



# Preliminary Design Presentation

## Peverly Hill Road Sidewalk Improvement/Complete Street Project

March 27, 2019



**McFarland Johnson**



# Meeting Agenda

- Introductions/Opening Remarks
- Project Background / History
- Preliminary Design Review
- Questions/Comments



# Introduction/Opening Remarks

- City Staff
  - Peter Rice, PE – Director, Department of Public Works
  - Eric Eby, PE – Parking and Transportation Engineer
- McFarland Johnson
  - Brian Colburn, PE – Project Manager
  - Melanie Haskins – Project Engineer
  - Jennifer Zorn, AICP – Environmental Resources





# Project Limits





# Project Background

- Previous Studies/Work
  - Complete Streets Policy 2013
  - Bicycle and Walk Friendly Community Policies 2013
  - Bicycle and Pedestrian Plan 2014
- Previous Meetings
  - Public Information Meeting June 2, 2016
  - Alternatives Workshop Meeting July 27, 2016
- Funding
  - NHDOT Congestion Mitigation and Air Quality Funding for Sidewalks
  - City to fund additional improvements
- Three Phase Design Process
  - Phase I – Conceptual Design (Completed August 2017)
  - Phase II – Preliminary Design (Current Phase)
  - Phase III – Final Design
  - Phase IV – Construction





# Public Information Meeting

- What we heard
  - Need sidewalks (not necessarily both sides)
  - Crosswalks
  - Need bike accommodations (bike lane or shared lane)
  - Mixing bicycles and cars not a good idea
  - Combining pedestrians and bicycles on shared use path (preferably on south side of road)
  - Curbing/Drainage upgrades along entire roadway
  - High speed of all traffic
  - Truck Traffic (speeds and noise)
  - Use City owned land for pocket parks
  - Move mailboxes to improve access and safety
  - How will my property be impacted?



# Project Purpose

The project's purpose is to reconstruct Peverly Hill Road from Middle Road to West Road in order to provide a safer roadway for all users in conformance with the City of Portsmouth's Complete Street Policy.





# Project Need

- Vehicles currently travel at high rates of speed along the roadway
- There are some sight distance restrictions that contribute to safety issues
- Lack of bicycle or pedestrian accommodations
- Mix of residential and commercial traffic
- Drainage issues exist along the roadway





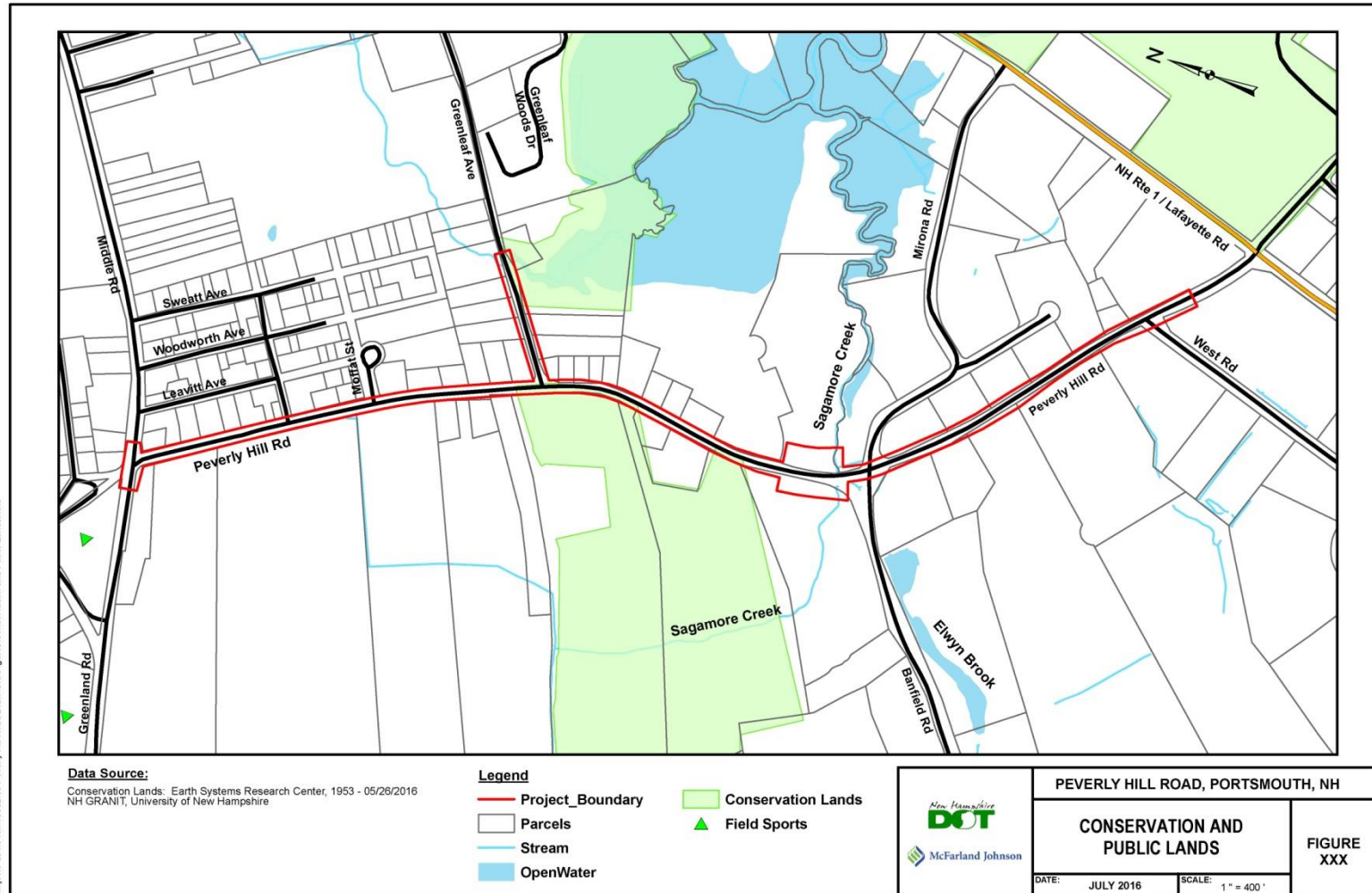
# Project Resources

- **Conservation Lands**
- Floodplains
- Wetlands/Surface Waters
- Water Quality
- Groundwater
- Contaminated Sites
- Recreational Sites
- **Historic Structures**
- Archaeological Resources
- Air/Noise
- Wildlife Habitat
- Construction Impacts





