CITY COUNCIL MEETING

MUNICIPAL COMPLEX, EILEEN DONDERO FOLEY COUNCIL CHAMBERS, PORTSMOUTH, NH
DATE: MONDAY, MAY 16, 2022 TIME: 7:00PM

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_eHM-d2z0Rp2yah6laQ7cAg

AGENDA
(Revised 05/13/2022)

I. ***WORK SESSION – THERE IS NO WORK SESSION THIS EVENING***

II. **PUBLIC DIALOGUE SESSION [when applicable – every other regularly scheduled meeting] – N/A**
III. **CALL TO ORDER [7:00 p.m. or thereafter]**
IV. **ROLL CALL**
V. **INVOCATION**
VI. **PLEDGE OF ALLEGIANCE**

PROCLAMATIONS:

1. *NATIONAL PUBLIC WORKS WEEK

VII. **ACCEPTANCE OF MINUTES** *(There are no minutes on for acceptance this evening)*

VIII. **RECOGNITIONS AND VOLUNTEER COMMITTEE REPORTS**

1. *Rochelle Jones, Police Detective

IX. **PUBLIC COMMENT SESSION** ***(This session shall not exceed 45 minutes) – (participation may be in person or via Zoom)***

X. **PUBLIC HEARING AND VOTE ON ORDINANCE AND/OR RESOLUTION**

XI. **CITY MANAGER'S ITEMS WHICH REQUIRE ACTION**

A. CITY MANAGER CONARD

City Manager's Items Which Require Action:

1. Bicycle Pedestrian Path Easement for Property Located at 3548 Lafayette Road

XII. **CONSENT AGENDA**

(Proper Motion for Adoption of Consent Agenda - move to adopt the Consent Agenda)

A. Request from Eli Sokorelis, State Street Saloon to install a Projecting Sign at 43 Pleasant Street ***(Anticipated action - move to approve the aforementioned Projecting Sign License as recommended by the Planning Director, and further, authorize the City Manager to execute the License Agreement for this request)***

Planning Director's Stipulations

- ***The license shall be approved by the Legal Department as to content and form;***
- ***Any removal or relocation of projecting sign, for any reason, shall be done at to the City; and***
- ***Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the projecting sign, for any reason shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works***

B. Request from Samuel Habib, Exotic Vibes to install a Projecting Sign at 226 State Street ***(Anticipated action - move to approve the aforementioned Projecting Sign License as recommended by the Planning Director, and further, authorize the City Manager to execute the License Agreement for this request)***

Planning Director's Stipulations

- ***The license shall be approved by the Legal Department as to content and form;***
- ***Any removal or relocation of projecting sign, for any reason, shall be done at to the City; and***
- ***Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the projecting sign, for any reason shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works***

C. Letter from Todd Germain, Fire Chief, requesting permission to hold the Trans NH Bike Ride-Cycling for Muscular Dystrophy on June 24th – June 26th, 2022 ***(Anticipated action – move to refer to the City Manager with Authority to Act)***

D. Request from Carol Clark, requesting permission to hold the Port City Pickleball Classic on September 30th – October 2, 2022 at the South Mill Pond Pickleball Courts ***(Anticipated action – move to refer to the City Manager with Authority to Act)***

E. Request from Phil von Hemert, Tall Ships, requesting permission to hold the Tall Ships Event on August 11th – August 16, 2022 ***(Anticipated action – move to refer to the City Manager with Authority to Act)***

F. Request from Music Hall Requesting street closure of Chestnut Street for TEDxPortsmouth on May 20, 2022 ***(Anticipated action – move to refer to the City Manager with Authority to Act)***

G. Letter from Linda Conti, Seacoast Jazz Society, requesting permission to hold a street performance in three locations June 25 (12:30-2 pm), July 8 (5:30-7 pm), July 23 (12:30-2 pm), August 6 (12:30-2 pm), and August 20 (12:30-2 pm) ***(Sample motion – move to refer to the City Manager with Authority to Act)***

XIII. PRESENTATIONS AND WRITTEN COMMUNICATIONS

A. Email Correspondence ***(Sample motion – move to accept and place on file)***

B. Letter from Chris Rose, Portsmouth Middle School 8th Grade Science Teacher, regarding Impactful Energy Proposals ***(Sample motion – move to refer to the Sustainable Practices Blue Ribbon Committee for report back)***

C. Letter from Michael Simchik regarding McIntyre ***(Sample motion – move to accept and place on file)***

D. Letter from Hannah Taylor requesting permission to hold Bootcamps in Prescott Park ***(Sample motion – move to refer to the City Manager with Authority to Act)***

E. Presentation regarding Middle Street Bike Lanes

F. Presentation regarding Neighborhood Parking Program

XIV. MAYOR McEACHERN

1. *Demolition Committee
2. Appointments to be Considered:
   - Appointment of Herb Lloyd to the Sustainable Practices Blue Ribbon Committee
   - Reappointment of Margot Doering to the Historic District Commission
   - Reappointment of Reagan Ruedig to the Historic District Commission
   - Reappointment of Jonathan Wyckoff to the Historic District Commission

XV. CITY COUNCIL MEMBERS

A. MAYOR McEACHERN, COUNCILOR TABOR AND COUNCILOR DENTON

1. *City Manager Evaluation Committee – ***(Sample motion – move in accordance with the City Manager's Employment Agreement it is the intent of the City Council to negotiate a new agreement with the City Manager)***

B. COUNCILOR TABOR AND COUNCILOR DENTON

1. *City Manager Contract ***(Sample motion – Authorize the city's labor attorney to negotiate the City Manager's upcoming employment contract, communicating with the City Council as needed, and subject to the Council's performance evaluation and approval)***

C. COUNCILOR TABOR

1. Community Engagement – ***(Move to receive a report back from staff on best practices and new technologies for citizen engagement and schedule Council work session for discussion.)***
   What are new and best ways to achieve our strategic goal to *"Invite and honor input from the community and encourage increased participation"* including public meetings with live polling, flash surveys, study circles, as well as traditional public hearings and citizen comment. ***(See slides in packet)***

D. COUNCILOR BAGLEY

1. *Middle Street Bike Lanes (***Sample motion - Move to approve report recommendations with the council to determine whether sharrows or striped unprotected bike lanes is the preferred alternative)***

2. Parking and Traffic Safety Committee Action Items Needing Approval by City Council:

    1. **Request for renewal of valet parking license agreement on Hanover Street, by The 100 Club: Voted to** approve renewal of valet parking license agreement on Hanover Street for The 100 Club.

    2. **Neighborhood Parking Program: Voted to** refer program data to City Council for consideration.

    3. **By approving the attached meeting minutes, the following temporary traffic regulations will be approved:**

        - **Summit Avenue: Voted to** approve lowering speed limit to 25 MPH.
        - **Raynes Avenue and Vaughan Street: Voted to** approve one-way flow on Vaughan Street and Raynes Avenue, in a counter-clockwise direction, entering from Maplewood Avenue at Vaughan Street and exiting onto Maplewood Avenue at Raynes Avenue.
        - **Middle Road: Voted to** approve lowering speed limit to 25 MPH from Peverly Hill Road to Middle Street, for six-month trial period.
        - **Parrott Avenue: Voted to** approve lowering speed limit to 25 MPH.
        - **Islington Street: Voted to** approve lowering speed limit from Spinney Road to Maplewood Avenue to 25 MPH. **Voted to** approve lowering speed limit from Spinney Road to Greenland Road to 25 MPH for six-month trial period.

3. Parking and Traffic Safety Committee Action Sheet and Minutes of May 5, 2022 ***(Sample motion – move to accept and approve the action sheet and minutes of the May 5, 2022 Parking and Traffic Safety Committee meetings)***

4. *Requesting a report back from the City on the Maple Haven and Panaway Manor sidewalk projects

XVI. APPROVAL OF GRANTS/DONATIONS

(There are no Grants/Donations on for approval this evening)

XVII. CITY MANAGER'S INFORMATIONAL ITEMS

1. Demolition Review Committee Update
2. PFAS Sampling at New Athletic Fields – Update on Results
3. Inspection Department Office Hours
4. Consultant Findings and Recommendations for Middle Street Bike Lanes

XVIII. MISCELLANEOUS BUSINESS INCLUDING BUSINESS REMAINING UNFINISHED AT PREVIOUS MEETING

XIX. ADJOURNMENT [at 10:30 p.m. or earlier]

**Indicates verbal report*

KELLI L. BARNABY, MMC/CNHMC
CITY CLERK

CITY OF PORTSMOUTH

City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801
kconard@cityofportsmouth.com
(603) 610-7201

Karen S. Conard
City Manager

Date: May 12, 2022

To: Honorable McEachern and City Council Members

From: Karen S. Conard, City Manager KSC

Re: City Manager's Comments on City Council Agenda of May 16, 2022

XI. City Manager's Items which Require Action:

1. **Bicycle Pedestrian Path Easement for Property Located at 3548 Lafayette Road:**

   At its regularly scheduled meeting on Thursday, February 17, 2022, the Planning Board voted to grant site plan approval for a new 75 unit residential development located at 3548 Lafayette Road, the site of the former Wren's Nest. This property is owned by Monarch Village, LLC. As a part of the Planning Board vote, the Planning Board recommended the City accept (1) a Bicycle Pedestrian Path Easement along U.S. Route 1/Lafayette Road (attached as Exhibit A), and (2) an Access Easement for Water Services (attached as Exhibit B). The Bicycle Pedestrian Path easement is a part of the broader effort by the City to extend a bicycle pedestrian path along the extent of Route 1/Lafayette Road as properties are developed. The Water Services Access Easement provides the City access to water infrastructure to be constructed by Monarch Village, LLC on the property.

   The location of the proposed Bicycle Pedestrian Path Easement is reflected on the attached drawing (attached as Exhibit C).

   The Planning and Legal Departments recommend the form of the attached easements.

   I recommend that the City Council authorize the City Manager to accept a Bicycle Pedestrian Easement and a Water Services Access Easement from Monarch Village, LLC in substantially similar form to the attached easements.

XII. Consent Agenda:

A. **Projecting Sign License – 43 Pleasant Street:**

Permission is being sought to install a projecting sign at 43 Pleasant Street that extends over the public right of way, as follows:

Sign dimensions: 36” x 36”
Sign area: 9 sq. ft.

The proposed sign complies with zoning requirements. If a license is granted by the City Council, no other municipal approvals are needed. *Therefore, I recommend approval of a revocable municipal license, subject to the following conditions:*

1) *The license shall be approved by the Legal Department as to content and form;*
2) *Any removal or relocation of the sign, for any reason, shall be done at no cost to the City; and*
3) *Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the signs, for any reason, shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works.*

B. **Projecting Sign License – 226 State Street:**

Permission is being sought to install a projecting sign at 226 State Street that extends over the public right of way, as follows:

Sign dimensions: 32” x 32”
Sign area: 7.1 sq. ft.

