

AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – February 6, 2020
City Hall – Conference Room A

ON-SITE COMMITTEE: No on-site visit.

I. CALL TO ORDER

II. ATTENDANCE

III. SELECTION OF COMMITTEE CHAIRMAN

A. Chapter 7 Ordinance, Section 7.103: Parking and Traffic Safety Committee.

IV. ACCEPTANCE OF THE MINUTES

A. December meeting minutes were approved on 12/20/19 by the Committee, included here for reference.

Posted online: <http://files.cityofportsmouth.com/agendas/2019/parkingtrafficsafe/PTS120519mm.pdf>

V. FINANCIAL REPORTS

A. Financial reports dated November 30, 2019 and December 31, 2019.

VI. PUBLIC COMMENT (15 MINUTES)

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

VII. NEW BUSINESS

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

A. Islington Street, request for crosswalk at Mobil station, by Terry LeBlanc.

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

VIII. OLD BUSINESS

A. Amendment to Motorcycle Parking ordinance.

Sample Motion: Move to approve proposed amendment and send to City Council for first reading.

B. Pleasant Street at Washington Street, report back on sight line concern.

No action recommended.

C. Middle Street, report back on request for crosswalks between Lincoln Avenue and Cass Street. **No action recommended.**

D. Summer Street at Austin Street, report back on traffic calming request.

Sample motion: Move to approve recommended measures.

E. Sagamore Avenue, report back on request for No Parking across from The Golden Egg. **Sample Motion: Move to table until development of adjacent lot.**

IX. INFORMATIONAL

- A. Quarterly Accident Report by Police Captain Mark Newport.
- B. Microtransit by Planning Director Juliet Walker.
- C. Speed Limit Inventory Map.
- D. PTS Open Action Items.

X. MISCELLANEOUS

XI. ADJOURNMENT

CHAPTER 7**VEHICLES, TRAFFIC and PARKING**

Article I	Parking Meters	7.101 - 7.114
Article II	Taxis	7.201 - 7.217
Article III	Traffic Ordinance	7.301 - 7.350
Article IV	Off-Street Parking Areas	7.401 - 7.408
Article IVA	Bus Stops and Taxicab Stands	7.A400 - 7.A408
Article V	Bicycle Regulations	7.501 - 7.518
Article VA	Community Center/City Hall/District Court Parking	7.A501 - 7.A503
Article VI	Loading Zones	7.601 - 7.605
Article VII	Truck and Bus Travel	7.701 - 7.712
Article VIII	Hazardous Materials	7.801 - 7.805
Article IX	Penalties/Forfeitures/Separability	7.901 - 7.903
Article X	Towing	7.1000 - 7.1005
Article XI	Speed Limits	7.1100
Article XII	Parking for the Walking Disabled	7.1200
Article XIII	Equipment Required – Snowplows	7.1300
Article XIV	Registration Exemption for Prisoners of War (POW's)	7.1400
Article XV	Emergency Lanes	7.1500 - 7.1504
Article XVI	Resident Only Parking	7.1601 - 7.1603
Article XVII	Moped Regulations	7.1701 – 7.1704
Article XVIII	Electric Vehicle Charging Station and Electric Vehicle Parking Spaces Regulations	7.1801 – 7.1804
Article XIX	Shared Active Transportation	7.1901-7.1905

ARTICLE I: PARKING METERS**Section 7.101: DEFINITION**

The word "vehicle" as used herein shall mean any device by which any person or property may be transported upon a highway except those operated upon rails or tracks.

The word "meter" shall mean any device for buying parking time that displays the length of time for which a vehicle may remain legally parked in a parking space. Such devices include but are not limited to public meters such as a meter at an individual parking space or a central meter, or personal meters such as an in-vehicle meter, coupon or any other metering device including mobile phone applications as shall be approved from time to time by the City Council. The display of the parking time purchased may be on the meter itself, a paper receipt or by other duly authorized means of display.

Section 7.102: PARKING METER ZONES

All of those streets, parts of streets and off-street parking lots, the time for parking upon which is limited by any ordinance of the City of Portsmouth, and any such areas, the time for parking upon which may at any time hereafter be limited by any ordinance of the City or any amendment thereto are designated as parking meter zones. Parking in parking meter zones shall be for a maximum time permitted of parking of three (3) consecutive hours, unless otherwise established by ordinance. The rate for such parking shall be:

A. DOWNTOWN HIGH OCCUPANCY ZONE:

Parking shall be at the rate of two dollars (\$2.00) per hour in the following areas. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator.

