

AMENDED AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – December 5, 2019

City Hall – Conference Room A

ON-SITE COMMITTEE: Please meet on Wednesday, December 4th at 8:00 a.m. in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following locations:

- Sagamore Avenue at Golden Egg
 - Chase Drive
-

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

Minutes were approved on 11/21/19 by the Committee, included here for reference.

Posted online: <http://files.cityofportsmouth.com/agendas/2019/parkingtrafficsafe/PTS110719aimm.pdf>

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

This is the time for all comments on any of the agenda items or non-agenda items.

VI. PRESENTATION

A. Middle Street bike lane report back, by Planning Director Juliet Walker.

B. Zagster year-end summary, by Planning Director Juliet Walker.

VII. NEW BUSINESS

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

A. Chase Drive, request to prohibit parking on north side of roadway.

Sample Motion: Move to prohibit parking along north side of Chase Drive.

B. Sagamore Avenue, across from The Golden Egg, request for No Parking.

Sample Motion: Move to refer to staff for report back.

C. Pleasant Street at Washington Street, sight line concerns, by neighborhood resident at Ward 5 meeting.

VIII. OLD BUSINESS

A. Echo Avenue ramp closure, request to make permanent, by Chuck McMahon.

Sample Motion: Move to permanently close the Echo Avenue off ramp from the Spaulding Turnpike.

IX. INFORMATIONAL

- A. Middle Street, request for crosswalks between Lincoln Avenue and Cass Street, by Diane Schaefer and Mitch Shuldman.
- B. Maplewood Avenue proposed signal timing and phasing changes.
- C. Albany Street, parking in front of 85 Albany Street.
- D. Summer Street at Austin Street, traffic calming request.
- E. Pay-by-plate
- F. Committee to elect new chairman at first meeting of New Year.
- G. January meeting canceled.
- H. PTS Open Action Items. Beginning in January 2020, the PTS action items will be available on the City's online permitting site.

X. MISCELLANEOUS

- A. Distribution of agenda packet, hard copy or digital.

XI. ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete 33.33%
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Preliminary
Totals Thru
October 31, 2019

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	1,319,254.89	3,306,000	40%
Meter Space Rental	32,565.00	90,000	36%
Meter In Vehicle	33,000.00	110,000	30%
EV Charging Stations	1,537.26	0	
High Hanover Transient	983,792.29	2,561,875	38%
High Hanover Passes	593,855.00	1,852,500	32%
Foundry Place Transient	78,105.41	214,000	36%
Foundry Place Passes	110,960.00	340,500	33%
HH Pass Reinstatement	1,395.00	2,500	56%
Foundry Pass Reinstatement	540.00	1,000	0%
Parking Violations	357,539.50	715,000	50%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	3,512,594.35	9,211,375.00	38%

	BUDGETED	
	6,799,070	74% Transfer to Parking Fund
	2,412,305	26% Funds Remaining in Gen Fund

VII.A. Chase Drive, request to prohibit parking on north side of roadway

From: [Cory Belden](#)
To: [Eric B. Eby](#)
Subject: 200 Chase Drive: Parking and Traffic Safety Committee request
Date: Wednesday, November 13, 2019 12:18:53 PM
Attachments: [200 Chase Drive-Parking.pdf](#)

Eric,

We would like to request to be on the agenda for the December 5th Parking and Traffic Safety Committee meeting to discuss the possibility of restricting on-street parking on the north side of Chase Drive from Michael Succi Drive to the Church (where existing parking is restricted). As you are aware, during the site plan review process, concerns have been brought up about the possibility of overflow parking from the church along Chase Drive limiting emergency access along Chase Drive and to the residential neighborhood. The attached plan shows where the parking is currently restricted by signage (purple) and the new restriction area (yellow) to be considered by the Committee. Chase Drive is approximately 28 ft wide so parking on the sidewalk side would allow 20 feet of roadway to be maintained for access.

Please let me know if you need any additional information and if you need hard copies of any material prior to the meeting.

Thank you,

Cory D. Belden, PE
Altus Engineering, Inc.
133 Court St.
Portsmouth, NH 03801
(603) 433-2335

“The best results are achieved when all of the various parties work together in a spirit of cooperation.”

NOTES:

- THE INTENT OF THIS PLAN IS TO DEPICT THE PROPOSED DEVELOPMENT SITE PER CITY OF PORTSMOUTH ZONING DISTRICT G2 (GATEWAY NEIGHBORHOOD MIXED USE DISTRICT) AND THE DEVELOPMENT SITE STANDARDS (SECTION 10.5B40).
- THE EXISTING LOT 210-2 CONSISTS OF A COMMUNITY BUILDING AND TWO SINGLE FAMILY RESIDENTIAL BUILDINGS. THE INTENT IS TO SUBDIVIDE THE EXISTING LOT TO CREATE LOT 210-2-1 WHICH WILL CONSTRUCT A NEW 22 UNIT APARTMENT BUILDING PER SECTION 10.5B34.40. THE TWO CONTIGUOUS LOTS WILL BE INCLUDED IN THE DEVELOPMENT SITE.
- THE EXISTING USE OF THE COMMUNITY BUILDING AS A PLACE OF ASSEMBLY IS PERMITTED AS AN EXISTING USE. AS NOTED IN SECTION 10.5B50, "THE PURPOSE OF THIS SECTION IS TO ESTABLISH STANDARDS FOR THE CONTINUED UTILIZATION OF EXISTING BUILDINGS IN THE GATEWAY NEIGHBORHOOD MIXED USE DISTRICTS CONSTRUCTED PRIOR TO THE EFFECTIVE DATE OF ARTICLE 10.5B".
- A NHDES WETLANDS BUREAU SHORELAND PERMIT WILL BE REQUIRED FOR WORK WITHIN 250 FT OF THE HIGHEST OBSERVABLE TIDE LINE (HOTL).
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, A CERTIFIED ARBORIST SHALL REVIEW THE AREA OF CONSTRUCTION AND TREES SELECTED TO REMAIN WITH THE LANDSCAPE ARCHITECT AND THE CONTRACTOR'S PROJECT MANAGER. SPECIFIC MONETARY VALUE OF THE TREES TO REMAIN SHALL BE DETERMINED AND DOCUMENTED FOR. ARBORIST SHALL MAKE RECOMMENDATIONS FOR PRESERVATION RECOMMENDATIONS BEYOND THOSE CALLED OUT IN THE DRAWINGS, TREE PRESERVATION PLANS AND SPECIFICATIONS, INCLUDING, BUT NOT LIMITED TO, PRUNING, ROOT PRUNING, PRE-FERTILIZATION AND THE LIKE.
- ALL EXCAVATION WITHIN THE DRIP LINE OF EXISTING TREES TO BE DONE WITH AN AIR SPADE. ANY ROOTS WHICH REQUIRE REMOVAL SHALL BE CUT CLEANLY WITH A SHARP TOOL. EXPOSED ROOTS IN EXCAVATED AREAS SHALL NOT BE ALLOWED TO DRY OUT.
- TREES TO REMAIN WITHIN THE CONSTRUCTION ZONE SHALL BE PROTECTED FROM DAMAGE FOR THE DURATION OF THE PROJECT BY WEIGHTED CHAIN-LINK FENCE AT THE DRIP LINE OR OTHER SUITABLE MEANS OF PROTECTION TO BE APPROVED BY LANDSCAPE ARCHITECT OR CLIENT'S REPRESENTATIVE. FENCE SHALL BE LOCATED AT THE DRIP LINE AT A MINIMUM AND SHALL INCLUDE ANY AND ALL SURFACE ROOTS. DO NOT FILL OR MULCH ON THE TRUNK FLARE. DO NOT DISTURB ROOTS. IN ORDER TO PROTECT THE INTEGRITY OF THE ROOTS, BRANCHES, TRUNK AND BARK OF THE TREE(S) NO VEHICLES OR CONSTRUCTION EQUIPMENT SHALL DRIVE OR PARK IN OR ON THE AREA WITHIN THE DRIP LINE(S) OF THE TREE(S). DO NOT STORE ANY REFUSE OR CONSTRUCTION MATERIALS OR PORTALETS WITHIN THE TREE PROTECTION AREA.
- BUILDING HEIGHT MEASURED FROM AVERAGE GRADE MEASURED 6 FT OFF OF BUILDING EVERY 5 FOOT INTERVAL. BUILDING HEIGHT FROM FINISHED FLOOR TO ROOF TOP IS 43'-8". AVERAGE GRADE AROUND PERIMETER OF BUILDING IS 8 INCHES BELOW FINISHED FLOOR BASED ON PROPOSED GRADING (1 FT USED FOR FLEXIBILITY IN CONSTRUCTION).

ZONING SUMMARY

ZONING DISTRICT G2 (GATEWAY NEIGHBORHOOD MIXED USE CENTER)
 TAX MAP 210, LOTS 2 & 2-1 (NEWLY CREATED LOT)
 DEVELOPMENT SITE AREA 2.68± ACRES
 PERMITTED USES MULTI-FAMILY GREATER THAN 8 UNITS
 PLACE OF ASSEMBLY (EXISTING)
 SINGLE FAMILY RESIDENTIAL (EXISTING)

PROPOSED MIXED USE DEVELOPMENT SITE (PER SECTION 10.5B40)

DEVELOPMENT SITE STANDARDS	REQUIRED	PROVIDED
MINIMUM DEVELOPMENT SITE AREA	20,000 SF	116,591 SF
MINIMUM SITE WIDTH	100 FT	711.6 FT
MINIMUM SITE DEPTH	100 FT	147.7 FT
MINIMUM PERIMETER BUFFER TO RESIDENTIAL, MIXED RESIDENTIAL OR CHARACTER DISTRICT	75 FT	NA
MAXIMUM BLOCK LENGTH	800 FT	764 FT
MAXIMUM BLOCK PERIMETER	2,200 FT	1,905 FT
MAXIMUM BUILDING COVERAGE	70%	24.4%
MINIMUM OPEN SPACE COVERAGE	20%	36.8%
MINIMUM COMMUNITY SPACE	20% REQUIRED	22.2% PROVIDED

No.	DESCRIPTION	AREA
1	GREENWAY #1	5,635 S.F.
2	POCKET PARK #1	5,133 S.F.
3	POCKET PARK #2	5,305 S.F.
4	GREENWAY #2	4,112 S.F.
5	POCKET PARK #3	2,588 S.F.
6	GREENWAY (ENHANCEMENTS)	3,052 S.F.
	TOTAL	25,825 S.F.