The proposed sign complies with zoning requirements. If a license is granted by the City Council, no other municipal approvals are needed. *Therefore, I recommend approval of a revocable municipal license, subject to the following conditions:*

1) *The license shall be approved by the Legal Department as to content and form;*
2) *Any removal or relocation of the sign, for any reason, shall be done at no cost to the City; and*
3) *Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the signs, for any reason, shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works.*

XIII. Presentations and Consideration of Written Communications and Petitions:

A. **Presentation Regarding Middle Street Bike Lanes:**

The City's consultant on the Middle Street bike lanes, Deb Finnigan of WSP, will be presenting this evening on the Middle Street bike lanes.

B. **Presentation Regarding Neighborhood Pilot Parking Program:**

Benjamin Fletcher, the City's Parking Director, will provide an update on the Neighborhood Pilot Parking Program, including statistical and cost analysis.

XVII. City Manager's Informational Items:

1. **Demolition Review Committee Update:**

Attached please find an update from the Legal Department regarding the status of the Demolition Committee.

2. **PFAS Sampling at New Athletic Fields – Update on Results:**

A memorandum is attached providing an update on PFAS sampling at the new Athletic Turf Field.

3. **Inspection Department Office Hours:**

The Inspection Department will begin office hours for members of the public effective Monday, May 16th as follows:

- Mondays 8:00 a.m. to 10:00 a.m. and 5:00 p.m. to 6:00 p.m.
- Tuesdays thru Fridays 8:00 a.m. to 10:00 a.m.

An appointment is not necessary to visit the Department during that time.

4. **Consultant Findings and Recommendations for Middle Street Bike Lanes:**

For your information, please find attached a memorandum outlining the Consultant's findings on the Middle Street bike lanes and recommendations for next steps.

Return To:
Legal Department
City Hall
1 Junkins Ave.
Portsmouth, NH 03801

BICYCLE AND PEDESTRIAN PATH EASEMENT DEED

MONARCH VILLAGE, LLC, a New Hampshire limited liability company with an address of 185 Sandown Road, Danville, New Hampshire 03891, hereinafter "Grantor," for consideration paid, grants to the CITY OF PORTSMOUTH, a municipal body politic, having a mailing address of 1 Junkins Avenue, Portsmouth, New Hampshire 03801, hereinafter, "Grantee," with QUITCLAIM COVENANTS, the following easements with respect to Grantor's real property situate on the easterly side of Lafayette Road (U.S. Route 1) in the City of Portsmouth, Rockingham County, State of New Hampshire:

1. **Permanent Easement Area**: A permanent easement for the purpose of a installing and maintaining a public bicycle and pedestrian path over the land of Grantor identified as "Existing 12' Reserve Strip to be Dedicated as a Bike and Pedestrian Path Easement for the Benefit of the City of Portsmouth and a Highway Easement for the Benefit of NHDOT" on a plan entitled "Exhibit A - Easement Plan" dated March 22, 2022, by Altus Engineering, Inc. (hereinafter, the "Plan"). The Plan to be recorded herewith. Said Permanent Easement Area is more particularly described as follows:

   Beginning at a point on the easterly side of Lafayette Road at an iron rod found and running N 68° 55' 23" W a distance of 12.46'; thence turning and running N 36° 41' 49" E a distance of 164.47 feet to a point; thence turning and running S 55° 25' 02" E a distance of 12.01 feet; then turning and running S 36° 41' 49" W a distance of 161.55 feet to the point of beginning.

General Provisions Applicable to all Bicycle and Pedestrian Path Easements:

2. **Purpose and Rights:** The Grantee shall have a permanent easement and right of way in, under, across and over the Permanent Easement Area for the purpose of maintaining and regulating the use of a public bicycle and pedestrian path to be constructed at Grantors expense. The Grantee shall have the right to remove trees, bushes, undergrowth and other obstructions interfering with the activities authorized herein and to take such other actions as may be necessary, useful or convenient for the exercise of the easement rights

herein granted; provided that any disturbed areas within the Easement Area due to Grantee's maintenance activities shall be restored to a condition substantially similar to the condition to that existing immediately prior to the City's maintenance activities. Said easement being conveyed together with and subject to that certain Highway Easement Deed from Grantor to the State of New Hampshire, Department of Transportation of near or even date hereof for the purpose of future highway widening within the Permanent Easement Area.

3. **Use of the Bicycle and Pedestrian Path:** The Grantee shall have the right to access and use the entire easement area without interference from or by the Grantor. The Grantee reserves the exclusive right to exclude such uses from the easement area as Grantee deems at its sole discretion interfere with the public benefit or safe use of the easement area. The Grantee shall not interfere with the use of any existing permitted driveways and access ways during or after construction of the Bicycle and Pedestrian Path, except as necessary for public safety or otherwise permitted by law.

4. **Common Plan and Relationship to Right of Way:** The intent of the parties is to accommodate a unified Bicycle and Pedestrian Path spanning Lafayette Road/Route 1 in the City of Portsmouth. Each party agrees to take such steps as needed to effectuate said intent. The failure to complete the entire Path shall not affect any rights or duties herein granted.

5. **Grantor's Retained Rights:** Excepting such rights as conferred in this document, the Grantor retains all other rights incident to ownership of the Easement Area insofar as the exercise thereof does not endanger or interfere with the purpose of this instrument.

6. **Easement to Run with Land:** All rights and privileges, obligations and liabilities created by this instrument shall inure to the benefit of, and be binding upon, the heirs, devises, administrators, executor, successors and assignees of the Grantee and of the Grantor, the parties hereto and all subsequent owners of the Premises and shall run with the land.

7. **Compliance with NH RSA 508:14**: It is the intent of the parties to create a "trail for public recreation use," within the meaning provided in NH RSA 508:14, and accordingly provide the limited liability conferred by the statute.

MEANING AND INTENDING to convey an easement over a portion of the premises conveyed to the within Grantor by deed of Naveesha Hospitality, LLC, recorded March 24, 2022 in Book 6393, Page 1311 of the Rockingham County Registry of Deeds.

This is an exempt transfer per RSA 78-B:2(I).

DATED this _____ day of _____, 2022.

MONARCH VILLAGE, LLC

By:_____
Name:
Title:

STATE OF NEW HAMPSHIRE
COUNTY OF_____

Personally appeared the above-named _____, in his capacity of _____ of Monarch Village, LLC and acknowledged the foregoing instrument to be his free act and deed executed for the purposes contained therein.

_____
Notary Public/Justice of the Peace
My commission expires: _____

ACCESS EASEMENT FOR WATER SERVICES

KNOW ALL PERSONS BY THESE PRESENTS, that MONARCH VILLAGE, LLC, a New Hampshire limited liability company with an address of 185 Sandown Road, Danville, New Hampshire 03891 ("Grantor"), for consideration received, grants to the CITY OF PORTSMOUTH, a municipal body politic having a mailing address of 1 Junkins Avenue, Portsmouth, County of Rockingham and State of New Hampshire 03801 ("Grantee"), with QUITCLAIM COVENANTS an easement over, below, along, and across Grantor's real property situate on the easterly side of Lafayette Road (U.S. Route 1) in the City of Portsmouth, State of New Hampshire, further identified as 3548 Lafayette Road, Portsmouth, Rockingham County, New Hampshire, City of Portsmouth Tax Assessor's Map No. 297, Lot 6.

Meaning and intending to convey an easement over the premises conveyed to the within Grantor by deed of Naveesha Hospitality, LLC, recorded March 24, 2022 in Book 6393, Page 1311 of the Rockingham County Registry of Deeds.

Purpose and Rights: The Grantee shall have a perpetual, permanent uninterrupted and unobstructed nonexclusive easement for the purpose of enabling the City of Portsmouth to access private water infrastructure including mains, water shutoffs, and valves for the limited purpose of leak detection and similar infrastructure inspection services and for access to valves for purposes of turning on and shutting off municipal water service. Grantee shall have no responsibility for installation, maintenance, operation, or replacement of the water infrastructure.

Retained Rights: Grantor retains the right to freely use and enjoy its interest in the easement area insofar as the exercise thereof does not interfere with the purpose of this instrument.

Easement To Run With Land: All rights and privileges, obligations and liabilities created by this instrument shall inure to the benefit of, and be binding upon, the heirs, devises, administrators, executor, successors and assignees of the Grantee and of the Grantor, the parties hereto and all subsequent owners of the Premises and shall run with the land and be binding upon, any and all successors and assignees of the Grantee.

This is an exempt transfer per R.S.A. 78-B:2(I).

IN WITNESS WHEREOF, the parties have executed this document on the _____day of _____, 2022

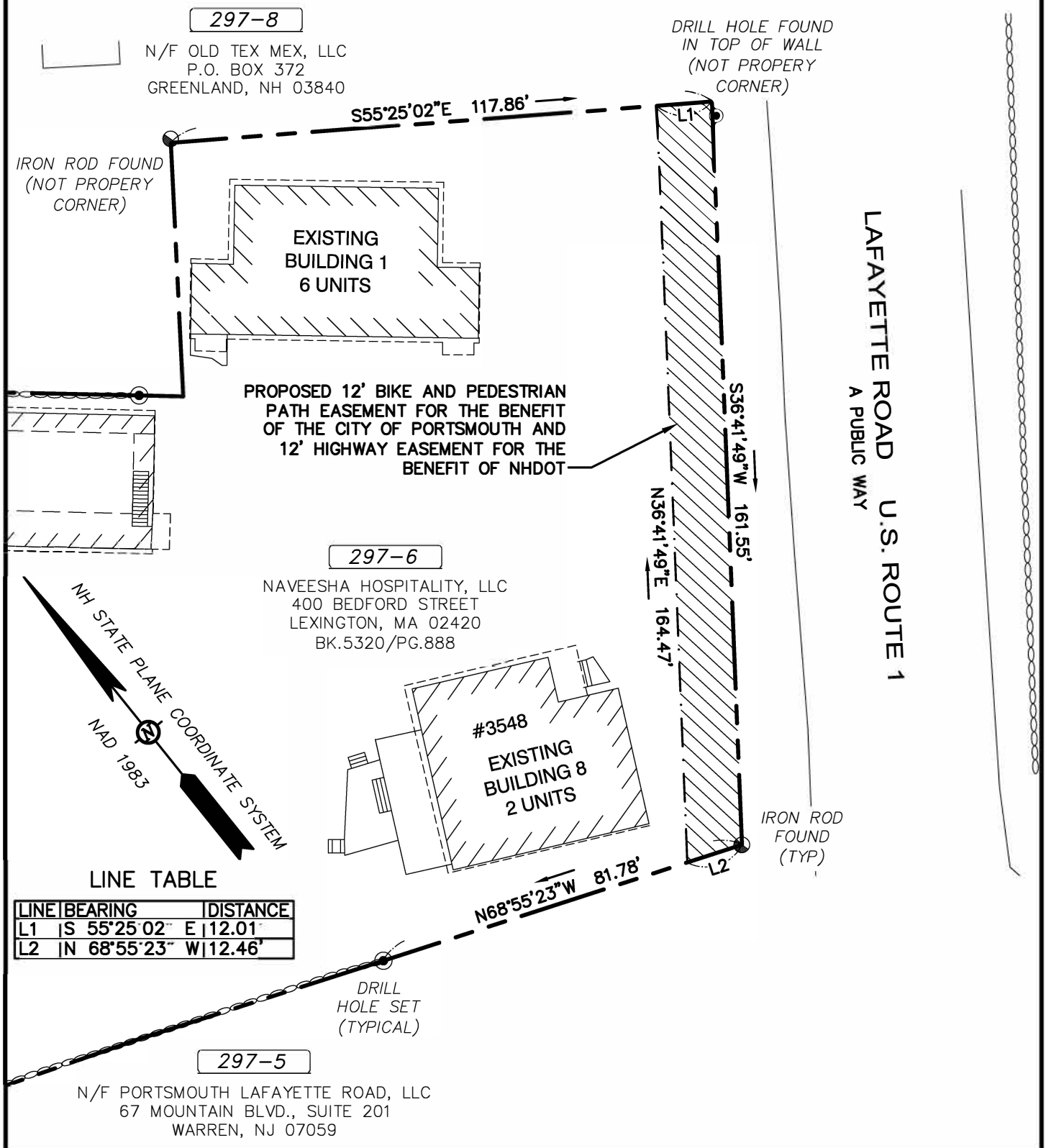
MONARCH VILLAGE, LLC

Witness:_____ By:_____
Name:
Title:

STATE OF NEW HAMPSHIRE
COUNTY OF_____

Personally appeared the above-named _____, in his capacity of _____ of Monarch Village, LLC and acknowledged the foregoing instrument to be his free act and deed executed for the purposes contained therein.

_____
Notary Public/Justice of the Peace
My commission expires: _____



LINE TABLE

LINE	BEARING	DISTANCE
L1	S 55°25'02" E	12.01'
L2	N 68°55'23" W	12.46'

ALTUS
ENGINEERING, INC.
133 Court Street
Portsmouth, NH 03801
(603) 433-2 335
www.altus-eng.com
P5161

PROJECT
3548 LAFAYETTE ROAD
PORTSMOUTH, NH 03801

TITLE
EXHIBIT A - EASEMENT PLAN

SCALE
8.5"x11": 1" = 30'

SHEET NUMBER
1 of 1

DATE
MARCH 22, 2022

M E M O R A N D U M

TO: Karen Conard, City Manager

FROM: Beverly Mesa-Zendt, Planning Director

DATE: May 2, 2022

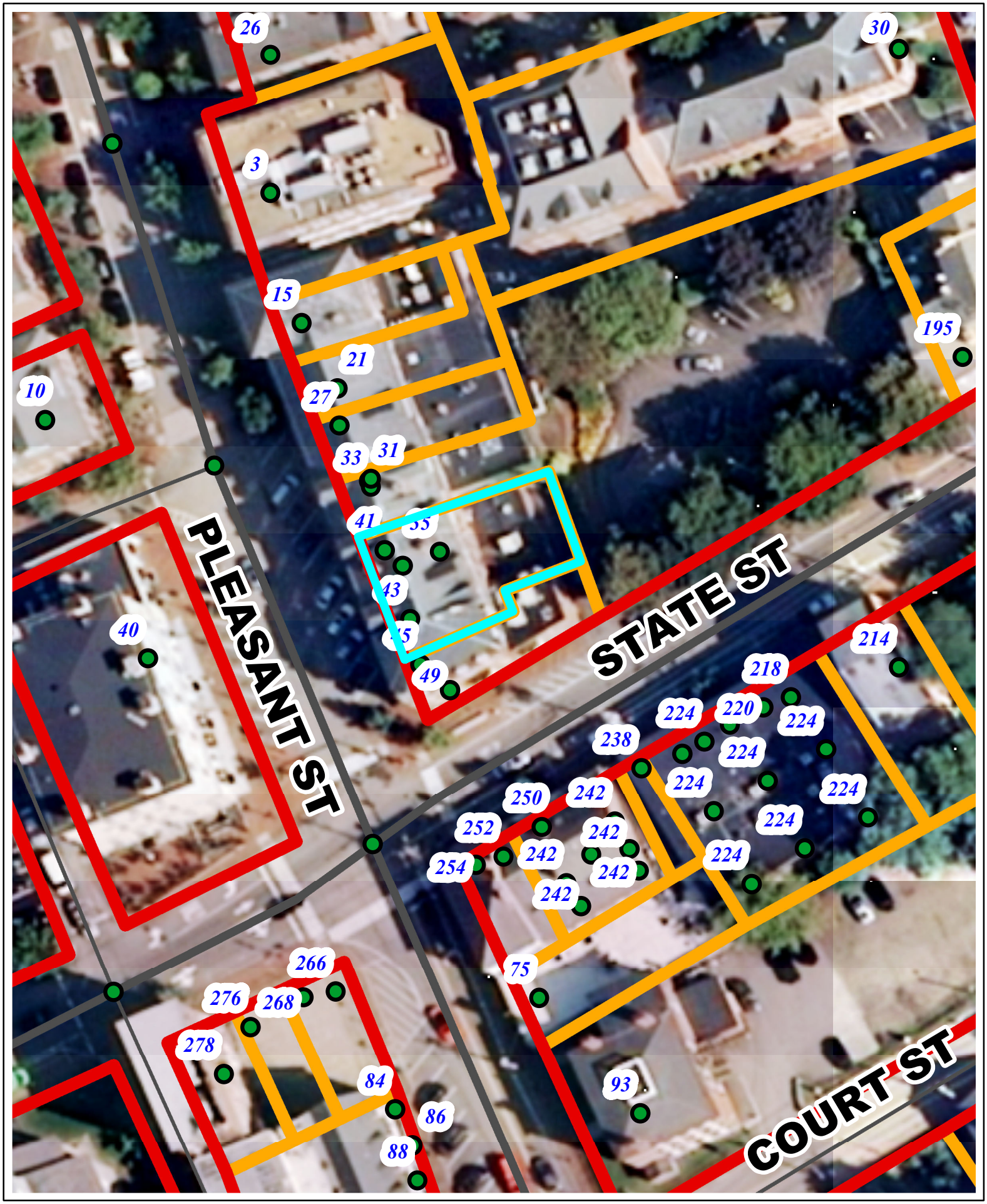
RE: City Council Referral – Projecting Sign
Address: 43 Pleasant Street
Business Name: State Street Saloon
Business Owner: Eli Sokorelis

Permission is being sought to install a projecting sign that extends over the public right of way, as follows:

Sign dimensions: 36” x 36”
Sign area: 9 sq. ft.

The proposed sign complies with zoning requirements. If a license is granted by the City Council, no other municipal approvals are needed. Therefore, I recommend approval of a revocable municipal license, subject to the following conditions:

1. The license shall be approved by the Legal Department as to content and form;
2. Any removal or relocation of the sign, for any reason, shall be done at no cost to the City; and
3. Any disturbance of a sidewalk, street or other public infrastructure resulting from the installation, relocation or removal of the signs, for any reason, shall be restored at no cost to the City and shall be subject to review and acceptance by the Department of Public Works.



N
W E
S

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Map produced by Planning Department 5-2-22

Request for license
43 Pleasant Street

PORTSMOUTH SIGN COMPANY

PortsmouthSign.com
603-436-0047

REVISION:
All orders under $250 include 1 revision only.
All orders over $250 include 2 revisions only.
Additional revisions will be charged at $25 per revision.

PLEASE NOTE:
Designs are NOT actual size and color may vary depending on printer and/or monitor.

3/31/2022 **RETURN SIGNED TO: service@portsmouthsign.com**

I understand this Order Form is the final production order and replaces all previous drawings, notes and verbal instructions to this job. Standard vinyl & paint colors will be used. Custom colors and specific matches to PMS colors will be an additional fee. I have carefully reviewed this form and verify that it contains all necessary specifications and represents my order. I authorize fabrication according to this approval.

SIGNATURE:_____ Date:_____

Member of:
Greater Dover Chamber of Commerce
Greater Portsmouth Chamber of Commerce
the Greater York Region Chamber of Commerce

Shop Use Only

Qty: Materials: Background Color: Vinyl Color: Other:

SS ☐ DS ☐ HP ☐ Int ☐

36inCircle_ProjectingSign.fs

Z:\Clients\S\State Street Saloon\Flexi

M E M O R A N D U M

TO: Karen Conard, City Manager

FROM: Beverly Mesa-Zendt, Planning Director

DATE: April 27, 2022

RE: City Council Referral – Projecting Sign
Address: 226 State Street
Business Name: Exotic Vibes
Business Owner: Samuel Habib

Permission is being sought to install a projecting sign that extends over the public right of way, as follows:

Sign dimensions: 32” x 32”
Sign area: 7.1 sq. ft.

The proposed sign complies with zoning requirements. If a license is granted by the City Council, no other municipal approvals are needed. Therefore, I recommend approval of a revocable municipal license, subject to the following conditions:

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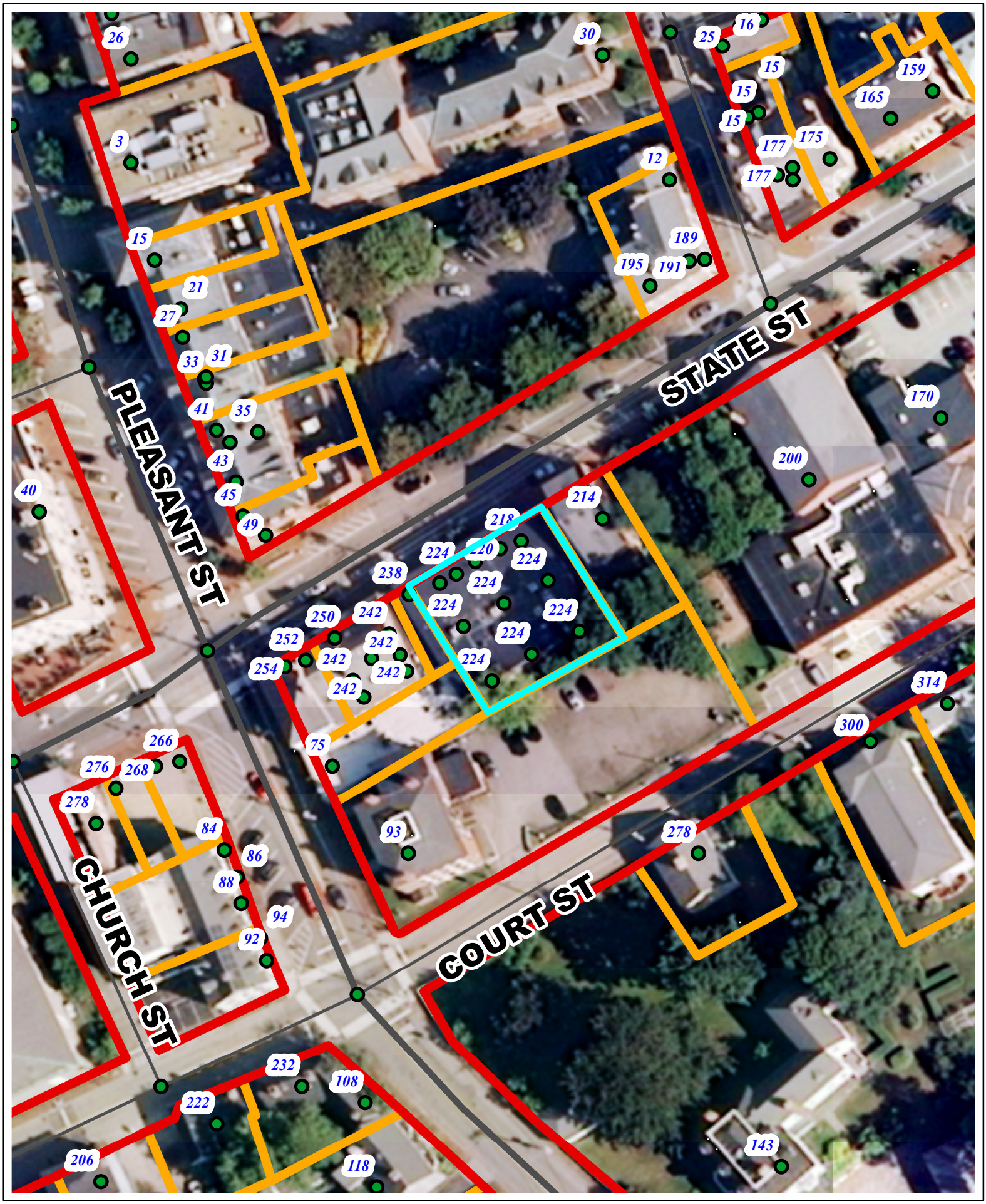

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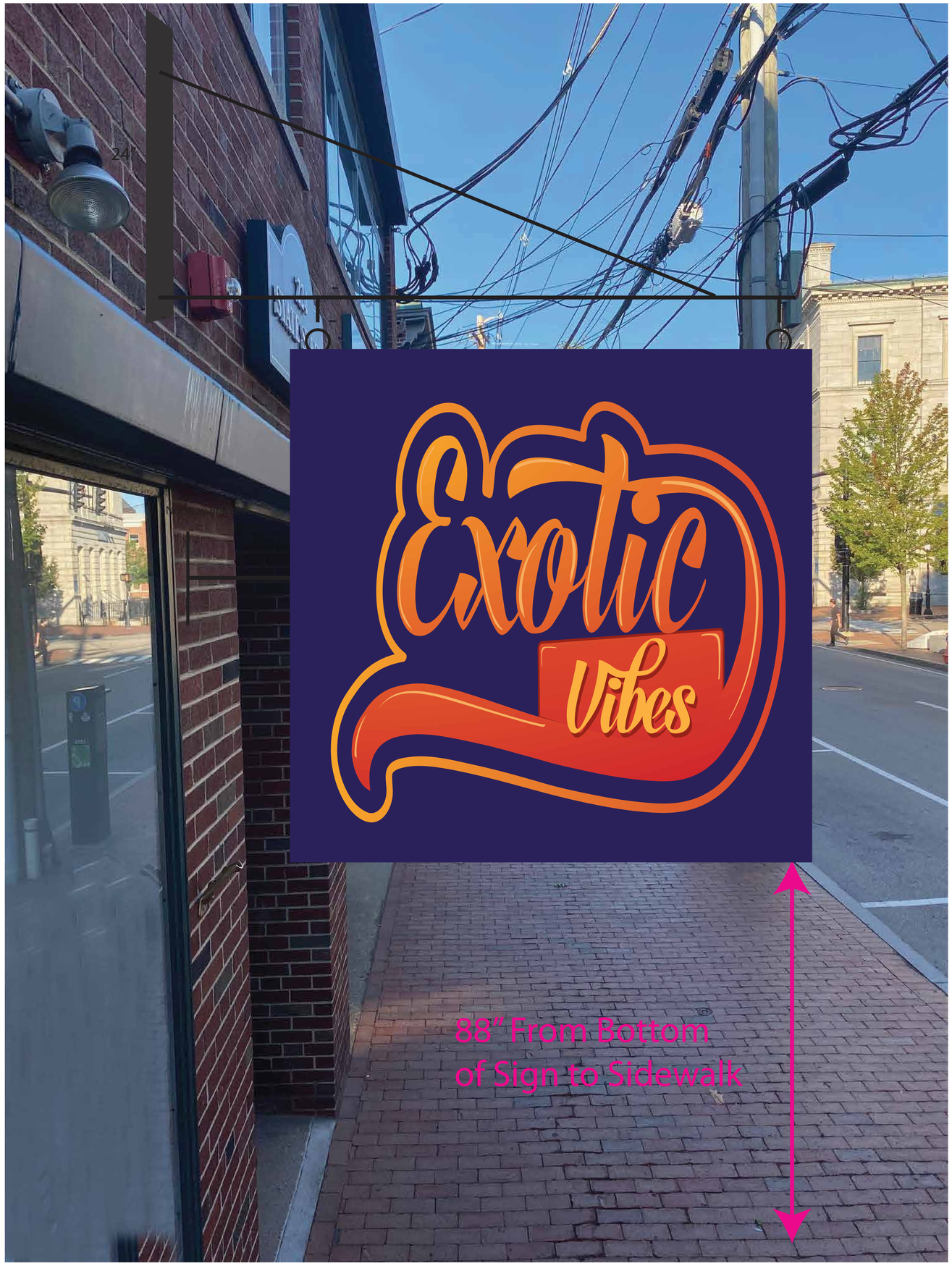
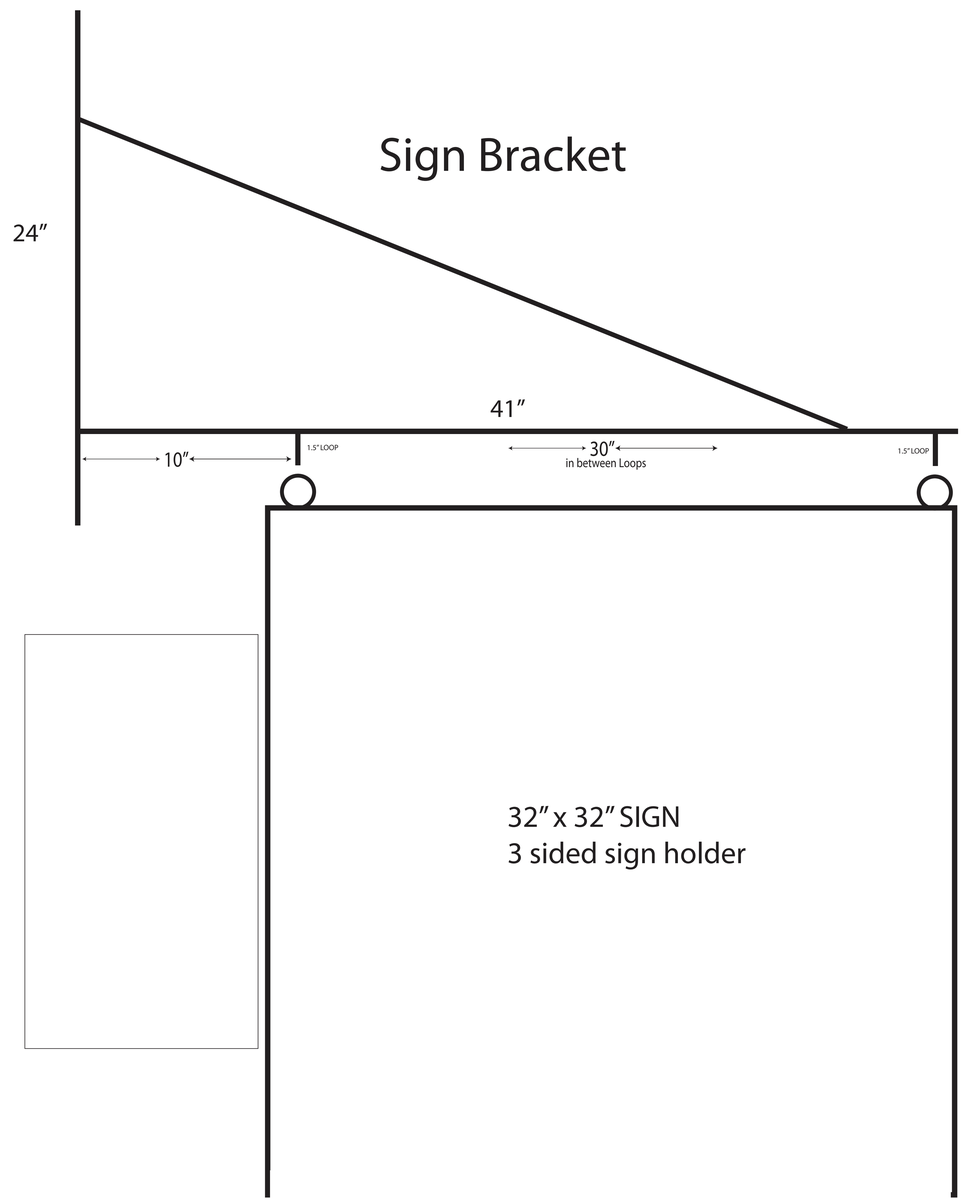
Map produced by Planning Department 4-27-22

Request for license
226 State Street





*** Example of 32" sign on the same building

Buff & File Nail Bar

32" x 32"Sign on the same building. Base of sign is 88" from the ground

226 State Street Portsmouth NH

CITY OF PORTSMOUTH FIRE DEPARTMENT

May 2, 2022

City Manager Karen Conard
Portsmouth City Hall
1 Junkins Ave.
Portsmouth NH 03801

Dear City Manager Conard,

The Trans NH Bike Ride-Cycling for Muscular Dystrophy 35th annual ride is scheduled for June 24-26 of this year. The TNHBR is a 3-day, Canada to Portsmouth, cycling fundraiser for Muscular Dystrophy that I and many Portsmouth Firefighters have been a part of for nearly 30 years. We anticipate 75 to 100 cyclists to participate this year, including one of our own firefighters.

This year, the ride will culminate with a celebration BBQ at the Senior Activity Center on Cottage Street. I have been working with Brinn Sullivan to coordinate the event, which will take place on Sunday the 26th. I would like to ask permission to hold the event as well as escort the cyclists, using fire apparatus, to the Senior Activity Center when they arrive in the city. The route will be from Arboretum Drive to Corporate Drive to the bicycle bridge over the Spaulding Turnpike to Rockingham Avenue to Woodbury Avenue to Cottage Street.