1. Daniel Street, starting at Chapel Street through to Market Square
2. Bow Street, starting at Chapel Street through to Market Street
3. Congress Street, starting at Market Square through to Chestnut Street
4. Pleasant Street, starting from Court Street through to Market Square
5. Market Street, starting from Moffatt-Ladd House through to Market Square
6. Deer Street, starting at Market Street through to Maplewood Avenue
7. Fleet Street, starting at Hanover Street through to State Street
8. Hanover Lot, at intersection with Market Street
9. Penhallow Street, starting at State Street through to Bow Street
10. Chapel Street, starting at Daniel Street through to State Street
11. Hanover Street from Maplewood Avenue to Market Street
12. Portwalk Place from Deer Street to Hanover Street
13. High Street from Deer Street to Hanover Street
14. Bow Street from Chapel Street to Daniel Street
15. Daniel Street from Chapel Street to Bow Street
16. State Street from Marcy Street to Middle Street
17. Ladd Street Lot at Hanover Garage

- B. Parking in all other parking meter zones shall be at the rate of one dollar fifty cents (\$1.50) per hour. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator.

Section 7.103: PARKING AND TRAFFIC SAFETY COMMITTEE

There is hereby created a Parking and Traffic Safety Committee under the terms and conditions described herein:

- A. The Parking and Traffic Safety Committee ("Committee") shall consist of nine (9) regular members and one (1) alternate appointed by the Mayor and City Council. The composition of the Committee shall be the City Manager, Police Chief, Fire Chief, Public Works Director or their respective designees as well as a member of the City Council and five (5) residents of the City (4 regular members and one alternate). The City Manager, Police Chief, Fire Chief and Public Works Director (or their respective designees) shall serve during their terms of employment with the City. The City Council member shall serve co-terminus with his/her as a member of the Council. Each of the five (5) resident members of the Committee shall serve a term of three (3) years from the date of appointment. The Committee shall take office upon completed appointment of the five (5) resident members. In the first instance the City Council member of the Committee shall serve as Chairperson until the first meeting of the subsequent calendar year. Thereafter, at its first meeting of any calendar year the Committee shall select a Chair who shall serve until another member is selected Chair at the first meeting of the subsequent calendar year.

- B. The Committee shall have the authority to recommend temporary parking and traffic regulations to the City Council by means of the presentation of written minutes. The acceptance of such minutes by the City Council shall constitute the authorization to implement such temporary regulations for a period not to exceed one (1) year. The implementation shall begin at the time designated in the Parking and Traffic Safety recommendation unless otherwise determined by the City Council. After any such change has been implemented for up to one (1) year, or such lesser time as might be determined by the City Council, the City Council may consider making the temporary regulation permanent by means of a duly adopted ordinance. Failure to adopt such an ordinance shall cause the temporary regulation to expire at the end of one (1) year at which time the prior ordinance in effect shall become operable.
- C. The Committee may accept requests from any City land use regulatory body on any matter concerning parking and/or traffic safety. In response to such requests the Committee may issue written reports and recommendations.
- D. The Committee shall have the authority on its own volition to issue reports to the City Council on any matter related to parking and/or traffic safety. In addition, to the temporary regulations described in item herein, the Committee may recommend ordinance changes to the City Council addressing any parking or traffic safety issue deemed appropriate by the Committee.

Section 7.104: AUTHORITY

The City Manager is hereby vested with the authority to purchase, install and maintain public parking meters and/or any other type of parking regulation equipment or technology necessary to implement any action taken by the City Council or the Parking and Traffic Safety Committee.

Section 7.105: PARKING

- A. When any vehicle shall be parked in a parking meter zone the owner or operator of said vehicle shall park within the area designated by the curb or street marking lines as indicated for parallel or diagonal parking and upon entering said parking space shall immediately deposit in said meter the required meter fee or purchase the time requested through a central meter, in vehicle meter, coupon or other metering device including mobile phone applications, and display proof of purchase on the vehicle's interior dashboard, or other approved means of display, including meter devices defined in Section 7.101. It shall be unlawful for any person parking any vehicle or permitting any vehicle registered in his name to be parked within any designated area where parking meters are installed, to fail or neglect to pay for parking as required. Said parking space may then be used by such vehicle during the legal parking limit provided by the Ordinance of the City and said vehicle shall be considered as unlawfully parking if it remains in said space beyond the legal parking limit and/or when said parking meter displays a signal showing such illegal parking. A vehicle shall also be considered as unlawfully parking if said vehicle fails to move at least 500 feet from the original parking space after the legal parking limit has expired. It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked unlawfully as set out in this section.
- B. Parking meter fees shall be enforceable Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted.

Parking Related Revenues

Unaudited

Percentage of Fiscal Year Complete 41.67%
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Preliminary
Totals Thru
November 30, 2019

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	1,591,519.30	3,306,000	48%
Meter Space Rental	66,795.00	90,000	74%
Meter In Vehicle	41,235.00	110,000	37%
EV Charging Stations	1,537.26	0	
High Hanover Transient	1,156,717.96	2,561,875	45%
High Hanover Passes	702,100.00	1,852,500	38%
Foundry Place Transient	95,240.35	214,000	45%
Foundry Place Passes	138,340.00	340,500	41%
HH Pass Reinstatement	1,545.00	2,500	62%
Foundry Pass Reinstatement	1,050.00	1,000	0%
Parking Violations	430,775.50	715,000	60%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	4,226,905.37	9,211,375.00	46%

