

Portsmouth
Parking & Traffic Safety Committee
8:00 A.M. - December 3, 2015
City Hall – Eileen Dondero Foley City Council Chambers

ON-SITE COMMITTEE: Please meet on Tuesday, December 1st at 8:00 AM in the upper parking lot at City Hall, 1 Junkins Avenue, to view the following location:

- Cutts Street between Maplewood Avenue and Leslie Drive.
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AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. NEW BUSINESS:

A. Congress Street loading zone, impact on crosswalk visibility at Chestnut Street. (Andrew Chase)

Proposed Motion: To direct City staff to evaluate and report back with recommendation.

B. Request for parking on Chapel Street between Bow Street and Daniel Street. (Eric Spear)

Proposed Motion: No action.

C. Request to modify NO PARKING restriction on east side of Summit Avenue. (Colby Gamester) **Proposed Motion:** To direct City staff to evaluate and report back with recommendation.

VI. OLD BUSINESS/ACTION ITEMS:

A. Woodbury Avenue/Franklin Drive corridor study draft recommendations. Presentation by TEC, Inc. of their traffic study findings and draft recommendations. **Proposed Motion:** To identify and recommend a preferred alternative to advance to the design stage.

B. Request for No Parking on east side of Cutts Street between Maplewood Avenue and Leslie Drive. (Cindy Dodds) **Proposed Motion:** To direct City staff to evaluate and report back with recommendation.

C. Pleasant Street at Court Street (PTS referral to DPW staff - August 2014 PTS action). **Proposed Motion:** To accept staff recommendation to install STOP signs and STOP lines on Pleasant Street approaches.

VII. PUBLIC COMMENT

VIII. INFORMATIONAL

- A. Banfield Road traffic volume update
- B. Boot removal fee
- C. Idaho Stop Law for bicycles

ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete 33.33%

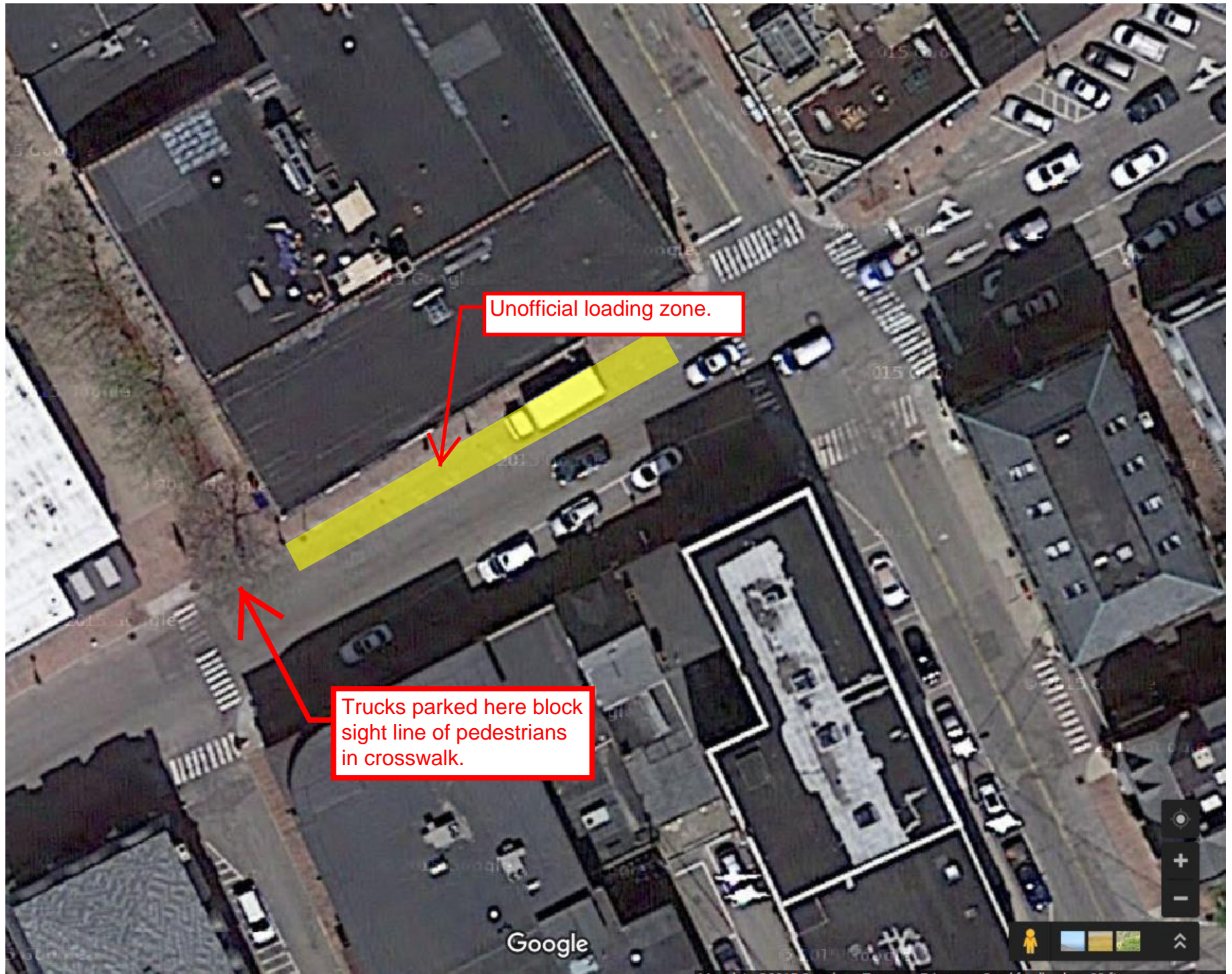
Totals Thru
October 31, 2015

FY 16

FY 16 to Date:		
TOTALS	BUDGETED	% of Budget
Parking Meter Fees	782,369	1,765,500 44%
Parking Meter Space Rentals	55,242	50,000 110%
Meter In Vehicle	31,177	50,000 62%
Parking Garage Revenue	840,078	1,850,000 45%
Garage Passes	353,940	1,000,000 35%
Parking Validation	5,975	10,000 60%
Pass Reinstatement	1,320	2,000 66%
Vaughan St Parking Facility	6,250	15,000 42%
Parking Violations	263,726	700,000 38%
Boot Removal Fee	8,850	12,000 74%
Summons Admin Fee	125	5,000 3%
Total FY 16 Parking	2,349,053	5,459,500 43%

FY 16 BUDGETED

(3,047,195.00)	Transfer to Parking Fund
2,412,305.00	Funds Remaining in Gen Fund
5,459,500.00	Total Revenue



V.B. Request for parking on Chapel Street between Bow Street and Daniel Street



Vehicles need both lanes to turn in and out of parking spaces.

