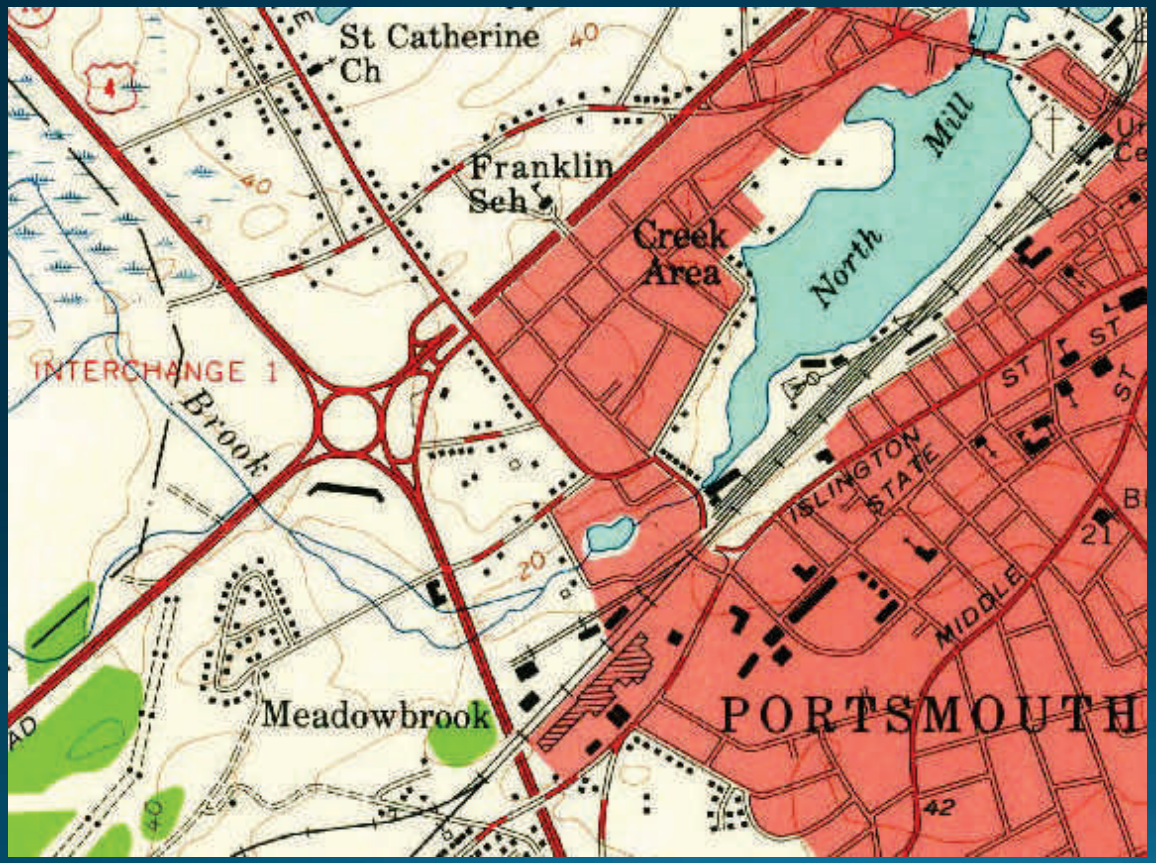
Public Comments

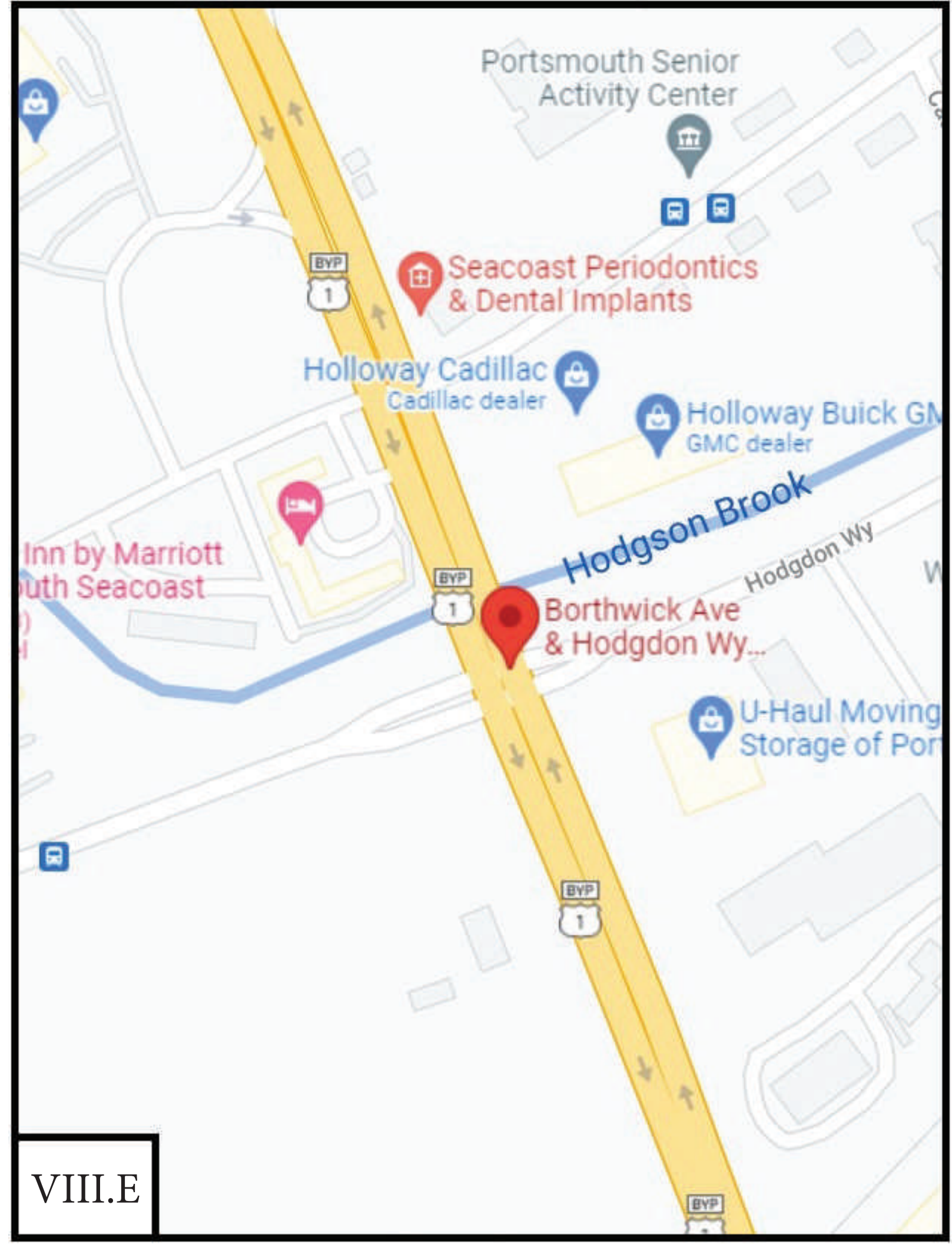
- Morning Street residents don't feel that sidewalks are necessary on their street
- Large interest in lowering traffic volumes and speed on Bartlett
- Large interest in more trees/greenery along the corridor
- Interest in sidewalk improvements along Bartlett St., as well as overall pedestrian improvements

