

Projects Better Served by Another Process or Board

Project Title	Project Location	Project Description	Staff Analysis	Helpful Links	CIP Request #	Submitter
Another Board, Committee or Process						
These projects are recommended to be moved to a different City Board, Committee or Process.						
Traffic Calming	Pleasant Street	Traffic Calming/Speed table installation - Traffic calming/ speed table installation needs to be implemented in the section of Pleasant Street from Hancock to Marcy Streets. Multiple residents have made similar requests to slow traffic in this very narrow stretch of Pleasant Street. This is a major traffic route to/from Newcastle, the road has no line markings and traffic travels this stretch faster than posted speed limits particularly in the early morning hours. Commercial vehicles (landscapers, food service, marine traffic) passing in this section nearly impinge upon the sidewalks. Previous requests have implied a resistance by fire and police services to implementing speed bumps or tables; however the increasing predominance of speed bumps throughout other areas of the city would suggest this should not be an impediment.	This project has the potential to be CIP Eligible under the current CIP Project "Traffic Calming" (FY24 CIP Project# TSM-21-PW-77) but should begin with a review from the Parking, Traffic and Safety Committee. Staff recommends interested parties contact Parking, Traffic and Safety Committee with this request.	Contact Parking, Traffic and Safety Committee. Traffic Calming (CIP FY24 Project # TSM-21-PW-77)	12	Mary Cline
Pedestrian Crosswalk Safety	Confluence of Pleasant, Marcy, South Mill and South Street	Pedestrian crosswalk safety - Please install pedestrian crossing signage and lighting at the crosswalks on these intersections. These crosswalks are partially obscured by parked cars (Pleasant Street and Marcy Streets) and or the orientation (Marcy Street) of the streets/ traffic flow (see red marks in photo). Summer tourist traffic exacerbates the safety issues as people unfamiliar with the roads are more focused on travel than on pedestrians. Many residents and canines also cross Marcy and South Street's to visit the green space bounded by Salter Street (see yellow marks in photo). There are no marked crosswalks here whatsoever and traffic approaching these intersections often do not anticipate and/or look for pedestrians.	This project does not meet the qualifications to be a CIP Project and instead should be forwarded to the Parking, Traffic and Safety Committee. Staff recommends interested parties contact the Parking, Traffic and Safety Committee with this request.	Contact Parking, Traffic and Safety Committee.	13	Mary Cline
Little Harbor School Playground	Little Harbour School	The LHS playground is in desperate need of a total overhaul. The structures haven't been updated since the 1990's and many parts are in a state of disrepair. There are shards of exposed metal/rust, exposed concrete, and other malfunctions/safety issues due to the age and state of the playground that need to be addressed as soon as possible. This project is long overdue and the LHS PTA has created a committee to begin addressing this project. We desperately need the support of the city to make this project a reality for the children of LHS and the community that uses this outdoor space.	The School Department validates the need for upgrades to the Little Harbour School playground. Staff appreciates that the location of this play space will likely necessitate careful attention to compliance with local wetlands and state ocean wetlands regulations. This project can be addressed through continued collaboration between the LHS PTA and the School Department.	Contact the Little Harbour PTA	47	Kate Hatem
Sidewalk on Jones Avenue	Jones Avenue	Sidewalk on Jones Ave.	Sidewalk expansion requires a consensus from the entire neighborhood, as well as documentation from the neighborhood. Staff recommends that the	Contact Parking, Traffic and Safety Committee.	74	Donald Stickney

