Portsmouth
Parking &Traffic Safety Committee
8:00 A.M. – July 6, 2017
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: Please meet on **Wednesday, July 5th** at 8:00 A.M. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following location:

- Mechanic Street at Gardner Street

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

A. Tom Morgan's letter regarding Middle Street bicycle lanes and reconstruction of Islington Street.

VI. PRESENTATION

A. Route 1 and Lang Road intersection, Road Safety Audit, by NHDOT. **Sample motion - move to approve recommended actions.**

VII. NEW BUSINESS

A. Request for NO PARKING areas on Mechanic Street. **Sample motion - move to approve NO PARKING areas as proposed on Mechanic Street.**

B. Request for LOADING ZONE on Vaughn Street for new hotel. **Sample motion - move to approve LOADING ZONE on Vaughn Street conditional upon 30 days after opening of hotel.**

C. Request by Parkside Condo Association to move Zagster bike station to an on-street parking space on State Street. **Sample motion – move to refer to City staff for report back.**

VIII. OLD BUSINESS/ACTION ITEMS

A. Middle Street Bike Lanes project, by Juliet Walker, Planning Director.
Sample motion – move to approve proposed on-street parking restrictions along Middle Street and Lafayette Road as shown on GPI plan dated June 8, 2017 to accommodate the proposed bicycle lane project.

IX. PUBLIC COMMENT

X. INFORMATIONAL

A. State Street traffic and fire response, by James Heinz, Deputy Fire Chief.
B. Quarterly bicycle and pedestrian accident report.

XI. MISCELLANEOUS

XII. ADJOURNMENT

City of Portsmouth

Parking Related Revenues

Unaudited

PTS Meeting July 2017

Percentage of Fiscal Year Complete
91.67%

Totals Thru May 31, 2017

FY 17

	FY 17 TOTALS	BUDGETED	% of Budget
Parking Meter Fees	2,224,167	2,155,000	103.21%
Meter Space Rental	130,616	90,000	145.13%
Meter In Vehicle	84,679	85,000	99.62%
Parking Garage Revenue	1,883,565	2,025,000	93.02%
Garage Passes	1,066,855	1,050,000	101.61%
Pass Reinstatemt	3,060	2,500	122.40%
Vaughan St Parking Facility	13,750	15,000	91.67%
Parking Violations	725,221	715,000	101.43%
Immobilization Administration Fee	17,570	15,000	117.13%
Summons Admin Fee	425	3,000	14.17%
Total FY 17 Parking	6,149,908	6,155,500	99.91%

	BUDGETED	
	(3,743,195)	61% Transfer to Parking Fund
	2,412,305	39% Funds Remaining in Gen Fund

39 Richards Avenue
Portsmouth, NH 03801
June 26, 2017

Parking & Traffic Safety Committee
City Hall
Portsmouth, NH

Committee Members:

I am writing in regards to the proposed **Middle Street bicycle lanes** and the reconstruction of **Islington Street**.

The Fire Department's New Policy on Roadway Design

On June 8, I attended a public meeting the city convened to provide residents with an update on the proposed Middle Street bicycle infrastructure. On that occasion, Deputy Chief Heinz clarified the new policy of the Portsmouth Fire Department (PFD), explaining that the department has determined that it needs a minimum uninterrupted pavement width of 26 feet to achieve a timely response to emergency calls.[1]

I find the dimensional requirements of the new PFD policy to be excessive. This policy is not a good fit for a 400-year old city that is crisscrossed with dozens of narrow streets. I fear that the new policy will severely impede the city's efforts to improve pedestrian and bicyclist safety.

I happen to live along one of those narrow streets. The northern end of Richards Avenue measures 19 feet from curb to curb. The proximity of trees and utility poles leave an uninterrupted clearance of no more than 20 feet.

Policy considerations aside, the actual practice of the PFD's truck drivers has been to utilize Richards to go wherever they need to in a timely manner. I have full confidence that these drivers know what they're doing, and that they will continue to choose the routes that bring them to their destination expeditiously. PFD drivers instinctively grasp that the widest streets do not necessarily present the most efficient routes. Traffic engineers advise that roadway connectivity is more important than roadway width in ensuring a timely response.[2]

The rationale of PFD administrators for 26 feet seems to revolve around the possibility that emergency vehicles might get stuck in traffic on roadways of lesser width. I remain skeptical, because during the 32 years I have lived along the 19-foot wide Richards Avenue, I never witnessed an emergency vehicle impeded in any manner.

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[1] A video of the meeting may be viewed at https://www.youtube.com/watch?v=KMz5N5gH_9Q&feature=youtu.be

[2] See Best Practices – Emergency Access in Healthy Streets, published by the Los Angeles County Department of Public Health.

At the June 8 meeting at City Hall, Deputy Chief Heinz made several references to the PFD's *"10-foot wide fire trucks."*[3] This writer is unclear as to whether the PFD actually acquired 10-foot wide trucks, or alternately, 8-foot trucks with 1-foot mirrors extending from each side, a configuration that is common in the northeastern US. In any event, the International Fire Chiefs Association advises roadway designers and state regulators in the US to plan for a truck width of no greater than 8.5 feet.[4] I would think that it would be less expensive to adjust the mirrors than to widen the roadways.

Deputy Chief Heinz acknowledged that wide roadways pose a certain risk for bicyclists, and that is why the PFD reluctantly compromised and agreed to settle for *"26 feet bare minimum."* He expressed misgivings over *"this compromise"* because it *"will delay us."* He ominously raised the possibility that the proposed bicycle lanes might cause the PFD's response time to *"skyrocket."* I remain unpersuaded by the PFD's so-called compromise.

In many older cities (Europe comes to mind) fire departments typically respond to the challenge posed by narrow streets by procuring narrow emergency vehicles. It's common sense. I am left with the impression that the PFD has purchased, or is contemplating purchasing, trucks that are too wide for Portsmouth's street network, and is now attempting to re-make our transportation infrastructure so as to accommodate the truck width. It should be the other way around.

Route 1B in the center of New Castle is less than 26 feet in width. Is the new 26-foot policy going to oblige us to abandon the mutual aid agreement with New Castle? No, because the PFD will simply waive its 26-foot rule. So why should Portsmouth residents accept a compromise to bicyclist safety to satisfy a PFD policy for which New Castle residents will be exempted?

A policy that cannot be applied in a consistent manner is one of the hallmarks of bad policy. The PFD should re-think its new policy.

Protected vs. Buffered

Along the Middle Street corridor, I much prefer bicycle lanes that are protected, as opposed to buffered, wherever practical. By protected, I mean those that incorporate robust physical barriers, and thus greater protection from nearby motor vehicles. A well-protected bikeway would encourage more people, especially families with young children, to utilize bicycles in lieu of motor vehicles.

The flex bollards are just as the name suggests, flexible. The bollards offer scant protection to children on the proposed buffered bike lanes, particularly from motorists who drive and text simultaneously. This flex arrangement is apparently dictated by the PFD's new 26-foot rule. The new policy will compromise the safety of young cyclists on a daily basis so as to facilitate the occasional transit of an aerial platform vehicle. I disagree with the PFD's priorities.

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[3] See https://www.youtube.com/watch?v=KMz5N5gH_9Q&feature=youtu.be @ Minutes 21 thru 26.

[4] Fire Apparatus Manufacturers' Association, Emergency Vehicle Size and Weight Regulation Guideline

Excessive Lane Widths on Islington Street

The city is proposing a multi-million-dollar reconstruction of the stretch of Islington Street that runs from Spinney Road to downtown. VHB, the civil engineering firm that is designing the reconstructed roadway, addressed lane width in a memorandum dated March 21, 2017:

> *"The lane widths vary from 11' to 13', depending on location. Most are 12'."*

It is my understanding that these excessive lane widths come at the insistence of the PFD in yet another well-intentioned, but misguided, effort to ensure timely responses to emergency calls.

Why are 12'-13' lane widths *not* a good idea? Well for starters, the wide lanes will also be available to non-emergency vehicles, pretty much all the time. Traffic engineers advise us that when motorists are provided with an overly broad travel way, many of them will disregard the posted speed limit and drive at a velocity that is dangerous to pedestrians, bicyclists and other motorists.[5] These motorists take advantage of what is known in the industry as *design speed.*[6]

The Boston-based authors[7] of Portsmouth's Bicycle & Pedestrian Master Plan observed that *"many of Portsmouth's streets have a design speed* ***much higher*** *than the posted speed limit"*[8] (emphasis added). What this means is that motorists typically feel quite comfortable in driving at speeds that are supported by the roadway geometry, sight-distance, and topography, regardless of the lower speed limits that were adopted to protect pedestrians and bicyclists. When one considers that the design speed for 12-foot wide travel lanes on the New Hampshire Turnpike is somewhere north of 65 mph, it becomes obvious that the 12'-13' lanes proposed for Islington Street are being designed for speed.

When a motor vehicle strikes a pedestrian, the speed of the vehicle is critical. Jeff Speck, an urban planner of national renown, recently penned an article entitled Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now. Mr. Speck, in summarizing the findings of a broad collection of applicable studies, advised that:

> *"A pedestrian hit by a car traveling 30 m.p.h. at the time of impact is between seven and nine times as likely to be killed as one hit by a car traveling 20 m.p.h. This tremendously sharp upward fatality curve means that, at urban motoring speeds, every single mile per hour counts."*[9]

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[5] Swift, P., Painter, D., and Goldstein, M. (1997, June). Residential Street Typology and Injury Accident Frequency. Presented at the Congress for New Urbanism, Denver, CO.

[6] As defined by the American Association of State Highway and Transportation Officials (AASHTO).

[7] The plan's principal authors are the Toole Design Group.

[8] 2014 Portsmouth Bicycle & Pedestrian Plan, page 17.

[9] Jeff Speck, Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now, The Atlantic City Lab, October 6, 2014.

The Case for Ten-Foot Lanes

The National Association of City Transportation Officials (NACTO) recommends 10' lanes. NACTO's Urban Street Design Guide provides a rationale for this recommendation, as follows:

> *"Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations."*
>
> *"Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build."*
>
> *"Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, **where every foot counts**. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety, and that wider lanes do not correlate to safer streets. Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and midblock crossings."* (emphasis added)

The Portsmouth Fire Department Endorsed 10-Foot Lanes on Lafayette Road

Yes, you read that correctly. It is not a typo. Take a close look at the aforementioned Greenman Pedersen Traffic Plan that was endorsed by the PFD. The proposal for the project's Lafayette Road segment calls for 10-foot travel lanes, while the Middle Street segment is slated to have 11-foot lanes. In other words, the project's suburban segment where connectivity is less in evidence, and pedestrians are fewer, will incorporate NACTO's recommended 10-foot lanes. The urban segment, where roadway connectivity is abundant and pedestrian activity is greater, will have 11-foot lanes.

I am at a loss as to the logic behind the PFD's support for 10-foot lanes on Lafayette, while simultaneously refusing to go to less than 11 feet on Middle Street.

Here's the takeaway: If 10-foot lanes are acceptable for Lafayette Road (and it's been agreed that they are), then 10-foot lanes should work just fine on Middle Street. Ten-foot lanes would have a calming effect on motorists traversing this residential neighborhood. The plan should be revised accordingly.

Islington is One of the Most Dangerous Streets in Portsmouth

NH State Police report some 480 motor vehicle collisions (resulting in 99 injuries) on Islington Street during the period 2003 thru 2016.[10] The maps attached hereto depict the locations where operators of motor vehicles drove into pedestrians and bicyclists during the period 2002 thru 2016, and fatal and incapacitating motor vehicle accidents during the same period.[11] Note that the two largest clusters of collisions between motor vehicles and pedestrians are located downtown and along Islington Street. The Islington figure is quite high, and in my opinion, unacceptably so.

In many of these collisions, the speed of the motor vehicle was cited as a contributing factor. If we wish to reduce the frequency of such collisions, the obvious means is to design our road-ways to discourage excessive speed. Lane widths of no more than 10' would be a good start.