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

Percentage of Fiscal Year Complete
50.00%

Preliminary
Totals Thru
December 31, 2019

	Total	Budgeted	% of Budget
FY 20			
Parking Meter Fees	1,784,346.82	3,306,000	54%
Meter Space Rental	69,660.00	90,000	77%
Meter In Vehicle	48,115.00	110,000	44%
EV Charging Stations	2,630.67	0	
High Hanover Transient	1,389,101.82	2,561,875	54%
High HanoverPasses	906,607.50	1,852,500	49%
Foundry Place Transient	123,290.97	214,000	58%
Foundry Place Passes	179,472.00	340,500	53%
HH Pass Reinstatement	1,695.00	2,500	68%
Foundry Pass Reinstatement	1,170.00	1,000	0%
Parking Violations	501,296.00	715,000	70%
Immobilization Administration Fee	0.00	15,000	0%
Summons Admin Fee	50.00	3,000	2%
Total FY 20	5,007,435.78	9,211,375.00	54%

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

VII.A. Islington Street, request for crosswalk at Mobil Station

From: Terry LeBlanc via FormMail.com [mailto:fp1_fm192@formmail.com]

Sent: Tuesday, December 3, 2019 9:16 AM

To: Valerie A. French <vafrench@cityofportsmouth.com>

Subject: consider new crosswalk

address: 198 Islington Street

Please consider a new crosswalk with slight ramp to Mobil convenient store or to bus stop. People cross all the time to these areas. My partner is blind and it is a long walk to the next crosswalk. Many people do not bother. Increase safety in your new improvements program. Appreciate the flashing new lights at some crosswalks in the city.

Thanks for your assistance in this matter.

Terry



ORDINANCE #

THE CITY OF PORTSMOUTH ORDAINS

That Chapter 7, Article I, Section 7.105 – **PARKING** of the Ordinances of the City of Portsmouth be amended as follows (deletions from existing language **stricken**; additions to existing language **bolded**; remaining language unchanged from existing):

ARTICLE I: PARKING METERS

Section 7.105: PARKING

C. MOTORCYCLE PARKING

A. Designated Motorcycle Parking Area.

The following location is established as an exclusive “Designated Motorcycle Parking Area” for the months of April 1st through November 30th only:

1. Pleasant Street: On the easterly side of Pleasant Street, beginning at a point 24 feet South of the extension of the southerly curb line of Market Square running southerly the distance of 24 feet.

~~Motorcycles are subject to reduced parking meter fees for the hours of enforcement as set forth in this Chapter in this Designated Motorcycle Parking Area. When more than one Motorcycle parks in a regular parking space only one of the Motorcycles occupying the space shall be required to pay for the parking space at the regular parking rate as set forth in this Chapter.~~

Motorcycles parking in the Designated Motorcycle Parking Area shall pay the “Designated Motorcycle Parking Area Rate” which is \$0.50 less than the Downtown High Occupancy Rate. Parking for verified Portsmouth residents shall be \$0.50 less than the Designated Motorcycle Parking Area Rate. Payment of the reduced rate is achieved through the use of a mobile phone application.

B. Motorcycle Parking.

Motorcycles parking in parking spaces other than the Designated Motorcycle Parking Area shall pay the rate of the

parking meter zone in which the parking space is located less the verified Portsmouth resident reduction of \$0.50 per hour if applicable. One or more motorcycles may park in a single parking space. When more than one motorcycle parks in single parking space, payment is required from only one of the motorcycles occupying the parking space.

Motorcycles are subject to reduced parking meter fees for the hours of enforcement as set forth in this Chapter.

The City Clerk shall properly alphabetize and/or re-number the ordinances as necessary in accordance with this amendment.

All ordinances or parts of ordinances inconsistent herewith are hereby deleted.

This ordinance shall take effect upon its passage.

APPROVED:

Rick Becksted, Mayor

ADOPTED BY COUNCIL:

Kelli L. Barnaby, City Clerk

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: January 21, 2020

SUBJECT: Report Back, Washington Street at Pleasant Street Intersection Sight Distance

At the Citywide Neighborhood Committee Ward 5 Forum in November, a resident expressed concerns regarding the sight distance for vehicles turning from Washington Street onto Pleasant Street. Their concern was that the parked vehicles on Pleasant Street impact the sight lines and limit the ability to see oncoming traffic on Pleasant Street. The intersection was modified as part of the ongoing Pleasant Street construction project between Court Street and Marcy Street.

Before the modifications, Washington Street intersected Pleasant Street at a sharp angle, with a wide area of pavement at the intersection. For the 85th percentile speeds of 25 mph on Pleasant Street, a sight distance of 155 feet is required. The sight distance, measured from a point 15 feet from the edge of Pleasant Street, was only 115 feet, as by the yellow arrow on Figure 1. Due to the previous parking configuration, there was no way to obtain a greater sight line. Now with the reconfiguration of the intersection, the sight distance has been reduced to 80 feet, as shown by the red arrow on Figure 2. This is similar to the sight distance at many intersections in the City where on-street parking is located within 20 feet of the intersection, as allowed under state statute and local ordinance. However, if the sight distance is measured at a distance of 22 feet from the edge of the travel lane on Pleasant Street, the sight distance increases to 300 feet, as shown by the blue arrow on Figure 2, far surpassing the sight distance in the previous condition, and in excess of the required minimum. This greater sight distance is now available because the reconfigured on-street parking spaces allow for a sight line over the sidewalk and behind the parked vehicles.