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			interested parties send this request to the Parking, Traffic and Safety Committee to gain neighborhood consensus. This is potentially a future CIP Eligible project.			
Maple Haven Sidewalks - South	Maple Haven Neighborhood - South Side	<p>This CIP request is regarding the improvement/optimization of the existing sidewalks in the South side of the Maple Haven neighborhood and is submitted on behalf of the Maple Haven Neighborhood Association (MHNA). In late 2021/early 2022, the City of Portsmouth was planning a multi-phase project to improve/optimize the sidewalks throughout all of Maple Haven because they've consistently been identified as being in fair or poor condition by the City since the adoption of the 2017 CIP. They were also going to add a sidewalk along Winchester St and crosswalk across Ocean Road to connect the two neighborhoods for safer walkability. However, the project was put on hold due to some questions/concerns raised by residents and the challenges with adding a new sidewalk on Winchester St due to confusion about public ROW locations & easement requirements with the proposed crosswalk design. After 3 public meetings in 2022, the City requested the neighborhood gain consensus on how to move forward with the various proposed improvements, thus the MHNA was formed in conjunction with the Citywide Neighborhood Committee. Based on the issues encountered in 2022, it was decided the best path forward would be to split the proposed improvements into 3 separate CIP requests: 1) Fixing/optimizing existing sidewalks on Maple Haven North 2) Fixing/optimizing existing sidewalks on Maple Haven South (which is this CIP request) 3) Adding crosswalk across Ocean Road to connect the two sides of the neighborhood. Fixing the sidewalks will generally improve the overall safety and walkability within Maple Haven for all residents since the current sidewalks are essentially unusable and people have to walk in the street. Based on door-to-door surveys conducted by residents, more than 50% of the Maple Haven North residents generally support the City's proposal along with 24 residents in Maple Haven South, as long as any tree that gets removed be replaced with appropriate, low root-growing tree that won't damage the new sidewalks in the future. See signatures attached to this request.</p>	A Feasibility Study is needed in order to evaluate if it is possible to proceed with this project. Staff is recommending that the submitter of this project send it to the Parking, Traffic and Safety Committee.	Contact Parking, Traffic and Safety Committee.	94	Charles Raye
Extending Elwyn Sidepath	Elwyn Drive	<p>Extend proposed Elwyn Side Path to Rye Line or Tucker's Cove Neighborhood. Currently Oakwood and Regina Street Neighborhoods are isolated from surrounding neighborhoods and walking paths by Elwyn Drive. Walking on Elwyn Drive is dangerous due to little to no road shoulder, blind corners, and high-speed traffic. The bicycle and pedestrian plan listed the sidepath all the way to the Rye border as high priority. As of the 2019 update this was still listed in the recommendations. As of today, the Elwyn sidepath is slated to go to Harding Road, but an update hasn't been provided in a few years. This</p>	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review, this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	1	Ian Monk

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		proposal is to extend the path past Harding Road to Regina Street or beyond to connect the Oakwood and Regina neighborhoods.	are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").			
Portable Bike Racks	Citywide	Please consider the purchase of many portable bike racks for use at concerts, races, civic and school events. They can be placed in auto parking spaces; the city can advertise there will be hundreds of parking/locking spaces for bikes and accommodate/encourage the cycling public.	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	17	Elizabeth Dinan
Bicycle Access to Maple Haven	Maple Haven	Bicycle access from Maple Haven to currently in construction rail trail. Options discussed have been multi use path on Ocean Road or possible trail construction behind playground. (Additional Note later added). "Maple Haven has the opportunity to be one of the most connected neighborhoods in the City. With the construction of the rail trail we have fantastic off road access downtown. I usually bike with my kids down route one and then Heritage to Banfield to get to the trail. We need better and safer access."	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	42	Sarah Jarvis
Maplewood Downtown Complete Streets	Maplewood Avenue	Please return the "Maplewood Downtown Complete Streets" project that was removed from the CIP last year. This is an overly wide and dangerous street created during "urban renewal" and a prime candidate for narrower/reduced driving lanes, buffered bike lanes, pedestrian islands, and improved pedestrian crossings. Lane reconfiguration/striping could be done at little cost, or a bigger streetscape rebuild would greatly benefit this growing area as a pedestrian space. It is a high priority in the Bike/Ped plan to connect the outer Maplewood bike lanes to the downtown core and make a real network, including a safe route to school for residential neighborhoods to the north. In places parking could remain or even be added if it benefits traffic calming, but proximity to both parking garages makes street parking less essential. Seacoast Area Bicycle Riders, the Transportation and Climate Action Group, and many of the people we speak with would like to request this project for the CIP. (Project submission paraphrased in the consolidation of numerous requests).	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	63, 65, 72	Matthew Glenn, William Lyons, Anne Poubeau