Admittedly, a compelling argument in favor of wider lanes is that a timely response is oftentimes critical for victims of cardiac arrest or stroke. A dispassionate analysis however requires us to consider that wide lanes can likewise lead to injury or death for pedestrians, bicyclists and other motorists. The trick here is to find the right balance. If for example, one cardiac victim is saved for every ten pedestrians who suffer grievous injuries (or worse), the case for the wide lanes is less persuasive. We have extensive data on the number and locations of injuries caused by motor vehicles in the Islington corridor. What we have not seen (because the PFD failed to provide it) is data revealing the number of cardiac/stroke victims who have been saved due to wide lanes. It is my hope that this important public safety issue will be decided via a rational, data-driven process, rather than the usual appeal to emotion and fear.

Police & Fire Working at Cross Purposes

During Police Chief Mara's tenure with the city, he has taken every opportunity to engage the citizenry, and in so doing, oftentimes sought residents' input as to what the police department might do differently. The answer from every corner of the city was unequivocal: *"Enforce the speed limits."* To his credit, it is my understanding that Chief Mara directed his officers to do just that.

Contrast the Police Department's new policy priorities with those of the Fire Department. The latter's insistence on wide travel lanes would encourage motorists to drive faster. In other words, these two safety-oriented municipal departments are working at cross purposes. As a taxpayer who helps to pay the salaries in both departments, I would much prefer that the PFD make a good faith effort to row the boat in the same direction as the police.

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[10] NH State Police, "Non-Fatal Crashes in Portsmouth 2003-2016"

[11] These maps were prepared by the NH Department of Transportation.

A Missed Opportunity on Islington Street

It was some 40 years ago that the folks at City Hall decided to undertake what was widely perceived to be a controversial change in Market Square. They converted the square from a motor vehicle free-for-all zone into a pedestrian-friendly environment. The economic transformation of downtown did not arrive right away, but when it did come, it was clear to all that the pedestrian-scaled public spaces were integral to a thriving downtown.

In my view, the Islington corridor has always had an economic potential comparable to that of Market Square. Islington's historic buildings are a fabulous economic asset, albeit one that has yet to be fully recognized as such by our municipal policy makers. The critical difference between Islington and Market Square is that pedestrians perceive the latter to be safe. The prospect of walking across Islington Street is not only perceived as unsafe, but accident statistics demonstrate that it really is unsafe.[12] Islington's business district will never thrive so long as pedestrians are afraid to cross the street.

The city is about to invest millions in rebuilding Islington, yet the new plan continues to saddle Islington with two formidable obstacles to an economic renaissance:

1) The PFD's insistence on wide lanes will ensure that Islington remains a dangerous environment for pedestrians.

2) Decision makers at City Hall cling to the antiquated view that Islington should continue to serve as a high-speed, high-volume, arterial roadway.[13] Portsmouth does not need four arterials connecting the city center to I-95.[14] Three would suffice, perhaps even two.

It would appear that Islington is about to be sentenced to another half century in Purgatory. I am disappointed in City Hall's timid response to the PFD's insistence on wide lanes. This is certainly a contrast to the visionary leadership that was much in evidence 40 years ago.

The New PFD Policy vs. Previously Adopted City Policies

The PFD's new 26-foot rule is inconsistent with several policies previously adopted by the Planning Board and City Council, for the several reasons detailed above. These polices include the Complete Streets Policy (#2013-01) that specifically references AASHTO standards and guidelines, the Bicycle Friendly Community Policy (#2013-02), and the Walk Friendly

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[12] See vehicle/pedestrian collision map, attached hereto.

[13] The Islington/Bartlett route to I-95 is a hybrid between an arterial roadway and a collector roadway. In the interest of simplicity, I refer to it as an arterial.

[14] The other three arterials that connect the city center with I-95 and the Spaulding Turnpike are Market Street, Middle Road, and Maplewood – Route 1 Bypass.

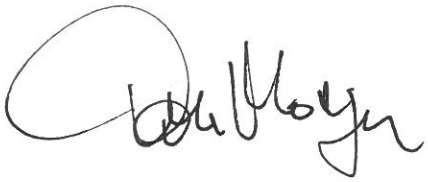
Community Policy (#2013-03). The adoption of these policies followed a deliberative process that welcomed public input. The deliberations are well documented, and records thereof are accessible to every member of the public.

The Fire Commission followed no such process. It is disheartening to witness PFD administrators brazenly disregard policies adopted by the city's (elected) governing body.

The PFD Should Focus on the PFD's Core Mission

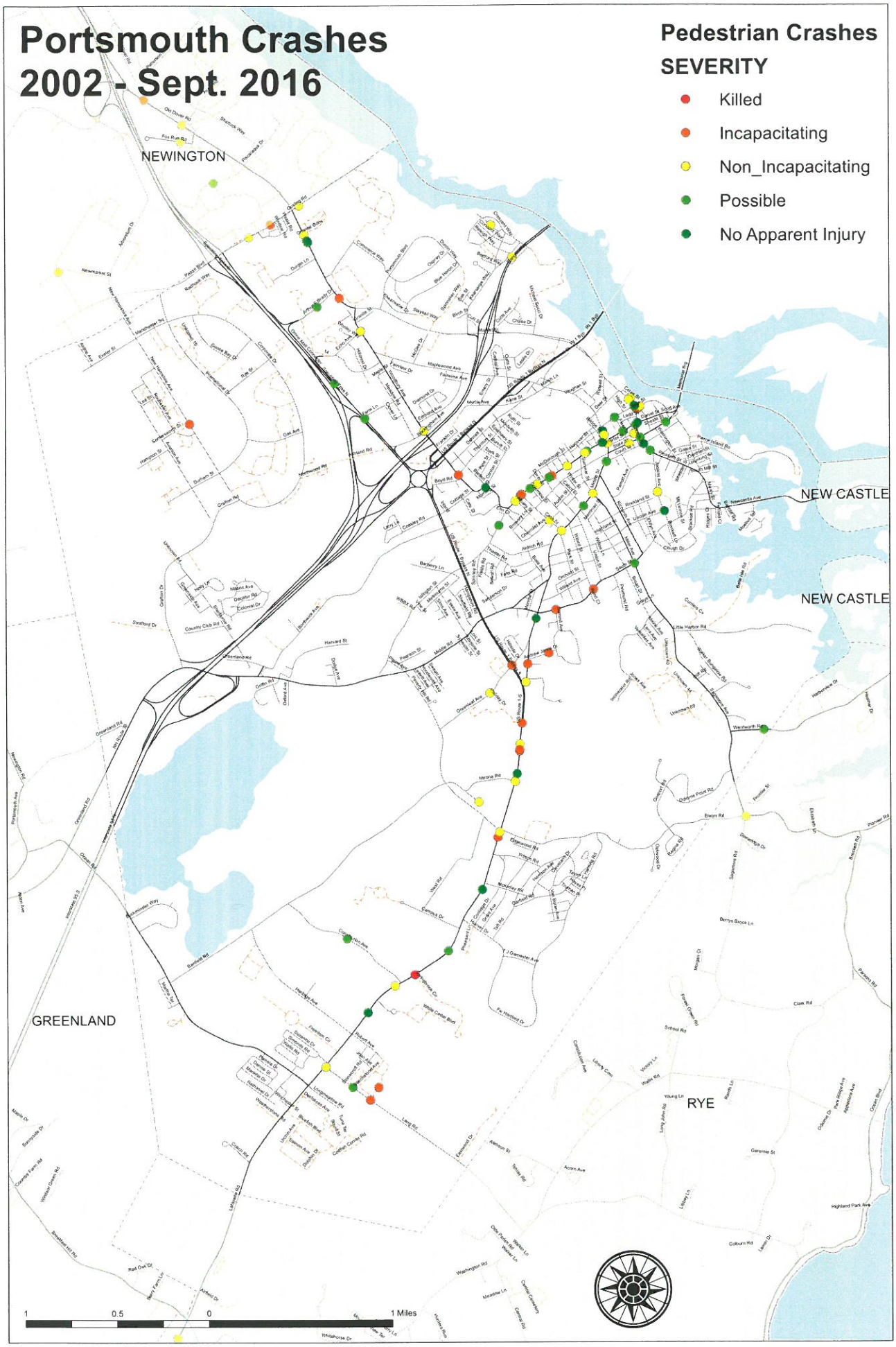
In closing, I will reiterate that I have nothing but respect and admiration for the rank & file of the PFD. Rather, it is the recent policies promulgated by PFD administrators to which I take exception. It is my hope that, going forward, the department's managers will focus on the PFD's core mission, and leave the design of transportation infrastructure to qualified professionals.

