

Portsmouth
Parking & Traffic Safety Committee
8:00 A.M. – January 5, 2017
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: Please meet on Tuesday, January 3rd at 8:00 A.M. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Thornton Street at Burkitt Street
 - Daniel Street at Bow Street
 - Portwalk Place at Profile Coffee Bar
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AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. SELECTION OF COMMITTEE CHAIRMAN

Chairman and Vice-Chairman

IV. ACCEPTANCE OF THE MINUTES

V. FINANCIAL REPORT

VI. PUBLIC COMMENT (15 MINUTES)

VII. NEW BUSINESS

- A. Request for two 15-minute parking spaces near Optima Bank & Trust at 143 Daniel Street, and removal of 15 minute space on Bow Street.
- B. Request for one 15-minute parking space near Profile Coffee Bar at 15 Portwalk Place.

VIII. OLD BUSINESS/ACTION ITEMS

- A. Report back on request for traffic signal at intersection of Middle Street and Union Street.
- B. Report back on request for 4-way STOP sign control at Thornton Street at Burkitt Street.
- C. Report back on request for one-way flow on Meeting House Hill Road.
- D. Report back on request for truck restriction on Greenleaf Avenue between Lafayette Road and Route 1 Bypass.

IX. PUBLIC COMMENT

X. MISCELLANEOUS

Quarterly accident report for 09/28/2016 to 12/28/2016.

ADJOURNMENT

Percentage of Fiscal Year Complete 41.67%

Totals Thru
November 30, 2016

FY 17

Parking Meter Fees
 Meter Space Rental
 Meter In Vehicle
 Parking Garage Revenue
 Garage Passes
 Pass Reinstatement
 Vaughan St Parking Facility
 Parking Violations
 Immobilization Administration Fee
 Summons Admin Fee

	FY 17	BUDGETED	% of Budget
	TOTALS		
	1,123,845	2,055,000	54.69%
	65,306	70,000	93.29%
	35,176	85,000	41.38%
	958,089	2,125,000	45.09%
	471,060	1,050,000	44.86%
	1,245	2,500	49.80%
	7,500	15,000	50.00%
	320,880	715,000	44.88%
	8,700	15,000	58.00%
	175	3,000	5.83%
Total FY 17 Parking	2,991,976	6,135,500	48.76%

	BUDGETED (3,723,195) 2,412,305	61% Transfer to Parking Fund 39% Funds Remaining in Gen Fund
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Subject:

From: Rick Chellman [mailto:chellman@tndengineering.com]
Sent: Friday, December 23, 2016 2:24 PM
To: Bradley M. Lown <Lown@nhtrialattorneys.com>
Cc: Eric Spear <ericsspearportsmouth@gmail.com>; Eric Spear <ericsspearportsmouth@outlook.com>; John P. Bohenko <jpbohenko@cityofportsmouth.com>; Eric B. Eby <ebeby@cityofportsmouth.com>; Peter H. Rice <pPRICE@cityofportsmouth.com>
Subject: Re: downtown parking- the hidden Santa

Hi Brad,

I assume you mean your committee meeting on the 5th?

I am happy to be there and will plan to be, but I also think this is somewhat beyond pure engineering/technical matters and is at least touching on Public Policy which may require another discussion or two. In any case, we can certainly start with your group.

Thanks for the reply.

