

PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CONFERENCE ROOM A
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

*Members of the public also have the option to join the meeting over Zoom
(See below for more details)**

8:30 AM

April 7th, 2022

AGENDA

I. CALL TO ORDER

II. ATTENDANCE

III. FINANCIAL REPORT

IV. PUBLIC COMMENT (15 MINUTES)

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

V. SITE VISITS

None

VI. NEW BUSINESS

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

- A.** Request for ADA parking space on Cass Street, by Connections Peer Support Center (544 Islington) **Sample Motion: Move to approve HP parking space 30 feet from crosswalk on north side of Cass Street, east of Islington Street.**
- B.** State Street crosswalk at African Burial Ground – request for Rectangular Rapid Flashing Beacon, from resident. **Sample Motion: Move to refer to staff to monitor and report back at future meeting.**
- C.** Congress Street, Islington Street, Middle Street and Maplewood Avenue intersection pedestrian signal operation concerns, from Chairman Bagley. **Sample Motion: Move to refer to staff to monitor and report back at future meeting.**
- D.** Request for stop signs and crosswalk on McKinley Road at Harrison Avenue and Garfield Road, by resident. **Sample Motion: Move to refer to staff for evaluation and report back at future meeting.**
- E.** Mechanic Street, suggestion for angle parking, by resident. **Sample Motion: Move to refer to staff for evaluation and report back.**

VII. OLD BUSINESS

- A.** NPP Pilot Program - Discussion of findings and public survey feedback.
- B.** Suzanne Drive, report back on monitoring of cut-through traffic.
- C.** 273 Austin Street – report back regarding on-street parking.

- D. Request for U-turn prohibition on Market Street at Nobles Island, report back. **Sample Motion: Move to place request on file.**
- E. Update on Request for Rectangular Rapid Flashing Beacon for crosswalk on South Street at Broad Street. **Sample Motion: Move to refer to staff for continued monitoring during warmer weather.**
- F. Little Harbor Road speed monitoring update. **Sample Motion: Move to continue monitoring speeds during warmer weather.**

VIII. INFORMATIONAL

- A. Public meeting for Raynes Avenue and Vaughan Street one-way conversion. April 19th at 6:30 PM at the AC Hotel.
- B. Bridge Street lot reconstruction to start April 11, 4 to 5 weeks to complete.
- C. Update on speed limit subcommittee work
- D. Loading zone shared use approval.
- E. Market Street 3 metered parking spaces approved
- F. Monthly Accident Report from Police
- G. Bike Data

IX. MISCELLANEOUS

X. ADJOURNMENT

**Members of the public also have the option to join the meeting over Zoom, a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser: https://us06web.zoom.us/webinar/register/WN_I6xQWuf0Q7m5dt4cQzCMNg*

Unaudited

Percentage of Fiscal Year Complete 66.67%
--

Preliminary
Totals Thru
February 28, 2022

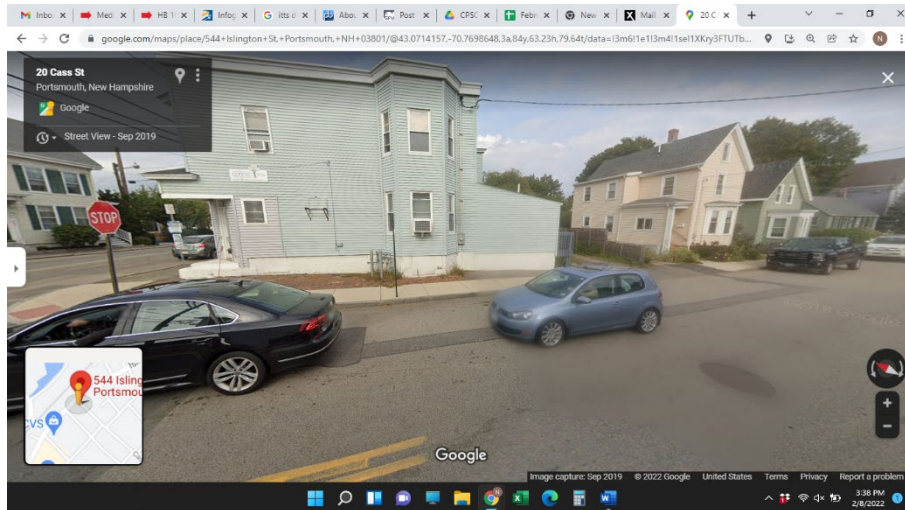
	Total	Budgeted	% of Budget
FY 22			
Parking Meter Fees	2,424,931.46	2,783,750.00	87%
Meter Space Rental	156,890.00	150,000.00	105%
Meter In Vehicle	21,725.00	50,000.00	43%
EV Charging Stations	6,336.11	5,500.00	115%
Parking-Area Service Agreements	0.00	0.00	
High Hanover Transient	1,725,879.97	2,456,500.00	70%
High Hanover Passes	844,182.29	1,377,900.00	61%
Foundry Place Transient	213,642.57	207,650.00	103%
Foundry Place Passes	237,564.00	333,600.00	71%
Parking Sign Permit	0.00	0.00	
HH Pass Reinstatement	985.97	500.00	197%
Foundry Pass Reinstatement	935.01	500.00	0%
Parking Violations	605,379.50	600,000.00	101%
Immobilization Administration Fee	2,314.00	5,000.00	46%
Summons Admin Fee	0.00	0.00	
Total FY 22	6,240,765.88	7,970,900.00	78%

	BUDGETED	
	5,558,595	70% Transfer to Parking Fund
	2,412,305	30% Funds Remaining in Gen Fund



Hello Ben,

Thank you for giving me the information today. Connections Peer Support Center would like to petition the city for a handicapped parking space for 544 Islington Street. We would like to designate the space on Cass St heading toward Islington as handicapped so we have a guaranteed spot to park our van there during the day. Also, we have several members with mobility issues that would appreciate a spot next to the center.

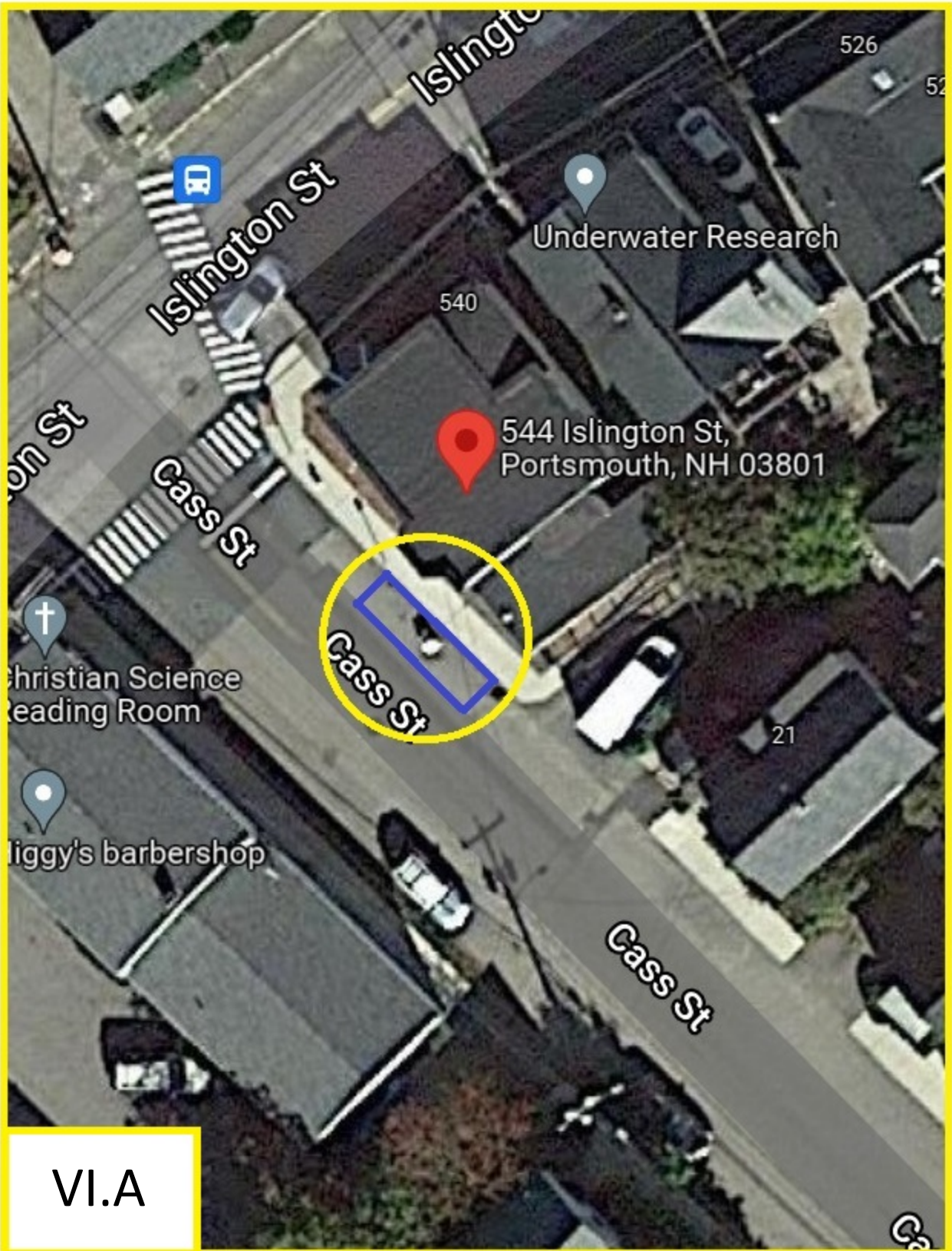


Nina Jensen
CPSC Program Coordinator
544 Islington St
Portsmouth NH 03801
603-427-6966
ConnectionsPeerSupport.org