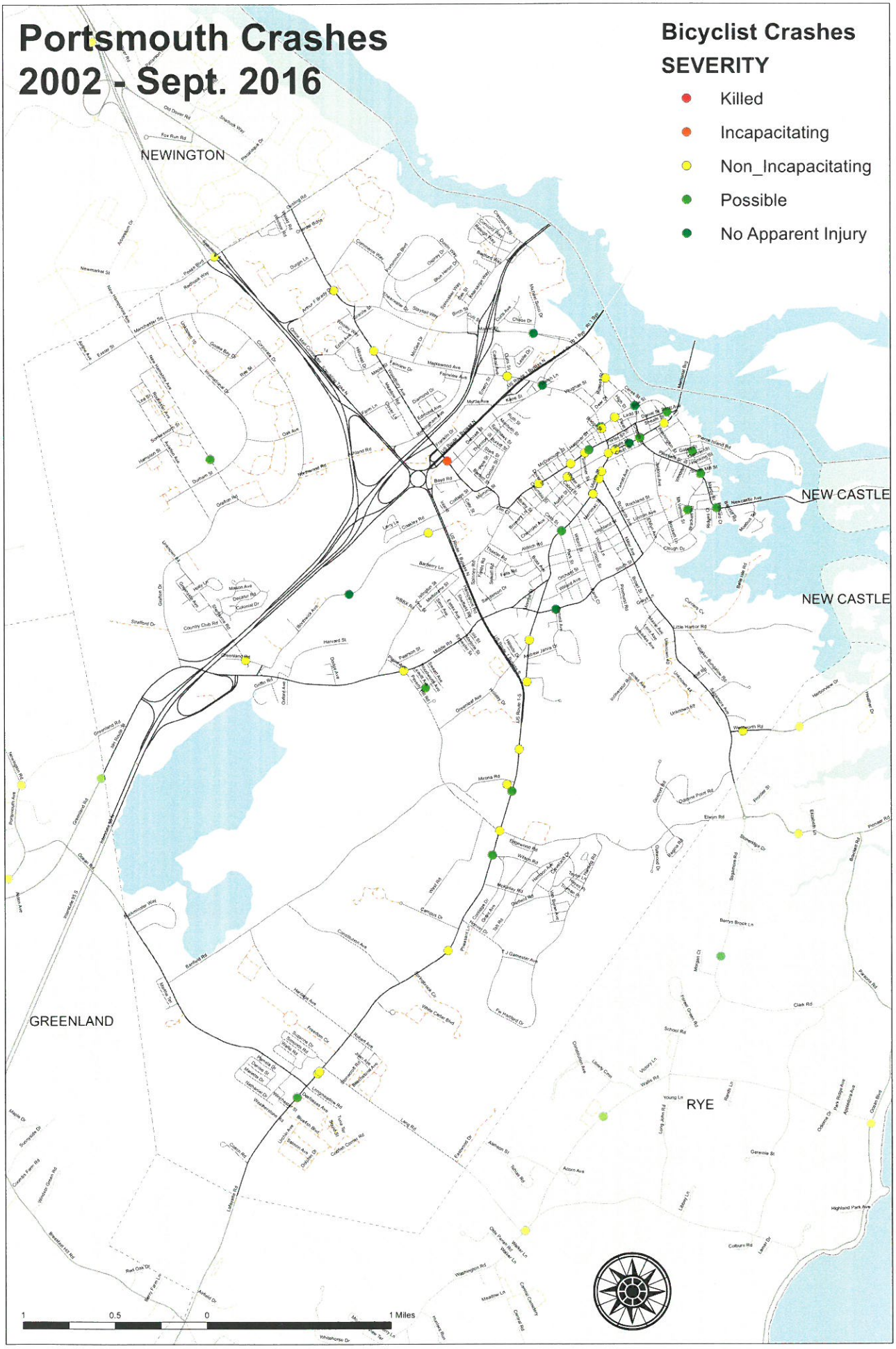
Yours truly,

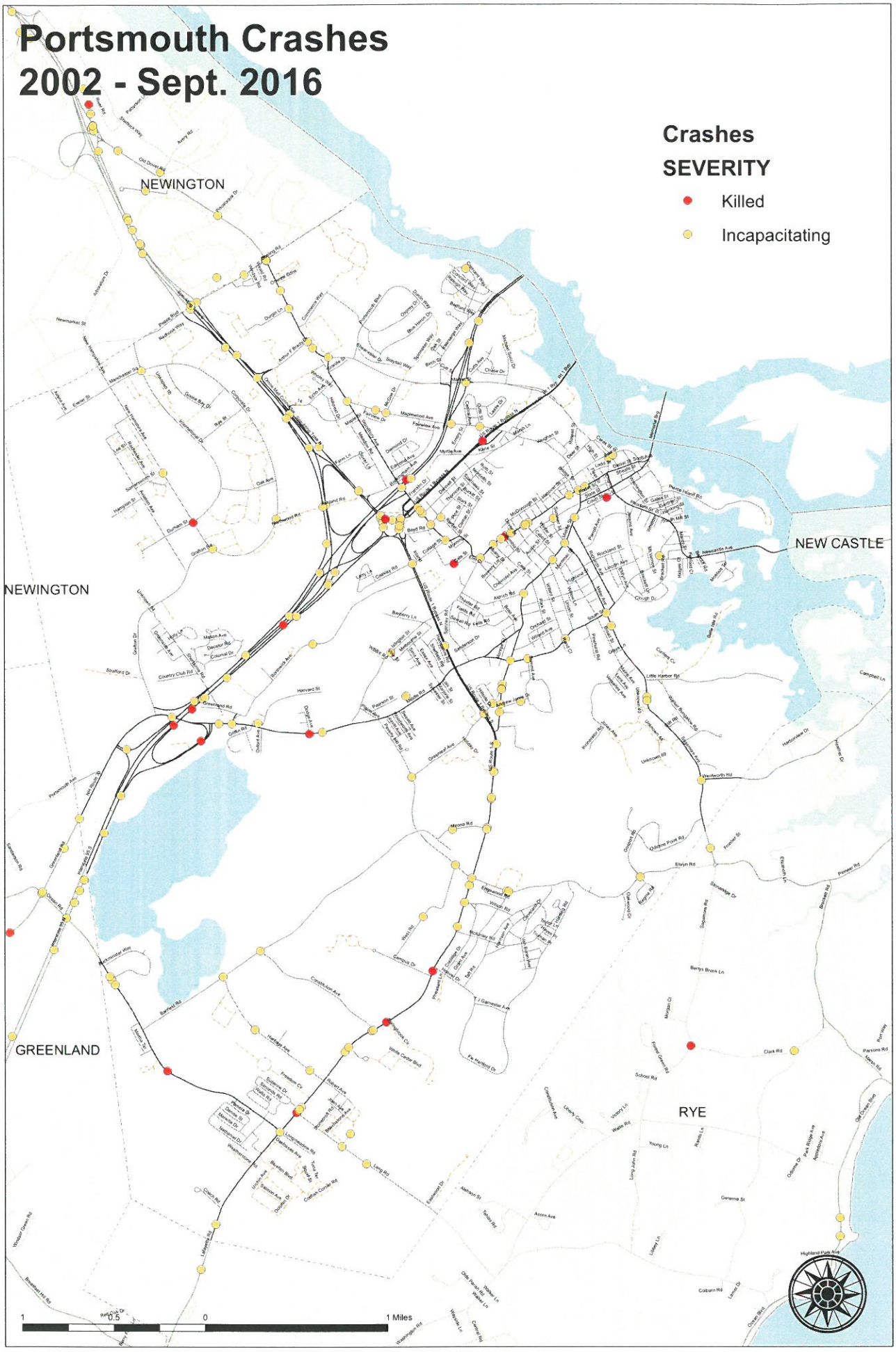


Tom Morgan

cc: Portsmouth Fire Commission
Steven Archilles, Chief, PFD
James Heinz, Deputy Chief, PFD


Portsmouth Crashes
2002 - Sept. 2016
Pedestrian Crashes
SEVERITY
Killed
Incapacitating
Non_Incapacitating
Possible
No Apparent Injury
NEWINGTON
NEW CASTLE
NEW CASTLE
GREENLAND
RYE
1
0.5
0
1 Miles


Portsmouth Crashes
2002 - Sept. 2016
Bicyclist Crashes
SEVERITY
Killed
Incapacitating
Non_Incapacitating
Possible
No Apparent Injury
NEWINGTON
NEW CASTLE
NEW CASTLE
GREENLAND
RYE
1
0.5
0
1 Miles


Portsmouth Crashes
2002 - Sept. 2016
Crashes
SEVERITY
Killed
Incapacitating
NEWINGTON
NEWINGTON
NEW CASTLE
GREENLAND
RYE
1
0.5
0
1 Miles

Road Safety Audit
Portsmouth, New Hampshire
US Route 1/Lang Road Intersection

PROUD TO BE New Hampshire DOT Department of Transportation

RSA Making Your Roads Safer

Date RSA Conducted: September 21, 2016

Date of Draft Report Distributed: March 6, 2017

Date of Final Report Distributed: April 18, 2017

Date strategies last updated:

Road Safety Audit Report

Table of Contents

I. Executive Summary

Based on the Road Safety Audit conducted on September 21, 2016 at the intersection of US Route 1 and Lang Road in the City of Portsmouth, the following safety mitigation strategies are recommended.

Short Term Solutions

NHDOT:	1.	The Bureau of Traffic will remove any unauthorized signs on State routes and provide an intersection warning sign for Lang Road on US 1 including a street name panel.
	2.	
City:	3.	The City will paint pavement markings on Lang Road including stop bar and arrows. The City will trim branches blocking the Lang Road street sign.

Medium Term Solutions

NHDOT:	4.	Construct traffic island to prohibit left turns from Lang Road to US 1. U-turns will be permitted at the traffic signals near Lang Road on Route 1.

Long Term Solutions

NHDOT:	5.	Realign Lang Road to connect to Longmeadow Road and the US Route 1 signal.

Sign on Ocean Road that may no longer be warranted.

II. Road Safety Audit Process:

The intersection of US Route 1 and Lang Road has been a safety concern for the city of Portsmouth. The objective of this study was to complete a road safety audit (RSA) of the intersection vicinity. The Study area includes the intersection of US Route 1 and Lang Road as shown in Figure 1.

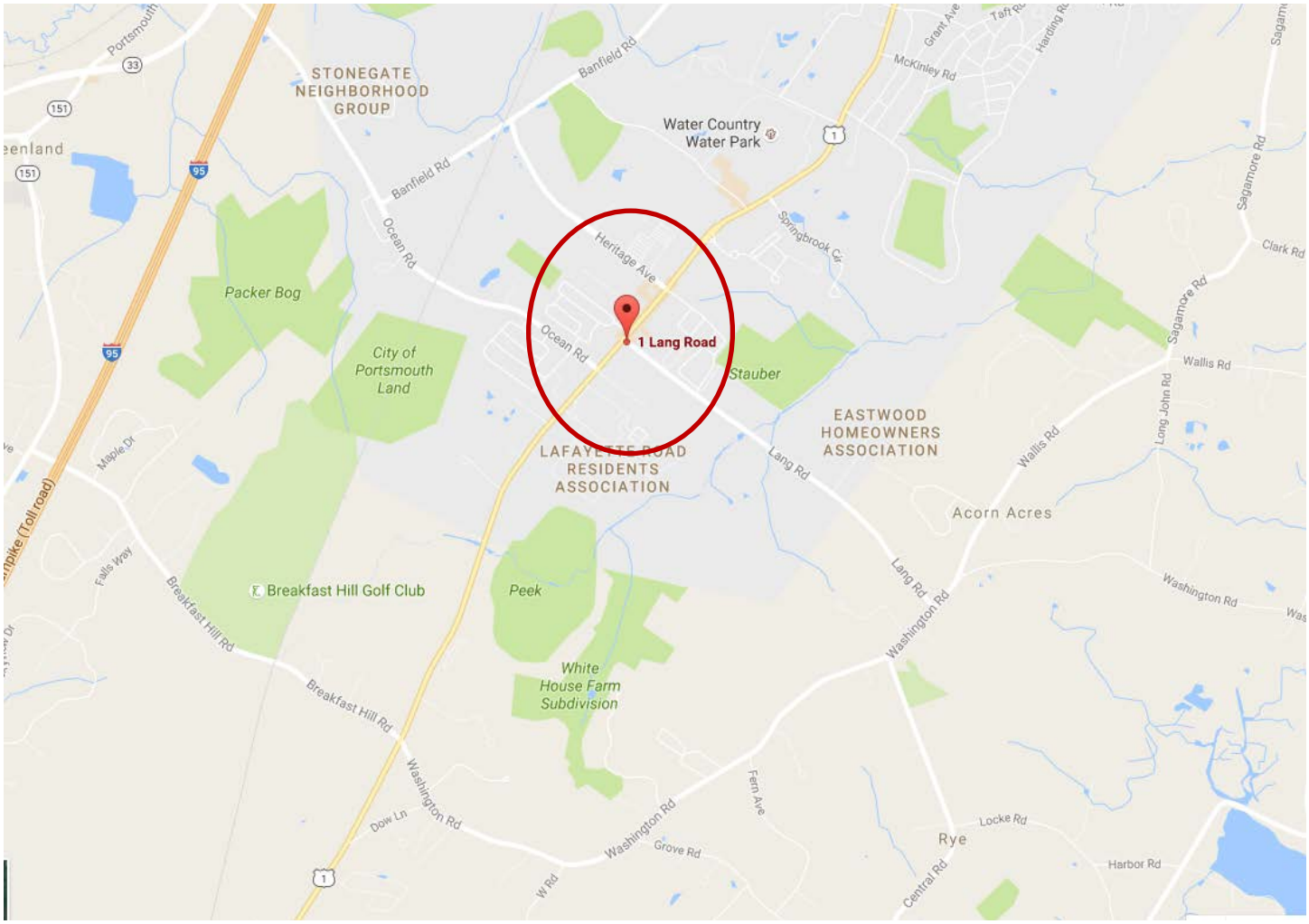


Figure 1: Study Area

The City of Portsmouth and the Rockingham Regional Planning Commission identified the intersection for the Road Safety Audit.

The RSA was conducted by a team comprised of members with expertise in planning, design, operations and safety. The RSA team consisted of the following members:

Name	Organization	Name	Organization
Juliet Walker	Transportation Planner from the City of Portsmouth	William Lambert	NHDOT - Traffic
David Walker	Rockingham Planning Commission	Kevin Russell	NHDOT – District 6
Eric Eby	Transportation and Parking Engineer from the City of Portsmouth	Michael Dugas	NHDOT – Highway Design
		Michelle Marshall	NHDOT – Highway Design

The eight-step RSA process detailed in the Federal Highway Administration's (FHWA's) *Roadway Safety Audit Guidelines* (FHWA, 2006) was utilized for conducting this RSA. This included a meeting with the RSA team and other stakeholders to review existing information and identify concerns, followed by a

field review to verify concerns and identify other potential safety issues. Based on the field review and crash analysis, the team has suggested improvements to address the identified safety issues. The suggestions have been categorized as short-term, medium-term, and long-term. Short-term improvements can typically be implemented through local or state maintenance forces, while medium and long-term improvements often require additional planning, design, and funding. Conceptual drawings were developed for three general alternatives, and a benefit-cost analysis was conducted for each alternative. Construction costs were estimated from the NHDOT Weighted Average Unit Prices (NHDOT, 2016) and national averages. Expected benefits were based on crash modification factors (CMFs) obtained from the Highway Safety Manual (AASHTO, 2010), FHWA CMF Clearinghouse (www.cmfclearinghouse.org), and other related resources. Crash costs were based on the NHDOT 2013 Highway Safety Improvement Program Guidelines and FHWA Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries (FHWA-HRT-05-051).

The Eight step process includes:

1. Identify project
2. Select RSA team
3. Conduct Road safety audit meeting
4. Conduct field review
5. Conduct analysis & prepare report
6. Present strategies and concepts
7. Prepare formal response
8. Incorporate findings

The following is a list of possible funding sources to complete the identified improvements. Note that factors considered in determining potential funding sources and levels include: ownership of roadway, magnitude of cost, anticipated safety benefits, and priorities of the program.