# Project Resources







# Project Resources

## Historic Structure Evaluation – Structures 50+ years in age (built before 1969)



46 Peverly Hill Road



78 Peverly Hill Road



248 Peverly Hill Road



305 Peverly Hill Road



305 Peverly Hill Road



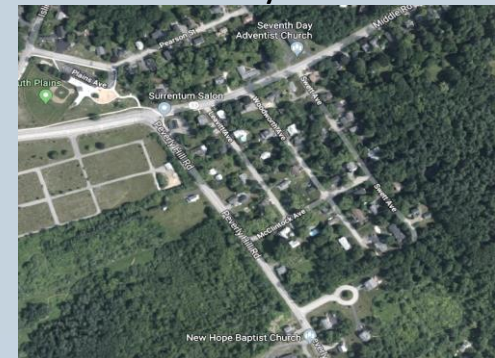
384 Peverly Hill Road



640 Peverly Hill/Banfield Road



74 Leavitt



Prospect Park Subdivision







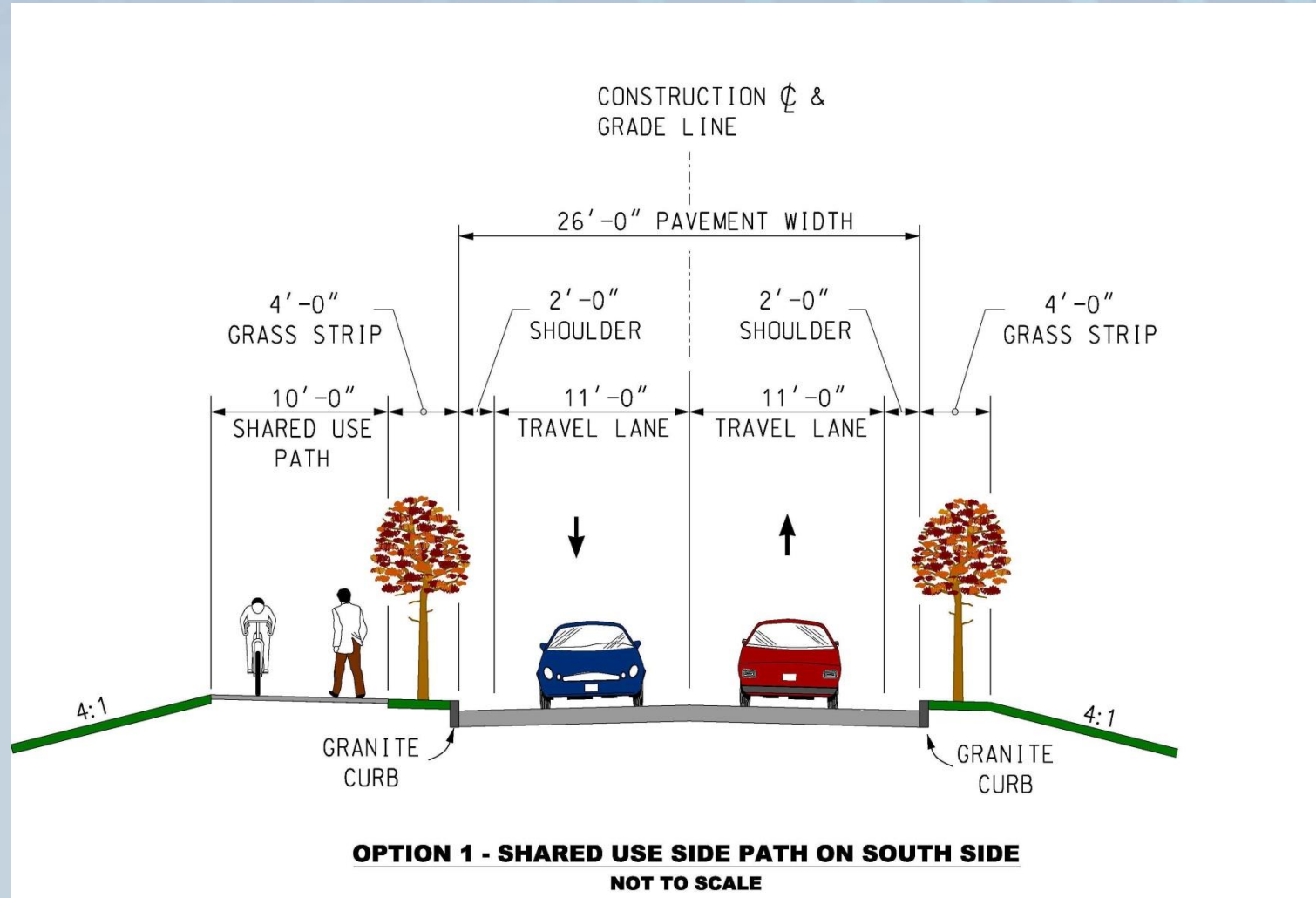