The current configuration has also improved conditions for pedestrians walking along the north side of Pleasant Street and crossing Washington Street. Previously, there was no defined pedestrian path or crosswalk across the intersection, and pedestrians faced a 150-foot-long crossing distance from curb to curb. The wide open area allowed vehicles to turn right from Pleasant Street onto Washington Street at a higher rate of speed. Now the pedestrian crossing distance has been shortened to 28 feet, and vehicles must slow before turning onto Washington Street from Pleasant Street.



VIII.B. Pleasant Street at Washington Street, report back on sight line concern

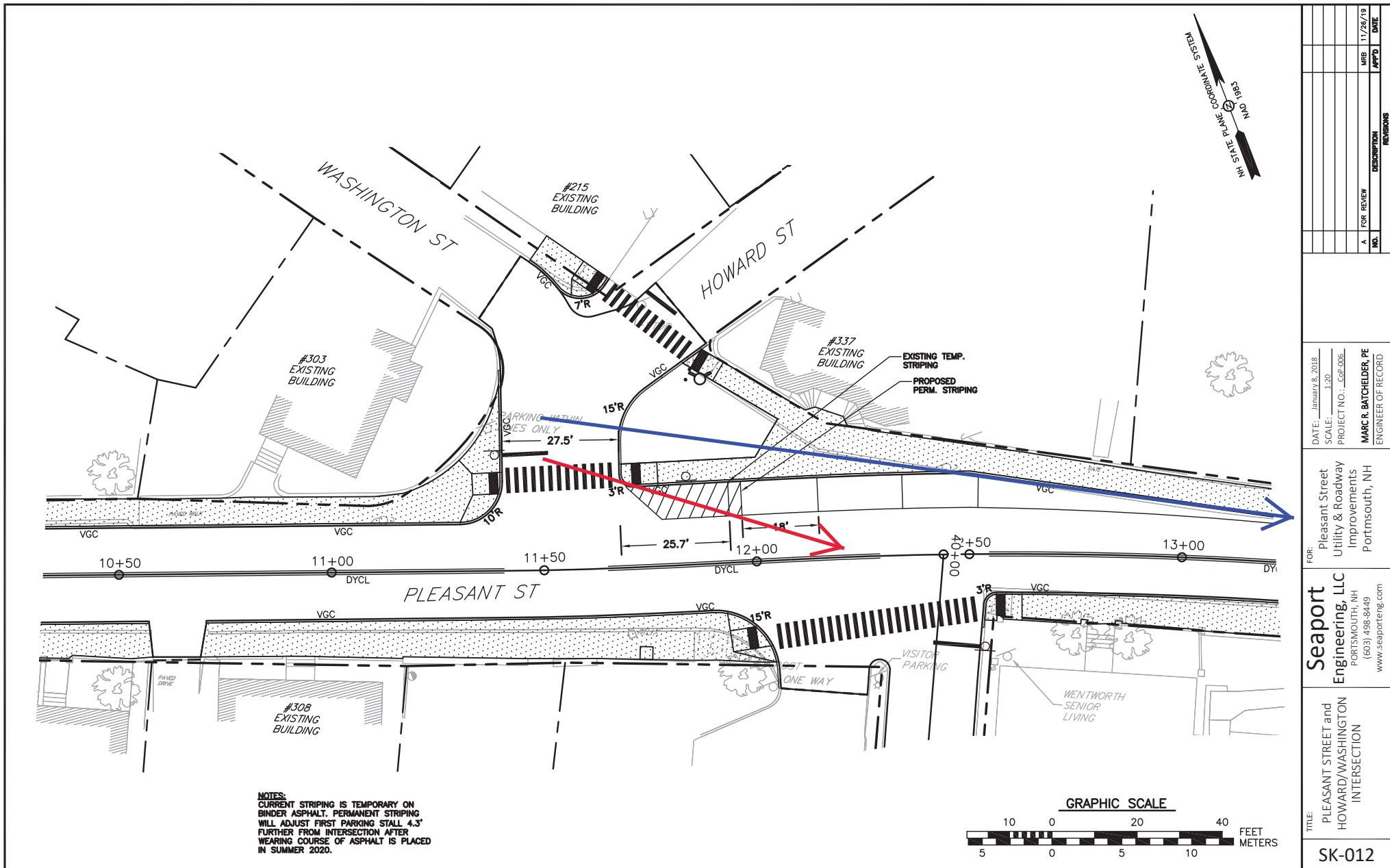


Figure 2

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: January 22, 2020

SUBJECT: Report Back, Crosswalk Request, Middle Street between Lincoln Avenue and Cass Street

Diane Schaefer and Mitch Shuldman, residents of Lincoln Avenue, have requested marked crosswalks across Middle Street in the area between Lincoln Avenue and Cass Street. The nearest marked crosswalks on Middle Street are located at Lawrence Street and Wibird Street, approximately 1,400 feet apart. City staff has conducted a field investigation and have collected pedestrian and vehicle volume data, as well as a review of the City's Bicycle and Pedestrian Plan and Safe Routes to School Plan.