Highway Safety Improvement Program (HSIP)

- Eligible projects [§1109; 23 USC 504(e)]:
  - A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. MAP-21 provides an example list of eligible activities, but HSIP projects are not limited to those on the list.
  - Workforce development, training, and education activities are also an eligible use of HSIP funds.
- Factors in determining if HSIP funds can be used to support improvements:
  - Benefit-cost ratio must exceed 1.0 for all project costs, including right-of-way and construction costs.
  - Demands on the funds for other safety improvements being considered in other locations around the State.

Statewide Transportation Improvement Program (STIP)

- The Ten Year Plan is developed through the cooperative efforts of: Local Governments, Regional Planning Commissions (RPC's) and Metropolitan Planning Organizations (MPOs), New Hampshire Department of Transportation (NHDOT), Governor's Advisory Commission on Intermodal Transportation (GACIT), the Governor, and the New Hampshire Legislature. Throughout the Ten Year Plan development there are also numerous opportunities for public involvement and input.

Transportation Alternatives Program (TAP)

- Funding limitations include:
  - Minimum project limit is $200,000 (total) - $160,000 (federal funds).
  - Maximum project limit is $800,000 (total) - $640,000 (federal funds).

- Project will require at least a 20% match provided by the applicant.
- Note that projects can exceed the $800,000 cap if other funding sources are added to the project. Projects can also request less than the minimum cap as long as other funding sources are added to keep a minimum of $200,000 for the total project cost.

- Eligible activities include:
  - Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
  - Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - Eligible Safe Routes to School program infrastructure activities under Sections 1404 of SAFETEA-LU (20% match required).

Governors Highway Safety Association (GHSA) Section 402 State and Community Highway Safety Grant Program

- This program can help to implement education and enforcement strategies such as public service announcements and high visibility enforcement.
- Agencies can spend the 402 funds in accordance with national guidelines for programs to:
  - Reduce impaired driving.
  - Reduce speeding.
  - Encourage the use of occupant protection.
  - Improve motorcycle safety.
  - Improve pedestrian and bicycle safety.
  - Reduce school bus deaths and injuries.
  - Reduce crashes from unsafe driving behavior.
  - Improve enforcement of traffic safety laws.
  - Improve driver performance.
  - Improve traffic records.
  - Enhance emergency services.

III. Background Information:

Portsmouth is a historic seaport and tourist destination. It has many State roads that cross the City; some include Interstate 95, Spaulding Turnpike (Route 16), US Route 1, US Route 1 Bypass, NH 1A, US Route 4 and NH 1B. Portsmouth was originally incorporated in 1653. Portsmouth is located in Rockingham County and is the only city within the county. It is home for many community parks, museums, businesses and colleges. It has a total area of 16.8 square miles with its highest point only 110 feet above sea level. Portsmouth is located 55 miles north of Boston.

IV. US Route 1 (Lafayette Road) / Lang Road Intersection

The intersection is in the southeastern part of the City of Portsmouth. US Route 1 (Lafayette Road) is a north - south road connecting Massachusetts thru Seabrook, NH and Hampton, NH to Maine. Lang Road connects US Route 1 in Portsmouth to Washington Road in Rye. Lang Road is one of three major roads from Portsmouth to Rye. US Route 1 has a single lane of traffic in each direction and a two-way left turn

lane. Lang Road is stop-controlled at US 1 and has a single lane of traffic in each direction and narrow shoulders. Lang Road widens at US 1 to provide separate left and right turn lanes. At the intersection of Lang Road and US Route 1 are a Phillips 66 gas station (northeast corner) and the Credit headquarters building (southeast corner). The signalized intersection of US 1 with Ocean Road and Longmeadow Road is approximately 700' south of Lang Road.

V. Traffic Data

The annual average daily traffic (AADT) estimates were obtained from Rockingham Regional Planning Commission. The AADT on US Route 1 is 20,790. The posted speed limit on US Route 1 is 35 MPH and on Lang Road is 30 MPH.

Turning movement counts (from the 2011 traffic impact study for the Credit headquarters) also indicate that the principal turns occurring at the intersection are between Lang Road and US 1 WB rights in AM and SB lefts in PM.

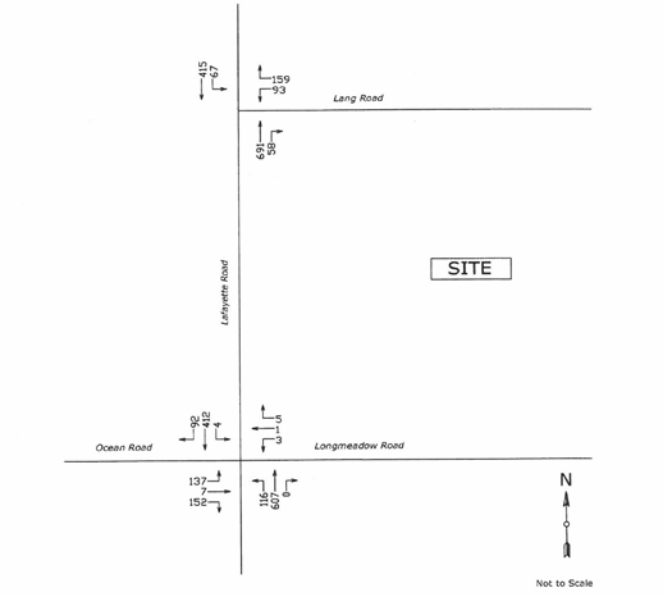


Figure 2: 2010 existing AM peak hour volumes

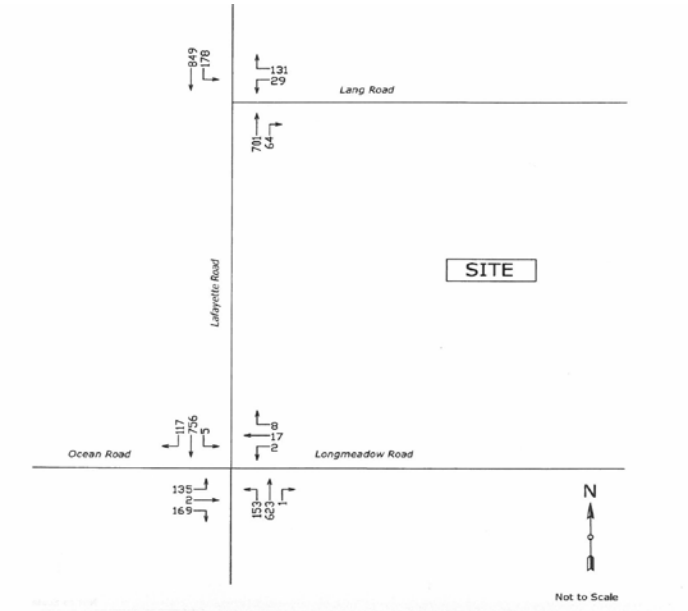


Figure 3: 2010 existing PM peak hour volumes

VI. Crash Data

The state crash data for the intersection shows there were 3 incapacitating crashes and a fatality in the 10 years through 2014. Some of the contributing factors for the crashes include improper driving, distracted driving, failure to yield, following too close and unsafe speeds. The City of Portsmouth provided a crash diagram for the intersection.

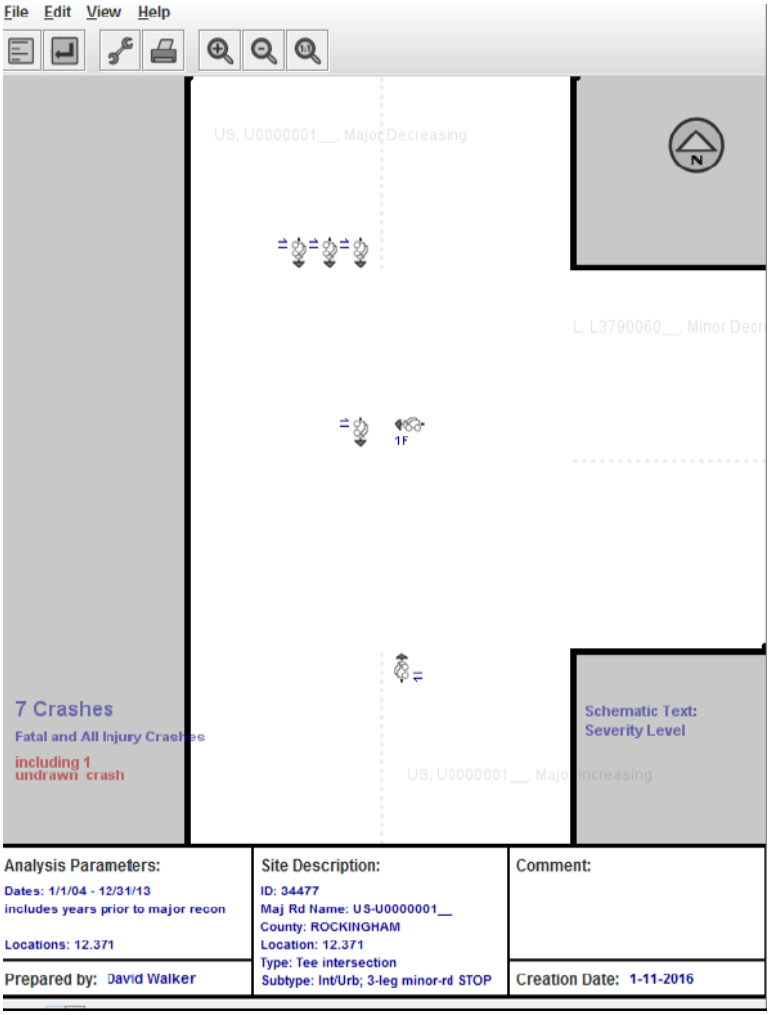


Figure 4 Crash Data

VII. Stakeholder Identified Risk Factors & Site Observations:

A field visit was conducted during the Road Safety Audit meeting. The weather was warm and sunny. The following are the concerns identified in the field review:

- At the intersection of Longmeadow Rd and Route 1, there is an existing crosswalk across Route 1 but no pedestrian signal.
- There are many left turns from Route 1 onto Lang Road, as observed in the field.
- Street sign at the corner of Lang Road is blocked by tree branches.
- There currently are no intersection warning signs for Lang Road on US Route 1.
- Phillips 66 driveways create vehicle conflicts. There are two driveways on US Route 1 and one on Lang Road. Could one driveway onto US Route 1 be closed?
- The only sidewalk is in front of the Credit building. Maple Haven may generate pedestrian traffic. There are no pedestrian warning signs.

- On Lang Road there are no lane use signs, turn lane pavement markings, or stop bar.
- On Lang Road approaching the stop sign, trees need to be trimmed. The trees block the stop sign so it is not clearly visible. There also is no stop ahead sign on Lang Road.
- The DOT driveway permit (or the City's planning approval) for Credit building may document the anticipated implementation plan for the Lang Road realignment.
- The Credit building is illuminated at night; the lights make it difficult to perceive the Lang Road intersection.
- The Bureau of Traffic will remove any unauthorized signs on US 1 and Ocean Road.
- Lang Road is a city road and US Route 1 is a state road.

Looking northeast at the US 1 and Lang Road intersection.

Looking southwest at the US 1 and Lang Road intersection.

VIII. Assessment Findings and Mitigation Strategies:

Short Term Solutions

NHDOT:	1. The Bureau of Traffic will remove any unauthorized signs on State routes and provide an intersection warning sign for Lang Road including street name panel.
City:	2. The City will paint pavement markings on Lang Road including stop bar and arrows. The City will trim branches blocking the Lang Road street sign.

Medium Term Solutions

NHDOT:	3. Construct traffic island to prohibit left turns from Lang Road to US 1. U-turns will be permitted at the traffic signals near Lang Road on Route 1.

Long Term Solutions

NHDOT:	4. Realign Lang Road to connect at the Longmeadow Road and US Route 1 signal.

Concept #1: This concept is an intermediate term solution and constructs a traffic island on Lang Road to prohibit left turns from Lang Road. This option provides for $10,000 in preliminary engineering to design the project, construction cost of $55,000, and the total cost is $65,000 with a benefit to cost ratio of 53.5.