ZONING SUMMARY CONTINUED:

APARTMENT BUILDING DESIGN STANDARDS (PER SECTION 10.5B34.40):
 MINIMUM LOT DEPTH REQUIRED NR
 MINIMUM STREET FRONTAGE 50 FT ±149 FT
 SETBACKS:
 FRONT: MARKET STREET 10-30 FT 10.0 FT
 CHASE STREET 10-30 FT 10.2± FT
 MICHAEL SUCCI DRIVE 10-30 FT 10.2± FT
 INTERIOR LOT LINES 0 FT 149± FT

BUILDING LOT USE:

MAXIMUM DWELLING UNITS PER BUILDING 24 NR
 MAXIMUM DWELLING UNIT SIZE 22

DESIGN STANDARDS:

MAXIMUM BUILDING HEIGHT - 50 FT 44'-8" (SEE NOTE 8)
 MINIMUM STREET FACING FAÇADE HEIGHT 24 FT 24+ FT
 MAXIMUM FINISHED FLOOR SURFACE OF GROUND FLOOR ABOVE SIDEWALK GRADE 36 INCHES <3 FT
 MAXIMUM BUILDING COVERAGE 50% 28.6%
 MAXIMUM BUILDING FOOTPRINT 20,000 SF 7,600± SF
 MAXIMUM FAÇADE MODULATION LENGTH 50 FEET 48 FEET
 MINIMUM STREET FACING FAÇADE GLAZING 20% (GROUND FLOOR) 20%+
 STREET FACING ENTRANCE REQUIRED PROVIDED
 FAÇADE TYPES FORECOURT, STEP, RECESSED ENTRY, DOORYARD, PORCH

PARKING CALCULATIONS:

EXISTING CHURCH BASED ON CURRENT ZONING REQUIREMENTS: REQUIRED SPACES
 ASSEMBLY (545 CAPACITY BY ZONING*) 136 SPACES
 NURSERY (29 OCCUPANTS) 15 SPACES
 BUSINESS (700 SF) 2 SPACES
 CLASSROOM (210 OCCUPANTS) PARKING DEMAND ANALYSIS**
 TOTAL PARKING SPACES REQUIRED 153 SPACES
 20% REDUCTION FOR BUS TRANSIT (10.5B82.10) MIN PARKING SPACES REQUIRED 123 SPACES REQUIRED

PROPOSED 22 UNIT APARTMENT BUILDING (ALLOWED PER CURRENT ZONING REGULATIONS)

NUMBER OF UNITS 22
 PARKING SPACES 28.6 SPACES
 1.3 SPACES PER UNIT 28.6 SPACES
 VISITOR SPACES (1 PER 5 UNITS) 4.4 SPACES
 SPACES REQUIRED 33 SPACES
 20% REDUCTION FOR BUS TRANSIT (10.5B82.10) MIN PARKING SPACES REQUIRED 27 SPACES