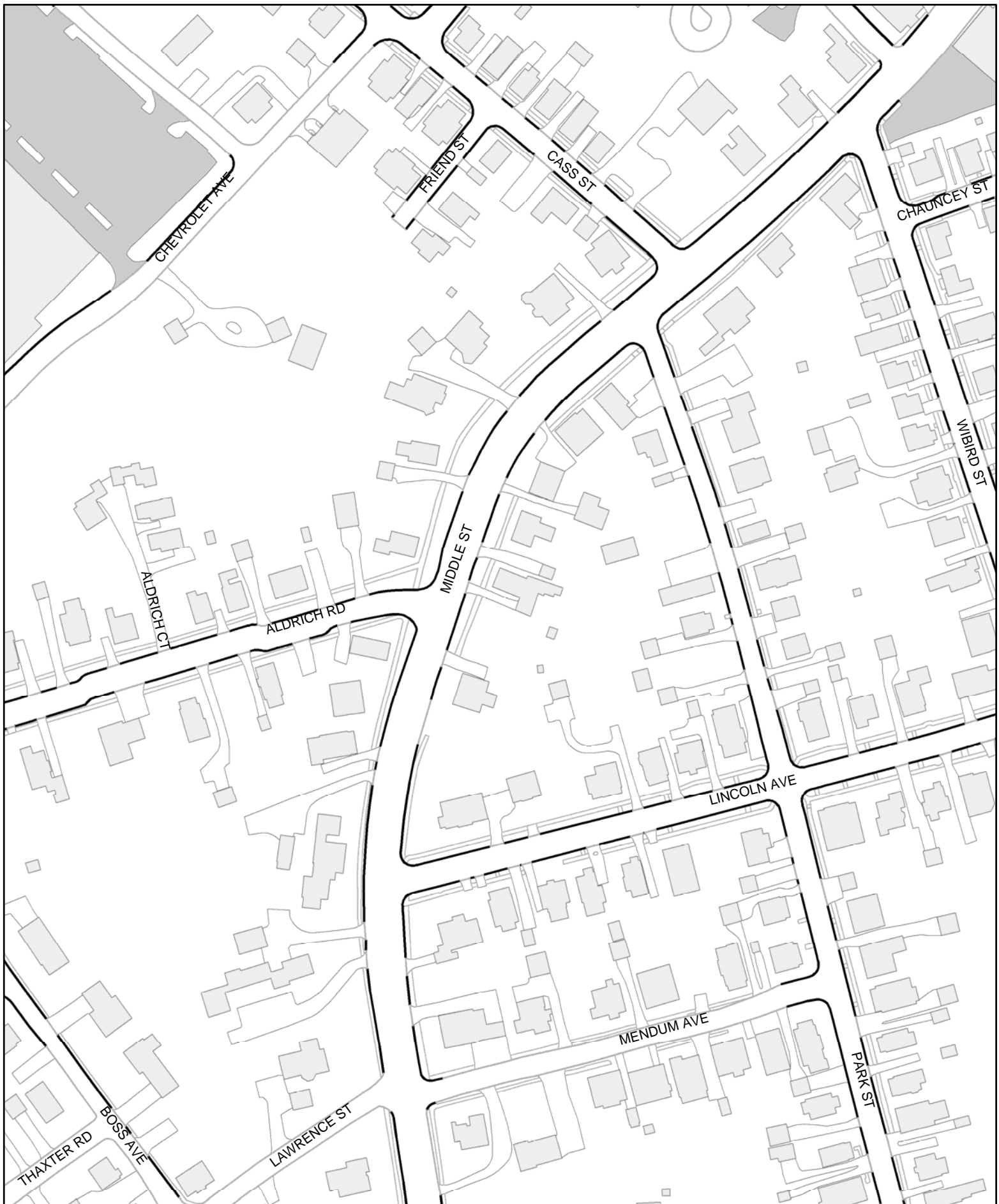
It is important to recognize that all intersections, by default, are legal crosswalks and thereby require drivers to yield to pedestrians. Marking pedestrian crossings at intersections may impact the effective rate of compliance at similar intersections that are not marked. Therefore, careful consideration of the site features is necessary before marking crosswalks at intersections. Crosswalk markings should not be used at all intersections. If used extensively, many marked crosswalks would be underused and motorists would tend to be desensitized to their presence. This could lead to problems at heavily used crosswalks and detract from potential safety value at these locations. Crosswalks should be used, in general, only at locations where pedestrian activity is significant. This will ensure that motorists come to associate crosswalks and pedestrian activity.