A $2 million insurance Certificate of Liability has been obtained naming the city as certificate holder.

The money raised from the event goes directly to the NH Muscular Dystrophy Association.

Thank you,

Todd Germain

Port City Pickleball Classic

Sept 30-Oct 2 2022

As we have all witnessed, the eight new pickleball courts at South Mill Pond have proven a worthy investment for the Portsmouth Parks/Recreation Department. The health (mental/physical) and well-being (social connections, feeling of community) of pickleball players utilizing these courts regularly has improved exponentially. New players and/or visitors have discovered the beauty and attraction of this city, as well. The saying, "Build it and they will come" has proven true.

Thank you to the Portsmouth Parks/Recreation Board and City Council for supporting our vision. Pickleball is not a passing trend and continues to grow immensely. We would like to take the next steps by proposing a weekend fundraising event for Fall 2022.

The Port City Pickleball Classic

Our ***vision*** is to form a partnership with local sponsors and Portsmouth Parks/Recreation to create a "boutique" pickleball tournament that sets us apart from other local tournaments (Exeter, Wolfboro, Portland ME).

Our ***goal*** is to provide an additional focus on, and exposure for, the growth of the game to 16U players, who are generally not qualified to play in most local tournaments.

Our ***focus*** is to raise funds for **Families First**, with a certain percentage going back to Portsmouth Parks/Recreation to help maintain our public pickleball/tennis courts.

Preliminary Tournament Format

DATE: Sept 30-Oct 2 2022
LOCATION: South Mill Pond Pickleball Courts
BENEFIT: Families First and Portsmouth Parks/Recreation Dept.
FORMAT: 5 Team Round Robin – Men's Doubles – Women's Double's – Mixed Doubles

FRIDAY (4p – 6p): Two sessions - Free Beginner Clinics (64 players) Sponsored by Engage Pickleball Camps TBD
FRIDAY (6:30p – 8:30 p): Mini Round Robin under the lights:

a. Ages 12 - 16 (use four courts limited to 16 players)
b. Inter-generational (use four courts limited to 16 players) one player [50+] partners with another player [12 – 16]

SATURDAY (8a - 6p): 5 Team Round Robin Format – Skill Levels 3.0 -4.5 / (3) Age groups **1.)** 18-29 **2.)** 30-49 **3.) 50-70 +**
Women (8a –1p) / Men (1p-6p)
SUNDAY (8a - 2p): 5 Team Round Robin – Skill Levels 3.0-4.5 / (3) Age Groups - Mixed Doubles
Medals awarded: Gold – Silver - Bronze

Tournament Organizers

Stephen Iandoli (USAPA)
IPTPA Level I certified instructor
Saratogastephen@gmail.com

Carol Clark (USAPA)
USAPA Ambassador Portsmouth NH
carol.clark1@comcast.net

Dave Velardo
Owner & Head Pro - NEPC
dave@nepclub.com

Rocky Clark (USAPA)
USAPA Atlantic Regional Director
mainepickleball@gmail.com

Sue Haskell (USAPA)
IPTPA Level 1 certified referee
Suehaskell7@comcast.net

Port City Pickleball Classic:
Tournament Organizers…

- Recognize request for public courts.
- Limited hours to accommodate pickleball community & public recreational play.
- Thoughtfully request one weekend in Sept. ‘22

Port City Pickleball Classic:
Parking – Safety – Police Detail

- Dog park, playground & tennis/basketball courts remain open.

- Researched detail police to direct traffic to available parking areas (City Hall, bank at Mill Pond, Hanover Garage).

- Vision: Utilize S. Mill Pond lot for food trucks, picnic tables, sponsor tents and two (one HC accessible) additional portable toilets.

Port City Pickleball Classic:
Safety - Miscellaneous

Waiver Forms - Insurance

- Each player required to sign waiver

First Aid

- Families First travel van (TBD)

Sponsors (TBD)

- Portsmouth 400 Celebration Committee
- Franklin
- Engage
- USAPA
- Local Restaurants – Retail

Advertising

- pickleballtournaments.com

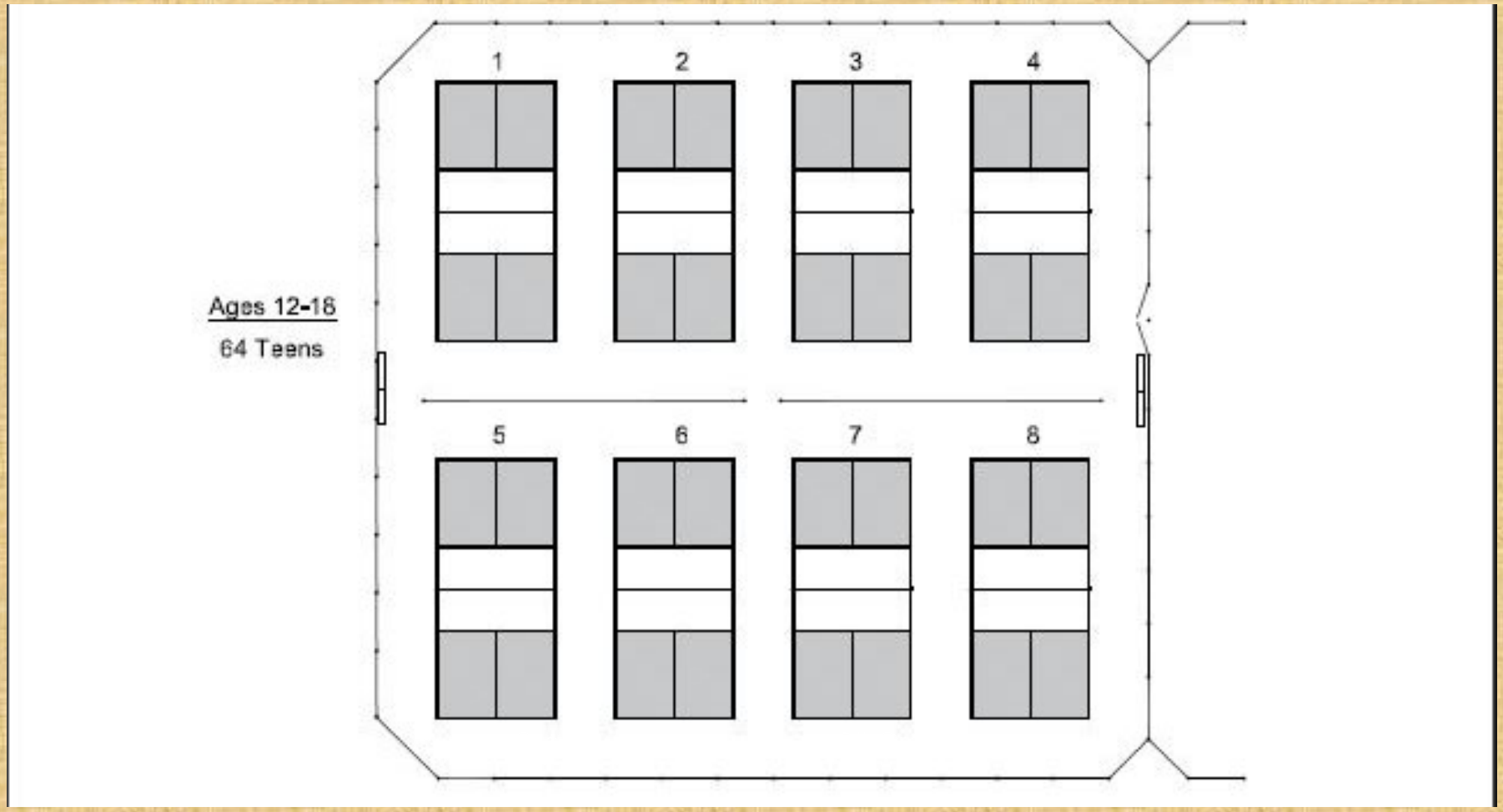
USAPA PICKLEBALL

GREATER SEACOAST COMMUNITY HEALTH

Families First

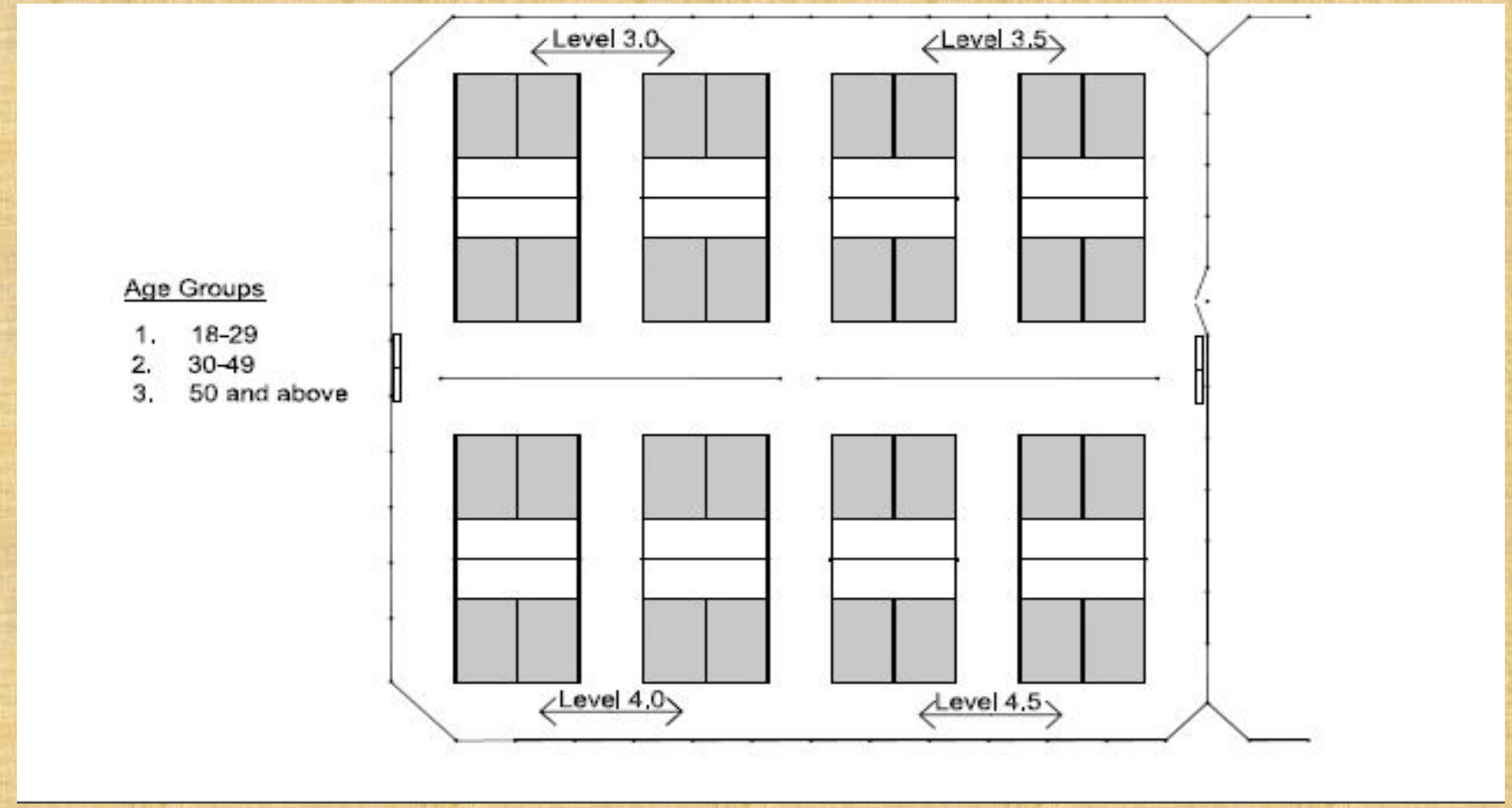
support for families...health care for all