Rick Chellman, P.E., L.L.S.
chellman@TNDEngineering.com
cchellman@mac.com



224 State Street, #205
Portsmouth, NH 03801
603-479-7195
efax: 877-299-6212

Upload files to me
CV

On Dec 22, 2016, at 5:35 PM, Bradley M. Lown <Lown@nhtrialattorneys.com> wrote:

Hi Rick – here’s an idea – how about you come to our Parking Traffic meeting in January and make a presentation? I’m copying Eric Eby and Peter Rice. Brad

Bradley M. Lown
Coughlin, Rainboth, Murphy and Lown, P.A.
439 Middle Street
Portsmouth, New Hampshire 03801
phone: 603-431-1993
facsimile 603-431-8333
e-mail: lown@nhtrialattorneys.com

From: Rick Chellman [<mailto:chellman@tndengineering.com>]
Sent: Tuesday, December 20, 2016 10:05 AM
To: Bradley M. Lown <Lown@nhtrialattorneys.com>
Cc: Eric Spear <ericsspearportsmouth@gmail.com>; Eric Spear <ericsspearportsmouth@outlook.com>;
John P. Bohenko <jpbohenko@cityofportsmouth.com>
Subject: Re: downtown parking- the hidden Santa

Hi Brad,

Streets and downtowns are a lot of “what I do” and have done throughout the US and abroad. There are a lot of enhancement opportunities in the downtown.

There are what some may perceive as a “big” issues, like converting as many one-way streets to two-way as possible. I agree with that notion, but also understand that is is not as simplistic as some may believe.

With regard to parking, there is a LOT of extra street space that could be better used- literally all it will take is some paint and will to do it.

Especially right now, as we deal with a pretty severe parking shortage (I live it daily as my only leased parking is in the Hanover garage), every available space in my opinion, should be “mined” from the street where practical (note, I did not type “possible”). So, as one simple example, I have shown a bit of Penhallow, near Bow. This small example equals 4 new spaces- as an example, 4 more spaces in the new garage would likely cost at least \$120,000.

Please also understand that what I did for the presentation, hosted by PS21, and the underlying work was all volunteer on my part. With more resources, better graphics, refinement etc are certainly possible. However, that is not to say this needs a big “study”, it does not. As others have done, I have done this a lot and it is even simpler than, but related to, tactical urbanism which is generally now understood to be a success.

I would be happy to explain this to the Council if asked to do so. John- since the April ’15 presentation, I could clean the images up a little and correct at least one mistake in that presentation I have since noted.

Whatever is decided, I hope that all of you have a wonderful holiday and that you get time to enjoy our beautiful city during this festive time of year.

Cheers,

Rick Chellman, P.E., L.L.S.
chellman@TNDEngineering.com
cchellman@mac.com

On Dec 19, 2016, at 7:37 PM, Bradley M. Lown <Lown@nhtrialattorneys.com> wrote:

Hi Rick. I'd be glad to hear more. What's the essence of your idea? Thanks for writing. Brad

Bradley M. Lown
Coughlin, Rainboth, Murphy and Lown, P.A.
439 Middle Street
Portsmouth, New Hampshire 03801
phone: 603-431-1993
facsimile 603-431-8333
e-mail: lown@nhtrialattorneys.com

From: Rick Chellman [<mailto:chellman@tndengineering.com>]
Sent: Monday, December 19, 2016 6:39 PM
To: Bradley M. Lown <Lown@nhtrialattorneys.com>; Eric Spear <ericsspearportsmouth@gmail.com>; Eric Spear <ericsspearportsmouth@outlook.com>
Cc: John P. Bohenko <jpbohenko@cityofportsmouth.com>
Subject: downtown parking- the hidden Santa

Brad & Eric,

Dozens of spaces-I think **well** over a million dollars of capital cost equivalents- and all of the new revenue such spaces could provide while at the same time adding a traffic calming element. And no adverse impacts to businesses or downtown residents such as myself.

Advancing this will require meetings and explanations with the Fire Dept, but I am up for that if the notion advances.

Explaining this would take more than the 3 minute allotment. If there is interest, I would be happy to explain.