# Alternatives Development





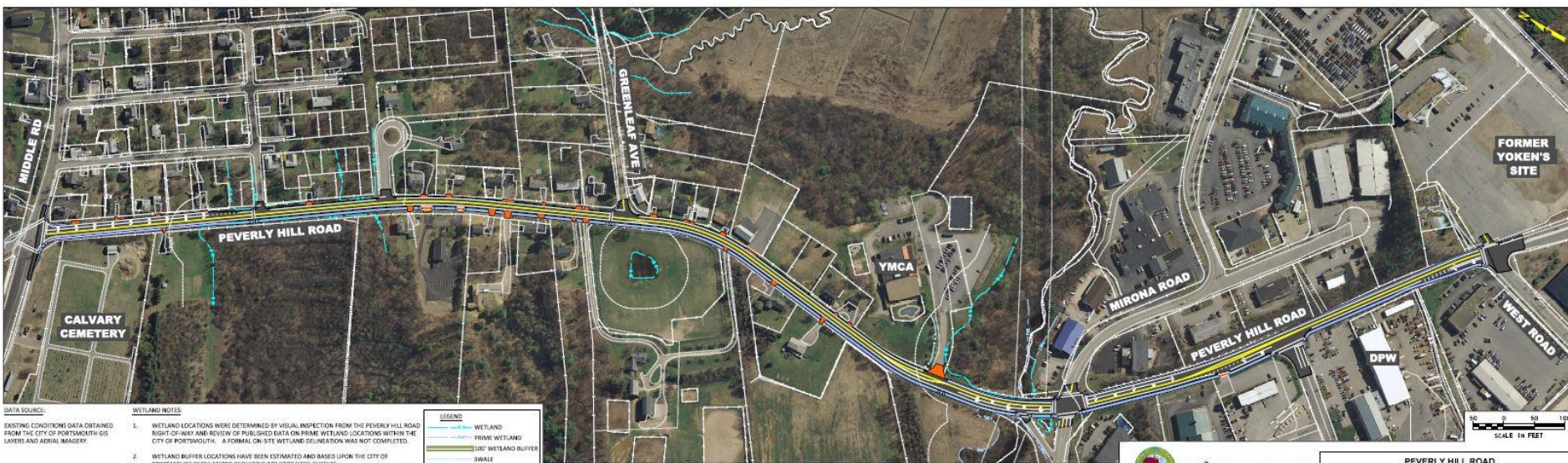


# Option 1





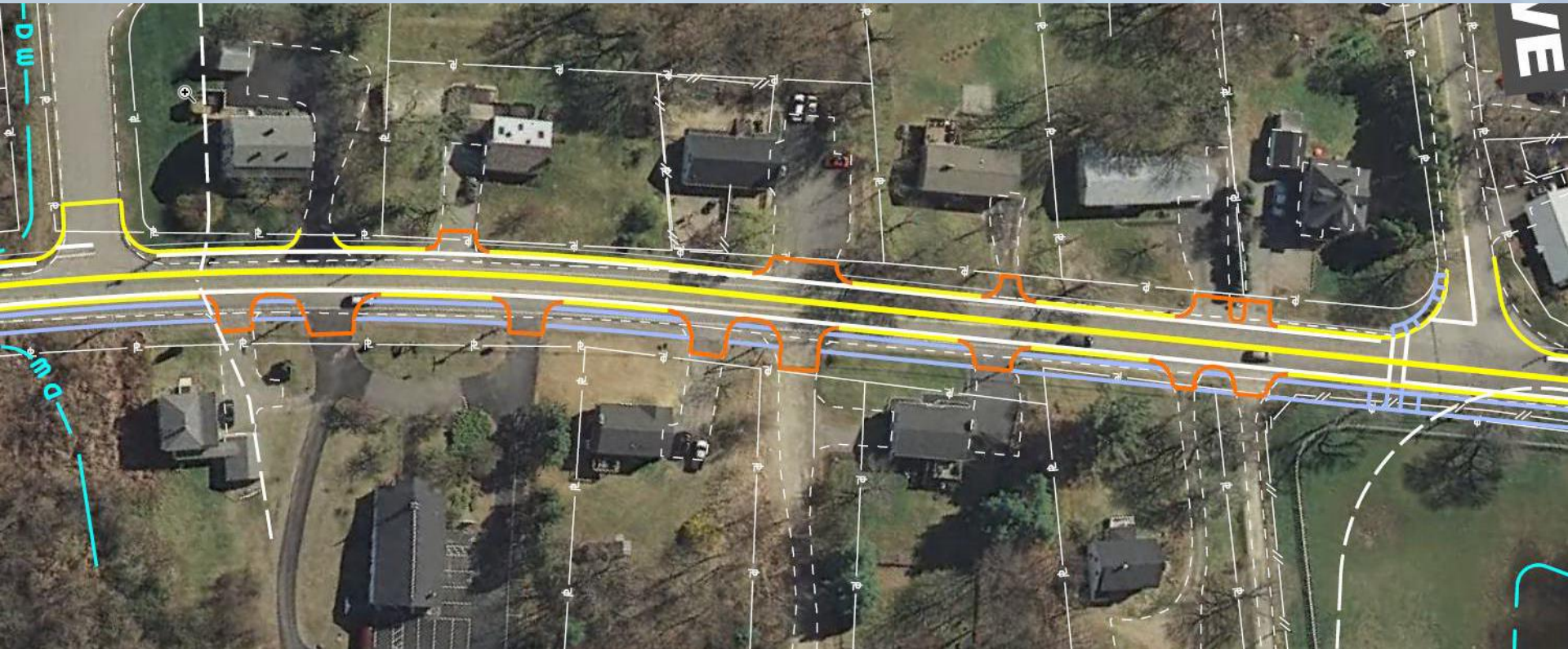
# Option 1







# Option 1





# Comparison

## Option 1- Shared Use Path on South Side

### Pros:

Bicycle accommodations outside roadway

Pedestrian accommodations

Narrower roadway to help reduce vehicle speeds

Less potential for Right-of-Way impacts

### Cons:

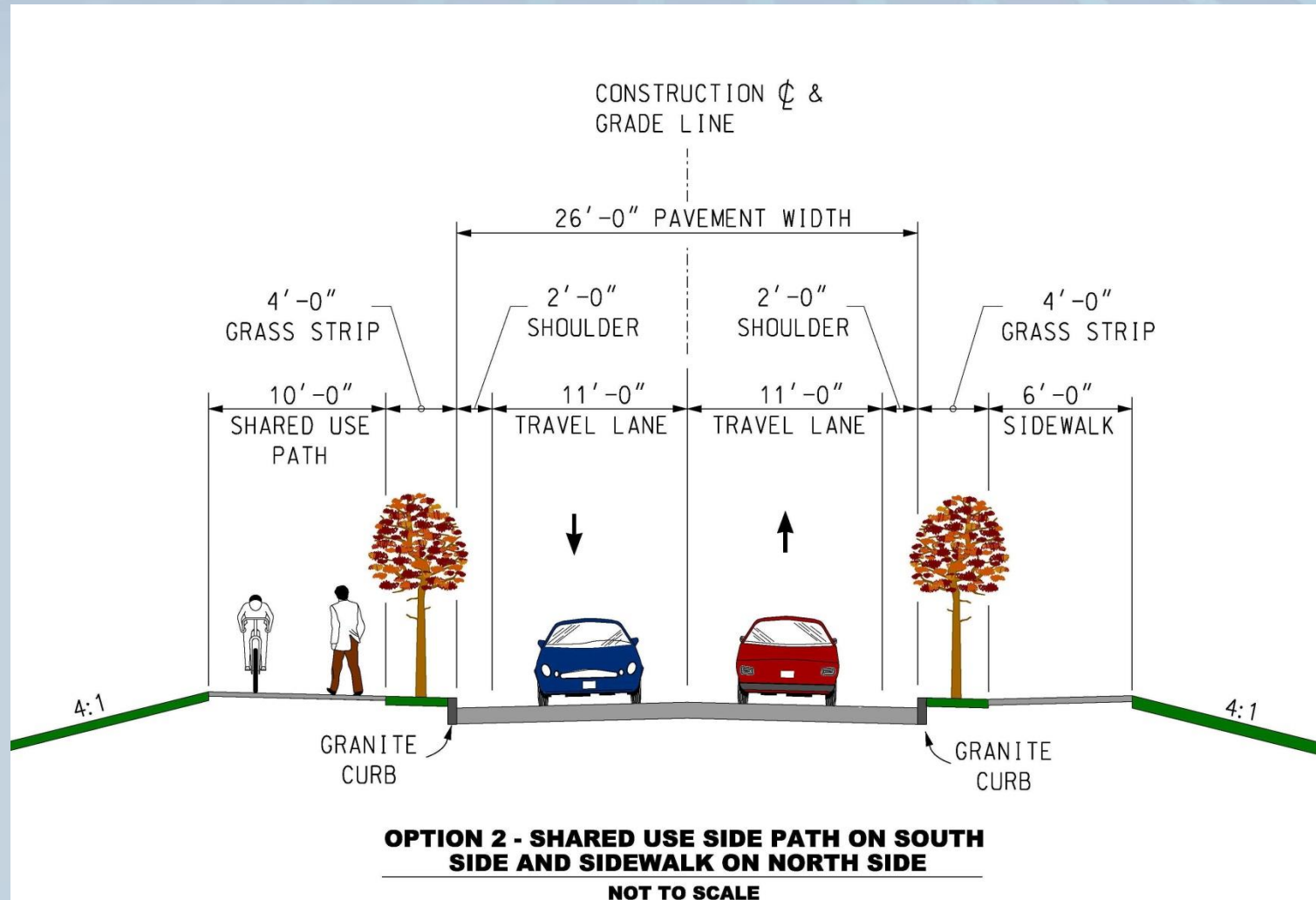
Residents need to cross street to access shared-use path