Crossings should be marked where *all* of the following are the case:

- Sufficient demand exists to justify the installation of a crosswalk. Uncontrolled crossings should be identified as a candidate for marking if there is a demonstrated need for a marked crosswalk. Need can be demonstrated by either of the following:
 - The crosswalk would serve 20 pedestrians per hour during the peak hour, 15 elderly and/or children per hour, or 60 pedestrians total for the highest consecutive 4-hour period; or

- The crossing is on a direct route to or from a pedestrian generator, such as a school, library, hospital, senior center, shopping center, park, employment center, and transit center or service.
- The location is 300 feet or more from another crossing location or a controlled crossing location.
- The location has sufficient sight distance (sight distance in feet should be greater than 10 times the speed limit) and/or sight distance will be improved prior to crosswalk marking.
- Safety considerations do not preclude a crosswalk.

Based on measurements conducted by City staff, there is no location on Middle Street in this area that satisfies the sight distance requirement of 300 feet (10 times the speed limit of 30 mph). In addition, observations of pedestrians during good walking conditions in June revealed that there were a total of 9 pedestrians crossing Middle Street over a 28 hour period. Counts taken in July showed that during the peak hours, 10 to 15 pedestrians walk along the sidewalks of Middle Street. Therefore, City staff does not recommend the marking of a crosswalk across Middle Street in this area. However, as part of the review of the bike lanes, measures will be looked at to further calm traffic speeds to allow for safer crossings for pedestrians.



VIII.C. Middle Street, report back on request for crosswalks between Lincoln Avenue and Cass Street

Map prepared by Portsmouth Department of Public Works

0 45 90 180 Feet
1 inch = 150 feet



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: January 22, 2020

SUBJECT: Report Back, Traffic Calming Request, Summer Street at Austin Street

A request from a resident for traffic calming measures at the intersection of Summer Street and Austin Street was received in November. The resident is concerned with the speed of traffic on Summer Street, combined with the vertical and horizontal curves in the road, which limit sight lines at the intersection. These factors can make it difficult for pedestrians trying to cross Summer Street, as well as vehicles attempting to turn from Austin Street onto Summer Street.

City staff has conducted a field inventory of the conditions at the intersection and collected pedestrian and vehicular volume information as well. Field observations indicated that vehicles parking close to the intersection on Summer Street restrict the sight lines, and that the signage in the vicinity is sparse and not up to current standards. The volume data indicates that there is insufficient pedestrian and vehicular volume to warrant a 4-way stop controlled intersection, as some have suggested. To warrant a 4-way stop, traffic volumes on each street should be approximately equal, but at this location the volume on Summer Street is four times as great as the volume on Austin Street. Pedestrian volumes verified that the marked crosswalks across Summer Street are warranted, as there were at least 15 pedestrians during the peak hour.

To provide better awareness of the intersection and to improve sight lines from Austin Street, the following measures are recommended:

- Install NO PARKING HERE TO CORNER signs on northbound side of Summer Street 20 feet from the crosswalks at Austin Street.
- Install NO PARKING HERE TO CORNER signs on both sides of both approaches of Austin Street 30 feet from the crosswalks at Summer Street.
- Paint white lines designating the no parking areas, including the one on the east side of Summer Street at the bend in the road across from the church, approximately 100 feet north of Austin Street.

- Paint PED XING and the pedestrian symbol on both approaches of Summer Street at a distance of 120 feet from the crosswalk.
- Install new pedestrian warning signs with diagonal downward pointing arrows at the crosswalks on both Summer Street approaches.
- Enforce NO PARKING restrictions, especially during peak parking periods.
- If desired, install Pedestrian Crossing Flags on each side of Summer Street. These are high visibility flags mounted on a stick that is held by pedestrians crossing or waiting to cross the street. They would be stored in a holder mounted on a post on both sides of the street.

VIII.D. Summer Street at Austin Street, report back on traffic calming request



City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Karen S. Conard, City Manager

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

DATE: January 21, 2020

SUBJECT: Report Back, Sagamore Avenue Parking Restriction Request

At the December 5, 2019 Parking and Traffic Safety Committee meeting, a request by a member of the public to restrict parking on Sagamore Avenue across from the Golden Egg restaurant was referred to City staff for a report back. The Golden Egg currently has limited parking in front of their building, so at their busy times several customers park their vehicles in the southbound shoulder of Sagamore Avenue directly across from the restaurant. The shoulder is 6 feet wide, so vehicles parked there encroach on the southbound travel lane of Sagamore Avenue. People riding bicycles in the shoulder of Sagamore Avenue are forced to merge with traffic to get around the parked vehicles, creating a safety concern. In addition, drivers opening their doors are doing so in the travel lane of Sagamore Avenue.

At the December meeting, the Committee heard from several people regarding this matter. The future owner of the Golden Egg informed the Committee that he is also in the process of developing the abutting parcel located between the Golden Egg and Wentworth House Road. When finished, that site will contain an office building with a parking lot. He is amenable to allowing the Golden Egg customers to park in the new lot, as he will own both properties.