nina@connectionspeersupport.org

VI.A

Request for ADA Parking Space on Cass at 544 Islington



VI.A

Subject

Crosswalk on State Street

Address

379 State Street, Suite # 2
Portsmouth, New Hampshire. 03801

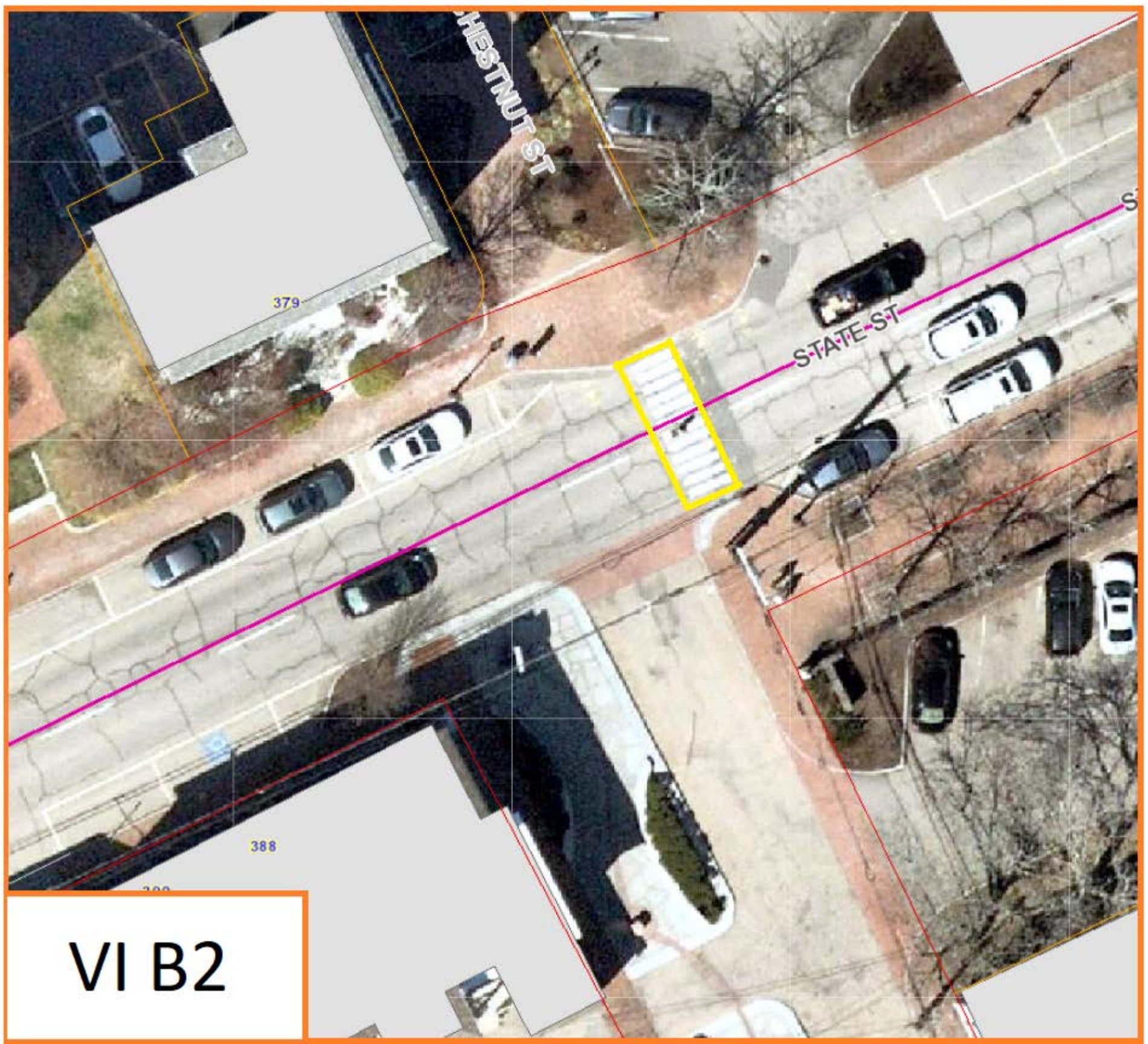
Message

Good morning All,

My name is Bob Lenahan and I am a business owner on State Street here in Portsmouth. I have been at this current location since 2007. I am inquiring about an illuminated cross walk signal for the crosswalk on State Street. The location is from the African burial ground side of the street towards the Music Hall. I have told the Portsmouth Police that the speed limit is broken on a daily basis. The current signage for the crosswalk is an arrow and standard crosswalk sign. This does no one any good. I have been outside and yelled at the drivers (Most looking at cellphones) who speed through the crosswalk with total disregard for anyone who is standing at the crosswalk edge. When we have large snow piles it is very tough to see anyone. I have sent emails to the past 3 administrations in Portsmouth and have never received a response. I have spoken to Public Works, they explained that the signals are costly. A life is costly and so is a lawsuit. When the City had the road dug up and replaced the overhead wires to underground wiring that to me would have been the most opportune time to install signals. I've noticed a few new solar signals on Middle Street. They work great. The City needs something to illuminate and blink to allow pedestrians to cross without fear. Many residents cross from Feaster apartments. Many elderly cross to enjoy the Music Hall. Families with children and strollers wait for just the right time to cross. I believe this is an accident waiting to happen. Please install a crosswalk signal on State Street. I know that State Street is considered part of Route 1A and Route 1. Does the City need permission from NHDOT? Thank you all so very much for your time. Have a nice day! Bob Lenahan

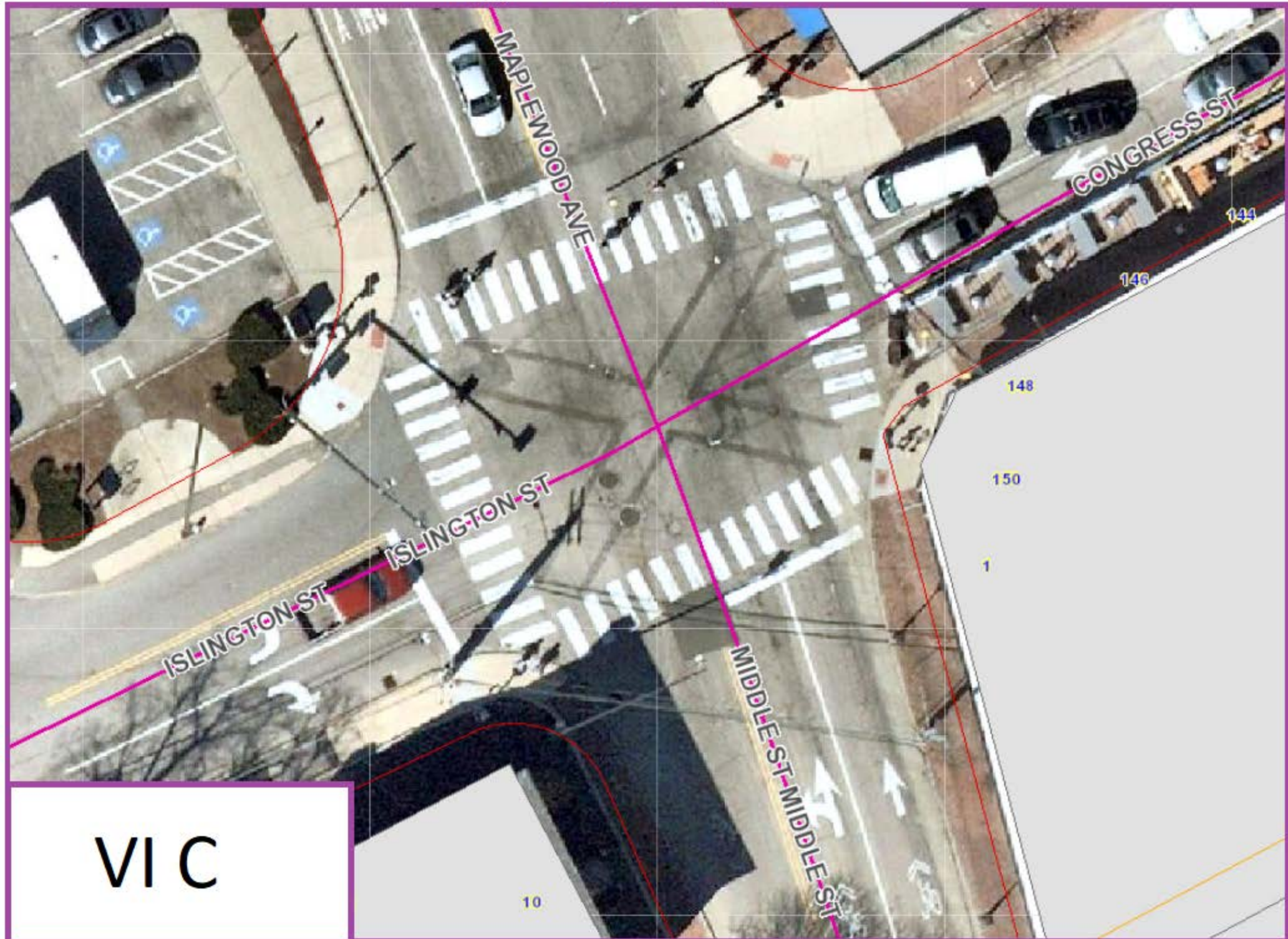
VI.B

State Street at African Burial Ground RRFB



VI B2

Pedestrian Signal Operations at Congress/Maplewood



VIC

Hi Peter,

Thank you for taking my call today. I am requesting that stop signs be installed on McKinley Road at the intersections of Garfield and Harrison. I live at 240 McKinley Road. Often, I observe vehicles traveling at what appears to be speeds exceeding the posted speed limit. This occurs not just during school hours. I believe this would have an immediate impact on traffic calming.

Another observation is the few students (typically not more than four) that walk to school tend to come down the North side of McKinley and Harrison, cross McKinley to use the access path off Garfield. Adding a crosswalk, in addition to stop signs, from Harrison to McKinley would make sense as well.

As discussed also, I would like to be notified when the city council plans to do the neighborhood walkthrough that was discussed at the February 22nd meeting.

Thank you again.

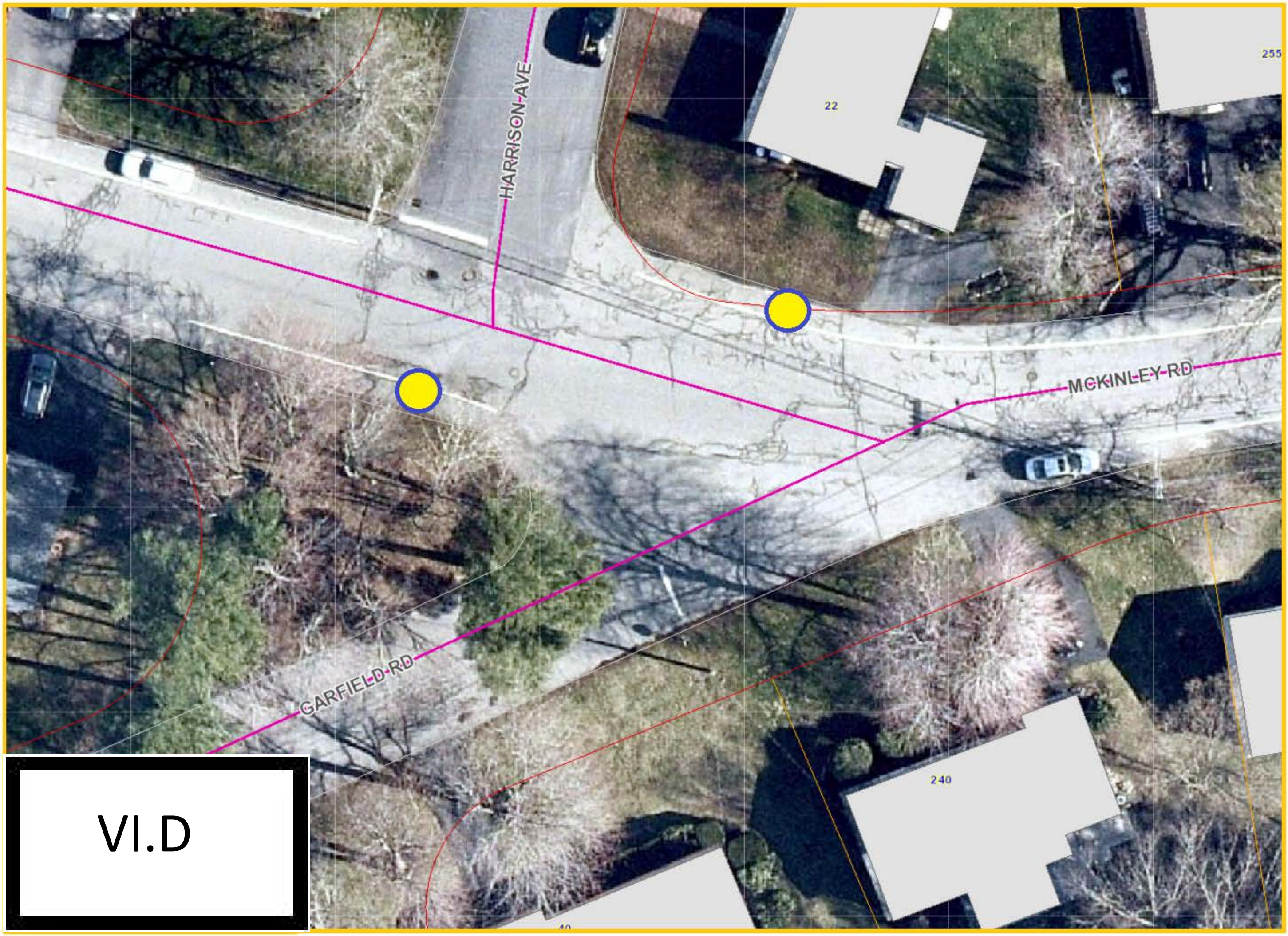
Respectfully,

Robert Smith
240 McKinley Road
603-205-9046
bobsmith@comcast.net

A logo consisting of the letters "VI.D" in a bold, sans-serif font, enclosed within a thick black rectangular border.