Rick Chellman, P.E., L.L.S.
chellman@TNDEngineering.com
cchellman@mac.com

VII.A. Request for two 15-minute parking spaces near Optima Bank & Trust

Subject: Request for 15-Minute Customer Parking Spots (Optima Bank)

----- Original message -----

From: Pamela Morrison <pmorrison@optimabank.com>

Date: 12/7/16 12:44 PM (GMT-05:00)

To: Joseph Giordano <jgiordano@cityofportsmouth.com>

Cc: "Katherine A. LaFevers" <klafevers@optimabank.com>

Subject: Request for 15-Minute Customer Parking Spots

Mr. Joey Giordano
Parking Manager
603-812-1351

Mr. Giordano,

Thank you for returning this morning's phone call from Katherine LaFevers regarding Optima Bank & Trust's request for two 15-minute customer parking spots to be added in front of our new branch in Portsmouth.

The location of the branch is Optima Bank & Trust, 143 Daniel Street, Portsmouth. We are requesting two spots directly in front of the building on Daniel Street (in front of our ATM sign) or one spot in front of the building on Daniel Street and one spot in front of the building in the Wright Avenue parking lot. (Our branch is situated on the corner of Daniel Street and the Wright Avenue lot.)

I understand that you will take this request to the January 2017 Parking & Traffic Safety Committee meeting for review. We look forward to hearing from you regarding their decision.

Thank you,
Pam Morrison

Pamela A. Morrison
Director, Executive Vice President &
Chief Administrative Officer

Optima Bank & Trust
Two Harbour Place
Portsmouth, NH 03801
Phone (603) 433-9602
Fax (603) 433-9699
pmorrison@optimabank.com

OptimaBank.com

company: Seacoast Repertory Theatre

address: 125 Bow St.

VII.A. Request for two 15-minute parking spaces near Optima Bank & Trust

city: Portsmouth

state: NH

zip: 03801

comments: This message is for Tom Cochiarro, could you please pass it along?

Hi Tom,

I'm reaching out to re-address some parking issues on Bow st. We feel like the end of Bow street has sort of been

forgotten or put on the end of the to-do list. I work at the Seacoast Repertory Theatre and the two years I have been there, parking for our staff and customers has been a constant struggle. I was hoping you might be able to listen to our concerns and help to expedite a few changes.

We have over 30,000 people visit our theater every year. In addition we have close to 200 people who work at our theater in some capacity, whether they are a staff member, set designer, choreographer, electrician, etc.

We request the following:

1) PLEASE remove the coin operated meters and give us the option to pay with credit cards

The EZ pass does not work for any of us. We've all invested money into them but none of us at the theater can use them. The solution for us has been to visit public works during a small time frame and load them up there. This is not a viable solution for us.

2) Please remove the time limits. Our customers and workers struggle with this every single day.

3) Please remove the 15 minute spot at the end of Bow St. The bank in our area has it's own parking and the church has their own parking. The 15 minute spot does not make sense in our area and we could benefit greatly from one more parking spot.

Thank you for your time and consideration. - Kathleen Cavalaro

VII.B. Request for one 15-minute parking space near
Profile Coffee Bar

15 Portwalk Place
Portsmouth, NH 03801
603.501.1801
profilecoffeebar.com



November 17, 2016

Mr. Peter Rice
Director
Department of Public Works
City of Portsmouth, NH
680 Peverly Hill Rd
Portsmouth, NH 03801

Re: Request for 15 Minute Parking Meter

Dear Mr. Rice,

I am writing to you as the owner of Profile Coffee Bar, located at 15 Portwalk Place, Portsmouth, for the purpose of requesting a that a parking meter located on Portwalk Place nearest to our business be changes from a Zone B 3 hour parking space to a Zone D 15 Minute Space. Attached is a site plan which shows the specific space, marked with an "X", which is one of three spaces which currently have physical meters (rather than the parking kiosk).

In making this request, we are seeking to respond to requests from many local customers who would benefit from the ability to use the spot to conduct brief stops into Profile as well as other nearby businesses.

Please let me know if you have any questions or comments with respect to this request. We believe that the request is consistent with metered parking options near similar businesses in the downtown core and would provide a direct benefit to our many Portsmouth resident customers.