Public Comments

- Alternate 3 seemed to be preferred over other options
  - Likely most effective at limiting speeds and discouraging use of Bartlett
  - Concerns about usage on a road with high volumes, and effects on the large vehicles, I.E. COAST busses

Questions/Discussion




Portsmouth Senior
Activity Center
Seacoast Periodontics
& Dental Implants
Holloway Cadillac
Cadillac dealer
Holloway Buick GM
GMC dealer
Hodgson Brook
Hodgdon Wy
Inn by Marriott
uth Seacoast
Borthwick Ave
& Hodgdon Wy...
U-Haul Moving
Storage of Por
BYP
1

VIII.E

Dear Parking and Traffic Safety Committee,

My understanding of having this halfway point meeting was to go over the NPP and make changes as needed. There is a cost to run any pilot program. When first proposed, quite a few years ago, it was estimated to cost about $50,000. It is not surprising it may cost a little more. It seems that the figures could be tweaked as the program moves forward. Some things will not change much such as: permits, clip boards, rain gear. Some are the cost of doing business such as paper, vehicle mileage and other costs will improve, such as time to do patrols and the use of more energy efficient vehicles to patrol.

As part of the halfway point it is important that some changes be implemented.

Here are some suggestions based on complaints by residents:

1. *All cars legally registered* to *a residential address* within the NPP should be eligible for a parking permit. Currently there are double the passes than spaces, by adding this option now, the impacts of this change could be monitored.
2. Any contractor who is working on a project which will take more than 5 days should receive a unique parking permit for the duration of the project. IE: 200 McDonough St and 41 Salem St. The resident should secure these permits. Most contractors need access to their vehicles and like to keep them close, if problems arise the resident could be contacted. All other flexible contractors could be scheduled to start work at 7AM if possible or use the resident's guest pass. Many contractors appreciate starting early because this gives them 4 hours without needing a permit and they are on to their next job much faster than starting at 9AM. However, if the heat is out the service provider will show up when they can and the guest pass can be used. Tenants are usually happy to share their guest pass with the heating person while they are there for an hour or two. **Currently a contractor pass is $35 per day in the NPP zone.**
3. Rental units which have limited off street parking should fall under number 1. Guest passes are only issued by the units, however if guests arrive after 6PM they don't need a pass until 11AM the next day, thereby reducing the need for guest passes for many people.
4. **The required location of the permits** should be changed to either be on the windshield or on the outside of tinted windows (IF the permits will stay on in bad weather), so they can be seen.
5. The permits could be changed in the future to just be the Portsmouth Seal with a bright blue or black outline to make them easier to be seen in the front windshield or on the outside of car windows.
6. Hopefully the one day guest pass situation mentioned at a previous meeting has been addressed in regards to requiring all of the guest's vehicle information. Part of the learning curve of a new program.

The increase in employees using the Foundry Garage incentive, going from 125 in 2020 to 377 shows the idea of the NPP moved employees to act before the program started, especially in light of also losing the use of the Heinemann Parking around the same time. The increase in spaces available is likely a lot more than 12 because on the west end we have noticed a significant decrease in commercial vehicles and lot more of the usual cars for Safeway Storage parking closer to the building than they could before, even with 4 houses being constructed. During the day there seem to be a few more spaces to use and in the evening when businesses leave residents are able to fill the spaces. It has become what parking should be, shared parking.

The Hanover Street end near Bridge St has had an increase in open spaces and it too seems to have a balance of open spaces available for 2 hour parking and purchased permits, again demonstrating that the NPP has created a better balance of shared parking yet still allowing residents to find a place to park when they get back from going to the store, work or school.

All pilot programs have bumps. This halfway meeting is to look at the bumps, brainstorm on solutions, try them and see what shakes out. Thank you for your time and consideration of this pilot program.

Sincerely,

Elizabeth Bratter
Property Owner
159 McDonough and 324 Cabot St

IX. A