The current owner of the Golden Egg stated that the on-street parking was an asset to his business and that the on-street parking helps to slow traffic on Sagamore Avenue.

The Executive Director of the Seacoast Mental Health Center (SMHC), located directly across Sagamore Avenue from the Golden Egg, noted that some Golden Egg customers currently park in the SMHC lot, and if the on-street parking was restricted, additional restaurant customers would likely park in the lot, causing parking problems for their site. She was opposed to the restricting of parking on Sagamore Avenue during the week, but was open to having it restricted on weekends, as the Health Center is closed on weekends and restaurant customers are welcome to use it at that time.

City staff concurs with the comments noted above, and, although the current parking situation does create an occasional safety concern for users of Sagamore Avenue, recommends that the on-street parking be allowed to remain in place until the new development adjacent to the Golden Egg site is finished. At that time, the issue could be revisited to determine the most appropriate method to address the situation.

VIII.E. Sagamore Avenue, report back on request for No Parking across from The Golden Egg



Parking and Traffic Safety Committee
Quarterly Accident Report
2019

IX.A. Quarterly Accident Report

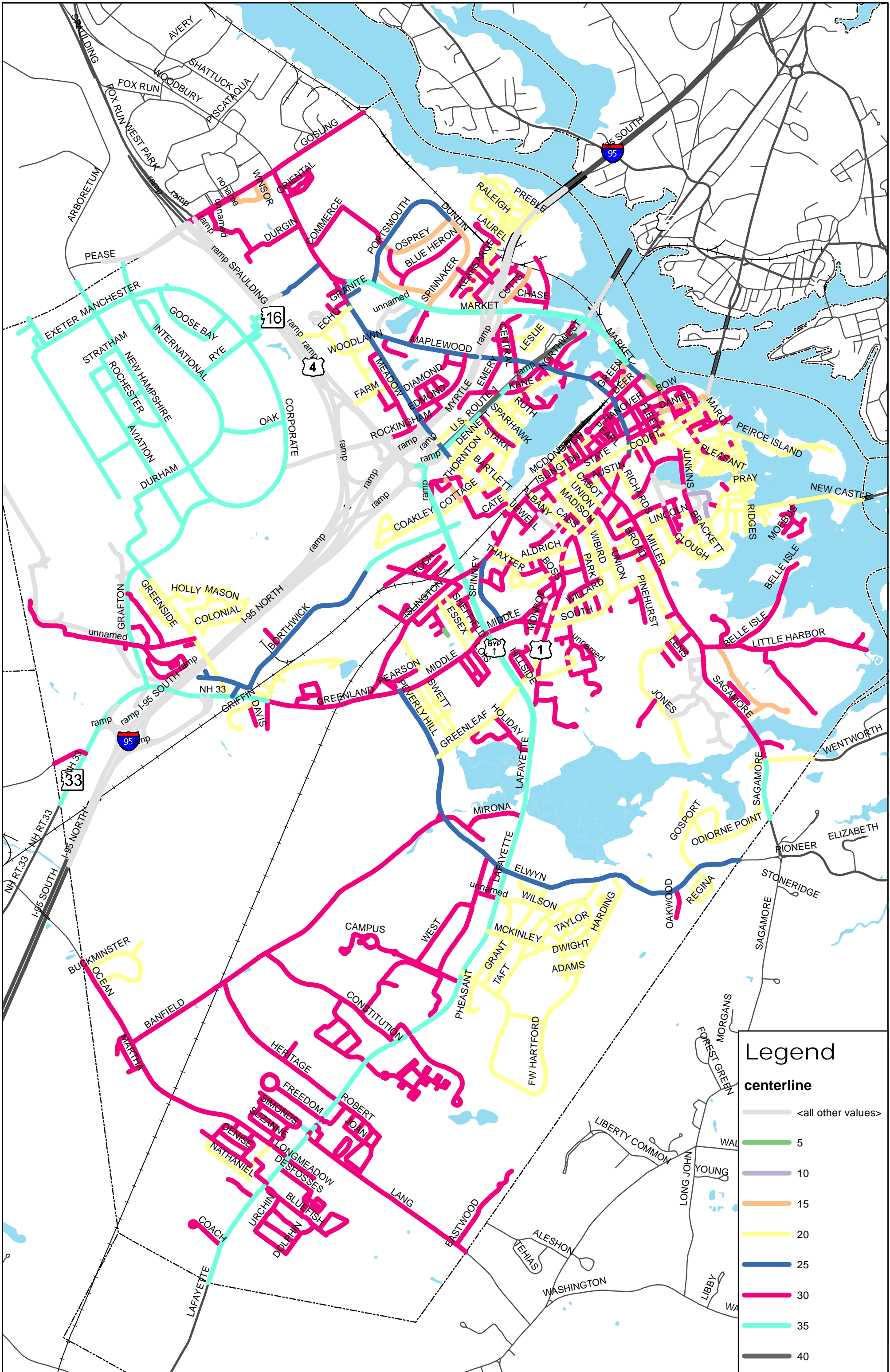
Vehicle			
2019		2018	2017
January	86	124	12 months of data
February	89	76	
March	85	93	
April	58	69	
May	84	108	
June	92	99	
July	105	92	
August	100	120	
September	100	99	
October	90	106	
November	75	94	
December	127	72	
Total	1091	1152	1154