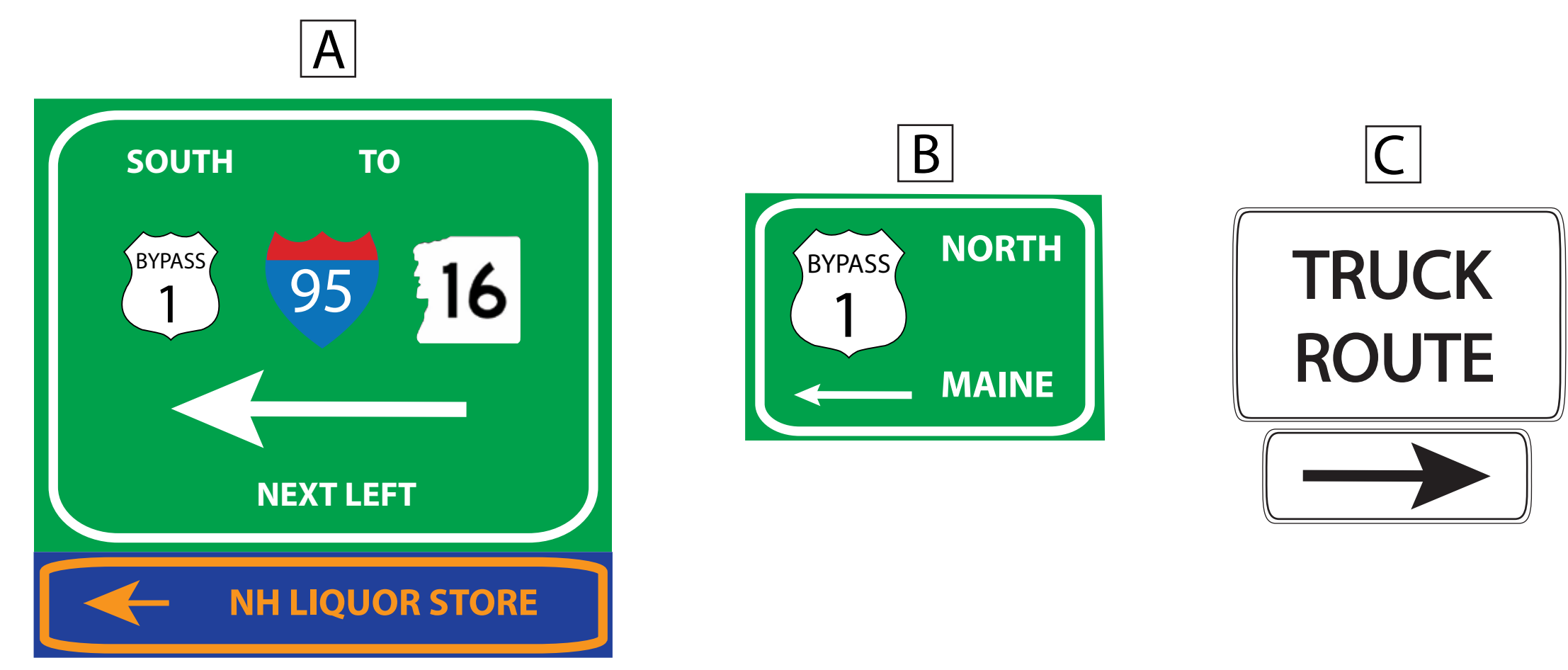
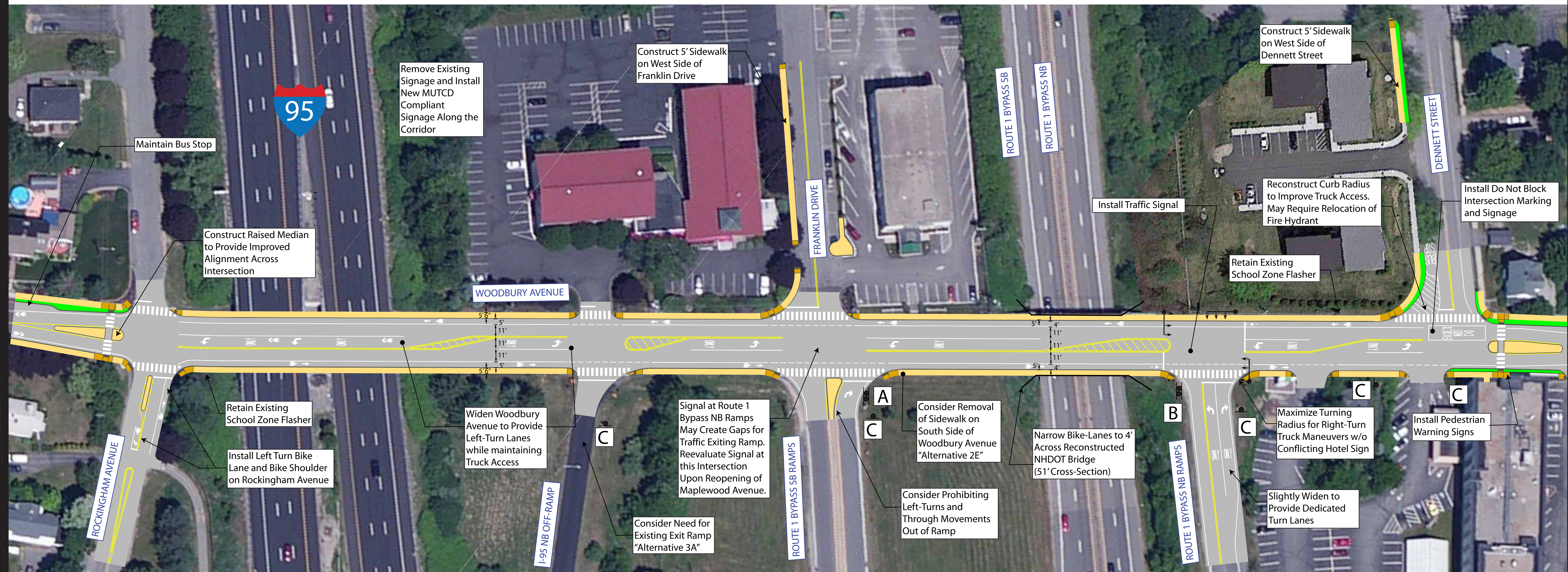
3 spaces planned here as part of Chapel Street reconstruction project.