Best regards.

A handwritten signature in black ink, appearing to read "Andrew Levinson".

Andrew Levinson
Owner
Profile Coffee Bar

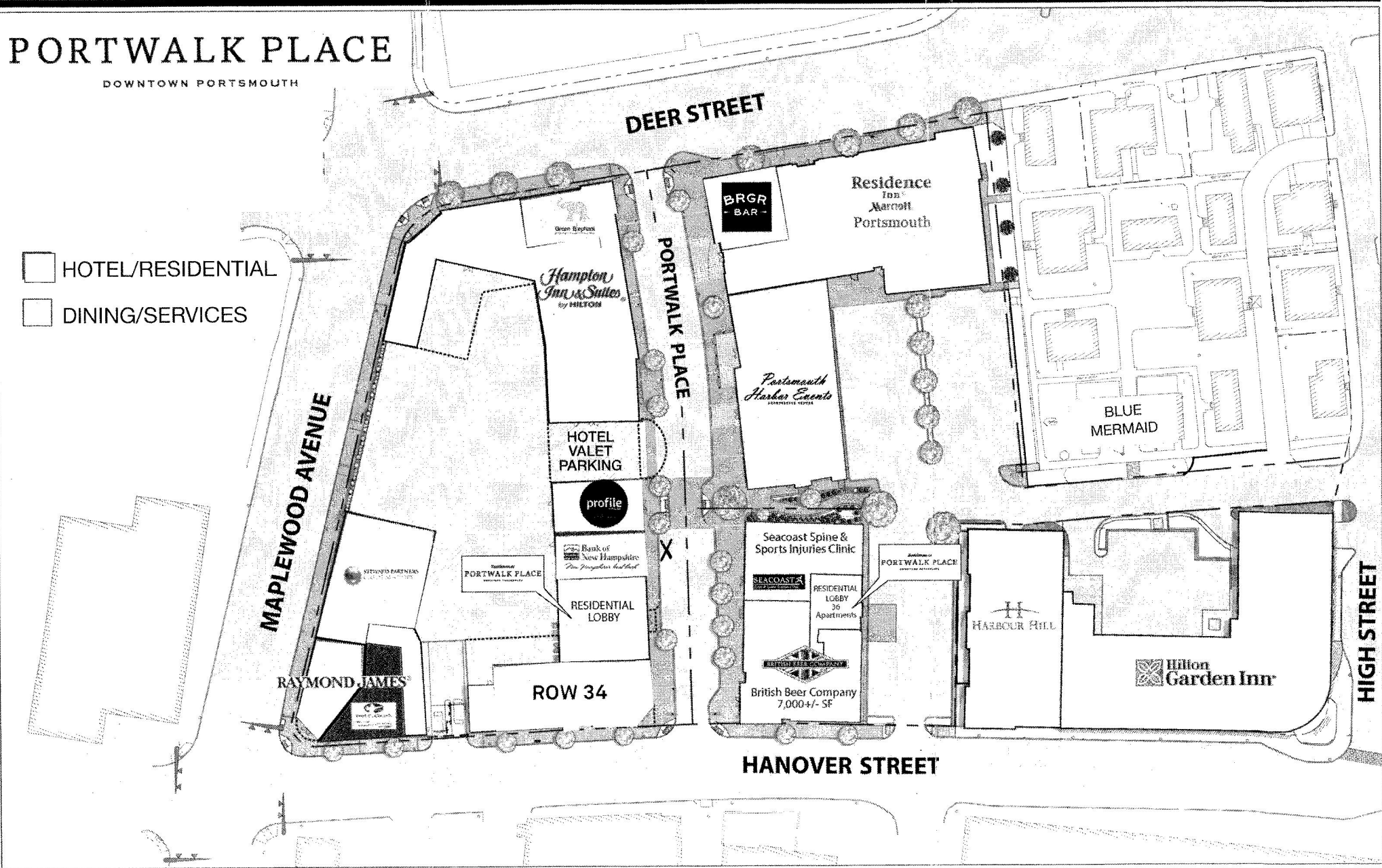
Welcome to DOWNTOWN PORTSMOUTH

Walk to it all. PortwalkPlace.com for details & dining menus.