VI.D

Garfield & McKinley - Stop Sign Request



VI.D

Peter,

Had a thought to get more and safer parking on Mechanic Street next to 95 Gates.

I sit at my kitchen table eating lunch and watch people agonize over parallel parking along the little green triangle.

Thought it would be an easy quick fix if they city just removed the granite chunks (so people can park deeper) and painted angle parking lines.

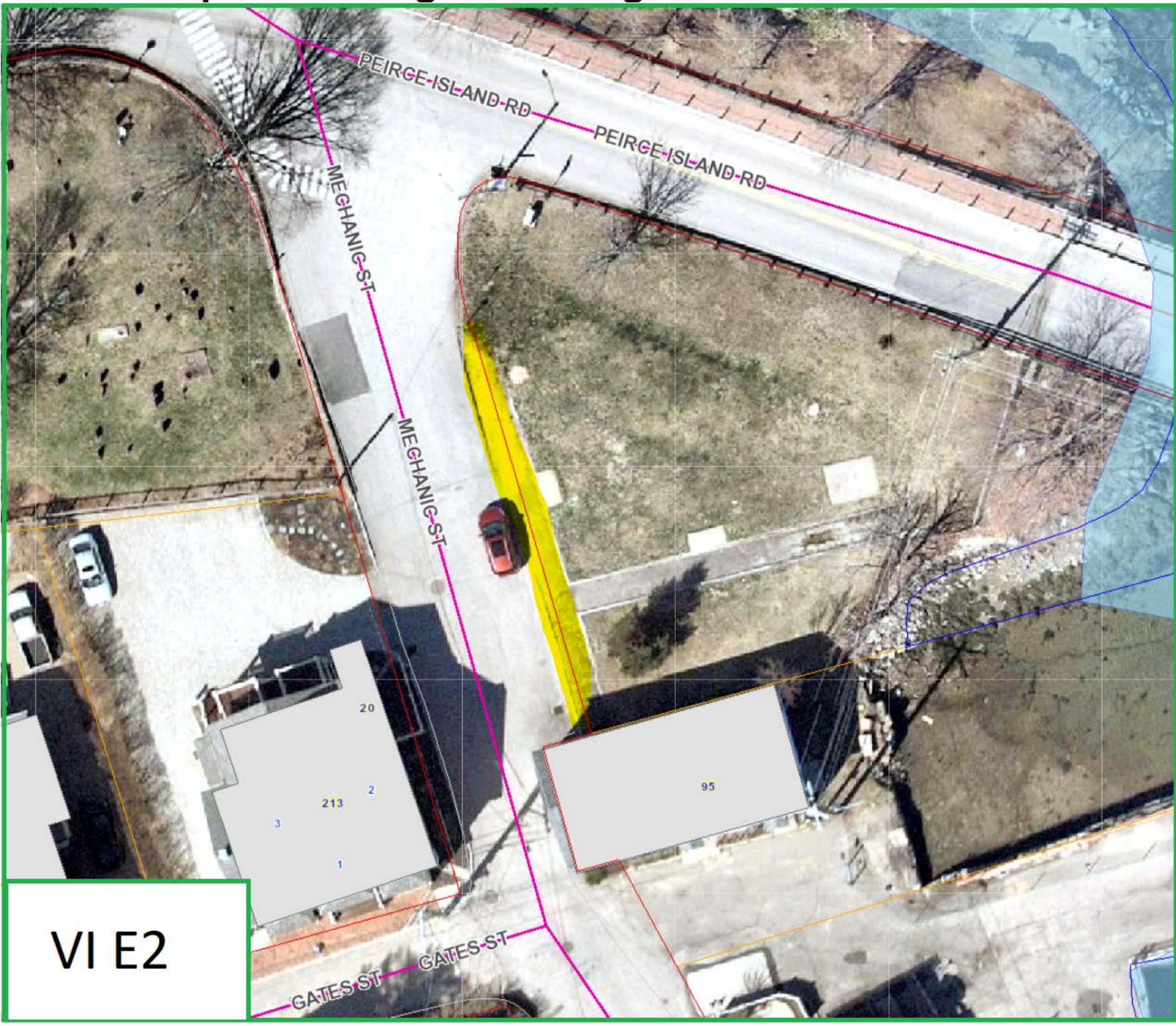
It would gain several spaces and save a lot of hassle.

Pic.

Clay Emery



Request for Angled Parking on Mechanic Street



VI E2

CITY OF PORTSMOUTH

Parking & Transportation Division

Islington Creek Neighborhood Parking Program Pilot
7-Month Statistical Analysis



VII.A

NPP PROGRAM PARTICIPATION

NPP Program Participation

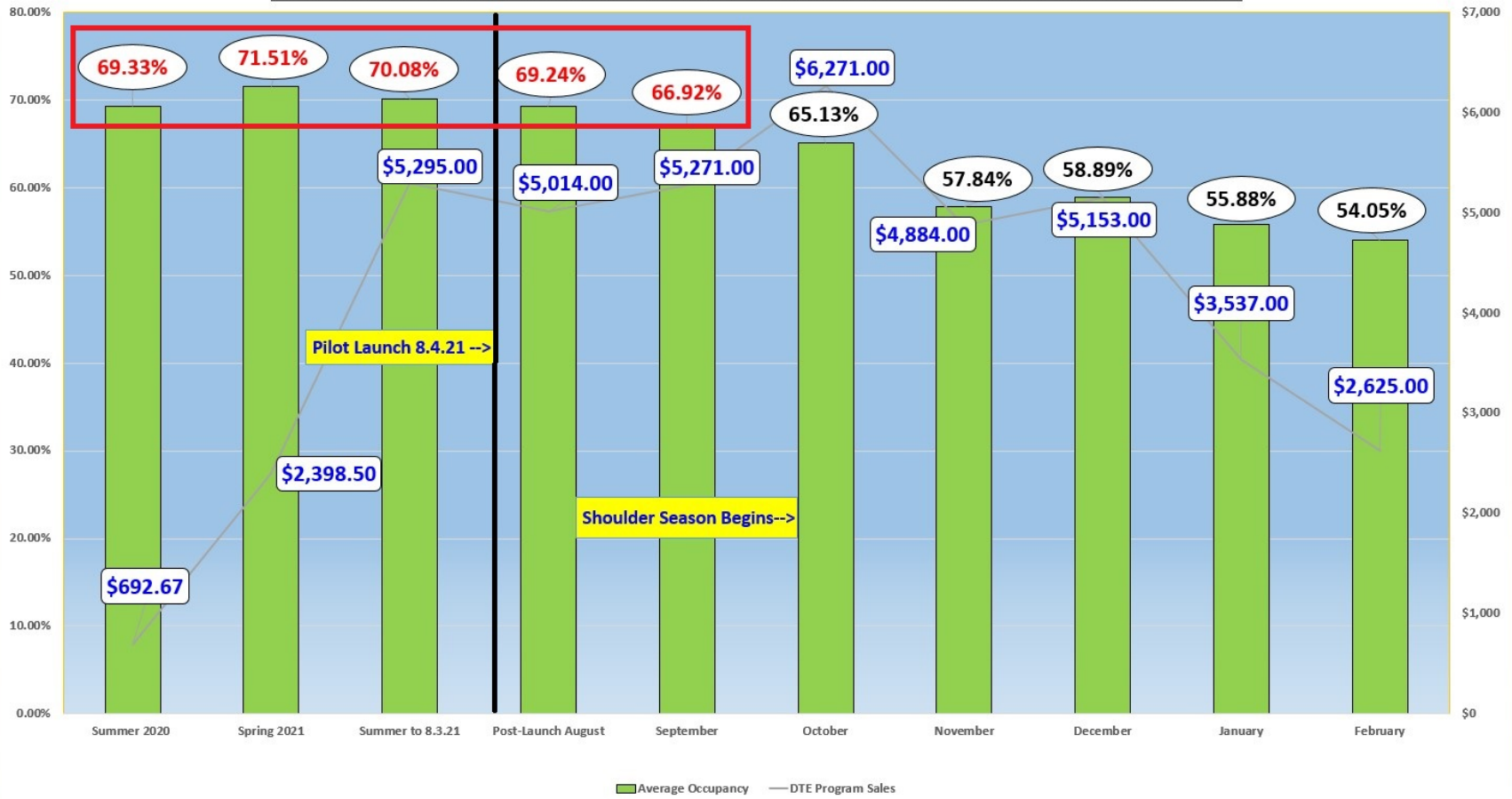
	NPP Passes Issued	Guest Passes Issued	Totals	
NPP Resident	369	218	587	
Non-NPP Resident	53	N/A	53	
Total Issued	422	218	640	Total ALL
		NPP Inventory	251	Total On-Street Spaces
		Passes as % of Inventory	255%	

Synopsis: A total of 422 Regular NPP Passes have been issued through January 31st, including 53 from outside the NPP Neighborhood. An additional 218 Guest Passes are in Circulation, for a total of 640 passes.

This equates to 255% of the total 251-space On-Street Inventory in the Islington Creek Neighborhood.