Concept #2: This concept is a long term solution and realigns Lang Road to join Longmeadow Road, thus providing direct access to US 1 at the existing signal. This option would impact only the Credit parcel. The cost for this project would include $100,000 in preliminary engineering to design the project, $500,000 for construction cost and the total cost is $600,000 with a benefit to cost ratio of 5.8. These calculations assume that there would be no right of way acquisitions needed as the City already has an agreement with the property that Lang Road would connect Lang Road and Longmeadow Road behind the Credit building.

IX. Benefit/Cost Analysis of Improvements:

A Benefit/Cost (B/C) Analysis was performed to compare the benefits of risk mitigation strategies identified. The estimated benefits will be calculated based on the number of crashes that each mitigation strategy can prevent multiplied by the cost of that crash type. The anticipated cost of constructing each safety project will be estimated through an engineering estimate.

Concept	total cost	Benefit Cost Ratio	Net Benefit	Crash Reduction	Service Life	Description
1	$65,000	53.5	$3,412,139	0.8	20 year	Construct traffic island on Lang Road
2	$600,000	5.8	$2,877,139	0.8	20 year	Realign Lang Road to join Longmeadow Road

X. Audit Response:

Submission of this report represents completion of Steps 1 through 6 of the RSA process. The Road Safety Audit team has received a copy via email of the draft Road Safety Audit Report. They were able to make comments on the Report.

Once the Report is finalized, the NHDOT will then present the findings and concepts recommended in the Road Safety Audit report to the HSIP committee, the NHDOT Front Office and then to the Portsmouth City Officials for concurrence with the findings. The City officials will prepare a formal response in the form of a letter identifying which option(s), if any, they support.

The report's finding and recommendations will be presented to the Highway Safety Improvement Program Committee (HSIP Committee), the State of NH Department of Transportation Front Office, and the City of Portsmouth Officials. Each of these groups must support the same recommendations for a project to move forward. Each group may:

- Agree with the suggestion described by the audit team;

- Disagree with the suggestion described by the audit team (and provide a valid reason as to why they choose not to adopt the audit team's suggestions);

- Choose not to implement certain improvements at all due to financial constraints or disagreement regarding the safety issue, believing that there is no increased risk associated with the concern raised by the audit team.

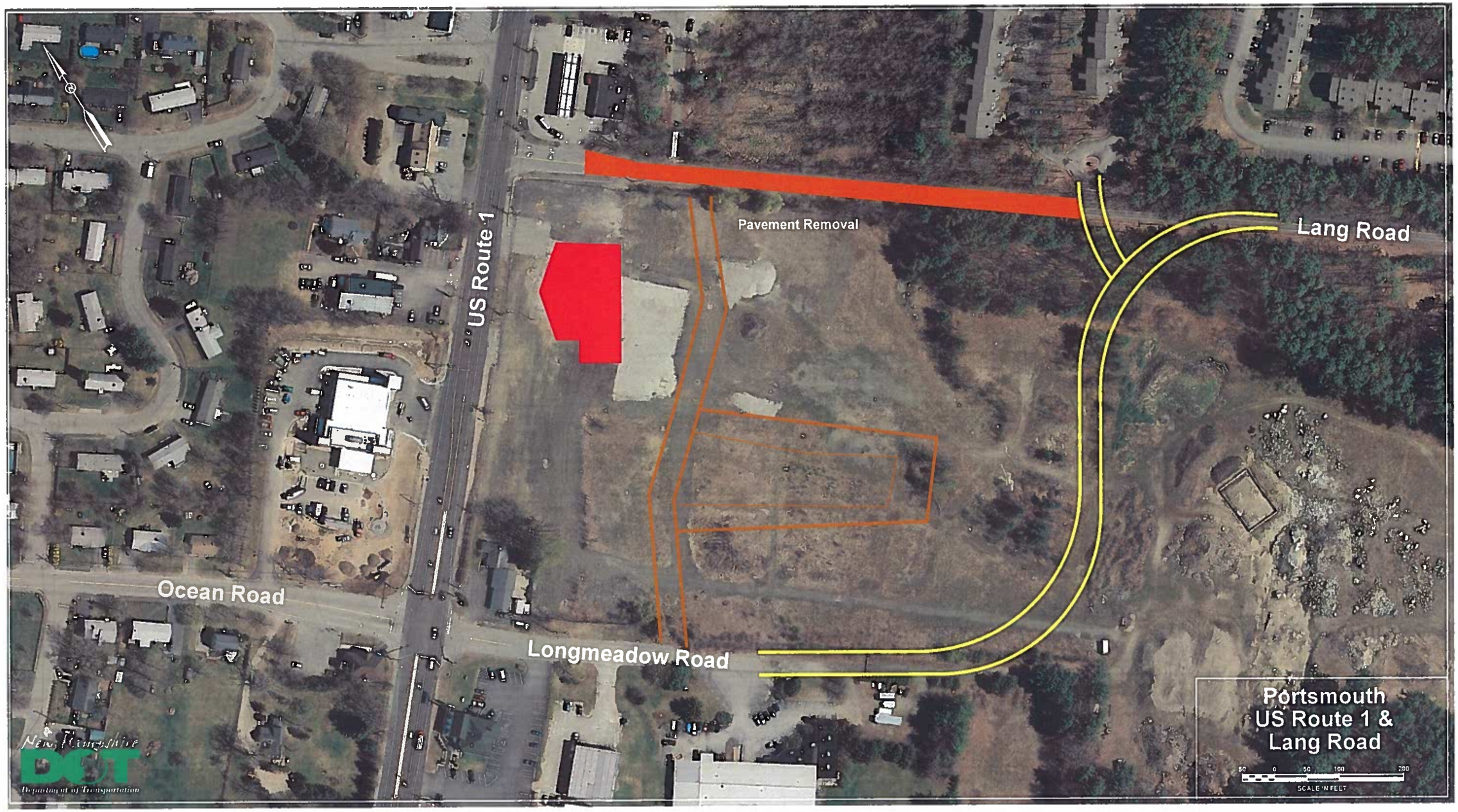
Once a project is created, funding sources will be identified and obligated, and preliminary design will begin. It is important to understand that the RSA recommendations will not be implemented unless all of the above mentioned bodies concur.

Appendix A
Summary of strategies

Portsmouth US Route 1/ Lang Road Status Summary

#	Suggested Strategy	Responsible Stakeholder	Solutions	Comments	Date Completed


Lang Road
Construct concrete island on Lang Road.
to prohibit left turns from Lang Road to US 1
Allow u-turns at the signals.
Clear a few trees within the Right-of-Way to
improve sight distance of the stop sign
US Route 1
Ocean Road
Longmeadow Road
New Hampshire
DOT
Department of Transportation
Portsmouth
US Route 1 &
Lang Road
50 0 50 100 200
SCALE IN FEET


US Route 1
Pavement Removal
Lang Road
Ocean Road
Longmeadow Road
New Hampshire
DOT
Department of Transportation
Portsmouth
US Route 1 &
Lang Road
50 0 50 100 200
SCALE IN FEET

City of Portsmouth

Department of Public Works

MEMORANDUM

TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer EE

DATE: June 27, 2017

SUBJECT: Recommendation, Mechanic Street No Parking Areas

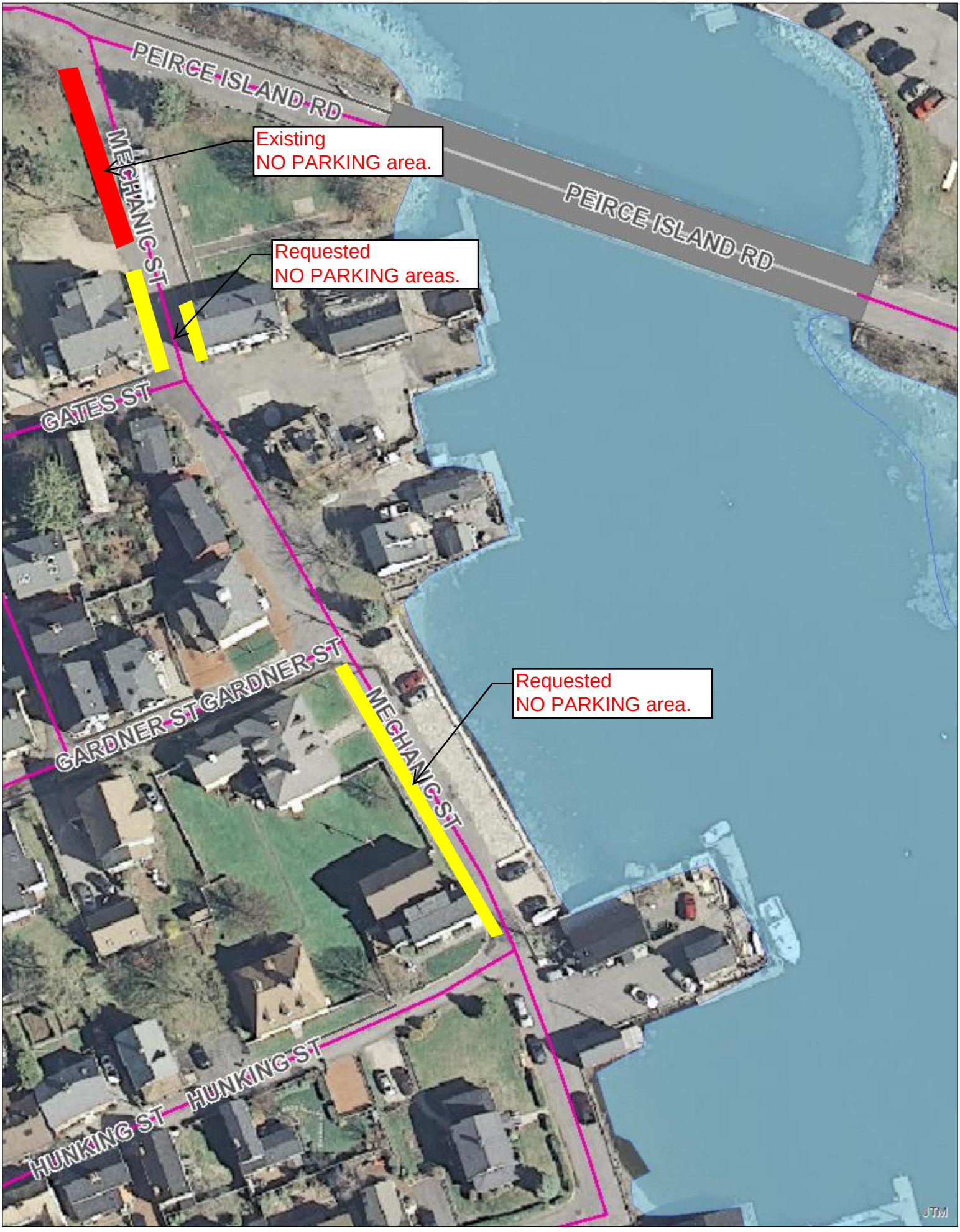
Residents and business owners in the Mechanic Street area have requested that certain sections of Mechanic Street be posted for No Parking. One section is between Gates Street and the driveway to 20 Mechanic Street. The other section is the west side of Mechanic Street between Gardner Street and Hunking Street.

The area near the intersection of Gates Street is narrower than the adjacent sections due to the building at 95 Mechanic Street that encroaches on the roadway. When vehicles are parked on either side of Mechanic Street at this location, the roadway is reduced to one lane and because there is no sidewalk in this area, vehicles must share the lane with pedestrians. This problem becomes acute during time of high traffic in the area such as during events at Prescott Park. The narrow lane makes it difficult for vehicles to turn from Gates Street onto Mechanic Street. Prohibiting parking at this location will improve emergency vehicle access as well as access for trash pickup, snow plows, deliveries and other large commercial vehicles. Especially in the winter when snow banks are present, this section of Mechanic Street becomes a pinch point whenever vehicles are parked near Gates Street.

The block between Gardner Street and Hunking Street is also narrower than the other sections of Mechanic Street. With the 90-degree parking area on the east side of the street for the Wentworth Lear Historic Houses, the entire width of the street is needed to turn in or pull out of the 90-degree spaces. When vehicles park on the west side, it is extremely difficult to maneuver into or out of the parking spaces on the east side. Parking on the west side of the street also severely hinders the maneuverability of large vehicles such as snow plows, delivery trucks and emergency vehicles along this section of Mechanic Street.