PORTWALK PLACE

DOWNTOWN PORTSMOUTH

- HOTEL/RESIDENTIAL
- DINING/SERVICES



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: December 19, 2016

SUBJECT: Request for Traffic Signal at Middle Street and Union Street Intersection

In response to a citizen request for a traffic signal at the intersection of Union Street and Middle Street, City staff has conducted traffic counts, collected vehicle speed data and measured sight lines at the intersection. Based on an analysis of the data, a traffic signal is not warranted or recommended. To improve safety at the intersection, staff recommends that on-street parking on Middle Street be further restricted in the vicinity of the intersection. This will increase lines of sight for vehicles turning from the side streets onto Middle Street. This measure has been identified previously by City staff and the City's design consultant for the proposed bicycle lane project along Middle Street, and has been incorporated into the bicycle lane design plans. These plans are scheduled for implementation in the spring of 2017.

To justify the installation of a traffic signal, there are several traffic signal warrants, or minimum thresholds, identified in the federal Manual on Uniform Traffic Control Devices, of which one or more should be met before considering the installation of a traffic signal. A traffic signal can actually increase the number of accidents at an intersection if it is not warranted. A review of the traffic volume data indicates that while Middle Street carries over 10,000 vehicles per day, the volume of traffic on Union Street is too low to meet the minimum volume thresholds. Based on the volume of traffic on Middle Street, the minimum volume on the side street should be at least 150 vehicles per hour for eight hours of the day to warrant a signal. The highest hourly volume on Union Street is only 30 vehicles per hour. An intersection should experience at least 5 crashes per year to warrant a traffic signal based on crash history. Based on the crash history provided by the police department, the intersection has averaged less than 2 crashes per year. The number of crashes is below the minimum number to warrant a signal. While any crash is undesirable, the number of crashes at this location is relatively low and does not indicate a crash trend, especially considering the high volume of traffic at this intersection (over 3.5M vehicles per year). The crash that occurred this past August would not have been prevented by a traffic signal, as it was the result

of an inbound vehicle on Middle Street turning left in front of an outbound vehicle on Middle Street.

The average speed of traffic on Middle Street was recorded at 25 mph, below the posted speed limit of 30 mph. For these speeds, sight lines of at least 155 feet are required for safe stopping. Sight lines from each approach of Union Street were measured and compared to the required minimum. The sight lines from the east leg of Union Street were measured at 103 feet to the north and 202 feet to the south. From the west leg of Union Street, sight lines were measured at 124 feet to the north and 243 feet to the south. The sight lines to the north do not meet the minimums due to vehicles parked on both sides of Middle Street north of Union Street. As part of the bicycle lane project, all on-street parking on the inbound side of Middle Street will be prohibited between Wibird Street and Highland Street. This parking restriction will allow for sight lines in excess of the required minimums for the east leg of Union Street. There will be no changes to the sight lines for the west leg of Union Street, as the on-street parking on the outbound side of Middle Street north of Union Street will not be removed. However, the minimum sight lines are available when a vehicle pulls forward to align its front bumper with the driver's side of vehicles parked on-street. At this point, the vehicle is not blocking Middle Street traffic and can see all oncoming vehicles. This is a common practice at many intersections in the City where on-street parking is allowed. Based on the low volume of traffic entering the intersection from the west leg of Union Street, the low number of crashes at this intersection, and the need for on-street parking on Middle Street, it is not recommended to remove any additional parking on Middle Street for the sake of improving the sight lines from the west leg of Union Street

While the intersection does not meet the minimum requirements for the installation of a traffic signal, the City is planning to take measures to improve the safety of the intersection. On-street parking on the inbound side of Middle Street will be removed as part of the proposed bicycle lane project. This will provide sight lines for the east leg of Union Street that exceed the minimum requirements. While the west leg of Union Street will still experience sight line limitations, the sight lines are available when a vehicle pulls forward a few feet from Union Street and before blocking traffic on Middle Street.