V.C. Request to modify NO PARKING restriction on east side of Summit Avenue



Request to modify
NO PARKING
restriction on this
side.

Scale: 1"=40'



NOTE:
1. SEE SIGN INVENTORY IN TABLE 5 OF CORRIDOR STUDY TO SHOW LOCATIONS OF NEW SIGNS AND SIGNS TO BE RETAINED, RELOCATED, OR REMOVED.

Figure 8
Woodbury Avenue
Improvement Alternative 2C

City of
Portsmouth
Department of Public Works



MEMORANDUM

TO: John P. Bohenko, City Manager

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

DATE: November 25, 2015

SUBJECT: Recommendation – Pleasant Street at Court Street

Concerns were raised at the August 2014 Parking and Traffic Safety Committee meeting regarding the safety of vehicles at the intersection of Pleasant Street and Court Street. City staff has conducted field checks of the intersection and hired a traffic engineering consulting firm to conduct traffic counts, analyze the intersection and recommend safety improvements.

Sight Lines

Sight lines from both approaches of Court Street are limited and do not meet minimum requirements for safe operations. Vehicles in the angle parking spaces on Pleasant Street limit sight lines for the inbound Court Street approach, while the perimeter fence around the Langdon House restricts sight lines for the Court Street outbound approach.

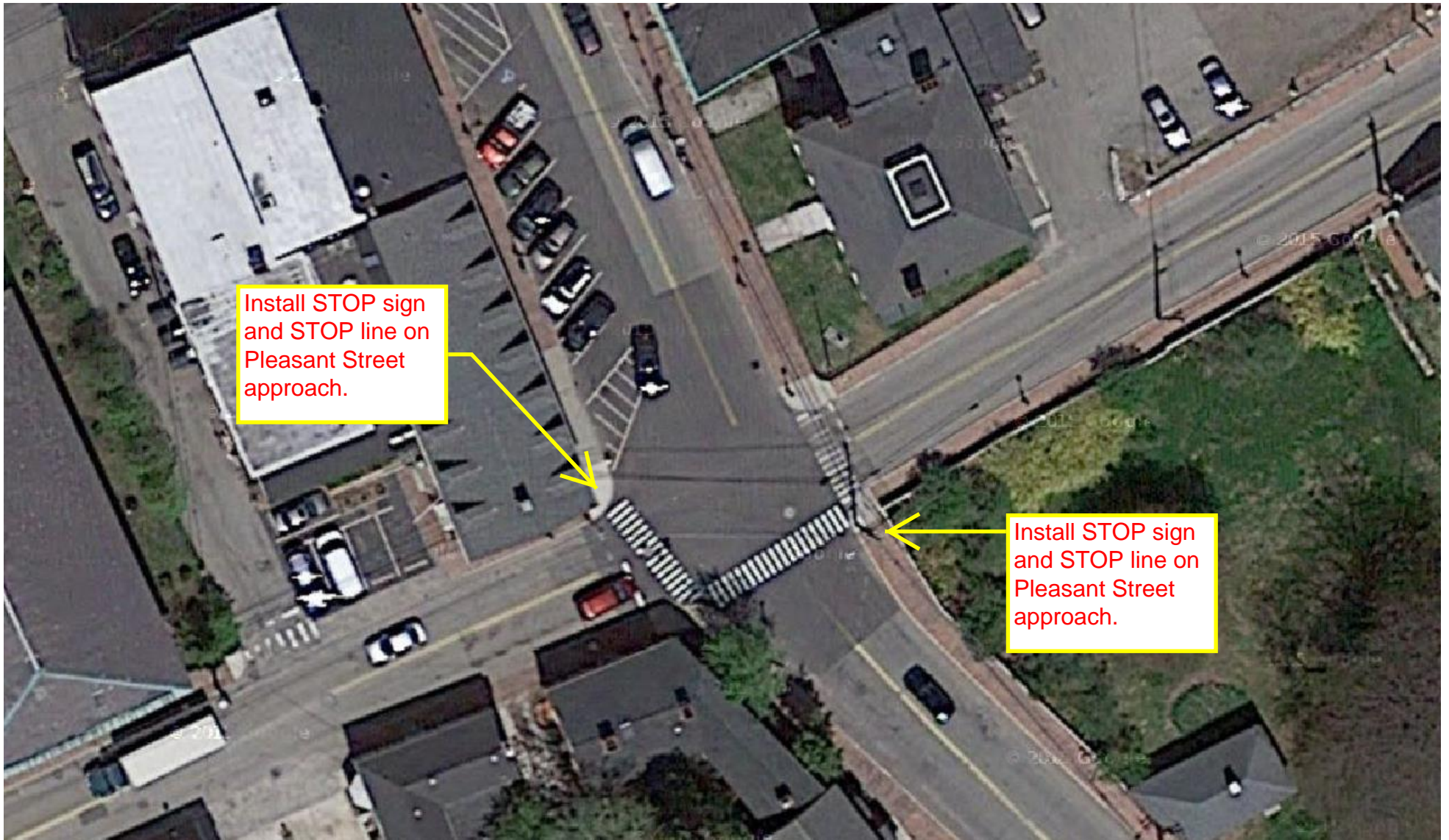
Traffic Volumes

Peak hour traffic counts during the peak season of August 2015 indicated that over 270 vehicles entered the intersection on Court Street, while 420 vehicles entered the intersection on Pleasant Street.

Proposed Action and Recommendation

Based on the traffic volumes and the limited sight lines, it is recommended that the intersection be placed under all-way STOP sign control. All-way stop control is justified when the volumes at an intersection are at least 200 vehicles per hour on the minor street and at least 300 vehicles per hour on the major street. All-way stop control is also justified when 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. This condition is present under existing conditions for both motorists and pedestrians trying to cross or turn onto Pleasant Street from Court Street.