DTE-320 PROGRAM PARTICIPATION

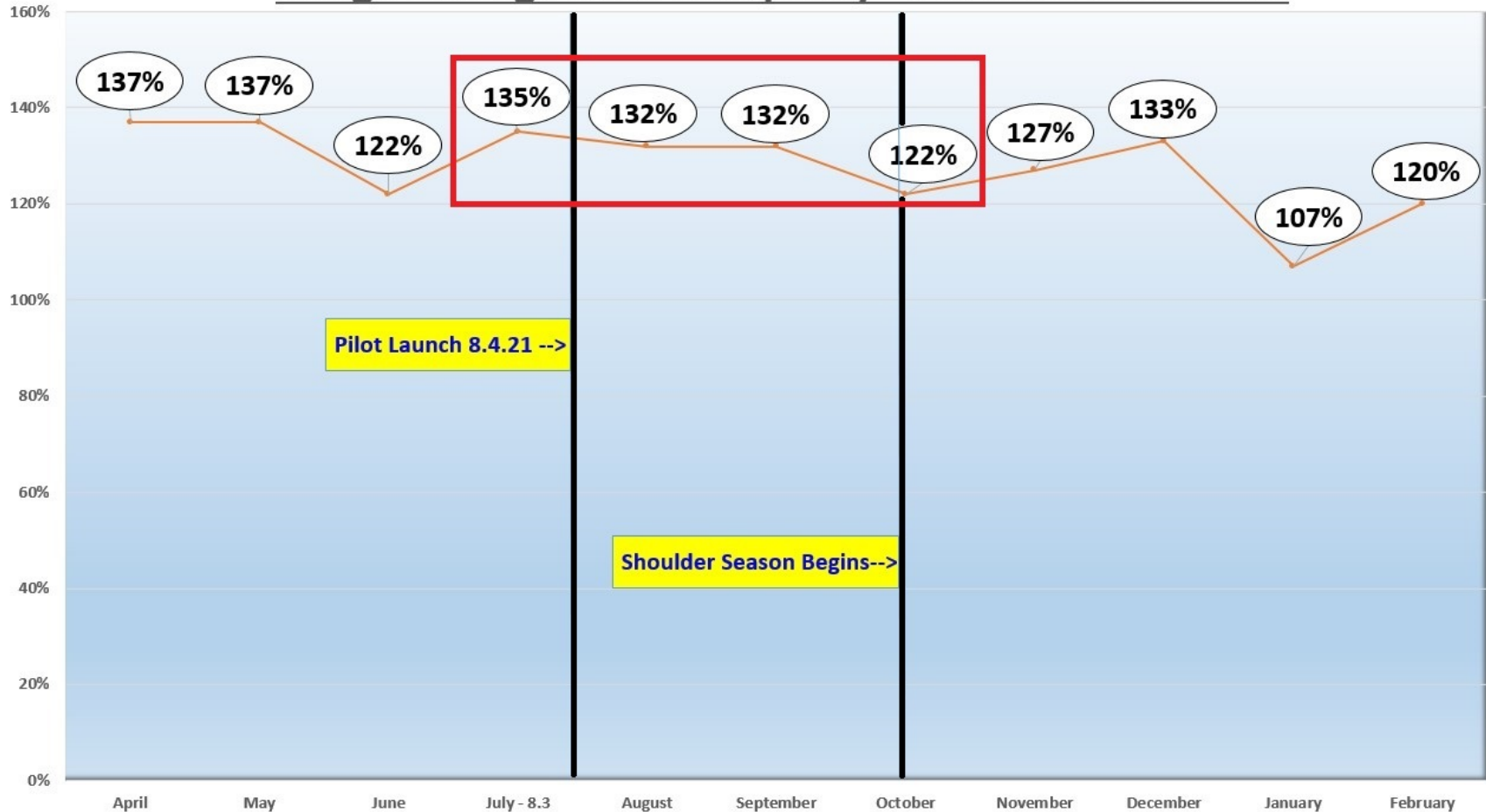
Islington Creek: Average Parking Occupancy and DTE Program Sales



Synopsis: As the Downtown Employee Program participation ramped up in Spring and Summer 2021, it is important to note that average occupancy rates in the months leading up to the Pilot Launch (shown in red) were not reduced as anticipated, nor have they increased with reduced participation in the DTE Program in the winter months.

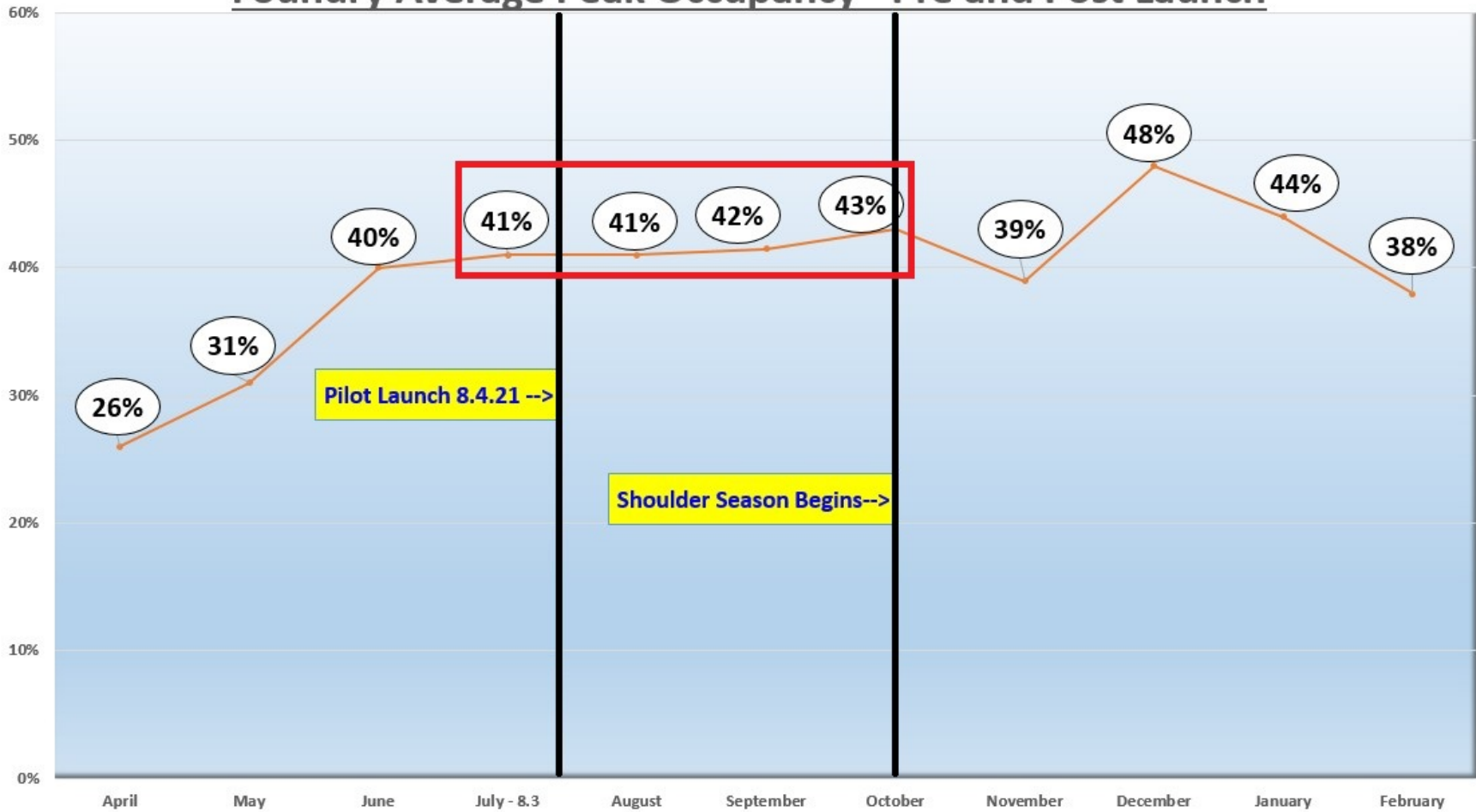
BRIDGE OCCUPANCY

Bridge Average Peak Occupancy - Pre and Post Launch



FOUNDRY OCCUPANCY

Foundry Average Peak Occupancy - Pre and Post Launch



NPP GAINED INVENTORY

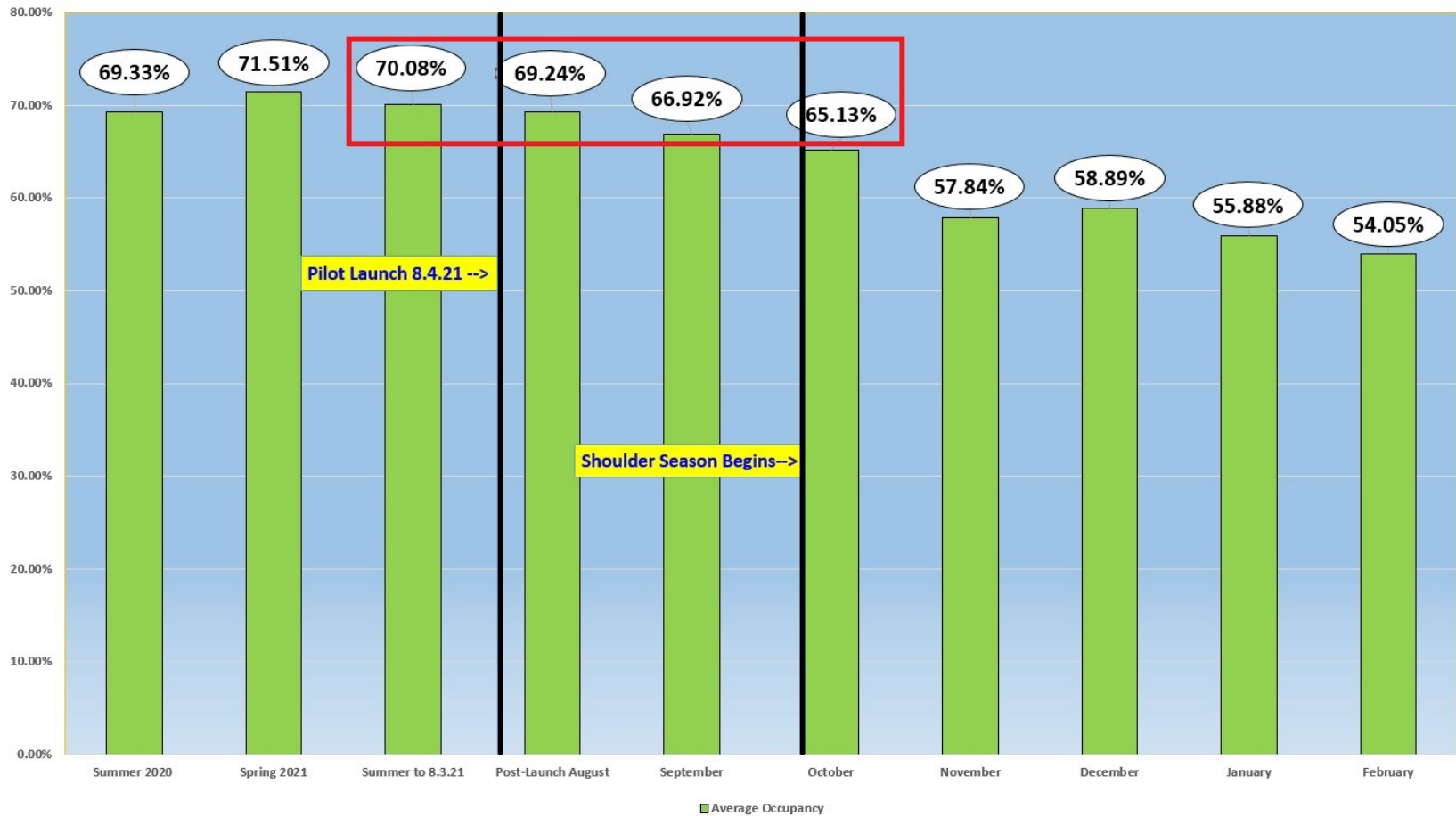
Inventory Usage - Percent Reduction (Spaces Gained Through October 31st)

Date Range	Percent Reduction	Spaces Gained
Post Launch vs Summer 2021	-0.84%	2.11
September Vs. August	-2.32%	5.83
October Vs. September	-1.79%	4.48
Total Results - Summer Season	-4.95%	12.42

Synopsis: The Neighborhood gained 2.11 spaces in August, 5.83 spaces in September, and 4.48 in October.
This equates to a **4.95%** reduction in Inventory Usage, or **12.42** spaces gained prior to the start of the shoulder season.