Friday Night 4:00 – 8:30



Fri night: 4:00 - 6:00 Free youth clinics: Two, one-hour, sessions on all eight courts
6:30 - 8:30 Mini tournament (Round Robin format)
Four courts Youth Teams – A Group (12 – 14); B Group (15 - 18)
Four courts Intergenerational - A Group; B Group (matchups TBD)

Saturday 8:00 – 6:00
Sunday 8:00 – 2:00



Saturday (Men Doubles & Women Doubles): 8a - 6p

5-team Round Robin: 20-minutes per match

Each age group will take max of 1:40

Women = approximately five hours; Men = approximately five hours

Sunday (Mixed Doubles): 8a - 2p

Tournament Format

5 Team Round Robin

Team	Wins	Losses
1.		
2.		
3.		
4.		
5.		

Round 1	Round 2	Round 3	Round 4	Round 5
1 vs 4	3 vs 1	5 vs 3	2 vs 5	4 vs 2
2 vs 3	4 vs 5	1 vs 2	3 vs 4	5 vs 1
5-Bye	2-Bye	4-Bye	1-Bye	3-Bye

From: Phil von Hemert
To: Jessica S. Griffin
Subject: Re: Sail Portsmouth Event
Date: Tuesday, May 3, 2022 12:32:52 PM

Jessica,

I am editing the original email to be relevant for the public.

August 11

- Late morning: Parade of Sail up the Piscataqua River from the mouth to Memorial Bridge.
- After Parade: two ships, Kalmar Nyckel and Spirit of Bermuda, dock at the Portsmouth Fish Pier and Lynx continues day sails from UNH Pier
-

August 12
10 AM to 5 PM:

- Ships open to the public for tours and Lynx offers Day Sails

August 13
10 AM to 5 PM:

- Ships open to the public for tours and Lynx offers Day Sails

August 14
10 AM to 5 PM:

- Ships open to the public for tours and Lynx offers Day Sails

August 15
2 PM

- Ships depart Fish Pier on the tide

August 16
8 AM

- Lynx departs UNH Pier with passengers bound for Gloucester

Phil
Phil von Hemert
Board Chair
(603) 833-0844

May 10, 2022

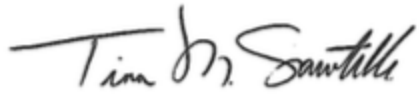
Portsmouth Mayor McEachern and City Council
1 Junkins Ave.
Portsmouth, NH 03801

Mayor McEachern and City Council,

The Music Hall respectfully submits this request to The City of Portsmouth to grant approval for the closure of Chestnut Street on Friday, May 20, 2022 for TEDxPortsmouth taking place at The Music Hall Historic Theater. The event itself will begin at 8AM and conclude at 3PM. We request that Chestnut Street be closed from 6AM to 4PM on Friday, May 20, 2022. The expected attendance for this event is approximately 800 guests. Out on Chestnut Street, the hope is to welcome attendees for registration and provide coffee/water service upon arrival. Two or three tables will be placed along The Music Hall side of the street for registration/coffee. At lunchtime, cafe tables and chairs will be placed out on Chestnut to allow guests to eat their "bagged lunches" (provided by TEDx) from approximately 12PM-1PM. The Music Hall team will provide waste receptacles and do a full sweep of the street to ensure it is kept clean and trash-free. Porter Street will remain unobstructed for the duration of the event.

Thank you very much for your time and consideration,

Sincerely,



Tina Sawtelle
Executive Director, The Music Hall
28 Chestnut St.
Portsmouth, NH 03801
tsawtelle@themusichall.org

SEACOAST JAZZ SOCIETY

PO Box 49
Durham, NH 03824-0049
https://www.seacoastjazz.org

The Seacoast Jazz Society is registered with the State of New Hampshire as a Charitable Trust with nonprofit 501(c)(3) status.

To: Honorable Mayor: Deaglan McEachern
Assistant Mayor: JoAnna Kelley
City Councilors: John Tabor, Jr, Josh Denton, Beth Moreau, Andrew Bagley, Vincent Lombardi, Rich Blalock, Kate Cook
Asst. City Clerk: Valerie French (vafrench@cityofportsmouth.com)

From: Linda Conti, Seacoast Jazz Society

Re: **Permission for Sidewalk Performers** (professional jazz musicians) on **5 weekend days** (1 day in June, 2 days in July, 2 days in August), on:
June 25 (12:30-2 pm), July 8 (5:30-7 pm), July 23 (12:30-2 pm),
August 6 (12:30-2 pm), and August 20 (12:30-2 pm)
(dates are flexible if these are not possible)
in Three Central Downtown Locations
(Vaughan Mall stage, Tugboat open area, Market Square in front of North Church)

About the Seacoast Jazz Society:
The Seacoast Jazz Society was formed in 1990 with the objective of supporting and promoting jazz in Portsmouth and the surrounding communities from Newburyport to Kennebunkport.

Our goal is to increase understanding of and enthusiasm for jazz by sponsoring educational opportunities for adults and youth, supporting musicians, and engaging with the community through a series of events throughout the year, including the annual Tommy Gallant Jazz Festival held each summer--including this year on August 28, during the Prescott Park Arts Festival.

Our Request:
We would like permission to hold a street performance in three locations each day, approx. one-and-a-half hours in length on the dates and times listed above where we can bring live professional jazz to downtown Portsmouth and preview some of what the community can experience at the upcoming August 28 Tommy Gallant Jazz Festival in Prescott Park.

We are requesting permission to set up the musicians **on the Vaughan Mall stage, in the open space area by the tugboats, and in Market Square** (by the North Church). We will provide music without drums — unless you specifically allow us to have a drumset. We will not obstruct the sidewalk. We will work within whatever guidelines you stipulate.

About the Musicians:
The groups will be composed of **not more than four musicians**. All will be professional jazz musicians from the Portsmouth area. Once we have approval of our request we will enlist the musicians. We are sure we will be able to work within your *street performance* guidelines.

Thank You for Your Consideration:
We would appreciate it if you would consider this request at your May 16 meeting.

Sincerely,

Linda Conti

Linda Conti
Board Vice President and Program Chair of the Seacoast Jazz Society
603-213-2275 (*cell*)
lindaconti@seacoastjazz.org
or lindaconti@comcast.net (*emails*)

CITY COUNCIL E-MAILS

Received: May 2, 2022 (after 4:30 p.m.) – May 12, 2022 (before 9:00 a.m.)

May 16, 2022 Council Meeting

Submitted on Tue, 05/03/2022 - 17:49
Full Name
Michelle Anderson
Email
anderson.michl@gmail.com
Subject
Redgate Kane
Address
236 Cate St
Message
First- THANK YOU for your service to this community. Not that it matters at this point, but I am in agreement with the current plan to move forward with the partnership with Redgate Kane, including the payment to SoBow Square. The Council, City Manager, and City Attorney have worked diligently, respectfully, and in good faith for Portsmouth. You didn't start this fire, but you are doing yeoman's work to put it out. It is unfortunate that this project has brought out so much ugliness in our community.

Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes

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Submitted on Fri, 05/06/2022 - 08:39
Full Name
Jonathan Sandberg
Email
jfsandberg@yahoo.com
Subject
Bullying during Parking and Traffic Safety Committee meeting
Address
160 Bartlett Street
Message
I am writing to demand formal redress for an egregious incident that occurred at yesterday morning's Parking and Traffic Safety meeting. During the public input portion of the meeting I called in over Zoom to express my input about an important agenda item. While I was speaking, PTSC member Mark Syracusa, who was also on Zoom, very clearly uttered disparaging and offensive comments about my input. This can be heard at about 27:40 on the YouTube recording of the hearing:https://youtu.be/f3yqAf-7bcQ. These offensive and derogatory words had the effect of destabilizing my thought process and prevented me for clearly expressing my ideas and so the remainder of my speech was disorganized and rambling. I am incensed and outraged that this kind of behavior by a official city committee member should ever occur. This is an example of pure and clear bullying and I demand that the City Council address the issue seriously and see to it that an incident like this never occurs again. Citizens should feel free to give input without disparagement from city officials.

Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes

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Submitted on Sun, 05/08/2022 - 16:32
Full Name
Alana Brown
Email
alana.brown010@gmail.com
Subject
Sidewalk project-south side of Maple Haven
Address
71 Winchester Street
Message
Support of delay in construction of sidewalks on the south side of Maple Haven.
Please indicate if you would like your comment to be part of the public record for the upcoming City Council meeting. Yes

PORTSMOUTH MIDDLE SCHOOL

155 Parrott Avenue
Portsmouth, NH 03801
Telephone (603) 436-5781 Fax (603) 427-2326

received 5/2/22

April 22nd, 2022 (Earth Day)

Dear Mayor McEachern:

My name is Chris Rose and I am an 8th grade science teacher "down the hill" at Portsmouth Middle School. My fellow 8th grade science teacher and I use Project Based Learning in our classrooms and one of our recent content units was climate change; in particular, the human impact on the accelerated changes the planet has been experiencing for the last 60+ years. The guiding question for the unit was "how can you use your understanding of human-induced climate change and electricity generation to provide an energy solution that will help make Portsmouth more sustainable within the next 30 years."

Enclosed are seven of the most impactful energy proposals that the 8th grade students developed for our city. There were so many creative solutions provided by the 8th graders, but these included stood out as the most thoughtful and implementable for our coastal city. My students asked that I share the ideas with our elected officials. They did not think the project would have actual results in terms of Portsmouth's investments to reduce the worst impacts of climate change if we do not change our energy systems. I hope that these "mock" proposals will show that our young people care deeply about the climate change problem and have viable ideas of how our city can invest in alternative energy in the future.

Thank you in advance for taking the time to read through these exceptional solutions to the changing planet that we must all prepare to adapt to. If you have any questions or feedback for my 8th grade students, please do not hesitate to contact me at crose@sau52.org.