Limited crosswalk locations – only at side streets, which lack sidewalks





# Option 2





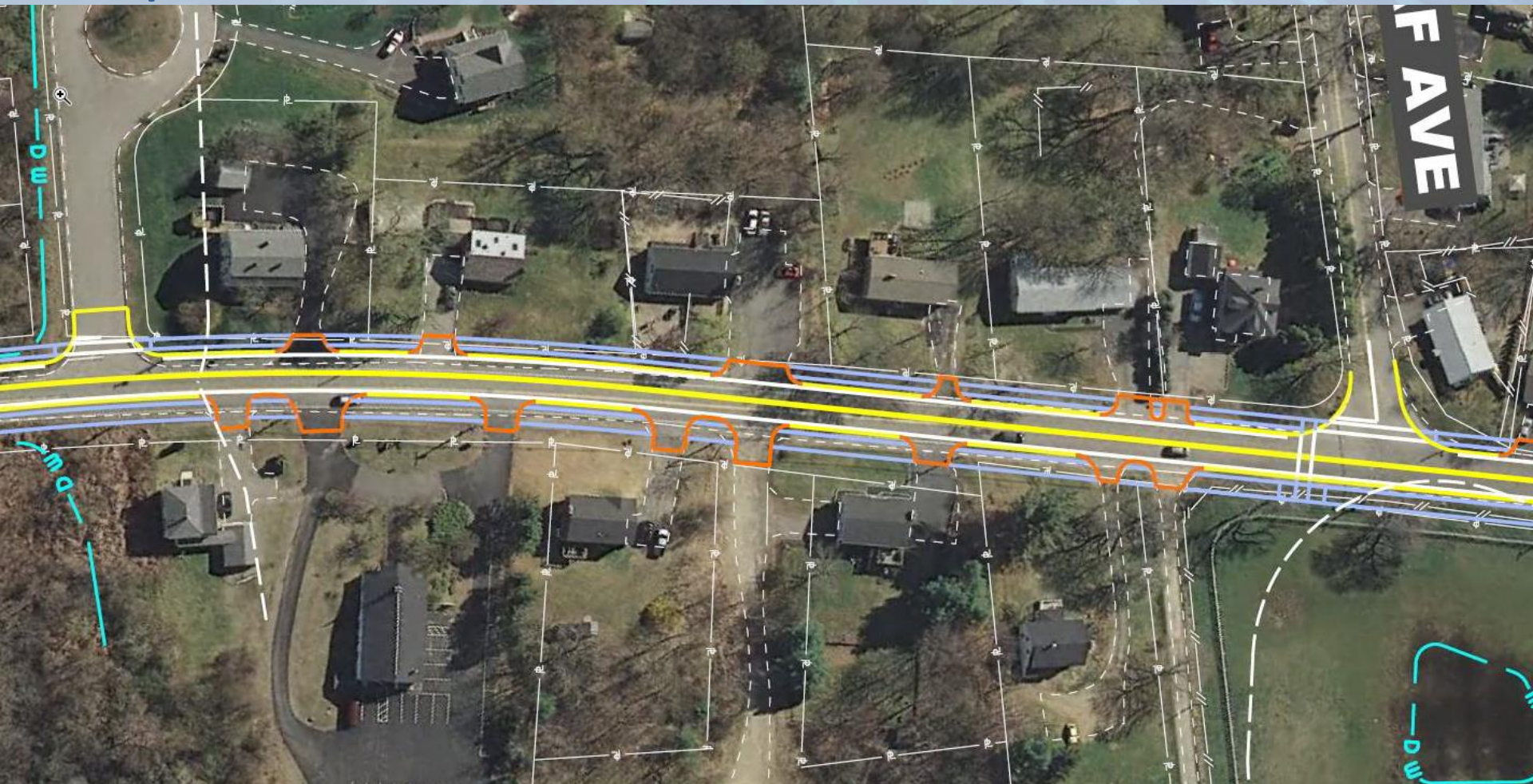
# Option 2







# Option 2





# Comparison

## Option 2- Shared Use Path on South Side and Sidewalk on North side

### Pros:

Bicycle accommodations outside roadway

Pedestrian accommodations on both sides of roadway

Pedestrians can use sidewalk and crosswalks to gain access to either side of roadway