NPP OCCUPANCY PERCENTAGES

Islington Creek: Average Parking Occupancy (All Time Zones) - Pre and Post Launch



Synopsis: Pre-Launch Occupancy of 70.08% against October Occupancy of 65.13% represents a 4.95% Drop in Overall Demand, equating to 12.42 Total Spaces Gained prior to Onset of Shoulder Season

NPP CITATION STATISTICS

Citation Statistics

	August	September	October	November	December	January	February	Totals
Warnings	36	3	1	1	3	1	0	45
2 hr Citations	133	53	41	65	52	24	29	397
Collections	\$ 1,820.00	\$ 875.00	\$ 490.00	\$ 805.00	\$ 490.00	\$ 35.00	\$ 370.00	\$ 4,885.00

Synopsis: A total of **442 Citations** have been issued: **45 Warnings** and **397 2-Hour Violations**
Total Collections to date: **\$4,885.00**

NPP STATISTICS-SYNOPSIS

NPP PILOT Program Results and Statistics, 7-Month Report

255%	Issuance of Passes to Spaces available
202%	Increase in DTE320 Participation Prior to Launch
4.95%	Total Gained Inventory Percentage Post-Launch (Through 10.31.21)
12.42	Total Spaces Gained Post-Launch (Through 10.31.21)
0%	Increase in Foundry Peak Occupancy Percentage, post PILOT Launch
-3%	Reduction in Bridge Peak Occupancy Percentage, post PILOT Launch
\$ 4,885.00	Total Collections - Citations
\$ 72,321.01	Total Costs of PILOT, Realized Through 2.28.22

The target neighborhood did not see significant impact in terms of reduction in demand until the Shoulder Season began, more than 3 month's into the Pilot

The immediately adjacent alternatives, including Bridge Lot, Foundry Garage, Masonic Lot and surrounding residential neighborhoods have not seen adverse impact in terms of increased demand throughout the life of the Pilot.

NPP COSTS

Costs Associated with NPP Pilot-through 2.28.22 (Seven Months)

Item	Amount	Description
(Start Up) Costs-Materials	\$ 3,176	Signage; U-Channel; Quick-crete; Window Decals
(Start Up) Costs-Labor	\$ 1,573	Two Laborers, posting signage
Total Startup Costs	\$ 4,749	

(Annual Recurring) Uniforms	\$ 268	Rain Coats; Rain Pants
(Annual Recurring) Supplies	\$ 274	Office Supplies; paper, clipboards, etc.
(Annual Recurring) Citation Supplies	\$ 1,336	Software Licenses; Citation Issuance Costs; Appeals Labor
Total Annually Recurring Costs	\$ 1,878	

(Monthly Operating) Administration	\$ 11,045	Paperwork; Database; Labor Hours - Parking Clerk Office Staff
(Monthly Operating) Enforcement	\$ 53,540	9a-8p; 7 days
(Monthly Operating) Mileage	\$ 1,109	Enforcement; Inventory Counts
Total Monthly Operating Costs to Date	\$ 65,694	through the first 6 months

\$ 72,321 Total Costs through 2.28.22

\$ 9,384.83 Operating Costs: Average Month

NPP COSTS – BREAK EVEN ANALYSIS

Annualized Break-Even Cost Analysis

\$ 119,245 1 year estimated costs (current total + 5 months at \$9,384.83 avg/month)

\$ 5,000 Anticipated annual Citation Revenues

\$ 114,245 Net Anticipated Cost - Annualized

640 Total passes in program as of **February 28th, 2022**

\$ 179 Annual break even cost/pass *at current level of participation*

544 Total passes in program *with an estimated 15% reduction in participation*

\$ 210 Annual break even cost/pass at 85% participation

DISCUSSION



Link to NPP Survey Results with Public Comment

<https://www.cityofportsmouth.com/sites/default/files/2022-03/NPP%20Survey%20Comments%20March%2016%2C%202022.pdf>

Good Morning, Mr. Eby, I have a question/concern for you, what is involved to have speed bumps installed in a neighborhood? I live at the entrance on a corner lot in Maple Haven off the Lafayette Rd. entrance onto Suzanne Dr. I live at 37 Suzanne Dr. it's the house on that corner lot. I'm very concerned with the constant traffic of people using our neighborhood as a cut thru to avoid the traffic light at Ocean and Lafayette Rds. Many speed thru so they can beat the light change. This is a residential neighborhood with kids riding bikes or playing basketball, etc and residents of all ages out just walking whether by themselves or walking their dogs, or with their families, etc, and with cars speeding by to save a couple seconds off their time, I worry someone is going to get hurt. I myself walk our dog couple times a day and where I live right on the corner lot at the entrance I see the traffic first hand. I feel installing speed bumps may slow down or deter them from cutting through our neighborhood. There are signs already posted on the telephone poles at both entrances but no one reads them or pays attention to them. I've had a few neighbors in fact mention maybe having signs posted it may help, then I mentioned well there have been signs for quite some time posted. So obviously no one sees them, if even the residents don't know they are there.

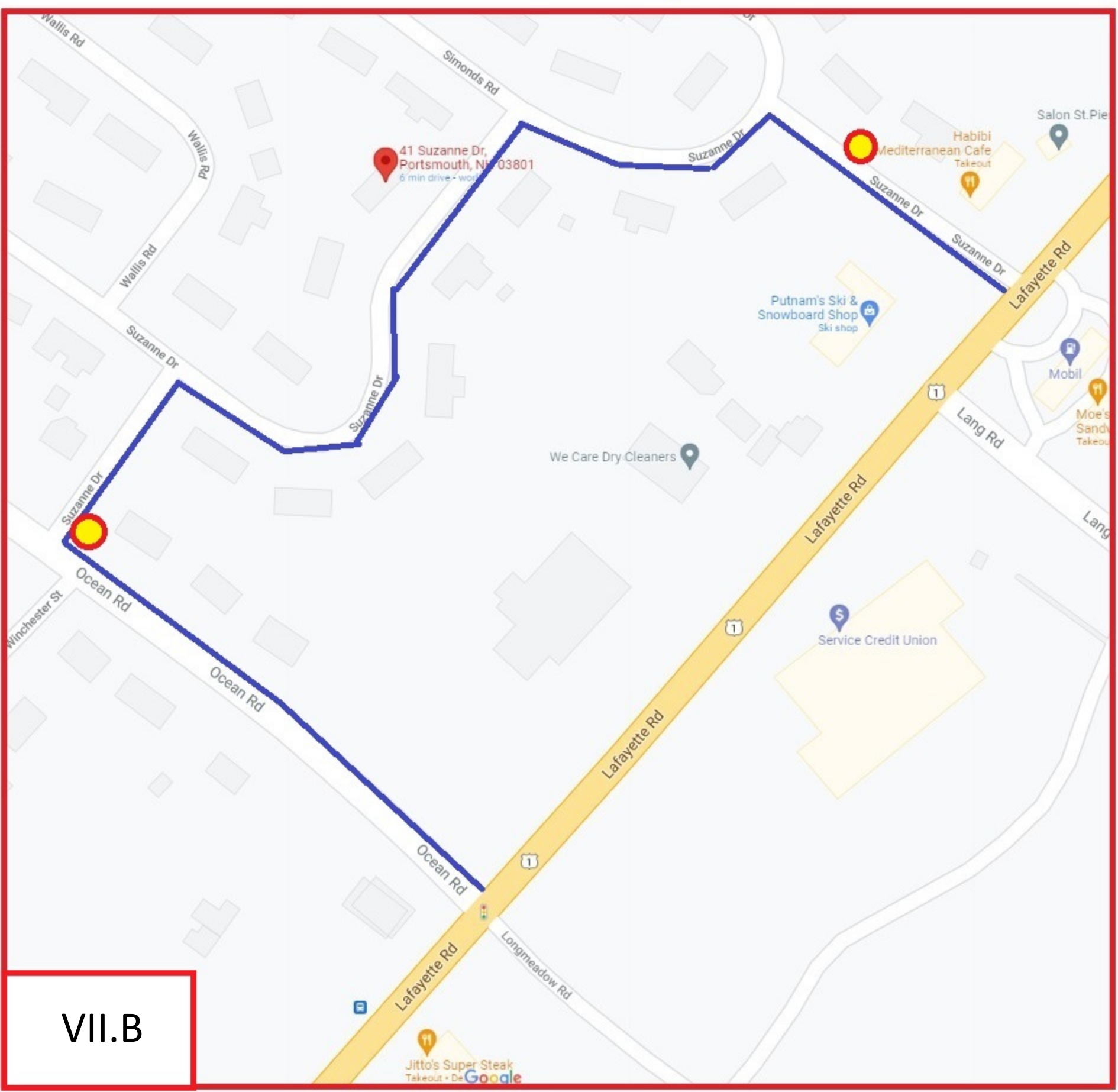
I can't think of any other solution to try and make this corner safe other than speed bumps. Any other suggestions will be appreciated. It's only the section of Suzanne Drive from the one entrance off Lafayette Rd and the other entrance going out onto Ocean Rd that's affected that I can see. (No one would come in from Ocean Rd to cut through to go onto Lafayette Rd. to get into the stalled traffic so they can make a left turn. Its only coming from Lafayette onto Suzanne Dr because that they are avoiding the lights.)

I'm a city employee as well, so you can email me back at this work email. Or you can contact me via my direct phone line at 610-7415.