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Middle Street Downtown Project Bicycle/Pedestrian Connectivity	Middle Street Corridor into Downtown	Reinstate Middle Street Downtown project for bike network connectivity and better walking access to and within downtown. This project, TSM-21-PL-53, was dropped from the previous CIP due to "changing priorities", but the Bike-Friendly Community Policy and Complete Streets Policy remain. Both street and sidewalks are due for improvement between Congress and Highland, and it should be a complete streets improvement including bicycles to allow an essential link at the center of the downtown network. Improved bus stops and crossings should be included. This request is a priority of Seacoast Area Bicycle Riders as well as the Transportation and Climate Action Group.	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	66,79	William Lyons, Matthew Glenn
Gosling Road Multi Use Path	Gosling Road	Complete the Multi Use path on Gosling Rd, as recommended in the Bike/Ped plan: Remove travel lane and/or median for two-way cycle track on south side of road from Woodbury Ave to Spaulding Turnpike ramps.	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	69	Anne Poubeau
Woodbury Avenue Multi-Use Path	Woodbury Avenue between Gosling Road and Market Street Extension	Create a multi-use path/protected bike lanes on Woodbury Ave between Market St extension and Gosling Rd to connect the residential (Gosling Meadows, Oriental Gardens) and commercial areas to the rest of the town.	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	70	Anne Poubeau
Wilson to Ocean Road Bike/Ped Work	US Route 1 New Sidepath from Andrew Jarvis to Wilson	This project is described in the CIP as TSM-08-PL/NH-61, but the scope of that state DOT project #29640 is now from Wilson south to Ocean Road. Safe bicycle and pedestrian sidepaths are needed on both segments of this high traffic corridor, but they may need to be separate CIP entries. The portion between Jarvis and Wilson is highlighted in Portsmouth's 2025 Master Plan as a gateway district to benefit from new housing, better transit, walking, and biking. Several new housing projects are now in the works and there is a need to start planning a complete streets project for Route 1 as well. This is a priority of Seacoast Area Bicycle Riders and the Transportation and Climate Action Group.	This request will be reviewed in conjunction with the update to the Bicycle/Pedestrian Plan. Pending the results of that review this may be a future eligible CIP project and could be added to the Plan's project list. The Updated Bicycle/Pedestrian Master Plan seeks to consider current community needs and values in its choices and prioritization of projects. There is a current ongoing CIP project to fund capital projects that are listed in the Bicycle/Pedestrian Plan (FY24 # TSM-15-PL-59 "Bicycle/Pedestrian Plan Implementation").	Bicycle/Pedestrian Plan Implementation (FY24 CIP Project #: TSM-15-PL-59)	80	Matthew Glenn

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Not City Property						
These projects are not on City property nor property controlled by the City and are not recommended to move forward and projects.						
Portsmouth Traffic Circle Modernization	Portsmouth Traffic Circle	Modernize 1950s era single lane Portsmouth rotary to modern, high capacity 2 lane roundabout like the one in Lee at NH 125 and US 4 and in Keene at NH 9 and NH 12. The extra air pollution caused by all the traffic backups is massively and needlessly increasing Portsmouth's carbon footprint. Not a very sustainable practice.	This project is a State Project with the New Hampshire Department of Transportation (NHDOT). This project is the highest priority project being requested to be added to the state's Ten-Year Plan by the Rockingham Planning Commission. This is not an eligible project for the City.	NH DOT's 2025-2034 10-Year Plan Minutes from the Rockingham Planning Commission MPO Technical Advisory Committee 4-27-23 Rockingham Planning Commission Prioritized list of Projects for the 2025-2034 Ten Year Plan	3	James Hewitt
Seawall	South End	<p>Here are a number of issues addressed in this request. 1) Identifying, protecting and making accessible the water public rights of way for public physical and view access. 2) Climate change and the increasing storms with high tides and flooding 3) Protecting sewer and water access to the south end in the area of Sanders Lobster Pound.</p> <p>There are numerous public right of ways to the water throughout the city that have been on historic maps for a century. But to my knowledge the city has not formally nor publicly addressed them. (I have asked for clarification and not received any legal finding). My understanding has been that the roads ending at the water on the map (in our neighborhood that would be I feel strongly that these right's of way are just that, protections for the public to access and enjoy the water and that it is the city's responsibility to address these fairly. We have chosen to live and pay high taxes in Portsmouth for the proximity and access to the water. This access is being threatened by benign neglect, indifference, or fear of repercussions from abutters, encroaching and at times assuming the right of way as their own public property.</p> <p>The most pressing issue/ example of this is the Sanders dumpster blocking the end of the right of way at Partridge, an area that used to be the town boat launch. There is a danger that dumpster placing in public right of ways will become a permanent solution for preventing access and impeding the view for all that live or visit here. There is a danger that the landowner will</p>	This submission does not qualify as a City Capital Project. The City will evaluate if coordination with the private project is feasible for City eligible portions.		43	Susan MacDougall