VIII.A. Report back on request for traffic signal at intersection of Middle Street and Union Street



City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: December 19, 2016

SUBJECT: Request for All-Way Stop at Thornton Street and Burkitt Street Intersection

In response to a citizens' petition for a four-way stop at the intersection of Thornton Street and Burkitt Street, City staff has conducted traffic counts, collected vehicle speed data and measured sight lines at the intersection. Based on an analysis of the data, the four-way stop is warranted and recommended. City staff is also collecting additional traffic data at other key intersections in the neighborhood, and intends to report back at a later date with recommendations for traffic control and traffic calming on a neighborhood-wide basis.

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal. To justify the installation of a four-way stop control at an intersection, there are several warrants, or minimum thresholds, identified in the federal Manual on Uniform Traffic Control Devices, of which one or more should be met before considering the installation of a four-way stop. Two warrants are relevant to this intersection; a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and the other is that this is an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

A review of the traffic volume data indicates that about 40 vehicles per hour enter the intersection during the peak hours, with about 10 vehicles per hour on all four approaches. While this volume falls far short of the 200 to 300 vehicles per hour usually required for an all-way stop, the volumes are approximately equal on all four legs. In addition, sight lines are limited at the intersection.

The average speed of traffic on Thornton Street was recorded at 20 mph. These speeds require a sight line of at least 115 feet for safe stopping. Sight lines from each approach of Burkitt Street were measured and determined to be much less than the required minimums. The sight lines from

Burkitt Street range between 55 feet and 82 feet due to on-street parking blocking the view. While parking could be restricted to provide the required sight lines, it is not desirable or practical to restrict on-street parking in this area due to the lack of off-street parking available to residents. The on-street parking also serves to act as a traffic calming measure by making the roadway narrower which in turn tends to keep vehicle speeds low.

Therefore, due to the limited sight lines and equal volumes on all four approaches, it is recommended that STOP signs be added to the Thornton Street approaches to convert the intersection to an all-way stop sign controlled intersection.

The City will also continue to conduct further study and analysis of the traffic volumes and patterns in the whole Christian Shore neighborhood, with a goal of identifying and addressing neighborhood-wide measures to calm and control traffic in the area.

VIII.B. Report back on request for 4-way STOP sign control at Thornton Street at Burkitt Street




City of Portsmouth

Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: December 19, 2016

SUBJECT: Request for One-Way Traffic on Meeting House Hill Road

In response to a citizen request to change traffic flow on the south section of Meeting House Hill Road to one-way, City staff has conducted traffic counts and observed traffic operations along this section of Meeting House Hill Road. This section runs between Manning Street and Marcy Street on the south side of the former South End Meeting House building. The roadway is 16 feet wide and currently allows for two-way traffic flow. Five angle parking spaces are provided along the south side of the old South End Meeting House.

The request was to restrict traffic on this section to one-way flow from Marcy Street to Manning Street, so that vehicles using the angled parking spaces along the old South End Meeting House building would be required to park head in, rather than backing in. The resident's concern is that vehicles backing in to the spaces have hit signs and railings, causing damages to private property on both sides of the street.

Based on an analysis of the data, approximately 60 vehicles per day use this section of roadway, which is a very low volume of traffic. The traffic is evenly split, with about 30 vehicles coming in from Manning Street and 30 coming in from Marcy Street. A majority of this traffic is vehicles coming and going to Portsmouth Public Media, which is located in the old South End Meeting House. Of the 21 vehicles observed using the angle parking spaces over the course of a day, only four of them backed in to the spaces. The majority (two-thirds) of the vehicles parking at Portsmouth Public Media enter from Marcy Street.