Narrower roadway to help reduce vehicle speeds

### Cons:

More potential for Right-of-Way impacts

More expensive to construct

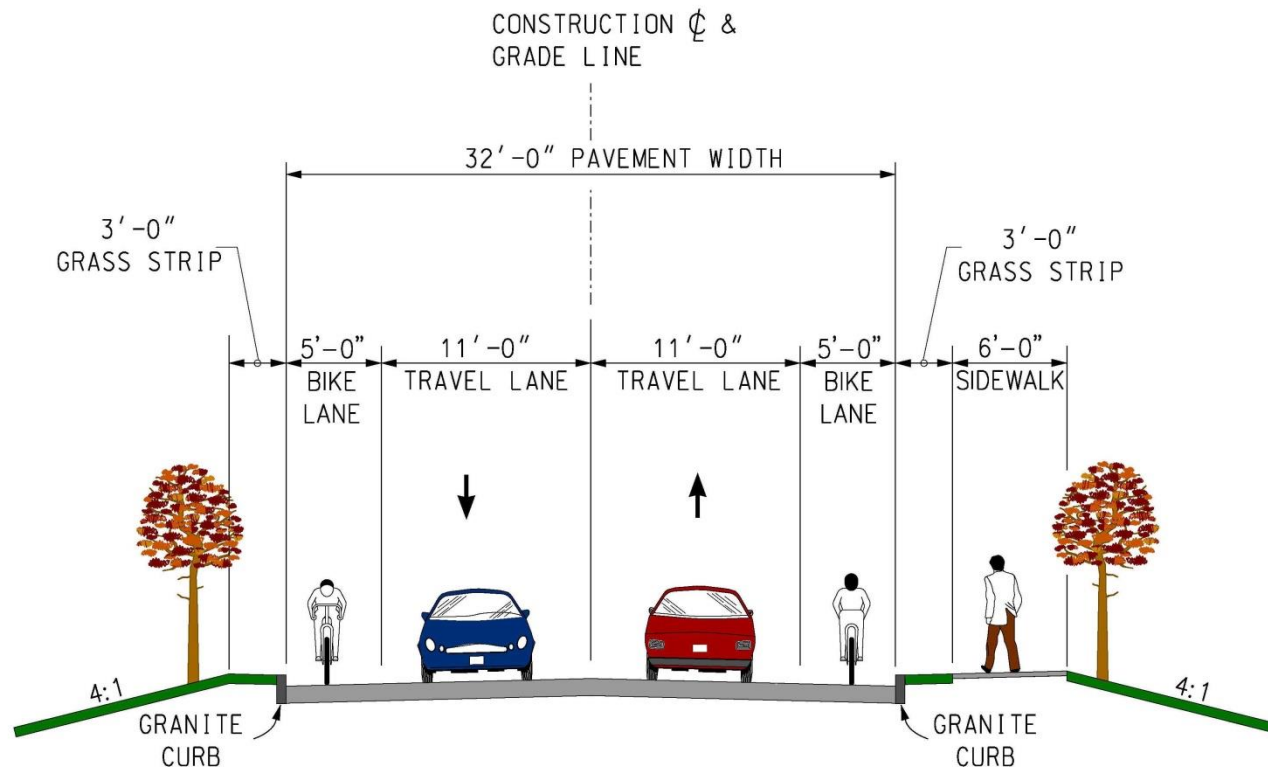
More disruption to traffic and residents during construction