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		<p>therefore be granted de facto ownership.</p> <p>This site is also subject to major climate change rampage, the erosion of the road at the end of Partridge is seemingly undermining the water and sewer infrastructure there. There is increased flooding at that location. I do not see a CIP to address this. It is not clear to me who owns the land that the sewer and water main drain are located nor if there is a legal agreement with the owners to run that infrastructure under the road . The Sanders have posted this area as private making Partridge and Pray dead ends. I would like Legal clarification and explanation of the City/Sanders arrangement.</p> <p>A sea wall at this location similar to that at the end of Pickering between the South End Yacht Club and Gino’s INCLUDING stairs down to the water, with street markings that say “No Parking Public Access” could be a solution to this problem. (I am not familiar with current climate change recommendations. Possibly this as been addressed? If so I’d like to be informed of that.) At the same time as the upgrade is made to the infrastructure I would like to see a storm drain installed so that the neighborhood can send the sump water into it. The road is very icy in the winter.</p> <p>DES has approved the moving of the boat house owned by Thompson’s at the end of Salter providing they upgrade the retaining wall. Adjacent to this is an identified and marked public right of way. I suggest that should this project go forward the city piggyback on that project and extend the sea wall the extent of the right of way INCLUDING stairs such as those at the end of Pickering. Should the sea wall be extended without stairs I believe you will be preventing free and public access. Those of us without docks or direct water access go over the rocks there to get in to the water. It’s precarious but at least we do not have to cross paths with a dumpster. I will follow the CIP process but hope that this be given serious consideration even if it does not fall into the category of Capital Improvement. I have photographs to accompany this application but do not see a way to attach here. Thank you for your consideration. I look forward to hearing from you. Sincerely, Susan MacDougall 39 Pray St Portsmouth, NH 03801</p>				

Not a Capital Request

These projects do not qualify as Capital Requests

Sherburne School for Senior Housing	Sherburne School	Renovation of this school to become a senior housing facility. It helps the affordable housing issue, while providing a downsize choice for elderly people looking to sell their houses and live in a smaller place. Priority given to Portsmouth residents. Adding a second floor in a structurally sound building also makes sense. The ball fields could remain and enhance the youthful	This type of decision is a Policy Decision that would be made by the City Council. This project submission does not qualify as a CIP Project.	Sherburne School Project Page	2	Donna Garganta
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		activity surrounding this facility. The corner lot would be available for a compatible use. Many trees and benches throughout our city encourages people to connect! I can still dream.....				
Land Acquisition Funding Change	Portsmouth	In the CIP, policy makers should set aside 2% (\$2.7 million in FY24) of the budget annually for the purpose of land conservation and open space protection. We should be prepared to quickly purchase new properties that are contiguous with our existing conservation areas. The one thing that there is no more of is land. Additionally, we should be ready to protect our core downtown open spaces, which today are parking lots, by obtaining voluntary first rights of refusal from current land owners. For instance, an example is the TD Bank lot next to the Old South Church. Wouldn't it be better for the city to put a future pocket park there instead of a 70 foot tall development built curb line to curb line?	Although there is an existing CIP item for Land Acquisition for conservation purposes (CIP FY24 Project #BI-95-PL-21), the creation of a funding level policy/percentage for a capital project is a policy decision of the City Council and, within itself, not a capital request.	Land Acquisition (CIP FY24 Project #BI-95-PL-21)	19	Thaddeus Jankowski