Thank You,
Debra Gitschier



Suzanne Drive and Lafayette Road

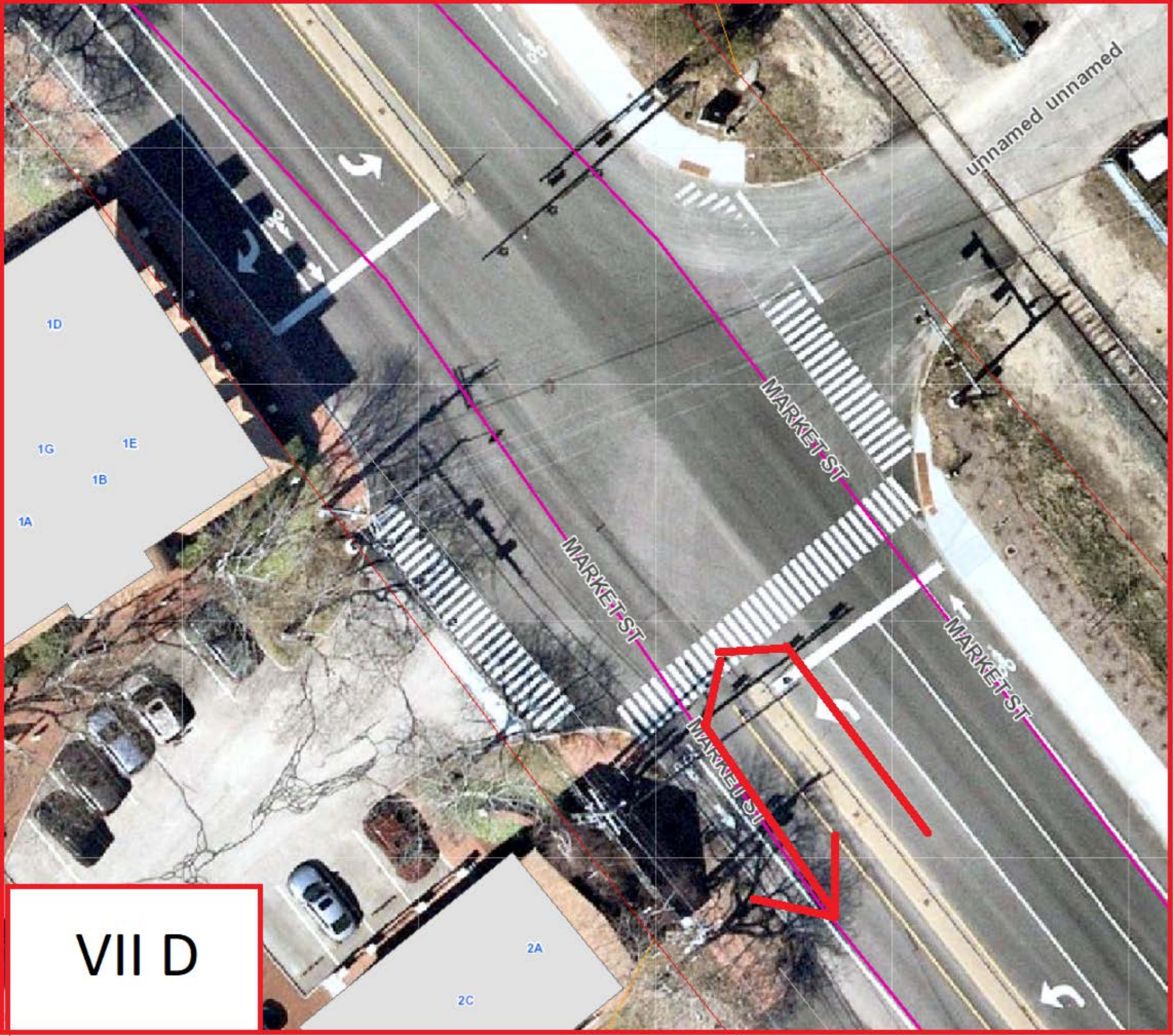


VII.B

273 Austin Street Parking Request



VII C



unnamed unnamed

MARKET ST

MARKET ST

MARKET ST

MARKET ST

101 NEMPA

1D
1G
1E
1B
1A

2A

2C

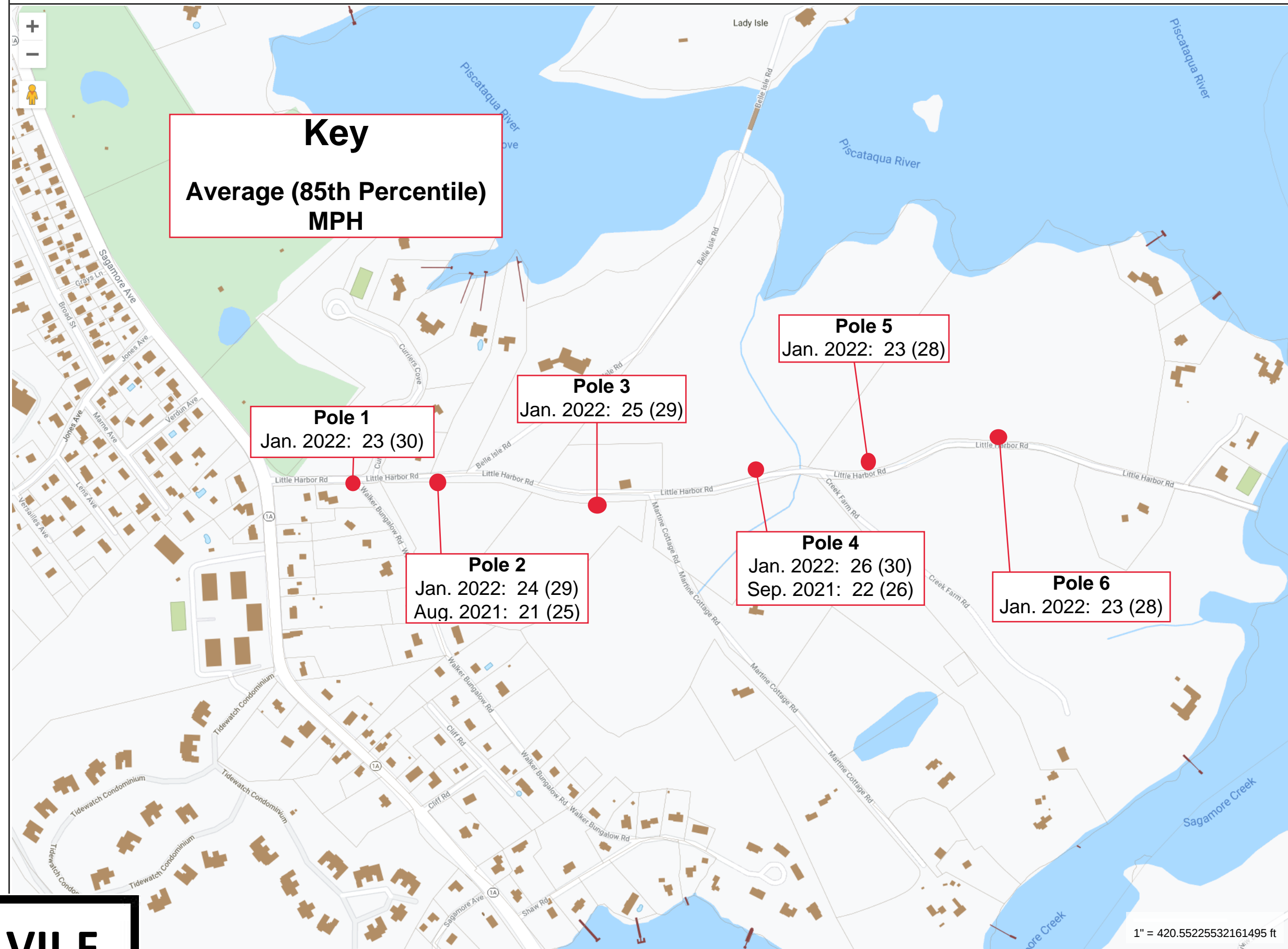
VII D

South and Broad

Proposed RRFB



Little Harbor Road Speed Analysis, January 2022



Key
Average (85th Percentile)
MPH

Pole 5
Jan. 2022: 23 (28)

Pole 3
Jan. 2022: 25 (29)

Pole 1
Jan. 2022: 23 (30)

Pole 2
Jan. 2022: 24 (29)
Aug. 2021: 21 (25)

Pole 4
Jan. 2022: 26 (30)
Sep. 2021: 22 (26)

Pole 6
Jan. 2022: 23 (28)



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 4/1/2019
Data updated 7/17/2019

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

1" = 420.55225532161495 ft

VII.F



CITY OF PORTSMOUTH

PUBLIC WORKS DEPARTMENT

680 Peeverly Hill Road
Portsmouth, NH 03801
603.427.1530 FAX 603.427.1539

March 31, 2022

Re: Conversion of Raynes Avenue and Vaughan Street to a One-Way Traffic Flow Configuration

Dear Abutter,

As construction on the 111 Maplewood Avenue property nears completion, and in anticipation of the redevelopment of the properties at 298 Maplewood Avenue and 31 Raynes Avenue, the City seeks to re-establish and make permanent the one-way traffic flow that was implemented during construction of the AC Hotel in 2019.

The new configuration would create a one-way traffic flow entering from Maplewood Avenue at Vaughan Street and exiting to Maplewood Avenue at Raynes Avenue. Green Street would remain a two-way street. This configuration would create a traffic flow that benefits all businesses, as well as allowing for the addition of two parking spaces at each corner, totaling four new spaces to serve area businesses.

The City has scheduled a Public Input meeting on this topic on Tuesday, April 19 at 6:30 pm at the AC Hotel, in-person and via Zoom and welcomes the input of all stakeholders. For the meeting notice and Zoom registration: <https://www.cityofportsmouth.com/sites/default/files/2022-03/VaughanRaynesMeetingNoticeApril19.pdf>

We look forward to your participation.

Sincerely,

Benjamin Fletcher
Director-Parking Division
City of Portsmouth
Department of Public Works
(603) 766-1456
bmfletcher@cityofportsmouth.com

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Portsmouth NH Speed Limit Review

PTS Sub-Committee

VIII.C

Terminology

Chapter 7 – City Code of Ordinance regarding vehicles, traffic and parking

State Law - RSA 265:60; Basic Rule - Vehicles shall not travel faster than is reasonable and prudent for current conditions. 30 MPH in “business or urban residence” districts.

RSA 265:63 -Limits may be lowered to no less than 25 MPH on the basis of an engineering or traffic investigation.