Sincerely,

Chris Rose
8th Grade Science Teacher
crose@sau52.org

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by: Maddie Ball
April 1, 2022

Climate change has been a problem since the 1960s. However, climate change was first predicted by a Swedish scientist in 1896. Svante Arrhenius had predicted that changes in atmospheric carbon dioxide could substantially change the surface temperature through the greenhouse effect. About 40 years later, in 1938, Guy Callender connected carbon dioxide increases in Earth's atmosphere due to global warming. Both of them were right. Almost 20 years later, in the late 1950s, some CO2 readings would offer some of the first data to corroborate the global warming theory. In the 1980s, scientists started to test the "theory" about climate change even more than before. In 2007 the United Nations finally started to show some concern for climate change and made it one of their priorities. Even though they stated it as a priority, they have not done anything significant to help stop climate change. The United Nations did give Leonardo DiCaprio the honor to help speak about the issues that climate change has caused as the U.N. Messenger of Peace. You can see part of his speech in DiCaprio's documentary "Before The Flood."

"Before The Flood" is a documentary where Leonardo DiCaprio visits five continents and the Arctic to learn more about the effect of climate change with scientists. In this documentary, DiCaprio visits New York, The Arctic Circle, Canada, Florida, China, India, South Pacific Island, Bahamas, Indonesia, South America, Utah, France, Washington, DC, and Italy. At each place, he speaks to someone about a particular problem their state, country, or continent, in general, is struggling with due to climate change. This documentary taught me how politicians are not doing anything, how other countries are struggling, and how the U.S. is causing many problems for other countries around the world. "Before The Flood" also teaches you how CO2 is the leading cause of climate change.

CO2, also known as carbon dioxide, naturally occurs in Earth's atmosphere as a trace gas. Plants breathe in carbon dioxide from the atmosphere during photosynthesis. When CO2 started to increase these plants couldn't breathe in all this extra CO2. Fossil fuels also have a vast impact surrounding CO2. Fossil Fuels are hydrocarbon-containing materials underground. Humans extract these materials and burn them to release energy for use. The primary fossil fuels are coal, petroleum, and natural gas. The U.S.'s electricity is produced by 60.8% of fossil fuels. Only 20.1% of renewable energy gets used in the U.S. When it comes to electricity usage, the U.S. will use 4.12 trillion kilowatthours (kWh) of electricity in 2021. Fossil fuels burn CO2 because fossil fuels mainly consist of carbon and hydrogen. When fossil fuels get combusted, oxygen combines with carbon to form CO2 and the hydrogen that forms H2O. These reactions release heat, which gets used for energy. About 44% of New Hampshire's electricity comes from fossil fuels. As of 2016, only 17% of electricity comes from renewable energy. That only supplies one-fifth of the electricity of the population of New Hampshire.

Climate change can impact Portsmouth by rising temperatures. We get all different kinds of temperature levels during the year because N.H. is halfway between the North Pole and the Equator. It is cool in the spring and fall, hot in the summer, and cold in the winter. Now with climate change, the weather has changed. Sometimes we never get snow during the winter. It gets hotter during the summer and even the spring. This is not average weather for a place that is halfway in between the North Pole and the Equator. If climate change keeps getting worse, the average annual air temperature in New Hampshire will increase to 90°F. Warmer summers increase the temperature in some coldwater streams. Climate change has made spring arrive earlier and brought more precipitation. Heavy rainstorms are more frequent than usual. In only a

century, the temperature of N.H. has risen by 2 or 3 degrees. (°F) The summers have been hotter and drier. If we do not try and change the way we get our electricity, then future generations will have to deal with problems they did not cause.

There are five primary renewable energy sources: Wind, Solar, Tidal, Biomass, and Hydropower energy. Out of those five sources, I chose solar energy. *Solar energy* is the energy given off by the sun's rays. The amount of sunlight that strikes the Earth's surface in an hour and a half is enough to handle the entire world's energy consumption for a whole year. This energy from the sun then gets converted into thermal or electrical energy. This energy gets converted through photovoltaic panels. (PV) PV is when the sun shines onto a solar panel; energy from the sunlight then gets absorbed by the PV cells in the panel. This energy then creates electric charges that move in response to internal electric fields in the cell, causing electricity to flow. Portsmouth would use this energy for electricity. Solar radiation light is also known as electromagnetic radiation emitted by the sun. When it comes to solar-thermal energy, (CSP) systems use mirrors to reflect and concentrate sunlight onto receivers that collect solar energy and convert it into heat. The heat can then be used to produce electricity or stored for later use. These systems do not just end with PV and CSP. These should be integrated into homes, businesses, and existing electrical grids with varying mixtures of traditional and other renewable energy sources.

New Hampshire only used 52 megawatts of solar energy in 2016. Out of the 19% of renewable energy used in New Hampshire, only 2.8% is solar energy. I specifically want to put solar panels on awnings or rooftops of 10 restaurants in Portsmouth. These ten restaurants are River House, Lazy Jacks, Old Ferry Landing, Rooftop At Envio, Surf, Martingale Wharf, The Oar House, Popovers, Beach Plum, and Botanica Restaurant and Gin Bar. I hope that these solar panels can produce energy for all restaurants so that they do not have to rely on fossil fuels for their electricity. We will probably have to take it slow at first and slowly get these restaurants only on solar energy, but once we can ultimately have the energy converted to solar, we will be increasing the amount of solar energy that Portsmouth is using. When worrying about future snowstorms impacting the use of solar panels, there is no need to worry. To clarify, some of these restaurants are only open in the summer. For the other restaurants that are open during the winter months when it gets cold, the solar panels will work just as well as in the warmer months. Solar panels still thrive in cold weather. Solar energy is cleaner than fossil fuels because it is emission-free. Unlike coal and natural gas, solar energy does not release harmful pollutants or greenhouse gas emissions into the air and water supply. This means that using solar energy will help decline the increase of CO_2 in the atmosphere of the air.

When it comes to solutions around the world, China and France are two countries implementing solar energy in their countries. China hopes to build 450 gigawatts of solar energy in the Gobi desert by 2030. That is twice the amount of solar energy currently used in the USA. Using solar energy would be a substantial economic boost for China, but it would also help Asia's environment. Southern France has just made Europe's first-ever solar-powered restaurant. Le Présage is using the sun's energy to run their restaurant. They use solar ovens and Scheffler mirror to make their food. A *Scheffler mirror* is a large parabolic dish that reflects and concentrates the sun's rays to heat a stove to 400°C. (752°F) This restaurant's kitchen water is currently getting heated by the sun. They plan on using biogas too. They want to turn their organic waste into gas. The solar panels will help chefs work on cloudy days and after sunset. Not only that, they want to turn the biogas residues into fertilizer for their garden, where the restaurant gets most of its vegetables and fruit.

The impact of these efforts is excellent. These solar panels will become one of China's most significant resources for decarbonization. Not only that but putting solar panels in the Gobi desert will bump their percent of renewable energy usage to 25%. That makes China the leading country in solar energy consumption. Le Présage is an excellent example of what I hope putting solar panels on our restaurants will help do. Le Présage hopes to open similar restaurants around France. The project will be an estimated €1.8 million—almost 2 million in American dollars. Le Présage is lowering the carbon footprint every day, and that is what I hope Portsmouth will be able to accomplish by 2030. Google Earth Project.

There will be negative impacts when it comes to using renewable energy. Portsmouth might face some challenges when implementing solar panels for restaurants, which can be when the solar panels cannot produce enough energy for the restaurant. This problem would usually be because of a lack of sunlight. Portsmouth does experience some days where it is cloudy and gray outside. When these restaurants are open during that day, they might have to use fossil fuels to get their energy. Another problem is when restaurants are open when the sun has gone down. Usually, a restaurant in the summer is closed right before the sun goes down, but in winter, the sun goes down before some of these restaurants close. With the sun, not present, the solar panels can not produce enough energy. Another obvious problem is the financial cost of this project. Solar panels are not the most expensive kind of renewable energy around, but they are more expensive than using fossil fuels. It will be worth the cost, but it would cost around... to put solar panels on only one restaurant. The shipping of these solar panels and having professionals put solar panels on the restaurants' roofs or awnings will also cost a lot.

Furthermore, another issue would be micro-cracks. Micro-cracks are a common issue for solar panels, and sporadic weather changes usually cause this. The weather changes significantly in Portsmouth, making this problem more common than usual. A final problem that Portsmouth might face is delamination and internal corrosion. This is when moisture gets into the panel itself. While this issue can be easily avoided, this will most likely happen because of where we live. With all the rain we get, it definitely might cause this problem. Although most of these problems can be resolved, they could be setbacks for this project.

Even with all these challenges using these solar panels will be worth it. Imagine how good Portsmouth will look to other towns when people hear what we are doing to help stop climate change. Tourists will be impressed that Portsmouth is eco-friendly. Furthermore, the restaurants will get more business. Portsmouth needs good restaurants considering the number of tourists that come. These restaurants having solar panels as energy use will impress everyone and increase these restaurants' businesses. It also really helps by saving money on energy bills. Not only will our town be eco-friendly, but these restaurants will be saving money that could go to something better like renovations and different foods so they could extend their menus. Finally, using solar energy instead of fossil fuels for electricity shows how humans are to blame for most of the effects of climate change. These restaurants' websites would probably include how they are trying to stop the effects of climate change using solar panels—considering that when we keep going into these restaurants and giving them business while they use fossil fuels for their electricity, it is our fault that CO_2 levels are rising. If we show our support for renewable energy, Portsmouth will get a lot more business.

Portsmouth should implement this renewable energy proposal by 2030 because of its importance for the environment and future generations. Climate change has caused irreversible damage to this planet. Forest fires cause animals' habitats to disappear, and some transportation releases CO_2. We are overpopulating our planet, causing more need for fossil fuels, which causes more CO_2 in the air and causes animals to become endangered. Our food chain is disappearing slowly. I want the United States to try to do something about climate change. I want New Hampshire to be one of the biggest states to help the issues we are facing. This is why solar energy will help decrease the effects of climate change. This idea will not magically make climate change disappear. No idea will reverse climate change, but that does not mean we cannot help stop the effects from getting worse. We can take this idea slowly, considering that ten restaurants are a lot and the time and effort would be a huge commitment, but it would be worth every penny. My generation is making climate change worse, but we did not cause this. Older generations caused the start of climate change, and now older people do not want to do anything about it. Yes, a good chunk of people over the age of 35 are trying to do something, but let us be honest, I see more and more younger people talking about this crisis. What younger people lack, though, compared to older generations is that we do not have the authority that older people do to help get our ideas and goals come to life. It takes us a lot longer.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by Luci DiMeco and Lily Patterson
April 1, 2022

As humans we have burned 4,000 times the amount of fossil fuels as we did in 1776. But that wasn't always the case! We now use fossil fuels in many ways, especially starting during the industrial revolution. Cars now have combustion engines which burn fossil fuels which we didnt do in the past years when we were still modernizing our world. We also burn fossil fuels when we use things like heating, transportation (again), generating electricity, and creating common products like computers, cosmetics, paint, and household appliances. Fossil fuels release large amounts of carbon dioxide, a greenhouse gas, into the air. Greenhouse gasses trap heat in our atmosphere, causing global warming. Some other effects we are seeing because of climate change are intense drought, storms, heat waves, rising sea levels, melting glaciers and warming oceans.