Pedestrian				
2019		2018	2017	2016
January				6 months of data
February				
March	3	3	1	
April				
May				
June	0	1	2	
July				
August				
September	4	1	3	
October				
November				
December	1	7	6	
Total	8	12	12	5

Bicycle				
2019		2018	2017	2016
January				6 months of data
February				
March	0	0	0	
April				
May				
June	2	0	0	
July				
August				
September	0	2	2	
October				
November				
December	0	1	1	
Total	2	3	3	3

Parking and Traffic Safety Committee
Description of Events for Pedestrian and Bicycle Accidents in 2019

Quarter	Type	Location	Notes
2019 1st Qtr.	Pedestrian	Mirona Rd	Vehicle was rounding a corner of a building in a parking lot on Mirona Rd. Pedestrian (legally blind), walked into the path of the vehicle as it rounded the corner. Driver did not see the pedestrian until it was too late. Pedestrian suffered a minor leg injury.
	Pedestrian	Islington St	Pedestrian was walking outbound on Islington St. in the right hand travel lane near the Bartlett St. intersection when a vehicle passed him and brushed his leg and damaged his cart housing his belongings. Pedestrian suffered minor leg injuries. Vehicle was never located.
	Pedestrian	Plaza 800	Pedestrian was struck by a vehicle pulling into a parking space at Plaza 800. Ground was covered in a film of light snow. When the driver applied the brakes pulling into a spot, the vehicle slid into the pedestrian. Pedestrian suffered a knee injury and transported themselves to the hospital to get checked out.
2019 2nd Qtr.	Bicycle	Lafayette Rd	On June 5, 2019, a tractor trailer(TT) unit was making a right hand turn from Heritage Ave. onto Lafayette Rd, the bicyclist was stopped on the side of Heritage Ave. at the intersection of Lafayette Rd. The (TT) unit did not make a wide enough turn and the bicyclist was in the (TT) driver's blind spot and as a result, the right rear wheel of the (TT) unit collided with the bicyclist. The (TT) unit did not sustain any damage, but the bicycle was heavily damaged and the bicyclist was transported by ambulance to the hospital with a minor leg injury.
	Bicycle	Plaza 800	On June 28, 2019, a vehicle was travelling west in the parking lot of Plaza 800 when a bicyclist travelling at a high rate of speed from behind the vehicle struck the driver's side mirror as the bicyclist was attempting to pass the vehicle. The bicyclist was transported by ambulance to the hospital with minor injuries to their arm. The vehicle sustained minor damage to the driver's side mirror.
2019 3rd Qtr.	2 Pedestrians	Parking Lots	2 Pedestrians were struck in the parking lots of the Christmas Tree shop on Durgin Ln and Rite Aid on Islington St.
	Pedestrian	Lafayette Rd & Mirona Rd	1 Pedestrian struck at the intersection on Lafayette Rd. and Mirona Rd by McDonalds
	Pedestrian	Woodbury Ave	1 Pedestrian struck in the road on Woodbury Ave in front of the Verizon store
2019 4th Qtr.	Pedestrian	Middle St & Congress St	This occurred at the intersection of Middle St. and Congress St. on the side of Jumpin Jay's restaurant on 11/13/19 at 4:53 PM. The vehicle was following along Middle St. approaching Congress St. and had the green light and a male who was running, ran out in front of the vehicle and got struck. Witnesses stated the runner was attempting to cross Middle St. in front of Discover Portsmouth and was not in the crosswalk. The runner suffered a head injury and was transported to the hospital.



PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
12/5/2019	Pleasant Street at Washington Street, sight line concerns, by neighborhood resident at Ward 5 meeting.	VOTED to refer to staff for report back.	2/6/2020
12/5/2019	Chase Drive, request to prohibit parking on north side of roadway.	VOTED to prohibit parking along north side of Chase Drive and to direct staff to report back on parking on Michael Succi Drive between Chase Drive and Market Street.	Future Meeting
12/5/2019	Albany Street, parking in front of 85 Albany Street.	Staff will report back at a later date.	Future Meeting
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.	12/5/19 - VOTED to refer to staff to report back. 11/7/19 - VOTED to refer to staff to notify abutters and report back at future meeting.	2/6/2020
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.	2/6/2020
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
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 35 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

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
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.	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).	12/5/19 - VOTED to show support for permanent ramp closure with stipulations from the Fire Department and Police Department being addressed and to refer to staff for report back on permanent closure configuration after meeting with the New Hampshire Department of Transportation (NHDOT). 2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Future Meeting
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