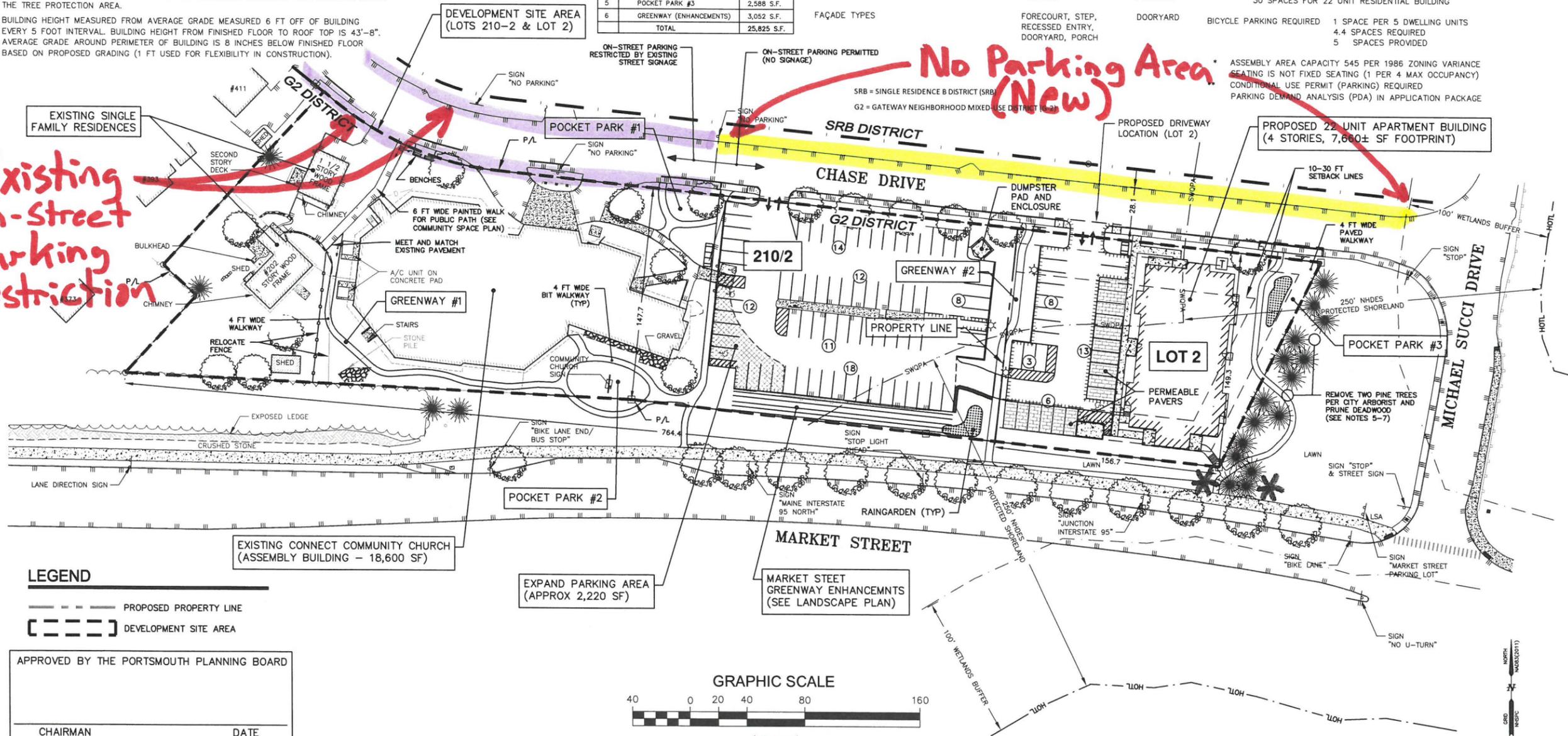
SHARED USE DEMAND ANALYSIS

BASED ON THE SHARED USED DEMAND ANALYSIS FOR THE WEEKEND DAY
 REQUIRED PARKING CHURCH (100%) = 123 SPACES
 22 UNIT APARTMENT BUILDING (80% OF 27) 22 SPACES
 TOTAL NUMBER OF REQUIRED PARKING SPACES = 145 PARKING SPACES (BASED ON ZONING REGULATIONS)
 TOTAL NUMBER OF PROPOSED PARKING SPACES = 105 PARKING SPACES
 75 SPACES PROVIDED FOR CHURCH
 30 SPACES FOR 22 UNIT RESIDENTIAL BUILDING
 BICYCLE PARKING REQUIRED 1 SPACE PER 5 DWELLING UNITS
 4.4 SPACES REQUIRED
 5 SPACES PROVIDED

ASSEMBLY AREA CAPACITY 545 PER 1986 ZONING VARIANCE SEATING IS NOT FIXED SEATING (1 PER 4 MAX OCCUPANCY) CONDITIONAL USE PERMIT (PARKING) REQUIRED PARKING DEMAND ANALYSIS (PDA) IN APPLICATION PACKAGE

Existing On-Street Parking Restriction

No Parking Area (New)



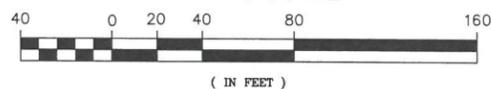
LEGEND

- PROPOSED PROPERTY LINE
- [---] DEVELOPMENT SITE AREA

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

GRAPHIC SCALE



ENGINEER:



133 COURT STREET PORTSMOUTH, NH 03801
 (603) 433-2335 www.ALTUS-ENG.com

ISSUED FOR:

TAC

ISSUE DATE:

OCTOBER 18, 2019

REVISIONS

NO.	DESCRIPTION	BY	DATE
0	INITIAL SUBMISSION	EDW	06/04/19
1	DESIGN REVIEW	EDW	06/26/19
2	TAC	EDW	09/16/19
3	TAC COMMENTS	EDW	10/18/19

DRAWN BY:

EDW

APPROVED BY:

4950-SITE.DWG

DRAWING FILE:

SCALE:

22" x 34" - 1" = 40'
 11" x 17" - 1" = 80'

OWNER:

BETHEL ASSEMBLY OF GOD
 200 CHASE DRIVE
 PORTSMOUTH, NH 03801
 APPLICANT:
 200 CHASE DRIVE, LLC
 36 MAPLEWOOD AVE.
 PORTSMOUTH, NH 03801

CHASE DRIVE GATEWAY DEVELOPMENT SITE

200 CHASE DRIVE
 PORTSMOUTH, NH

ASSESSOR'S PARCEL
 210-2

TITLE:

OVERALL SITE PLAN

SHEET NUMBER:

C.3

P.4950

VII.B. Sagamore Avenue, across from The Golden Egg, request for No Parking



November 19, 2019

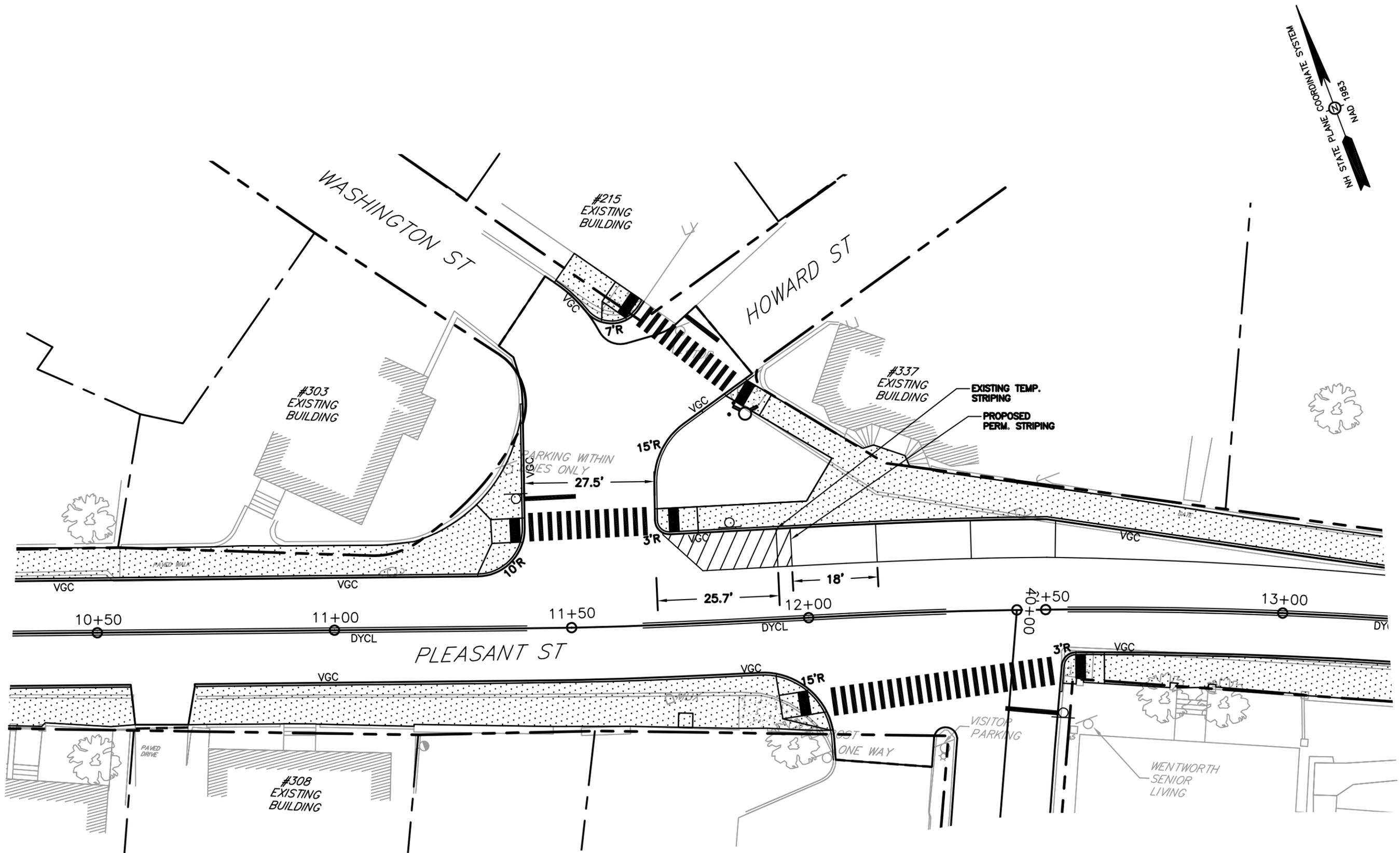
Owner/Resident
Sagamore Avenue
Portsmouth, NH 03801

NOTICE TO SAGAMORE AVENUE PROPERTY OWNERS/RESIDENTS
Request to Prohibit Parking on Sagamore Avenue

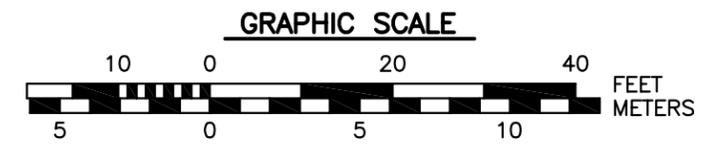
Dear Property Owner/Resident:

The purpose of this letter is to inform property owners and residents along and adjacent to Sagamore Avenue that the City has received a request to prohibit parking along Sagamore Avenue in the area of The Golden Egg restaurant. The request will be discussed at the next meeting of the City's Parking and Traffic Safety Committee, on December 5, 2019, at 8:00 AM at City Hall Conference Room A.

If you have concerns regarding this request, you are welcome to attend the public meeting and speak during the public comment portion of the meeting on December 5th, or contact the City's Parking and Transportation Engineer, Eric Eby (ebeby@cityofportsmouth.com, tel. 766-1415).



NOTES:
 CURRENT STRIPING IS TEMPORARY ON BINDER ASPHALT. PERMANENT STRIPING WILL ADJUST FIRST PARKING STALL 4.3' FURTHER FROM INTERSECTION AFTER WEARING COURSE OF ASPHALT IS PLACED IN SUMMER 2020.