City staff recommends that these areas be designated as No Parking at all times.

Department of Public Works
680 Peverly Hill Road
Portsmouth, New Hampshire 03801


PEIRCE ISLAND RD
PEIRCE ISLAND RD
MECHANIC ST
Existing
NO PARKING area.
Requested
NO PARKING areas.
GATES ST
GARDNER ST
GARDNER ST
MECHANIC ST
Requested
NO PARKING area.
HUNKING ST
HUNKING ST
JTM

City of Portsmouth

Department of Public Works

MEMORANDUM

TO: John P. Bohenko, City Manager

FROM: Eric Eby, P.E., Parking and Transportation Engineer EE

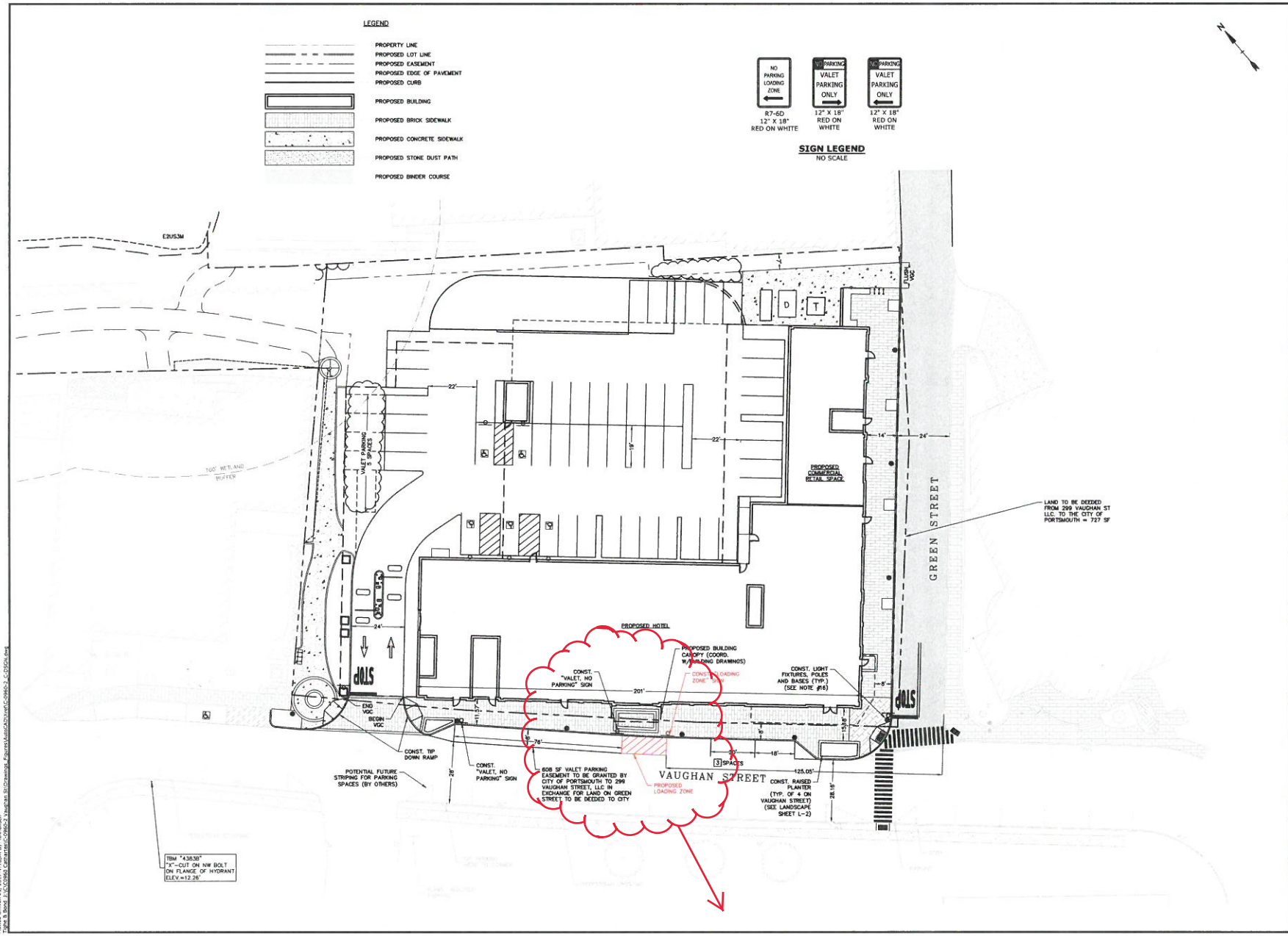
DATE: June 27, 2017

SUBJECT: Recommendation, Vaughn Street Loading Zone

The developer of the proposed hotel at the corner of Vaughn Street and Green Street has requested the designation of a 20-foot long loading zone along the frontage of the hotel on Vaughn Street. The site plan for the hotel has received approval from the Planning Board, but the Planning Board does not have jurisdiction over on-street loading zones. Therefore, the developer is requesting an approval from the Parking and Traffic Safety Committee.

The requested loading zone is located directly in front of the current location of the entrance to the gated parking lot. Obviously, this location cannot be designated as a loading zone while the parking lot is in operation. Therefore, City staff recommends that the loading zone be approved but not installed until 30 days after the opening of the hotel.

Department of Public Works
680 Peverly Hill Road
Portsmouth, New Hampshire 03801



Tighe&Bond
www.tighebond.com

SCALE IN FEET
0 20' 40'
GRAPHIC SCALE

Permit Plans Not For Construction

AC Hotel and Community Space

299 Vaughan Street, LLC

Portsmouth, New Hampshire

MARK	DATE	DESCRIPTION
H	6/13/2017	Revised Site Data Block
G	6/5/2017	Planning Board Submission
F	6/5/2017	Wetlands Permit Submission
E	5/24/2017	Conditional Use Submission
D	5/15/2017	Revised TAC Submission

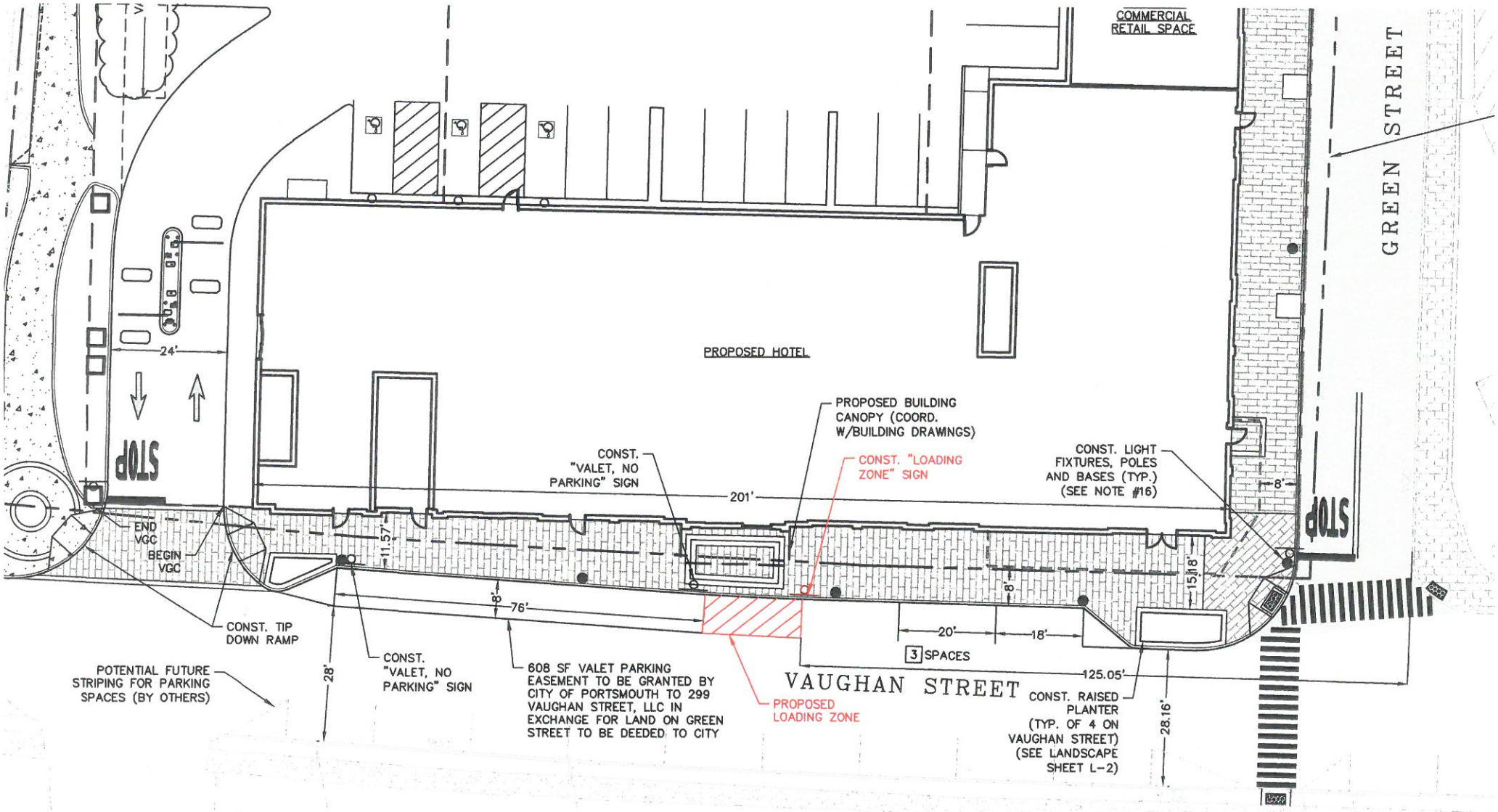
PROJECT NO:	C-0960-2
DATE:	March 1, 2017
FILE:	C-0960-2_C-DSGN.dwg
DRAWN BY:	NAH
CHECKED:	PMC
APPROVED:	BLM/GMM

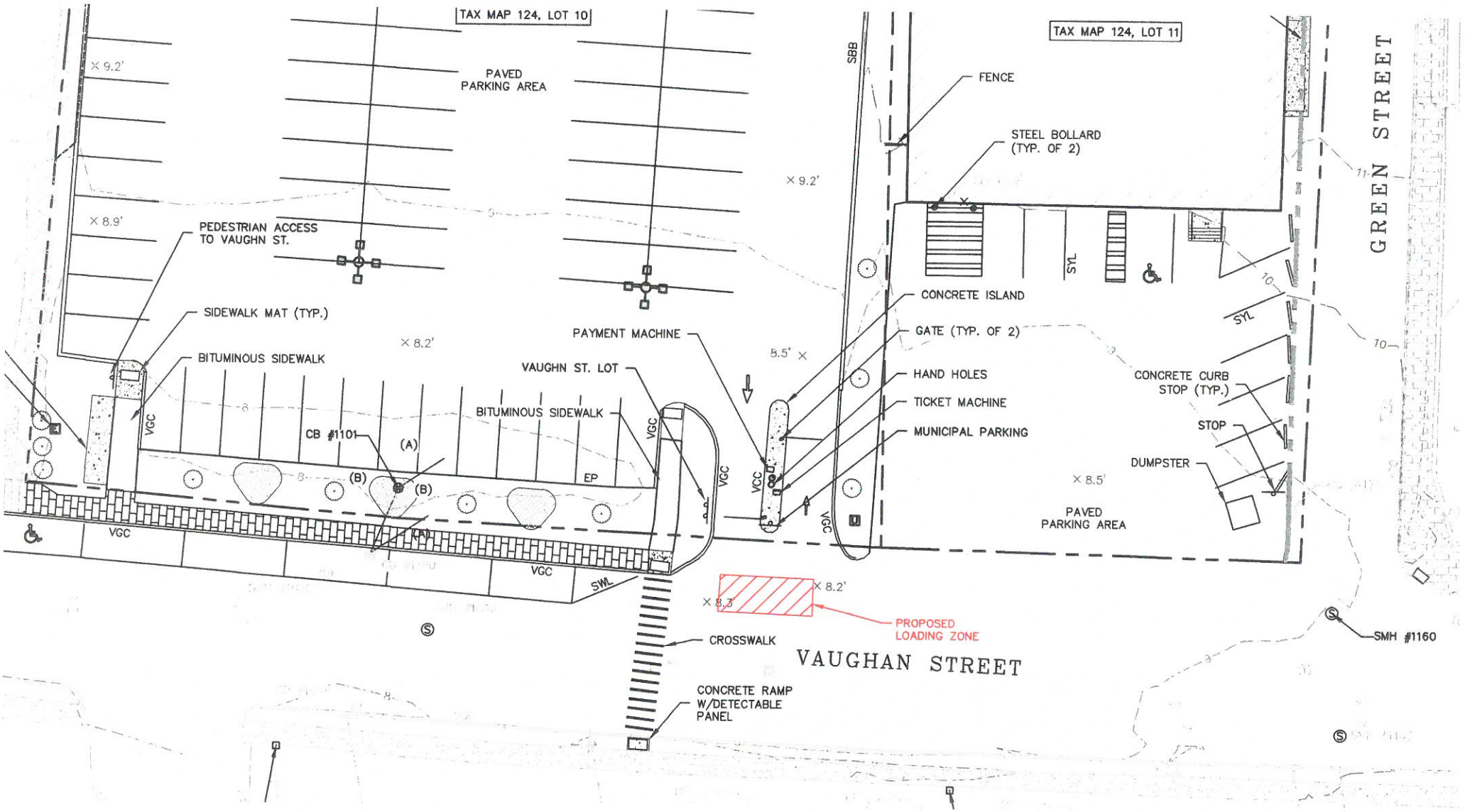
LOADING ZONE EXHIBIT

SCALE: AS SHOWN

C-102.1 (PTS)

See sheet 2 for enlargement of this area.