Higher long term maintenance cost of two sidewalks





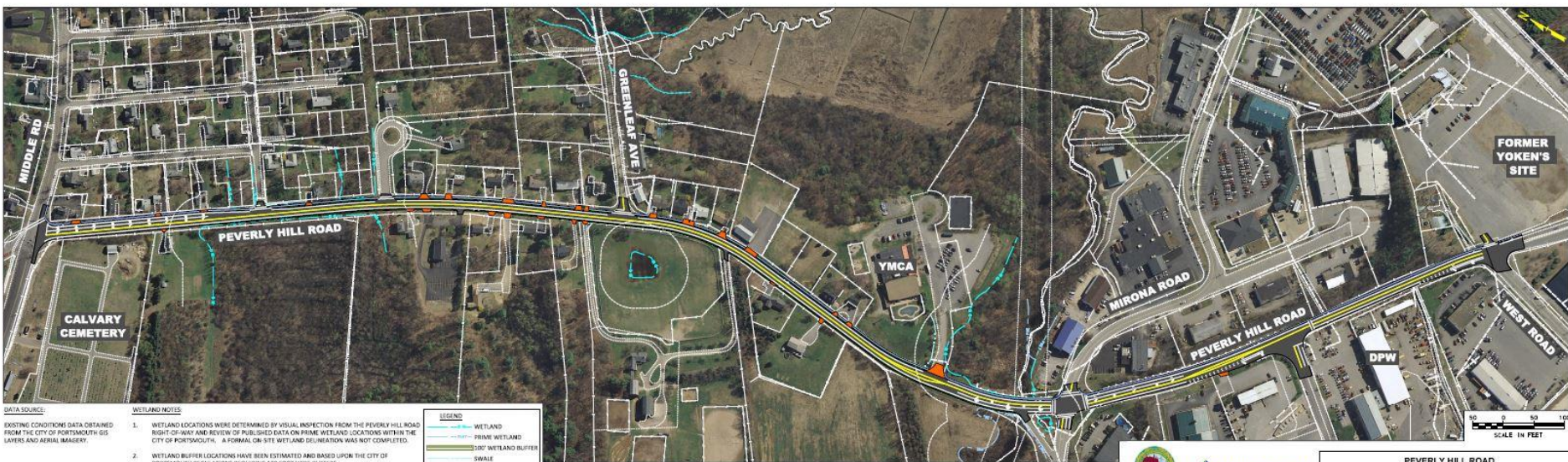
# Option 3



**OPTION 3 - SIDEWALK ON NORTH SIDE AND BIKE LANES**  
**NOT TO SCALE**



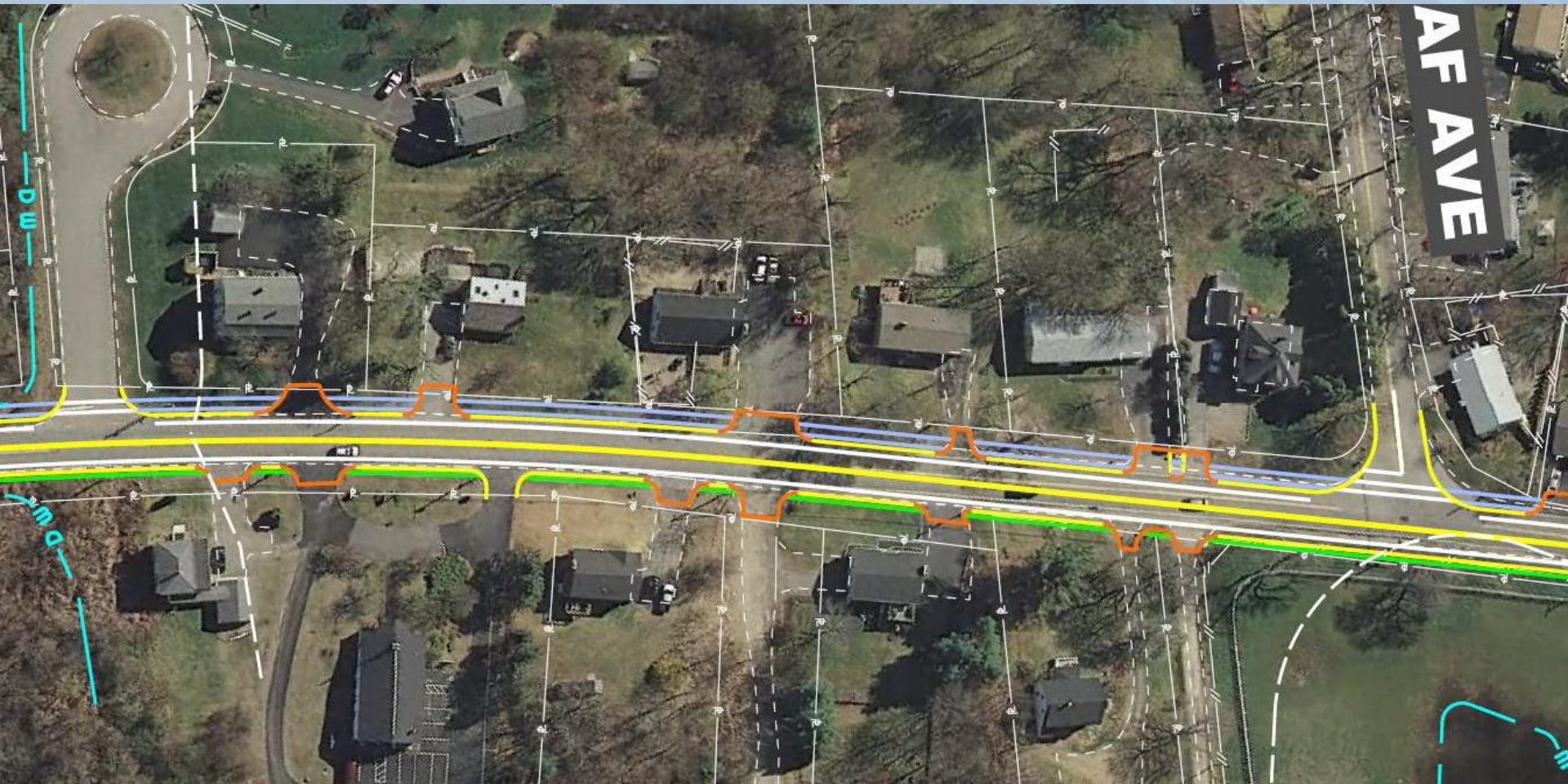
# Option 3







# Option 3





# Comparison

## Option 3- Sidewalk on North side and Bike Lanes

### Pros:

Pedestrian accommodations on north side of roadway

Dedicated bike lanes in roadway

Least expensive option because it requires less roadway shift

### Cons:

Wider roadway may not promote slower traffic

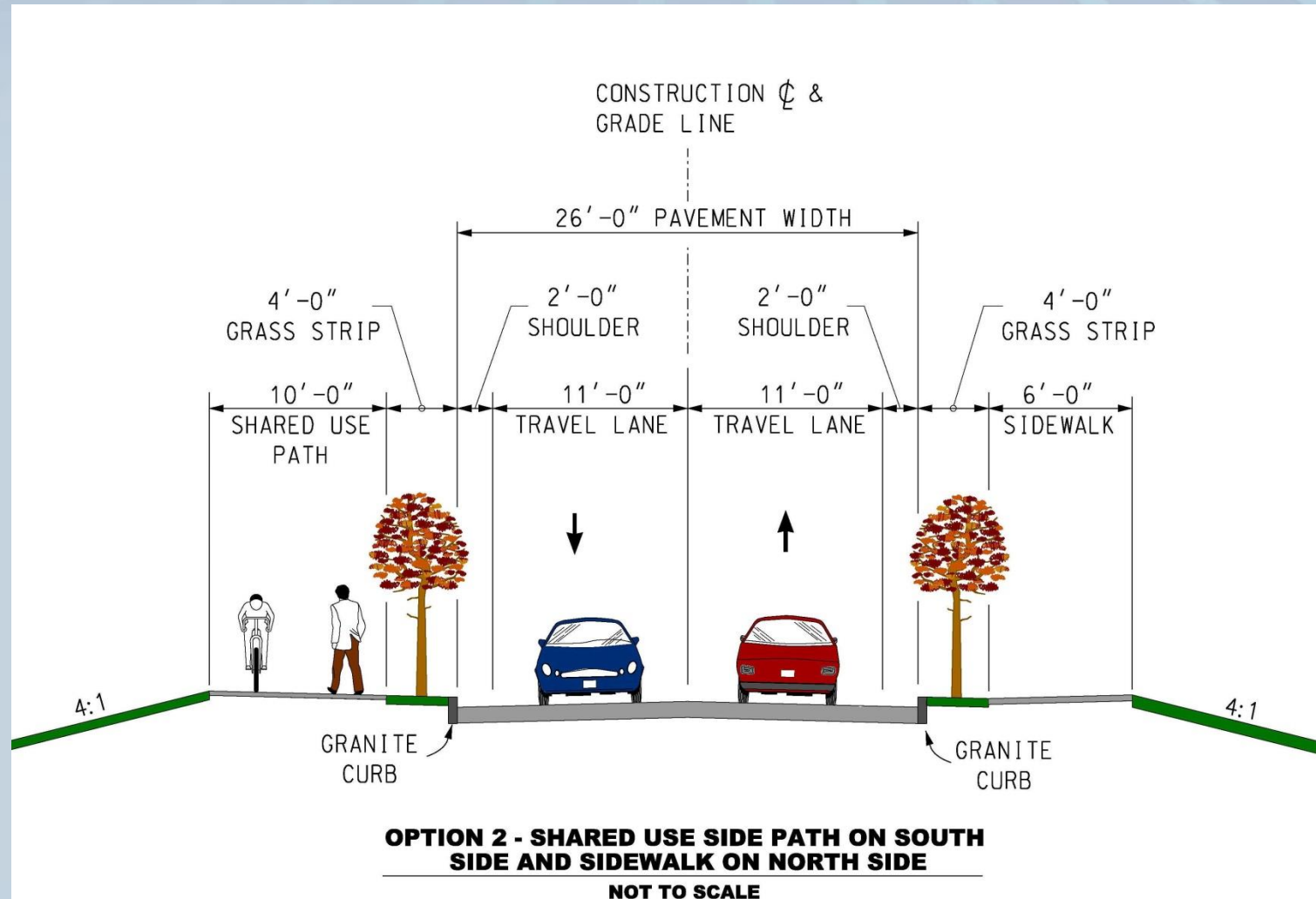
Concerned that some bikers may not feel safe in roadway because of higher speeds and trucks