NO.	DESCRIPTION	DATE
A	FOR REVIEW	11/26/19

DATE: January 8, 2018
 SCALE: 1:20
 PROJECT NO.: Cop-006
 MARC R. BATCHELDER, PE
 ENGINEER OF RECORD

FOR: Pleasant Street
 Utility & Roadway
 Improvements
 Portsmouth, NH

Seaport Engineering, LLC
 PORTSMOUTH, NH
 (603) 498-8449
 www.seaporteng.com

TITLE: PLEASANT STREET and
 HOWARD/WASHINGTON
 INTERSECTION

SK-012



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: November 22, 2019

SUBJECT: Proposed Changes to Maplewood Avenue Traffic Signals

The traffic signals at the three intersections along Maplewood Avenue, at Deer Street, Hanover Street and Congress Street, all currently provide an exclusive pedestrian phase and run on a pre-timed, coordinated timing pattern. The exclusive pedestrian phase means that all traffic has a red signal when the pedestrian WALK signal is green. This current setup results in long delays for pedestrians waiting for the WALK signal, as well as long delays for motorists waiting for the WALK signal to turn off. Oftentimes pedestrians get frustrated with the long delay and cross during the DON'T WALK phase, creating safety concerns as they walk through fast moving traffic. These delays in crossing Maplewood Avenue have been cited by some as a deterrent to parking in the Foundry Place parking garage. The pre-timed coordinated signal pattern also causes long delays for side street traffic, as they must wait for the pre-programmed green time on Maplewood Avenue to shut off, even when there is little or no traffic on Maplewood Avenue.

City staff is proposing to make modifications to the signal operations. These changes would switch the pedestrian phase to a concurrent phase, giving pedestrians the WALK signal at the same time as traffic moving parallel with the crosswalk. Turning traffic would have to yield to pedestrians in the crosswalk, as is the case at unsignalized intersections. Signs would be posted at each intersection informing drivers of this requirement. As part of the changes, a Leading Pedestrian Interval (LPI) would be provided. The LPI starts the WALK signal about 5 seconds before the vehicular signal turns green. This gives the pedestrian a head start on the vehicles and gets them out into the street so that they are visible to motorists before the vehicles start to turn. There would be no exclusive pedestrian phase, which would cut nearly 30 seconds off the wait time for vehicles. Pedestrian wait times would be cut by up to 80 seconds. With these changes, the diagonal crosswalks would be removed as they would not be needed.

This type of pedestrian signal phasing is common in many cities and towns, and the NHDOT has already implemented it at their signals along the Lafayette Road corridor, including the intersections with Peverly Hill Road, Greenleaf Woods Drive, Greenleaf Avenue, and Wilson

Road. Education of the driving public will be a key component of the change, to let drivers know that they must yield to pedestrians when turning at the signals.



CTI
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TRAFFIC SIGNAL BRIEF

Tech Brief Series

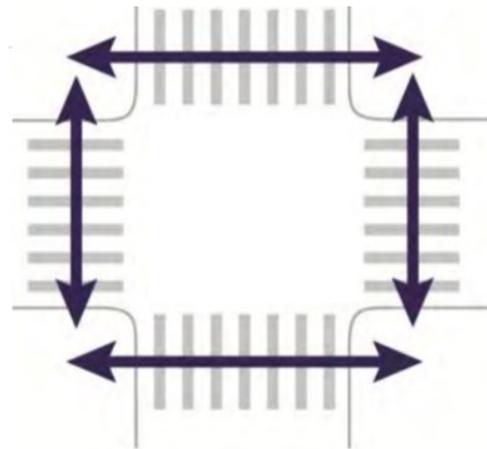
Tech Brief - 2018-5

Concurrent Pedestrian Phasing and Leading Pedestrian Interval (LPI)

Concurrent vs. Exclusive Pedestrian Phase:

Historically, CTDOT and most municipalities have used exclusive pedestrian phasing at signalized intersections. An exclusive pedestrian phase allows pedestrians to cross the street when vehicles are stopped on all approaches.