Posted Limit – Speed limit signs that are actually posted

** Note- Speed limits are not required to be posted*

Actions Taken

Excel Sheet

Contains:

- Every City Street
- Posted Limits
- Chapter 7 Limit
- Compliance with State Statute
- Target Speed

Street Name	In Chapter 7?	Chapter 7 Speed Limit	Posted Speed Limit	Action Needed	Complete Streets Design Classification	Complete Streets Target Speed
HERITAGE AVENUE	No	-	30	Add posted limit to Chapter 7	Industrial/Business Access	35
HIGH ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	City Core Slow Street	20
HIGHLAND ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HIGHLINER AVE	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HILL TD	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	City Core Slow Street	20
HILLCREST DR	Yes	20	20	None	Neighborhood Slow Street	20
HILLSIDE DR	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HODGDON DR	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HOLIDAY DR	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HOLLY LN	Yes	20	20	None	Neighborhood Slow Street	20
HOLMES CT	Yes	20	Not Posted	Change in Chapter 7 OR add accurate speed limit sign to road	Neighborhood Slow Street	20
HOOVER DR	Yes	20	20	None	Neighborhood Connector	30
HORSE LN	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
HOWARD ST	Yes	20	Not Posted	Change in Chapter 7 OR add accurate speed limit sign to road	Neighborhood Slow Street	20
HUMPHREY'S CT	Yes	20	Not Posted	Change in Chapter 7 OR add accurate speed limit sign to road	Neighborhood Slow Street	20
HUNKING ST	Yes	20	Not Posted	Change in Chapter 7 OR add accurate speed limit sign to road	Neighborhood Slow Street	20
INCINERATOR	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
INTERNATIONAL DR	No	-	35	Add posted limit to Chapter 7	Industrial/Business Access	35
ISLINGTON ST	No	-	30	Add posted limit to Chapter 7	Neighborhood Connector, City Core Connector	30, 25
JACKSON HILL ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JEFFERSON ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JENKINS AVE	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JEWELL ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JOAN AVE	Yes	20	Not Posted	Change in Chapter 7 OR add accurate speed limit sign to road	Neighborhood Slow Street	20
JOFFRE ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JOFFRE TERR	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JOGNSON CT	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JONES AVE	Yes	20	20	None	Neighborhood Slow Street	20
JOSEPH ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
JUNKINS AVENUE	No	-	30	Add posted limit to Chapter 7	City Core Connector	25
KANE ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
KEARSARGE WAY	No	-	20	Add posted limit to Chapter 7	Neighborhood Connector	30
KENSINGTON ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
LADD ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	City Core Slow Street	20
LAFAYETTE ROAD	No	-	30	Add posted limit to Chapter 7	Primary Connector, Gateway Corridor	30, 35
LANG ROAD	No	-	30	Add posted limit to Chapter 7	Primary Connector	30
LANGDON ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
LAUREL CT	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20
LAWRENCE ST	No	-	Not Posted	No change directly needed, street defaults to 30 MPH	Neighborhood Slow Street	20

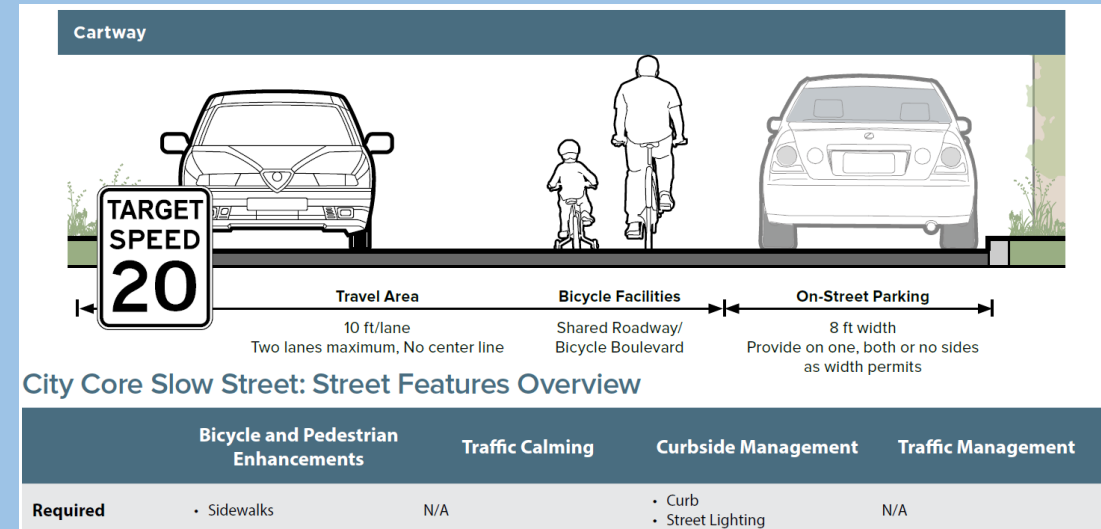
2017 Complete Streets Design Guidelines

Target Speeds per Classification

Not a Legal Rule or Regulation

Subject to evaluation for unique street settings and functions

Neighborhood Slow Street	20 MPH
City Core Slow Street	20 MPH
City Core Connector	25 MPH
Neighborhood Connector	30 MPH
Primary Connector	30 MPH
Gateway Corridor	35 MPH
Industrial/Business Access	35 MPH



We will be reviewing these design target speeds and recommending any changes

Statistics

City Streets that differ from State Statute:	~97
City Streets with discrepancies between Chapter 7 and posted speed limits	~54
City Streets that are not listed in Chapter 7:	~250

Next Steps

Things to Focus on First:

- Reviewing Complete Streets Target Speed Guidelines
- Bringing Speed Limits into Compliance with State Law
- Matching Chapter 7 Limits to Posted Limits

City of Portsmouth Downtown Loading Zone Map



Loading Zone Hours

Parking Hours



Mon-Sat: 6am - 3pm
 Sunday: 6am - Noon

After 3pm
 After Noon



Mon-Sat: 6am - 9am
 Sunday: 6am - Noon

After 9am
 After Noon



Mon-Sat: 6am - 11am
 Sunday: 6am - Noon

After 11am
 After Noon



Mon-Sat: 6am - 7pm, then Taxi Stand
 Sunday: 6am - 7pm, then Taxi Stand

None
 None



24 hour

None

VIII.D

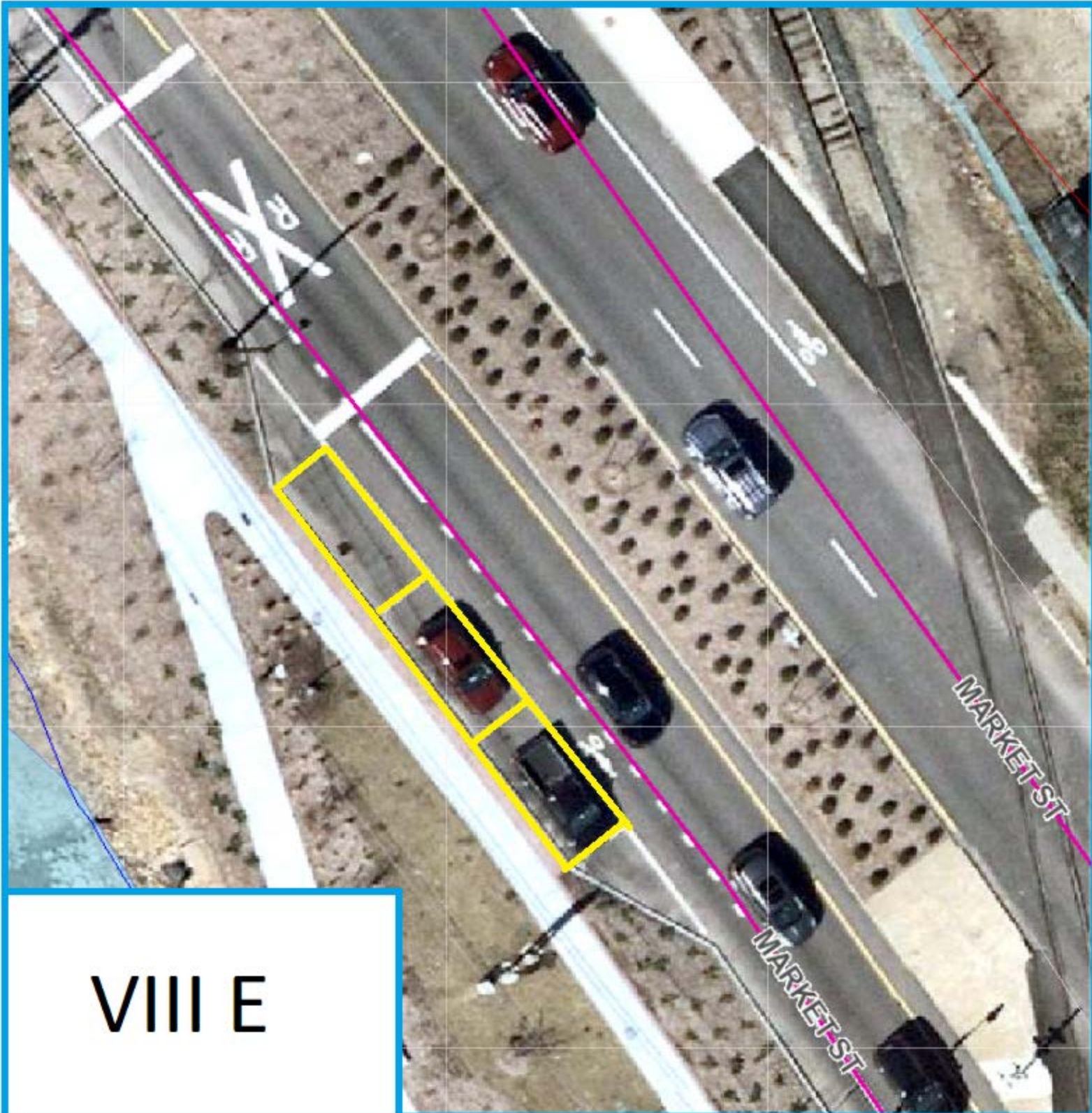
City of Portsmouth Loading Zone Inventory and Recommendations

Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained
Bow Street @Surf	Northerly side beginning 40 feet west from Chapel Street and continuing west for a distance of 70 feet	Mon-Sat 6a-7p; Sunday 6a-noon	FRIDAY, April 9 4:45PM - 7PM, - FRIDAY, April 16 05/04-05/07	COMMERCIAL USE FOR LOADING ZONE TRENDS TO WRAP UP BY 2PM. LITTLE TO NO OUTLIERS UP TO 4PM, WITH 0 COMMERCIAL USEAGE AFTER 4PM	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	3
Brewster Street @ The Kitchen	Easterly side, beginning 40 feet north of the northerly curblineline of Islington Street and running 40 feet in the northerly direction, between the hours of 7AM-3PM	Mon - Friday 7a-3p	n/a	NOT METERED	NO CHANGE RECOMMENDED	N/A
Bridge Street @Islington	Westerly side, beginning 50 feet north from the intersection of Bridge Street and Islington Street for a distance of 40 feet	Mon-Sat 6a-7p	Wed, 4/14, 2:30PM- 7PM & Thurs, 4/15, 1PM-7PM TUES, 4/27- SAT, 5/1 9AM-7PM	NO USE OBSERVED	Delete this unused LZ; convert to Paid Parking all hours/days	2
Congress Street A: @Village Silversmith	Northerly side, beginning 9 feet west from the intersection of Fleet Street and Congress Street running for a distance of 136 feet	Mon-Sat 6a-7p	MON, 4/12, - SAT, 4/17 1PM-6PM. MON, 4/26, 12:45PM- 7PM. TUES, 4/27- SAT, 5/1 9AM-7PM	LIGHT UNLOAD USEAGE UNTIL 4PM. HEAVY MAIL COURIER USAGE. 4/27-5/1 DAILY BETWEEN 9:30AM & 11AM (BALDOR FOODS) FOR APPROX. 30 MINUTES	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	6
Congress Street B: @Kilwins	Southerly side, beginning 130 feet east from the intersection of Fleet Street and Congress Street running for a distance of 49 feet	Mon-Sat 6a-7p	05/04 - 05/08	NO COMMERCIAL USE ON SATURDAY. LIGHT COMMERCIAL USE, DONE @ 2PM.	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	2
Daniel Street @Abo Rugs	Southerly side, beginning 37 feet west from Penhallow Street for a distance of 65 feet	Mon-Sat 6a-7p	4/27 9AM - 7PM 4/28 9AM -1:54PM, 4/28 4:15PM - 7PM 4/29-5/1 9AM - 7PM	light commerical usage until 2PM.	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	3
Deer Street @Jardiniere Flowers	southerly side, west from Market Street a distance of 60 feet	Mon-Sat 6a-7p	4/20 10:15 AM - 7PM 4/21 - 4/24 9AM - 7PM	little to no commerical usage, Mailman arrives between 3PM and 5PM each day	Recommend change to LZ Hours: 6a-9a Monday - Saturday; 12p-8p Sunday	1
Hanover Street A: @ Lure Bar & Kitchen	Northerly side, beginning at a distance of 106 feet from the western most point of the southwesterly curblineline of Market Street for a distance of 45 feet.	Valet Zone	n/a	TOO NARROW TO ADD PARKING	NO CHANGE RECOMMENDED	N/A
Hanover Street B: @Legends	Southerly side, beginning at the westerly curblineline of Fleet Street and running westerly for 90 feet, from 6:00 a.m. to 11:00 a.m	Mon-Sat 6a-11a	6/17/2021-6/19/2021	ALREADY 6A-11A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
Hanover Street C: @ Portwalk Place	All parking spaces on the northerly side between Portwalk Place and Maplewood Avenue from 6AM-9AM	6am-9am Mon-Sat	n/a	ALREADY 6A-9A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
High Street @Finn Wealth	Easterly side, in a southerly direction from Ladd Street a distance of 50 feet	Mon-Sat 6a-7p	4/20 11AM - 7PM, 4/21 - 4/22 9AM - 7PM, 4/23 9AM - 4:30PM	No commerical use	Delete this unused LZ; convert to Paid Parking all hours/days	1
Market Street A: @Cup of Joe	Easterly side, south for a distance of 50 feet, beginning at Commercial Alley	Mon-Sat 6a-7p	4/20 10:45 AM - 7 PM, 4/21 - 4/24 9AM - 7PM	Light commerical usage until 3PM consisting mostly of mail trucks and delivery trucks (FedEx, UPS, etc.)	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	2
Market Street B: @ Gaslight	Easterly side, south for a distance of 40 feet, beginning at Bow Street from 6AM-7PM. In addition, from 7PM- 6AM, Monday- Sunday, this area shall be designated as a taxi stand per Section 7A.408.	Mon-Sat 6a-7p; CONVERTS TO TAXI STAND	5.12.21-5.16.21	Little to no Commercial Usage after 2pm; This LZ doubles as a Taxi Stand; we plan to address Taxi Stands at a later time	NO CHANGE RECOMMENDED	N/A
Market Street C: @ Salt Pile	Westerly side between Russell Street and Deer Street, from Nov. 1st- March 30th, 2AM-12PM Mon-Fri.	Nov. 1st- March 30th, 2AM-5PM Mon-Fri; 2am to 1pm Saturday	Winters: 2018 through 2020	No salt pick ups past 9am weekays; no deliveries Saturday Sunday at all	Recommend SEASONAL change to Paid Parking from Noon - 8pm Monday - Friday; ALL DAY SATURDAY/SUNDAY	14

City of Portsmouth Loading Zone Inventory and Recommendations

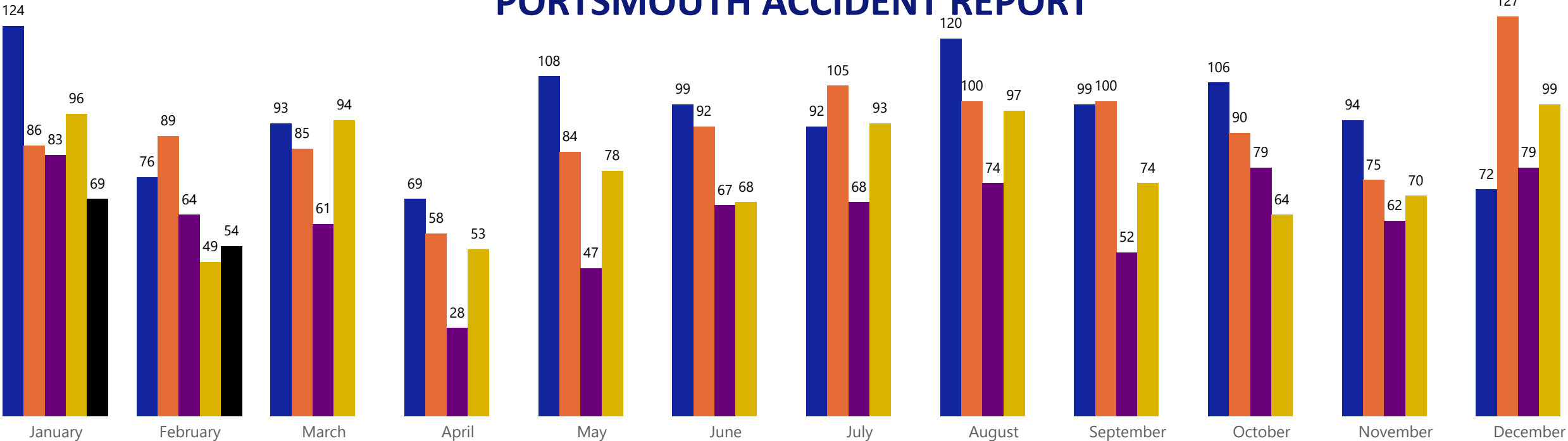
Location	Description	Current Posted LZ Times	Observation Dates	Observations	Recommendation	Spaces Gained
Pearl Street @ Islington	Easterly side from a point 30 feet north of Islington Street to a point 70 feet north of Islington Street	Auto Shop Hours; Mon-Fri 8AM-5PM, no weekends	n/a	NOT METERED	NO CHANGE RECOMMENDED	N/A
Penhallow Street @Moxy	Westerly side, beginning at Commercial Alley and running northerly for a distance of 45 feet	Mon-Sat 6a-7p; Sunday 6a-noon	TUES 05/04 - FRI 05/07	COMMERCIAL USE FINISHED BY 2PM	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	1
Pleasant Street @Portsmouth Feed Co.	Easterly side, beginning 40 feet South from Congress Street for a distance of 40 feet.	Mon-Sat 6a-7p	4/26 1PM - 7PM, 4/27 - 5/1 9AM - 7PM	(loading took place at the following dates and times) 4/26- 05/01. 4/26 2:25PM-3:12PM, 4/27 9:04AM-9:38AM, 10:20AM-10:32AM, 11:06AM- 12:06PM, 4/28 9:05AM-11:14AM, 11:26AM -11:46AM, 11:57AM- 12:28PM, 12:36- 12:45PM, 4:12PM- 5:14PM 4/29 10:27AM- 10:33AM, 11:48AM-12:03PM 4/30 10:55AM-11:37AM	Recommend change to LZ Hours: 6a-9a Monday - Saturday; 12p-8p Sunday	2
State Street A: @ Hammer	Northerly side, beginning 40 feet east from Pleasant Street for a distance of 40 feet. In addition, from 7PM-6AM, Mon-Sun, this area shall be designated as a taxi stand per Section 7A.408.	Mon-Sat 6a-7p; <u>CONVERTS TO TAXI STAND</u>	none	Little to no Commercial Usage after 2pm; This LZ doubles as a Taxi Stand; <u>we plan to address Taxi Stands at a later time</u>	NO CHANGE RECOMMENDED	N/A
State Street B: @ Atkinson	Southerly side, beginning 20 feet west from Atkinson Street for a distance of 57 feet.	Mon-Sat 6a-7p	5.12.21-5.15.21	No Commerical traffic after 3pm	Recommend change to Paid Parking from 3pm - 8pm Monday - Saturday; 12p - 8p Sunday	2
Vaughan Street	Westerly side, beginning at the intersection with Raynes Avenue and running southerly for a distance of 60 feet, from 6AM-9AM	Mon-Sat 6AM-9AM	n/a	ALREADY 6A-9A; PARKING THEREAFTER	NO CHANGE RECOMMENDED	N/A
Ceres Street	Westerly side, beginning 27 feet from Bow Street for a distance of 25 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Ceres Street	Easterly side, beginning 95 feet from Bow Street for a distance of 40 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Chestnut Street	Westerly side, south from Congress Street for a distance of 100 Feet	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Daniel Street	Northerly side, beginning 123 feet east from Bow Street for a distance of 35 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Haven Court	Both sides, entire length	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Maplewood Ave	Easterly side, beginning 35 feet north from the intersection of Congress Street and Maplewood Avenue running for a distance of 70 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Pleasant Street	Westerly side, beginning 21 feet south from the intersection of Pleasant Street and State Street running southerly for a distance of 30 feet.	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
Porter Street	n/a	24/7	n/a	24/7	NO CHANGE RECOMMENDED	N/A
						39

Market Street at Russell - Zone B



VIII E

PORTSMOUTH ACCIDENT REPORT



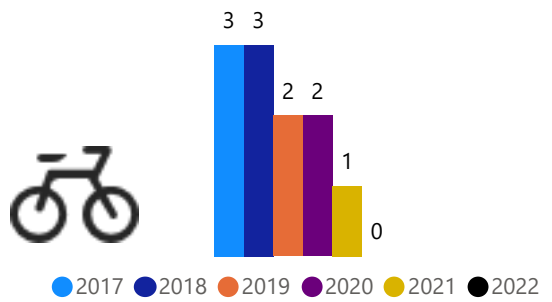
Feb 2022 - 29 reportable crashes | damage valued > \$1,000

● 2018 ● 2019 ● 2020 ● 2021 ● 2022

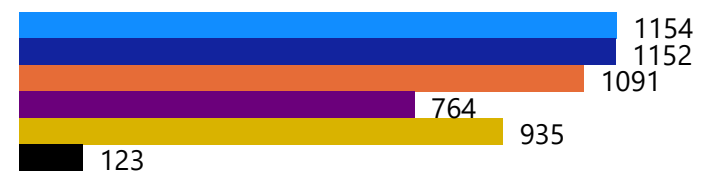
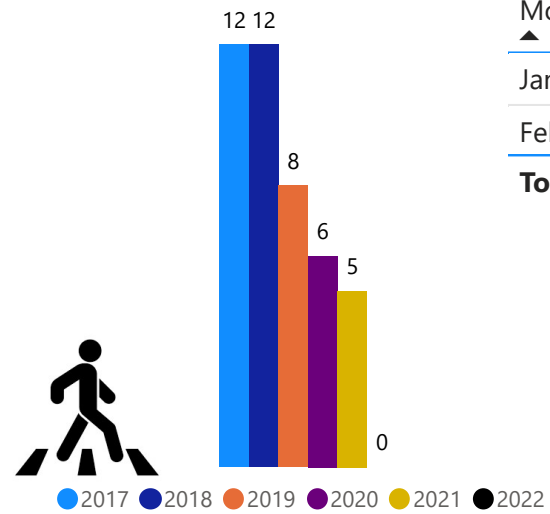
VIII.F

YEARLY TOTALS

Month	2022
January	0
February	0
Total	0



Month	2022
January	0
February	0
Total	0



● 2017 ● 2018 ● 2019 ● 2020 ● 2021 ● 2022

Average Daily Bike Count on Lafayette at South
 7 Day rolling Average January 2021 - Present