Based on the low volume of traffic using Meeting House Hill Road, the narrow width of the roadway and the surrounding roadways, and the low number of vehicles backing in to the angled parking spaces, it is recommended that the current two-way traffic flow pattern on Meeting House Hill Road remain in place. The ability to use the roadway for two-way flow allows for easier and more efficient access to the homes and businesses in the neighborhood, especially for emergency

and service vehicles, without forcing traffic to travel out of their way onto other streets in the area. The two-way flow also allows vehicles looking for parking at Portsmouth Public Media to circulate around the building in both directions, without having to detour onto the other residential streets in the area.

VIII.C. Report back on request for one-way flow on Meeting House Hill Road



VIII.D. Report back on request for truck restriction on Greenleaf Ave
between Lafayette Rd and Route 1 Bypass

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: December 19, 2016

SUBJECT: Request for Truck Restriction on Greenleaf Avenue

In response to a citizen request for a truck restriction on the residential section of Greenleaf Avenue between Lafayette Road and the Route 1 Bypass, City staff has conducted traffic counts, collected vehicle speed and classification data on this section of roadway, and examined the possible alternative truck routes in the vicinity. Based on an analysis of the data, a truck restriction is feasible and recommended.

Traffic volume data collected on Greenleaf Avenue indicates a daily volume of approximately 2,300 vehicles per day. Of this volume, approximately 45 vehicles per day are over 20 feet long. Since most passenger cars are less than 20 feet long, any vehicle over 20 feet in length could be considered a truck for the purposes of this analysis. This volume of trucks is within the typical range of 2 percent of the total traffic and does not represent an unusually high volume of trucks.

Within the past few years, the state fully reconstructed the junction of Lafayette Road and the Route 1 Bypass to create a signalized intersection. All vehicles traveling south on Lafayette Road from the direction of South Street and destined to the north on the Route 1 Bypass can now make a right turn directly onto the Bypass without having to use Greenleaf Avenue as a connector road. The City is also planning to improve and signalize the intersection of Lafayette Road and Andrew Jarvis Drive at the High School entrance. These roadway and intersection improvements will allow traffic to travel to and from Lafayette Road and the High School safely and efficiently without the need to use Greenleaf Avenue. They also provide the City with an opportunity to address the truck and traffic volume levels on this residential section of Greenleaf Avenue.

The intersection of Greenleaf Avenue and Lafayette Road forms a Y-type intersection, with poor sight lines and difficult geometrics for vehicles attempting to turn onto Lafayette Road from Greenleaf Avenue. Without the need for Greenleaf Avenue to serve as a connector between Lafayette Road and the Route 1 Bypass, there exists the potential to reconfigure the intersection

of Lafayette Road and Greenleaf Avenue to discourage or prohibit some or all of the traffic still using Greenleaf Avenue as a connector roadway. As an immediate measure, it is recommended to prohibit trucks on this section of Greenleaf Avenue, as they can all easily use the signalized intersection of Lafayette Road and the Route 1 Bypass.

The PTS Committee should also give careful consideration to the long term configuration of Greenleaf Avenue, especially where it intersects with Lafayette Road. With the recent addition of a signal at Lafayette Road and the Bypass, and the planned signalization and reconstruction of the High School entrance on Lafayette Road, real opportunities will exist for making Greenleaf Avenue a much less traveled roadway, and one more in keeping with its residential nature.

VIII.D. Report back on request for truck restriction on Greenleaf Ave between Lafayette Rd and Route 1 Bypass



Requested truck exclusion section.

X. Quarterly accident report

Parking and Traffic Safety Committee			
Monthly Accident Report			
Timeframe	Location	Type	Notes
06/27/16 - 07/27/16	Greenleaf Woods	Bicycle	<i>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.</i>
	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.