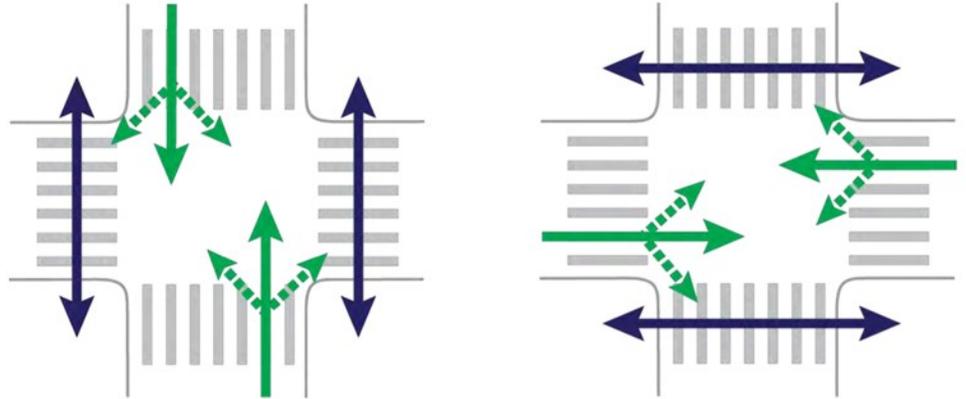
Exclusive Pedestrian
Phase



Exclusive pedestrian phasing has been shown to reduce the overall number of pedestrian crashes at an intersection. However, a UConn study published in 2017 has shown that while the overall number is reduced, crashes involving pedestrians at intersections with exclusive pedestrian phasing tend to be more severe. Pedestrians are sometimes unwilling to wait through all the vehicle phases to cross during the pedestrian phase, creating conflicts with vehicles. Another tradeoff to utilizing exclusive pedestrian phasing is that doing so may increase pedestrian and vehicular delay.

With concurrent phasing, pedestrians cross with the parallel vehicle phase, and vehicles may turn left or right across the pedestrian crosswalks after yielding to pedestrians in the crosswalks.

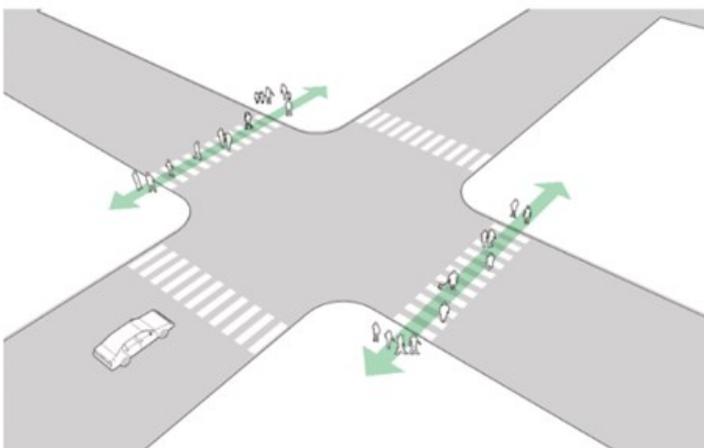
Concurrent Pedestrian Phase



This type of pedestrian phasing requires that drivers and pedestrians be more aware of potential conflicts. Crashes that do occur under concurrent phasing tend to involve pedestrians and turning vehicles. Turning speeds tend to be lower than through vehicle speeds, reducing the severity of the collision.

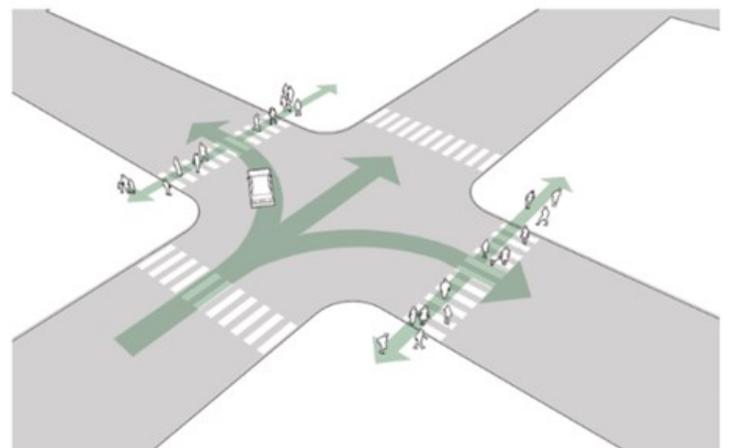
Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3 to 7 second head start when entering an intersection with a corresponding green signal in the same direction of travel.



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict.

Benefits & Considerations

- LPs increase the visibility of crossing pedestrians and give them priority within the intersection.
- LPs are a proven safety countermeasure and have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.
- LPs typically require adjustments to existing signal timing that are relatively low cost compared to other countermeasures.

Application

Use LPs at intersections where heavy turning traffic comes into conflict with crossing pedestrians during the permissive phase of the signal cycle. LPs are typically applied where both pedestrian volumes and turning volumes are high enough to warrant an additional dedicated interval for pedestrian-only traffic.

LPs are critical at intersections where heavy right or left turning volumes create consistent conflicts and safety concerns between vehicles and pedestrians.

LPs should give pedestrians a minimum head start of 3 to 7 seconds, depending on the overall crossing distance. Intervals of up to 10 seconds may be appropriate where pedestrian volumes are high, or the crossing distance is long. To increase the effectiveness of a LPI and improve visibility of pedestrians at high-conflict intersections, install a curb extension at the intersection.

Where a bikeway on the through movement conflicts with turning traffic, use a leading bicycle interval along with the leading pedestrian interval. A leading bicycle interval clears the intersection of all cyclists quickly and can help prevent right hook collisions.