COMMERCIAL RETAIL SPACE
GREEN STREET
PROPOSED HOTEL
PROPOSED BUILDING CANOPY (COORD. W/BUILDING DRAWINGS)
CONST. "VALET, NO PARKING" SIGN
CONST. "LOADING ZONE" SIGN
CONST. LIGHT FIXTURES, POLES AND BASES (TYP.) (SEE NOTE #16)
201'
24'
STOP
STOP
END VGC
BEGIN VGC
11.57'
8'
76'
8'
15.18'
8'
20'
18'
3 SPACES
125.05'
CONST. TIP DOWN RAMP
POTENTIAL FUTURE STRIPING FOR PARKING SPACES (BY OTHERS)
28'
CONST. "VALET, NO PARKING" SIGN
608 SF VALET PARKING EASEMENT TO BE GRANTED BY CITY OF PORTSMOUTH TO 299 VAUGHAN STREET, LLC IN EXCHANGE FOR LAND ON GREEN STREET TO BE DEEDED TO CITY
PROPOSED LOADING ZONE
VAUGHAN STREET
CONST. RAISED PLANTER (TYP. OF 4 ON VAUGHAN STREET) (SEE LANDSCAPE SHEET L-2)
28.16'



Proposed loading zone in relation to existing conditions.

----Original Message-----
---
address: 77 State Street
comments: As a member of the Parkside Condo Association, I've been asked to help resolve a traffic safety issue.

I've already been in touch with Nick Cracknell & Eric Eby, and I believe they will approve our request to install (2) convex mirrors at the exit our our garage (exiting onto State Street).

While this will help remedy the pedestrian safety issue, it does not address a traffic visibility issue. There are 3 parking spaces to the right of our garage door as we exit. If a truck, van or Suv happens to park at the first space, we lose total visibility as we attempt to exit the driveway onto State Street.

As a possible solution, we would like for you to consider moving the Zagster bike rack that is currently on the sidewalk (adjacent to the parking lot) to occupy that 1st parking space which is causing the obstruction.

While I do realize the city will lose some revenue from that parking space, we do feel this is a small investment in the interest of public safety. In fact, I have noticed other Zagster bike racks in parking spaces in other parts of the city. I'd be glad to send photos of the areas for further edification if you like. Simply send me your email address.

Thanks in advance for your consideration.
Sincerely,
Frank Firicano

****

I wanted to share a comment and photo just received from one of the owners at Parkside.
"I forgot to send earlier. An accident waiting to happen. I always drive so I have ML as protection. - Bruce Wilson"

As you can see, there is no visibility exited our garage.
Can you please let me know if there has been any progress regarding my earlier suggestion?
Thanks
Frank Firicano
#304
77 State Street
Portsmouth, NH 03801

CITY OF PORTSMOUTH
PLANNING DEPARTMENT

MEMORANDUM

TO: PARKING & TRAFFIC SAFETY COMMITTEE
FROM: JULIET T.H. WALKER, PLANNING DIRECTOR JTW
SUBJECT: MIDDLE ST / LAFAYETTE ROAD BIKE LANES
DATE: 6/28/2017

On June 8, 2015 at 7pm in Council Chambers, City staff held a public meeting to provide an opportunity for property owners along the project corridor and other interested members of the public to review the proposed plans with city staff and the project's engineering consultant. In addition to providing a brief overview of the project's history, goals & objectives, staff reported back on the parking counts that have been conducted at three different points to collect data on the demand for and usage of on-street parking along this corridor. An excerpt of the slides from that presentation is attached and a video recording of the meeting as well as the current plans are available online on the project's web site – www.planportsmouth.com/middle-lafayette-bike-ped.html.

In 2015, the City's project consultant, Greenman-Pederson, Inc., developed three alternative design concepts which included a two-way cycle track on one side of the road, a combination of buffered and protected bike lanes, or more traditional bike lanes. After reviewing the designs, the City Council supported advancing the combination of buffered and protected bicycle lanes as the preferred alternative with an acknowledgement that this was only preliminary at this stage and that any final designs would need further public vetting and a recommendation from the Parking & Traffic Safety Committee.

In October 2016, the City presented revised plans to the Parking & Traffic Safety Committee that included a combination of the bike lane designs originally proposed for this project with some modifications to preserve on-street parking in high-demand locations. Based on public input received at that time, the City conducted additional on-street parking counts to determine parking demand in the impacted areas.

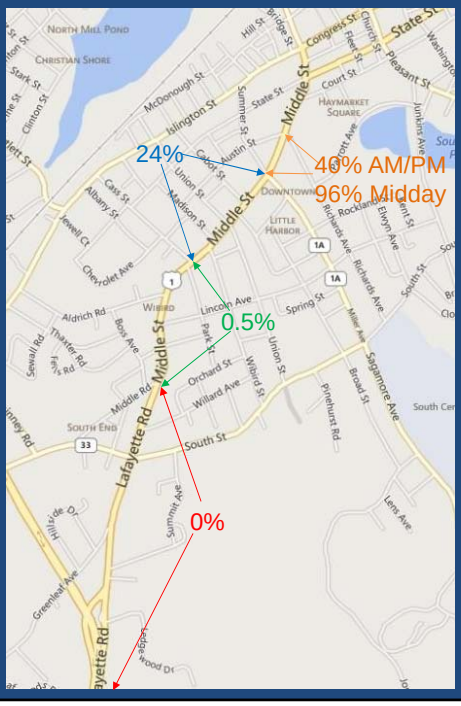
The current plan proposes a buffered bicycle lane on both sides of the road, with no on-street parking allowed between Andrew Jarvis Drive and Lincoln Ave. From Lincoln Ave to Highland St the plan proposes buffered bicycle lanes and no on-street parking on the east side with protected bicycle lanes next to on-street parking on the west side. From Highland Street to downtown, the plan proposes shared lane markings and no change to existing on-street parking conditions. There will be 79 parking spaces along the corridor within a 0.3 mile stretch (including side streets there is capacity for more than 175 on-street vehicles). The estimated maximum peak demand (including side streets) is 70 to 80 spaces.

On-Street Parking – Existing Conditions

- On-street parking is currently permitted along the majority of the roadway with the exception of north of Austin St
- None of the on-street parking is currently striped
- Parking counts:
  - February 2015 (Weekday) – AM (7-8am), Midday (11am to 1pm), PM (7-8pm)
  - April 2016 (T, W, Th, Sat) – 8am to 7pm
  - April 2017 (T, W) 6:30pm to 9pm

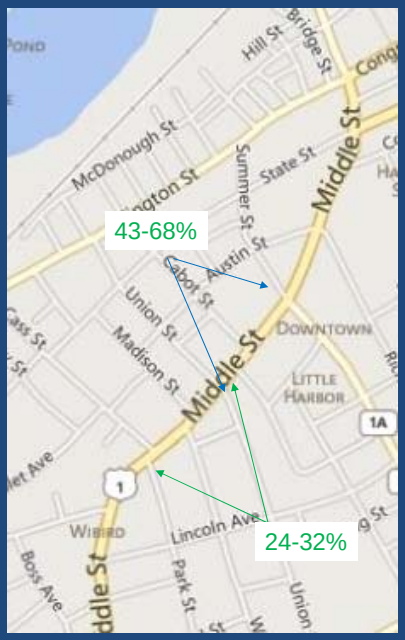
On-Street Parking

- February 2015
  - Did not include side streets
  - No usage observed b/w Middle Rd and Andrew Jarvis Dr
  - Low or no usage observed from Middle Rd to Cass St/Park St
  - 24% occupancy observed from Cass St/Park St to Summer/Miller St
  - 40% to 95% occupancy observed from Summer St to Austin St (about 25 cars max)



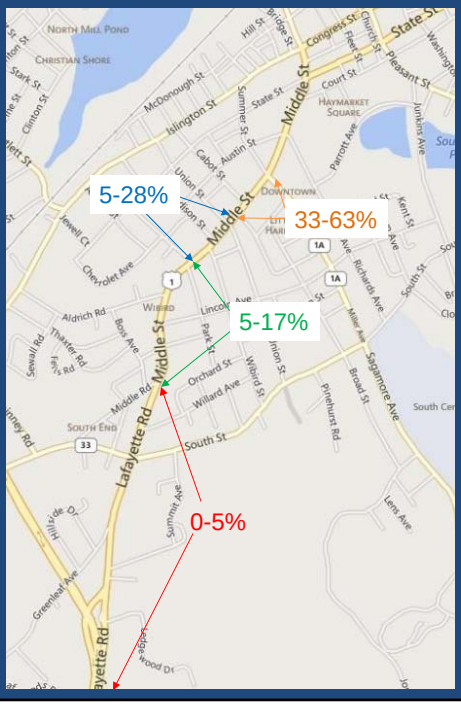
On-Street Parking

- April 2016
  - Included weekend and side streets
  - 24-32% occupancy between Cass/Park St and Union
  - 43-68% from Union to Summer
  - 76% north of Summer



On-Street Parking

- April 2017
  - Evenings only
  - Included side streets
  - 0-5% occupancy south of Middle Rd
  - 5-17% between Middle and Cass/Park
  - 5-28% from Cass/Park to Union
  - 33-68% from Union to Summer
  - Generally a little higher later in the evening

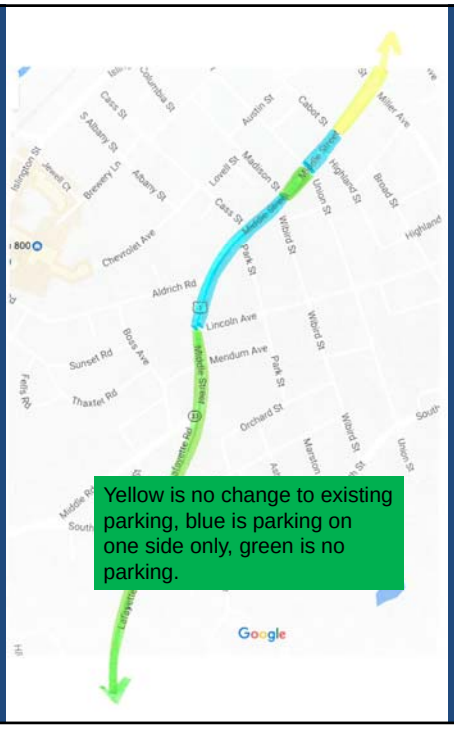


On-Street Parking Conclusions

- Demand for the majority of the corridor is low
- Excess capacity on the side streets
- Highest demand north of Cabot / Highland
- Peak hours in highest demand areas tend to be mid-day weekday

On-Street Parking -- Proposed

- No change from existing for corridor north of Cabot St
- Parking on one-side of street from Cabot to Lincoln
- No parking between Madison and Union
- No parking south of Lincoln
- Total Middle St parking = 79 spaces within .3 miles (177 with side streets)
- Max est demand 70 to 80



----Original Message-----
From: George Shea
Sent: Thursday, June 29, 2017 1:22 PM
Subject: Support of Middle Street Bike Lane Project

Dear Parking and Traffic Safety Committee,

I'm writing in support of the proposed Middle Street bike lane. The Portsmouth School District is on an ongoing quest to provide safer routes to schools for our students and a dedicated bike lane along this corridor would be extremely beneficial to many Portsmouth Middle and High School students. While the lane would benefit a lot of commuting kids, it would also create an excellent bike artery to and from downtown for a large part of the community. I know it's easy for me to say "just do it," while your committee wrestles with all the hurdles and headaches that accompany any municipal project, but I wanted to voice my support of what I think would be another enhancement to a great biking town.