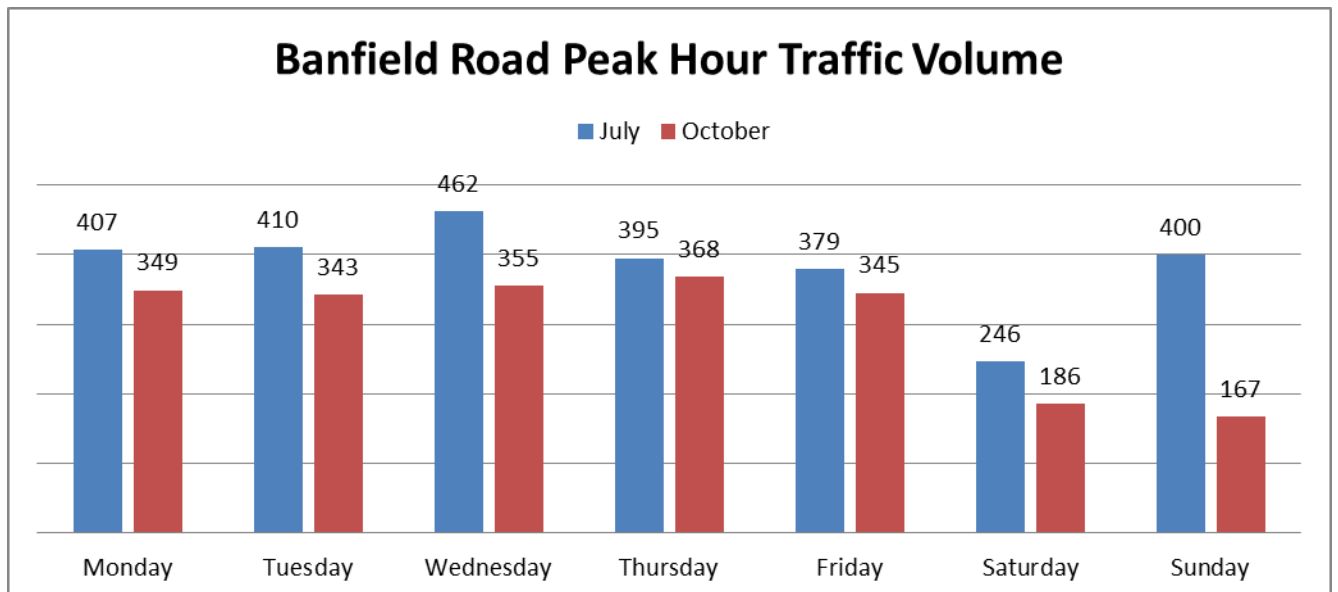
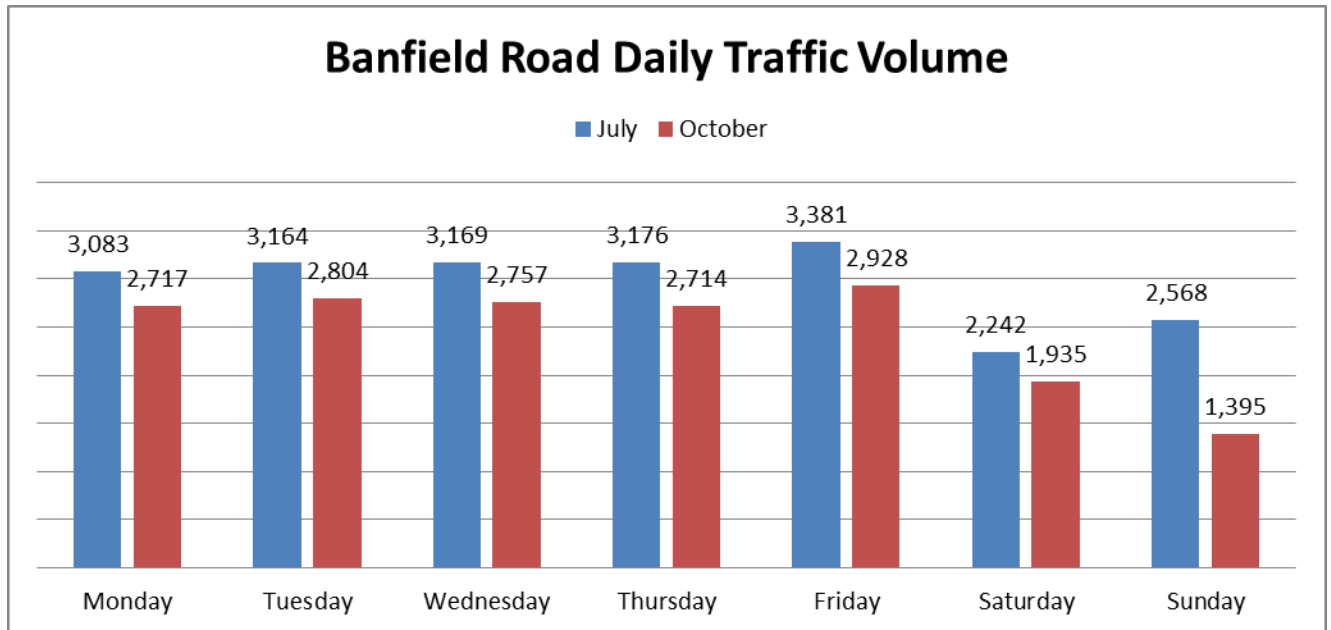
VI.C. Pleasant Street at Court Street



Install STOP sign and STOP line on Pleasant Street approach.

Install STOP sign and STOP line on Pleasant Street approach.

VIII.A. Banfield Road traffic volume update



As shown in the graphs, July weekday daily traffic volumes are slightly higher than October weekday daily traffic volumes. This is typical for the roadways in this area, which also experience similar increases in volume from October to July, based on data provided by the NHDOT. The July Sunday daily traffic volumes, while substantially higher than the October Sunday daily traffic volumes, are still lower than the October weekday daily traffic volumes. In other words, the daily traffic volume on a Sunday in July is less than the daily traffic volume on a weekday in October.