Long term maintenance cost of wider road and sidewalk



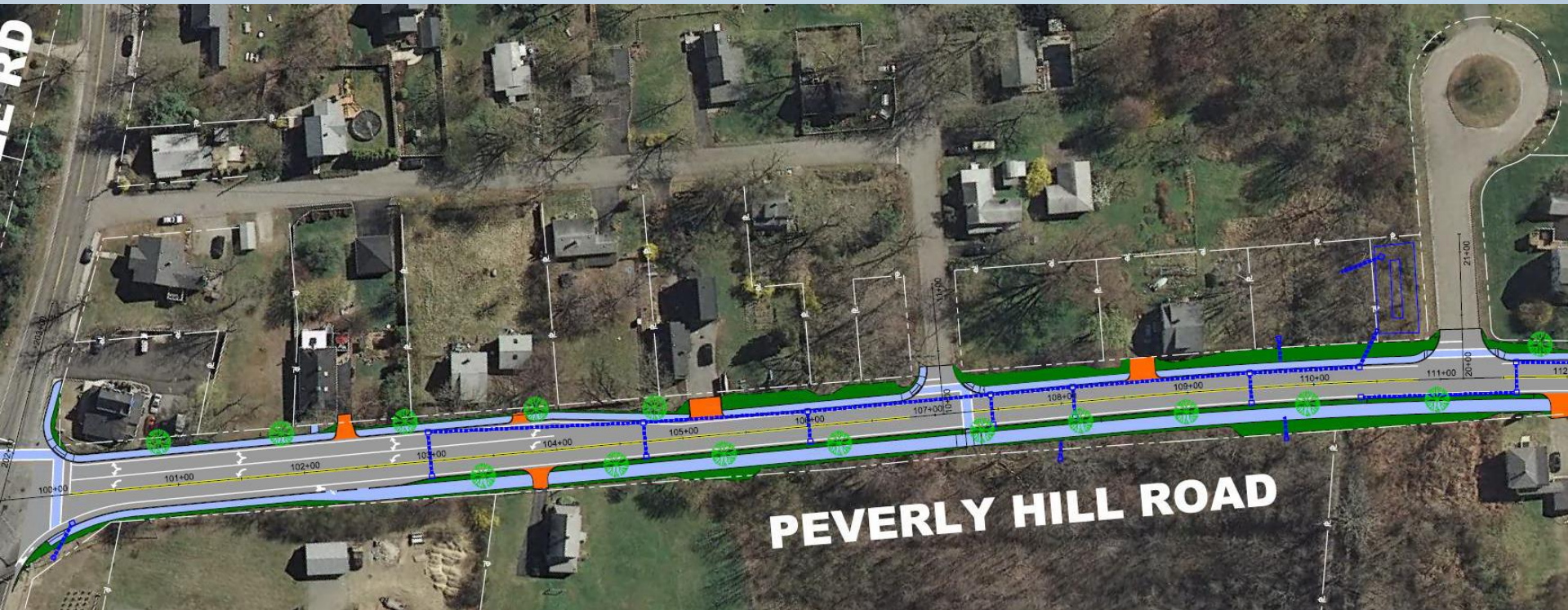


# Preferred Option 2





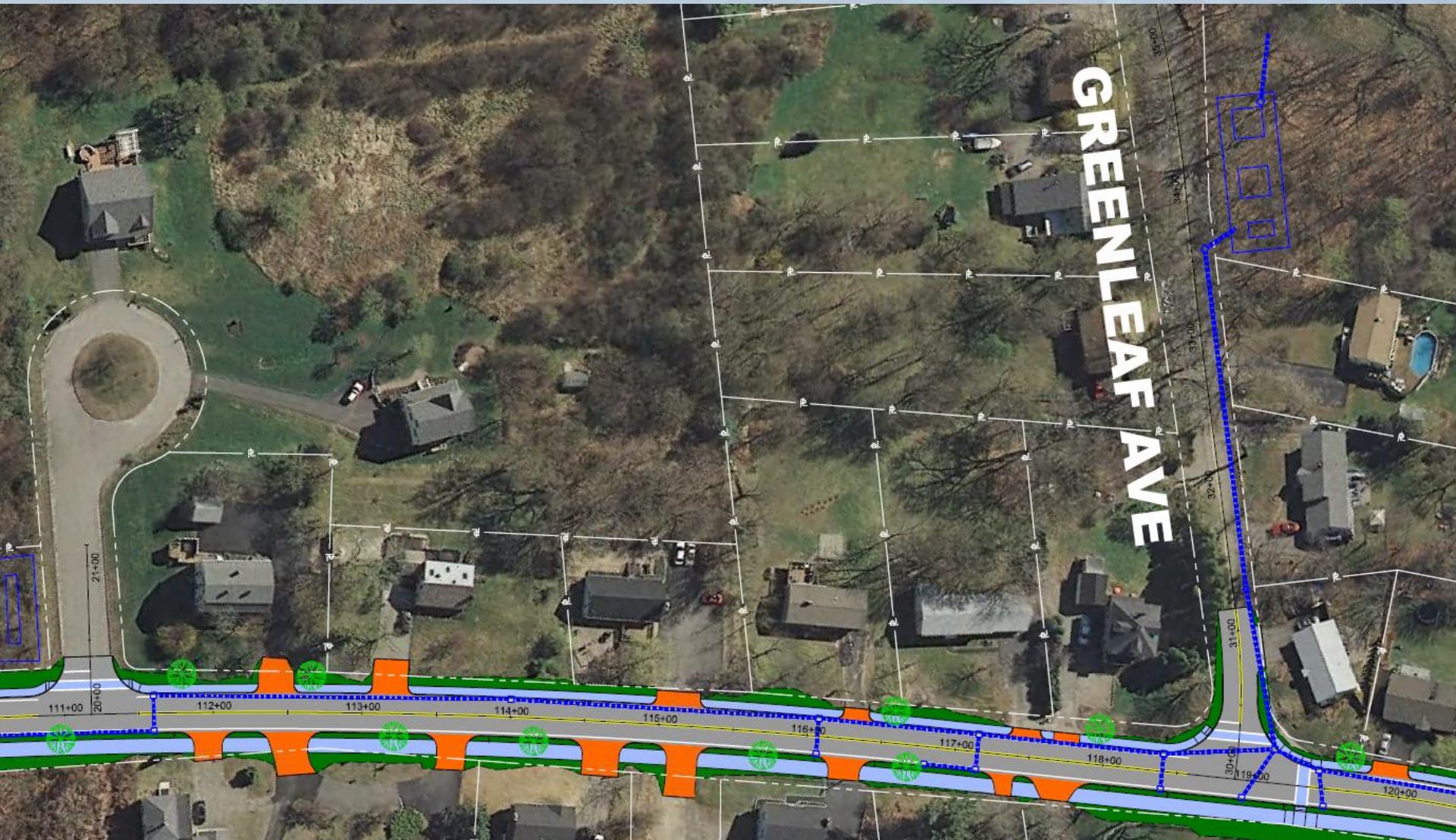
# Preliminary Design Review







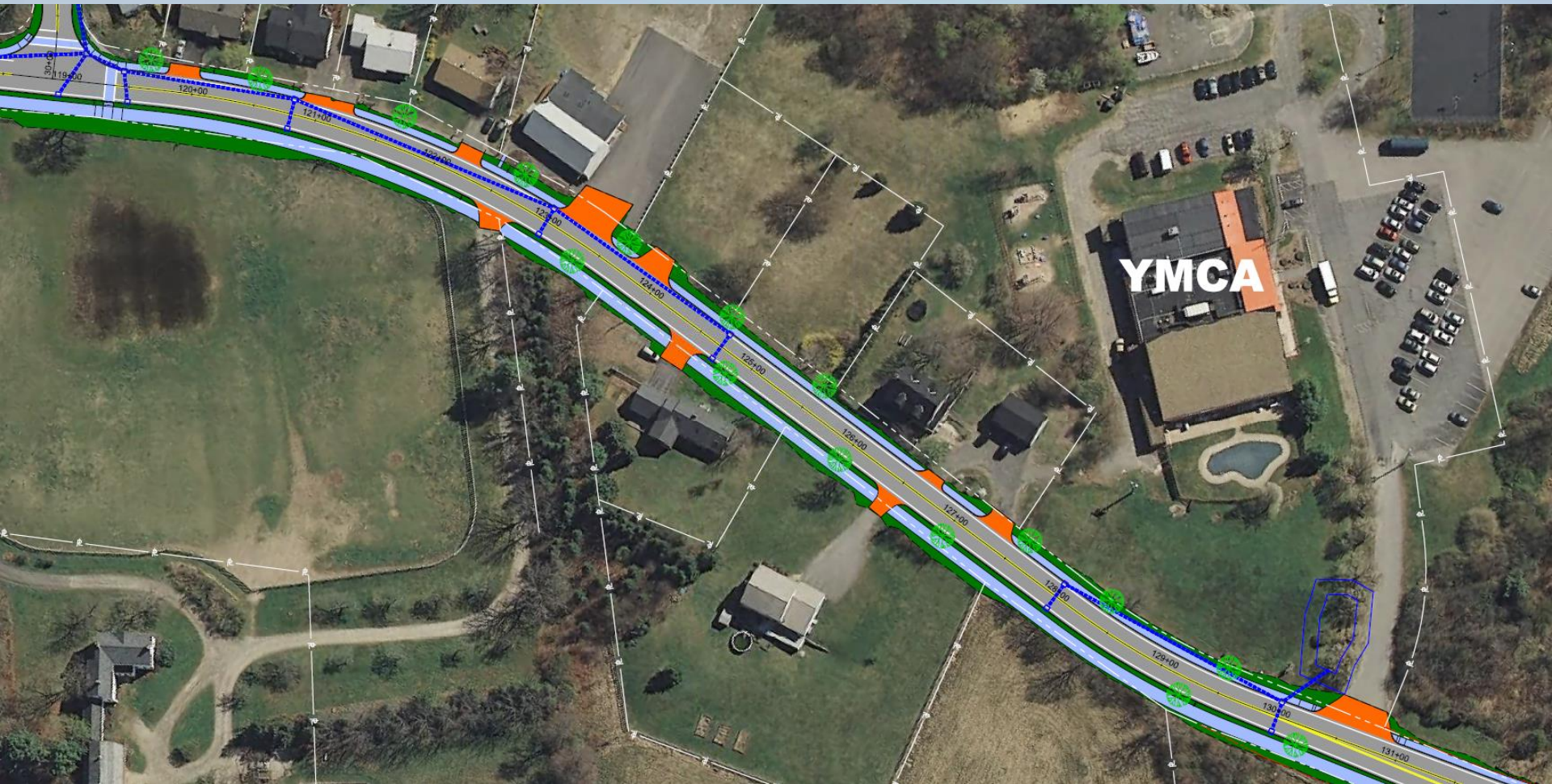
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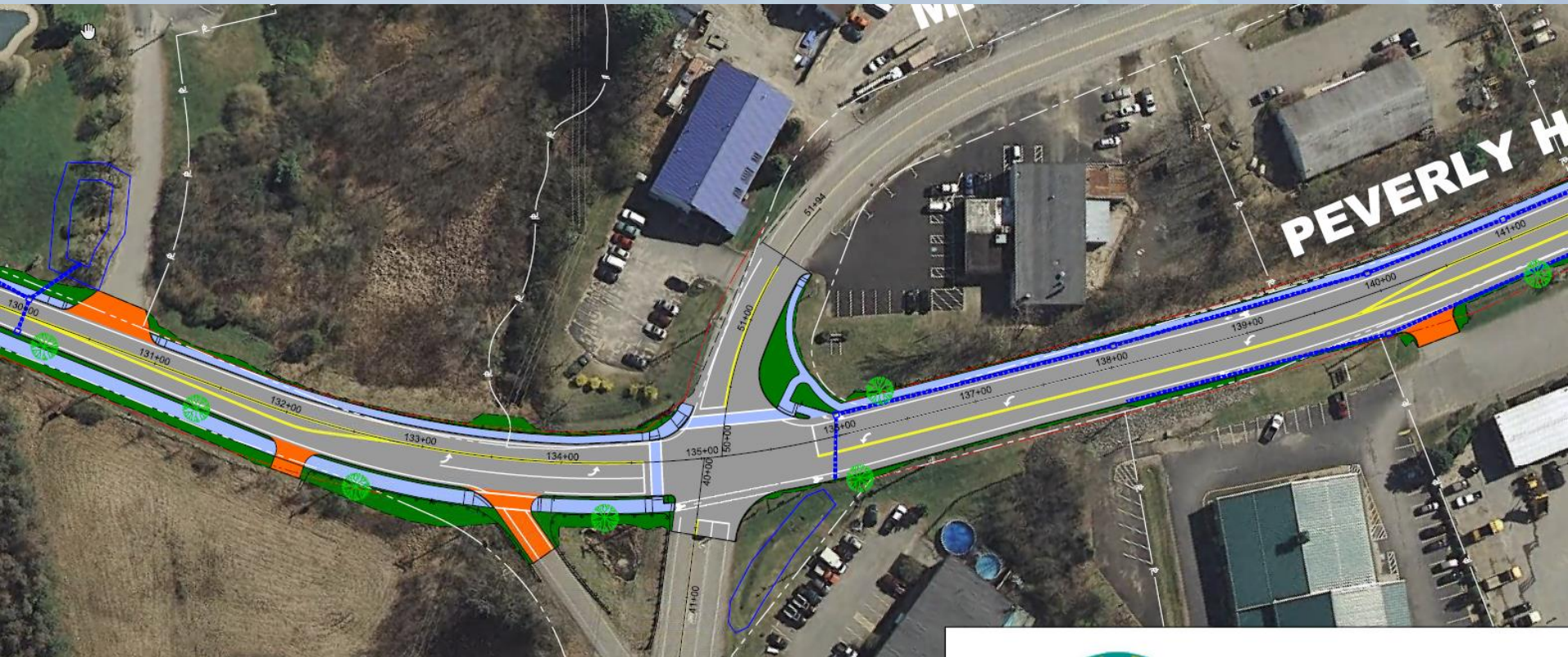
# Preliminary Design Review







# Preliminary Design Review







# Preliminary Design Review







# Project Schedule

- Preliminary Design Submitted to NHDOT- April 2019
- NEPA Document Completed - Fall 2019
- R.O.W. Process Begins - Winter 2019
- Final Design - 2020
- Begin Construction - 2021



# Contact

*Eric Eby, P.E.*

*City of Portsmouth*

*(603) 766-1415*

[eeby@cityofportsmouth.com](mailto:eeby@cityofportsmouth.com)