Thank you for all of your work on this and other projects.

Sincerely,

George H. Shea
Assistant Superintendent
Portsmouth School Department

From: Effie Malley
Sent: Wednesday, June 28, 2017 5:04 PM

Subject: Lafayette Road/Middle Street Safe Routes to School is on the Parking & Traffic Safety Committee July 6 meeting

Memo to Parking and Traffic Safety Committee about Lafayette Road/Middle Street Safe Routes to School

Hello Councilor Lown,

I know you have an important meeting of PTS on July 6. I hope that the committee can move ahead with the Safe Routes to School project, which has been in development for some years.

The bike lanes are supported by years of research, community input, and engineering studies. The buffered and protected bike lanes will increase the safety of children riding to school as well as other community members. Bike lanes are a well-established and evidence-based
practice.

The project is a step supporting Portsmouth's complete streets policy, and can aid the City's work towards carbon neutrality.

Sincerely yours,
Effie Malley
Portsmouth resident

From: Wilkinson, Keith (GE Aviation, US)
Sent: Tuesday, June 27, 2017 1:52 PM
Subject: letter of support for Middle Street bikeway plans, k.wilkinson, resident

Attention: Councilor Lown, Chair of the Committee, Parking & Traffic Safety Committee

This email letter is in regards to the Middle Street bikeway plans and upcoming review by the Parking & Traffic Safety Committee. I'm writing to express my support for this project with the following three points.

From a competitive standpoint of attracting talent and businesses, I believe that Portsmouth's biking infrastructure is behind. Places like Boston and Cambridge have incorporated bike lanes throughout. Newport (RI), with a similar colonial seaport past and tourist present, has recently incorporated bike lanes into downtown streets. Quebec City has an impressive bikeway connecting neighborhoods to downtown. Even Worcester, not noted for vibrancy in recent decades, is ready for the future with bike lanes. The Middle Street project is one strong step toward a more competitive Portsmouth.

As a local landlord with small apartments renting to younger folks working locally, bikes are a key means of transportation to help with affordability. Downtown retail and restaurant jobs and entry level jobs in various industries need workers, and these workers can live here and bike\walk, or can live further out so they can afford a car, insurance, maintenance, and fuel. Bike lanes attract workers and enhance the safety of their affordable lifestyle. I hope that a successful Middle Street project will influence the long awaited Islington Street and West End infrastructure improvements, and make Portsmouth a more affordable 'house' for the workforce.

Bikes are no match for big vehicles at speed (F=MA). My children will attend the Portsmouth High School in the coming years and I want a safer avenue for them to bike. One unfortunate hit will make us all wish we did more. Clear visual dividers and designated lanes do help.

I don't have much knowledge of the criteria and issues dealt with by the Parking & Traffic Safety Committee, but I respect the need for such a body to thoroughly review projects such as this. I do hope that minor details, maybe such as preserving a few parking spots, do not get in the way of much needed progress.

Respectfully,
Keith Wilkinson
62 Winter Street
Portsmouth

From: Jonathan Sandberg
Sent: Tuesday, June 27, 2017 8:00 AM
Subject: In support of Middle Street Bike Lane

Dear Councilor Lown,

My name is Jonathan Sandberg and I live at 160 Bartlett Street and I am writing to urge you to approve of building a protected bike lane on Middle Street at your next Parking and Traffic Safety Committee meeting on July, 6. Doing so will improve traffic and parking issues downtown, reduce air pollution, improve safety for motorists, pedestrians, and cyclists as well as improve transportation for students and the general public.

In 2013 I participated in the Portsmouth Listens Study session in which participants examined dozens of other vibrant communities around the country and the world that are demographically similar to Portsmouth and also have dense centers, narrow streets, and temperate climates. We studied how they worked to address their traffic and parking problems by successfully integrating transportation systems so we could find strategies that Portsmouth should emulate. A common theme among these thriving small cities was their embrace of multimodal transportation systems and specifically the use of Complete Streets that accommodate not just cars, but also public transportation, pedestrians, and cyclists. Subsequently, in October of 2013 the Portsmouth City Council adopted a Complete Street policy.

It is evident that downtown Portsmouth is growing increasingly dense which is straining transportation resources. Policies that encourage automobiles over other means of transportation exacerbate this problem. If the Parking and Transportation Safety Committee moves to approve this project it will encourage more walking and cycling and thus take a major step to combat the growing parking and traffic crisis that currently plagues the downtown.

In addition to all of the practical arguments above, there is an important symbolic reason for going forward with this. A recent UNH study has shown that our roadways are at imminent risk from climate change. As sea levels rise, ground water will rise too and destroy roadway asphalt which will require more frequent and costly repairs. Last month the City of Portsmouth vowed to do its part to uphold the Paris Climate Agreement. It would be at least symbolically fitting if Portsmouth would take a stand against global warming that is threatening our roadways by encouraging more green transportation on the very roadways that is being threatened by global warming.

Thank you,
Jonathan Sandberg

From: Effie Malley
Sent: Thursday, June 08, 2017 8:00 AM
Subject: Support for Lafayette Rd. /Middle Street bike lanes

Hello,
I am unable to attend tonight's meeting about the Lafayette Road/Middle Street bike lanes. I am writing in strong support of the project moving ahead as quickly as possible to approve the final design and implement the construction phase.

The bike lanes are supported by years of research, community input, engineering studies, and a need for safety, especially for safe routes to school. The project reflects Portsmouth's commitment to our complete streets policy that supports all modes of transportation, not just cars.

One priority is safe routes to school for children and youth; however, Route 1 is an important corridor to improve accessibility across the population. Buffered and protected bike lanes will protect cyclists and calm traffic, an evidence-based practice that is well established in communities throughout the US.

I am eager to see the result of the study about portions of Route 1 with high-demand parking; with our commitment to complete streets, cyclists must be given priority and parking accommodated.

Although I am a member of the PS21 board, I am not writing in that capacity. I write as individual and a long-time resident of Portsmouth. I lived for many years on Middle Street near Cass, and saw numerous accidents, many related to speed, and faced daily challenges to my safety as a cyclist and pedestrian.

This project has been in the works for many years; I urge the Parking and Traffic Safety Committee and the City Council to action.

Thank you for your consideration.

My best,
Effie Malley

From: Gerald Duffy
Sent: Thursday, June 01, 2017 11:42 AM
Subject: June 8th meeting of Parking and Traffic Safety Committee

Hi Brad:

I'm writing to you in your capacity as chair of the Parking and Traffic Safety Committee and, specifically, about the meeting scheduled for June 8, during which the City will receive public/neighborhood input on the Middle Street bike lane project. I'll be travelling and unable to attend, unfortunatel, but I wanted to register a couple of comments.

I was part of the original Portsmouth Listens master plan project and participated in the transportation group (and again in the subsequent, more transportation-focused project several years ago). We identified Middle Street as a good flagship project back then and it is great to see it finally coming to fruition.

Since this project represents a much-welcomed shift in priorities to slightly better favor the role of multi-modal transportation in town – primarily bikes and pedestrians – there will no doubt be opposition from residents who are loathe to contend with narrower lanes, slightly slower progress, and parking compromises. I hope you and your committee will not waiver in your support for this project.

My main comment would be about traffic speed. While some committee members may still see Middle Street and Lafayette Road as Route #1 and primarily intended for vehicular traffic, it is far more than that. It is also a residential thoroughfare for non-vehicular traffic for locals, including many with young families. My wife and I and our young son lived on Middle Street near the junction with Cass Street for three years and know the street very well from perspective of drivers, walkers (including those pushing strollers) and cyclists. Traffic routinely exceeds the existing 30mph limit, sometimes by almost 30%-40%. The street has long been a nightmare for pedestrians to cross the stretch between Miller Avenue and South Street. Try it yourself near the convenience store near Wibird Street.

While the introduction of the planned bike lane and related narrowing of the traffic lanes will no doubt affect the "design speed" of the street and may slow traffic a little, it won't be sufficient to ensure a safe environment for cyclists and pedestrians. The introduction of several well-placed mid-block, pedestrian-controlled crosswalks would make a huge difference to pedestrian safety and help reduce the speed of vehicles. Your committee could also consider the reduction of the street's speed limit to an enforceable 25mph, ideally with permanent flashing indicators to tell drivers how fast they are going. The current state law -- RSA 265:60, Basic Rule and Maximum Limits – allows for a lower limit. In addition, the available data about the severity of pedestrian/cyclist injuries related to vehicle speed is crystal clear. I know Doug Roberts and PS21 have access to the research.

I congratulate the City for finally introducing the bike lanes and I ask that the Council and your committee see that as just one part of the effort to create a safer infrastructure in Portsmouth for both pedestrians and cyclists. To its credit, the City has already adopted the “Complete Streets” approach, at least in principle. But it’s time we started to actually implement its components routinely and visibly, educating the Council and residents as we move forward. Please include this letter as part of your input.

Best wishes,
Gerry Duffy

PS: In a related issue, I have proposed an amendment to RSA 265:60, Basic Rule and Maximum Limits, which governs speed limits and imposes a minimum 25mph limit on NH roads, including all municipalities. One result of this limit is that tickets issued for violations in zones with limits of 20mph or less cannot be enforced in the courts. This has likely lead to lack of police enforcement, beyond warnings. I already have positive support for the amendment from Senators David Watters and Martha Fuller Clark, for the next legislative session. As part of the due diligence, I’ve asked our Police Department for data about speeding citations along the city streets with speed limits of 20mph or less. So far – apparently because of limited resources – the data has not been forthcoming.

X.A. State Street traffic and fire response

Parking & Traffic Safety Committee

Bicycle & Pedestrian Accident Report

Dates	Location	Type	Notes
06/27/16 - 07/27/16	Greenleaf Woods	Bicycle	*Last 3 years of records indicate 23 pedestrians struck and 6 bicyclists struck (only 3 in the Square). This is actually quite remarkable given the amount of vehicles and foot traffic in the downtown.*
	212 Islington St	Bicycle	
	Marcy St @ Pleasant St	Pedestrian	
7/29/2016 - 9/29/2016	Scott Ave	Bicycle	
9/28/2016 - 12/23/2016	Fleet & Congress	Pedestrian	Pedestrian admittedly crossed the road against walk sign (bruised backside and left arm)
	Cabot & Islington	Pedestrian	Pedestrian not seen by driver in crosswalk (foot and leg were bumped)
	Congress & High	Pedestrian	pedestrian bumped in crosswalk. Poor lighting and dark clothing major contributing factors.
	on South St by South School St	Pedestrian	Jogger struck by side mirror of vehicle and was transported to the hospital with non-life threatening injuries. Jogger was running in the roadway in dark clothing with no reflection and was not seen by the driver.
12/24/2016 - 03/20/2017	The Hill	Pedestrian	The lone pedestrian accident occurred on The Hill by the Blue Mermaid. Valet driver failed to clear snow from the windshield of a patron's car and was attempting to move it from a spot on High Street on to Garden Way when he struck a pedestrian crossing the roadway. No injuries reported. Driver was issued a citation for windshield vision obscurement.
3/21/2017 - 06/20/2017	McDonald's parking lot	Pedestrian	Juvenile was bumped as vehicle was backing up.
	Market Basket parking lot	Pedestrian	Vehicle bumped a cart being pushed by a patron. The patron was knocked to the ground.

Data reported by the Portsmouth Police Department