Peak hour volume data is also provided. The increases in peak hour volumes from October to July are similar in characteristics to the increases in the daily volumes. The July Sunday peak hour volume is not significantly higher than the weekday peak hour volumes in October.

bikeportland.org

Idaho Stop Law - FAQ - BikePortland.org

Jonathan Maus (Publisher/Editor)

The Frequently Asked Questions below were developed by the [Bicycle Transportation Alliance](#) (BTA) as supporting material for [their Idaho Stop Law proposal](#).

Frequently Asked Questions

What would this law do?

This law would make it legal for bicyclists to treat stop signs like yield signs. A cyclist approaching an intersection controlled by a stop sign, would be permitted to roll through the stop sign after yielding the right of way if there are other vehicles at the intersection.

Would cars have to stop and wait for bicyclists?

No, this law change would allow a cyclist to slowly approach the intersection and proceed only if the intersection was clear and it was safe to continue. The law does not grant a cyclist permission to take the right of way from another vehicle.

Why is it called “Idaho-Style”?

In 1982, the Idaho legislature passed a law that allowed bicyclists to treat stop signs as yield and not always come to a complete stop.

Is it legal anywhere else?

Idaho is the only state with this law, but several other state, including California and Montana, are considering it.

Why is stopping at a stop sign so hard for bicyclists?

While bicycling is fun and good for you, it does require some physical effort, and stopping and starting are when the most effort is required. Starting and stopping reduces the efficiency of cycling and is a deterrent to many people.

Why would we model ourselves after Idaho? Isn't it a much smaller state with smaller cities?

While Idaho has a smaller population, if Boise were a city in Oregon, it would be the second largest in the state.

What if I feel safer stopping at all stop signs?

Nothing in the law would require you to roll through stop signs. If that is your preferred practice, then you can keep on doing it.

What about high volume intersections or ones with bad sight lines?

The law as proposed would allow cities to designate certain intersections as requiring a complete stop for bicyclists. Cities can make those decisions on a case-by-case basis.

Won't this be a burden for law enforcement?

Law enforcement would be freed from conducting enforcement actions on low volume residential streets and focus more of their limited resources on high-risk intersections.

Why should bicyclists get special rights?

Operating a bicycle is different than operating a car. Bicyclists have heightened awareness both visually and audibly. Furthermore, stop signs create an increased physical burden on cyclists. Consider this from an article in Access Magazine titled "Why Bicyclists Hate Stop Signs":

"...on a street with a stop sign every 300 feet, calculations predict that the average speed of a 150 pound rider putting out 100 watts of power will diminish by about 40 percent. If the bicyclist wants to maintain her average speed of 12.5 miles per hour, while still coming to a complete stop at each sign, she has to increase her power

output to almost 500 watts. This is well beyond the ability of all but the most fit cyclists.”

Won't this just further anger motorists?

While some folks may always view cyclists negatively, changing the law would eliminate the argument that cyclists are always breaking the law when they are actually acting in a very rational manner.

Aren't there some cyclists that think this is a bad idea?

Many vehicular cyclists are concerned about laws that differentiate between bicycles and other vehicles. They believe that traffic laws should be applied equally to all road users, regardless of their mode of transportation. However, the differences between bicycles and motor vehicles are inescapable. Oregon law already accommodates some of those differences—bicyclists may ride on the sidewalk, bicyclists must ride in the bike lane if one is available and motor vehicles are not permitted to do so, The proposed Idaho Stops bill recognizes the differences in vehicle mass and acceleration and the greater vision and ability to hear that bicyclists have.

Why not just get the police to stop enforcing the law?

The police cannot simply stop enforcing a law on the books. They may have to prioritize certain enforcement actions, but the law is still the law.

Won't this send the wrong message? To children?

No, this will send the message that a perfectly safe and rational action is legal. The overwhelming majority of bicyclists already roll through stop signs and do so completely safely. If a law is on the books and it doesn't make sense, it sends the message that lawbreaking is acceptable behavior. That is the wrong message to send to children especially.

Why not apply this to motorists as well?

Stop signs must apply to motorists because their vehicles pose a much greater threat to bicyclists, pedestrians and other motorists.

Why not apply this to stop lights?

Stop lights pose a very different situation due to higher volumes and speeds.

Are there more bicycle crashes in Idaho?

No, their rates are comparable to all other states.

[Legislation](#), [Politics](#), [The Newswire](#)
[BTA](#), [idaho stop law](#)

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