Concurrent Pedestrian Phase Resources:

“Safety Effects of Exclusive and Concurrent Signal Phasing for Pedestrian Crossing”, John Ivan, Kevin McKernan, Yaohua Zhang, Nalini Ravishanker, Sha Mamun—UConn

http://www.pedbikeinfo.org/trbped/documents/2015/2015_John_Ivan-Safety_of_Exclusive_and_Concurrent_Pedestrian_Phasing.pdf

Leading Pedestrian Interval Resources:

MUTCD Chapter 4E: Pedestrian Control Features

<https://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm>

“Safety Effectiveness of Leading Pedestrian Intervals Evaluated by a Before-After Study with Comparison Groups”, Aaron C. Fayish and Frank Gross, Transportation Research Record 2198 (2010)

https://nacto.org/docs/usdg/safety_effectiveness_of_lpi_fayish.pdf

See LPI in Action in the City of Stamford

<https://www.stamfordct.gov/stamford-street-smart/pages/leading-pedestrian-interval>

PEDSAFE Case Studies—FHWA:

- St. Petersburg, FL

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=66

- San Francisco, CA

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=97

- Miami-Dade County, FL

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=101

- Reston, VA

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=12&CS_NUM=102



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PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
11/7/2019	Speed Limit on Middle Road as it relates to the speed limit change on South Street between Middle Road and Lafayette Road.	VOTED to refer to staff for report back.	Future Meeting
11/7/2019	Sagamore Avenue, south of Sagamore Grove, request for No Parking on west side of roadway.	VOTED to refer to staff to notify abutters and report back at future meeting.	Future Meeting
10/3/2019	Discussion of speed limits, legal requirements and reducing speeds on City gateway roads.	Staff will report back at a later date on speed limits and speed segments on City gateway roads.	Future Meeting
10/3/2019	Loading zone time / hours (3 Pleasant Street)	VOTED to refer to staff for report back.	Future Meeting
9/5/2019	Request for valet parking spaces on Porter Street for 15 Middle Street.	11/7/19 - VOTED to table the request to allow the developer time to address the concerns presented by the Committee. 10/3/19 - VOTED to approve postponement as requested by applicant. VOTED to refer to staff for report back.	Future Meeting
8/1/2019	Letter from Marc Stettner regarding dedicated motorcycle, moped and scooter parking.	9/5/19 - VOTED to refer proposed amendment to the Designated Motorcycle Parking Area ordinance to the Legal Department to amend pursuant to the issues raised in this memorandum for referral back to PTS. PTS will then review and approve a draft of the proposed amendment to submit to the City Council for first reading. VOTED to suspend the previous vote made on June 6, 2019 to establish a fee of \$1.50 per hour when using the ParkMobile App or \$2.00 per hour at the display meter, maximum three hours for the motorcycle-specific spaces in the designated motorcycle parking area and refer to the City's Legal Department and staff for a report back at a future meeting.	Future Meeting
6/6/2019	Request for 15-minute parking spaces on Hanover Street and the Vaughan Mall lot.	VOTED to table action on the three 15-minute spaces in Vaughan Mall parking lot behind 25 Maplewood Avenue and review the City's policy on designating 15-minute parking spaces.	Future Meeting
4/4/2019	Congress Street at Fleet Street lane use change.	08/01/19 - VOTED to implement the lane use changes on Congress Street and Fleet Street, and Pleasant Street at Market Square in the fall of 2019 on a trial basis and report back. VOTED to allow staff time to investigate the right turn only lane and making Pleasant Street one lane into Market Square.	Implement in the spring of 2020 on trial basis and report back
12/6/2018	Request for parking space in bike lane buffer at 60 Lafayette Road.	2/7/19 - VOTED to table request.	Future Meeting
11/1/2018	Request to remove 10 metered parking spaces on Deer Street between Bridge Street and Maplewood Avenue, to accommodate anticipated traffic from new Foundry Place parking garage.	VOTED to table request to allow time for staff to observe traffic operations along Deer Street after the opening of the garage.	Tabled until new parking garage is generating more traffic
9/6/2018	Request to install curbing and trees along Madison Street near the intersection with Austin Street.	VOTED to have staff collect data, evaluate and report back on parking and traffic on Madison Street.	Future Meeting

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
5/3/2018	Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace.	6/7/18 - VOTED to make no change at this time and revisit after hotel construction is complete. 5/3/18 - VOTED to refer to staff for report back at the next meeting, if possible.	Revisit after hotel construction is completed
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street.	VOTED to table the action item until the new parking garage is operational. (NPP ?)	Tabled until new parking garage is operational
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue.	9/5/19 - VOTED to direct City staff to investigate interim solutions to address vehicle speeds and pedestrian safety on Middle Road and in the general area. 12/7/17 - VOTED to increase the visibility of the crosswalk by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists. 11/2/17 - VOTED to have staff collect data, evaluate & report back at the next meeting.	Install in-street pedestrian sign in gateway style.
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane)	2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	12/5/2019
9/7/2017	Request for crosswalk on Grafton Drive at Sherburne Road	10/5/17 - VOTED to have City staff work with PDA to implement pedestrian crossing at intersection of Grafton Drive and Sherburne Road. 9/7/17 VOTED to have staff collect data, evaluate, and report back with a recommendation at next month's meeting. (October Meeting)	Pending PDA funding for project
4/6/2017	Request for Valet Service license on Pleasant Street near Court Street	VOTED to direct staff to report back at a future meeting.	On hold pending site development