These are global effects of climate change but some ways we are being affected just here in Portsmouth are warmer winters. These may bring more rain and less snow to New Hampshire. A decrease in snowfall would shorten the winter season which could harm recreational industries like winter sports/activities, and the local economies that depend on them. The effects of climate change in Portsmouth can also include the reduction in availability of local natural resources, rising sea levels on our many shores/bodies of water, and warmer summers. New Hampshire isn't an area that gets a lot of harsh natural disasters other than snow storms, but we could receive more as climate change continues. So that's where Lily Patterson´s and Luci DiMecoś idea comes in to make an effort into reducing the burning of fossil fuels in Portsmouth, New Hampshire!

Our idea was to install a renewable energy source on top of hotels across Portsmouth. Thinking about how much energy is burned from hotels is astonishing. Hotels use energy to power all the rooms tvs and water systems not to mention the heating and cooling. We burn so many fossil fuels each day for our everyday uses. Energy is all around us which creates carbon dioxide. This kills our planet its warming up everyday according to NOAA's 2020 Annual Climate Report the combined land and ocean temperature has increased at an average rate of 0.13 degrees Fahrenheit (0.08 degrees Celsius) per decade since 1880; however, the average rate of increase since 1981 (0.18°C / 0.32°F) has been more than twice that rate. This data is showing how since that time our temperature is rising increasinging overtime and is becoming more rapid. If this is not stopped our planet will turn into an underground pool. Habitats will be ruined and animals will die. Housing near coasts will soon become underwater since sea level rise. Our world is in real danger This is why
Putting solar panels on top of the roofs would turn that bad energy that kills our planet and turn it into a renewable source that will even create energy that is sustainable for our city and places around it. Having these solar panels on hotels will over time lower our carbon footprint. We chose these hotels in particular because of the roof's size but also their structure. In particular the sheraton hotel's roof shape has lots of sides and is very large. The roofing is kind of like a trapezoid with 3 sides so it could fit many solar panels reaching different angles of the sun. This is important because if it's sunny on one part of the building solar panels would still hit it. We would save lots of energy by installing solar panels.

Similar Solutions from Around the World: Courtyard Marriott - Lanchestion this Pennsylvania hotel installed 2700 solar panels on the roof. That's 2 football fields. They are now 100% solar. This canceled all of their electric bills.
Another southern california hotel saved $8000 per month after they installed their solar panels. Their hotels are smaller but still produce over 13,000 kWh per month, which lowers their energy bi;; by 35-45%. Seeing how places around have started installing solar on hotel rooftops actually shows its beneficial and saves not only energy but money too. Although they are expensive in the long run it seems that they have saved lots more money. This goes to show that this method on hotels has brought hotels energy and saved it. But this plan design did not only use in America a hotel in Chile the Tierra Atacama hotel installed solar panels 588 of them on their 10,000 sq ft hotel and it covered all their energy needs.

plan.https://earth.google.com/earth/d/1pL1yoNBtZ-3fTWBiEoOhg3hG_BtwGqFD?usp=sharin

Project Constraints and Challenges: Some possible challenges include the fact that these materials can be very expensive. The average amount per solar panel watt in nh is about 2.35. So depending on how many watts are in the solar panels that go on top of the hotels, the pricery they are. Also the process of building the solar panels could use a good amount of money. First, hiring people to build them, but also the materials used to build them. Another step of making our plan a reality is making sure solar panels are right for certain fossil fuel relying things in the hotel. An article by National Geographic from 2019 says that although solar panels make a bigger impact then a negative one there are some negative impacts on the environment like land and water use pollution, habitat loss, and use of hazardous materials in the manufacturing process. Overall these challenges we think solar panels are a right fit for Portsmouth because we get a lot of sun in all seasons especially in downtown, and Portsmouth already has many people making efforts into turning away from fossil fuels!

Importance of Proposed Solution:
Even though there would be some setbacks and would take time we would look at the bigger picture which is the results of the solar energy. Our plan is important because if we install them on top of hotels it will make a big difference on the areas around it but also on the hotels itself. It would take time to install but with time it will also make renewable energy that can be used in a healthy way. This would lower our temps by not using carbon for our electricity. We think the city of Portsmouth should consider and install solar panels on our Portsmouth hotels. It will give our city the step it needs to become a healthier community. When the solar panels attract the sunlight it turns into energy that can be used throughout the hotels that is sustainable and won't emit carbon. This would give us the satisfaction of using energy in the hotels and knowing that it's not ruining our environment and we are actually doing good for the city by using them. Through the process of long installation and expense we would also have more beneficial areas in our city that will attract more tourists.

Project Conclusion:
In conclusion, if our city doesn't start somewhere, nowhere else will. We can lead and start our change. Thinking of where we would be by 2030 without doing something is unbelievably scary. We won't have much of a world if our temp keeps rising. Continents will start to shift , coastal lines will soon overflow and be under water, people will have to evacuate and start to move leading to people losing jobs. Do we really want to continue to sit and not fix anything? We can start doing something and make change by adding our renewable energy source,solar panels on top of our local hotels. The real problem is that people don't think we need to do

anything. But that is when they are wrong although you might not see anything wrong statistically our temperature is rapidly increasing and carbon in our atmosphere is going up. Although people might not see the problem, it's there and sooner or later everyone will experience what some places are already experiencing. This isn't a big change but we can bring attention to other cities or places and inspire them to change along with us. This would give our city a positive outake on reducing our carbon emission from hotels. People have started to change places around the world and they have been seeing a positive outcome to what they did so we shall do the same. It would be a sustainable change that our city needs.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by Emilia Greco and Amalia Kimball
April 1, 2022

Project Narrative:

For hundreds of years, humans have been producing carbon dioxide: from building complex factories to simply breathing. As this carbon dioxide gets released, it stays in the atmosphere as a greenhouse gas. Greenhouse gasses have the same effect on the earth as a greenhouse does for plants. They trap the heat and confine it to the earth, therefore, warming the earth's temperature. Even a small rise in the Earth's temperature will/could be disastrous for most ecosystems, including humans. Greenhouse gasses are mainly produced from burning fossil fuels like coal, oil, and natural gas. These energy sources are used in common household appliances like heating, lighting, air conditioning, ovens, showers, etc. Carbon dioxide also comes from cows, specifically cows in slaughterhouses (another human-caused source). As more people are born and our human population grows, we need more factories and housing that produces more and more carbon dioxide. In 1960, carbon dioxide was around 300 parts per million, currently, the level is at 430 parts per million.

Starting from 1960, the Earth's temperature spiked at an alarming rate along with the carbon dioxide levels. The rise in temperature from 1960 until now is 0.14° F. That may seem like a small increase, but it takes very little to upset the delicate balance of life on Earth. We know it commonly as Climate Change, long-term changes in the climate that occur over decades, centuries, or longer. It's even estimated that by 2100, the temperature will have risen 2-4 degrees celsius. Having this major temperature rise has affected many different lives and ecosystems. The warming temperatures affect the sea levels, changes in rainfall, melting snow and ice, more extreme fires, and drought.

Portsmouth, New Hampshire would especially suffer and is suffering from rising sea levels. The homes and small businesses on the coast could be destroyed if we don't do something about climate change soon. The extreme effects will be enough to put historic and modern buildings underwater. It could also affect our weather with more rainfall and more extreme storms. Annual precipitation has already increased by 7 to 20% throughout the whole state. Temperatures in New Hampshire (including Portsmouth) have also increased. Previous averages were that we only had about one day a year that went over 95 degrees but we now have people reporting several. The nor' eastern storms that happen in New England already cause harm, but climate change is likely to make them even worse.

Portsmouth (and New Hampshire) has few renewable sources of energy so we can't move away from producing carbon dioxide and greenhouse gasses. Nuclear power, being one of our biggest and only sources of renewable energy, is produced at Seabrook Station. If the plant is not renewed, we have no other renewable source of energy other than minimal solar power. Climate change will also soon be detrimental to our economy. Air conditioning and heating will become more expensive and near impossible to keep up with. With the increased rainfall, people won't be able to pay to keep pumps running and flooding would only be natural. If Portsmouth is underwater, tourists won't want

to come to visit anymore, therefore, losing thousands of dollars. In New Hampshire in 2019, 5.6 billion dollars was spent on tourism.

In addition to destroying homes and businesses, rising seawater can carry a lot of diseases and introduce them to New Hampshire. Portsmouth, being right on the coast, has a lot of fishermen and fish is a popular food here. Rising ocean temperatures could start to be dangerous and unfit for fishing making those people lose their jobs and Portsmouth losing a signature food.

There could also be invasive species arising that thrive in warmer temperatures that make it hard to progress as a society. All in all, if Portsmouth, New Hampshire doesn't do something to contribute to the fight against climate change, will be damaging to the community and economy making it harder to live comfortably.

Proposed Renewable Energy Solution:

Our idea for renewable energy generation in Portsmouth, NH is to put solar panels along the rooftops of some of the big and new apartment buildings in our city. We would start by installing raised solar panels on top of the West End Yard and Brewery 195 apartments buildings. These buildings are in good areas that get the best amount of light due to their height and location. It would also be a prime location for solar panels because of teh flat roofs. We propose that whoever installs solar panels gets a 20% tax incentive on residential homes. This adds to the 22% federal tax credit. This energy is a better cleaner source of energy because it can be stored with solar batteries and sold to electricity companies for profit. Solar energy from panels can be stored for up to 18 years without being used, and even after being used, they can be reused. The apartment buildings we have chosen have been built within the past 3 years, meaning they have very new technology and resources to be able to input these high-tech and innovative solar panels.

Using solar panels would help the city of Portsmouth by providing a clean source of electricity for the cold winters and the hot summers. Around 44% of people in New Hampshire use fuel oil as a primary source of heat. For the short days in winter, the lights are on a lot. Having solar electricity would allow people to keep their lights on without having to worry about overbearing prices and hurting the environment. Solar panels have to be replaced every 25-30 years. Some of the most expensive come to around 3,000 dollars. Though that is a lot of money, if you compare it to other repairs to the technology we have currently and the other renewable energy options, it isn't too bad. Solar panels and solar energy have been tested more than other renewable energy sources and have a

Similar Solutions from Around the World:

Germany is one of the world's leading countries for solar power energy. In 2011, solar power provided approximately 3% of total electricity. In 2011, the German government set a target of 66gw of installed solar power capacity by 2030. Germany aims to have 80% of electricity from renewable sources by 2050. Germany has long-term energy contracts that provide payments to energy producers based on the cost of the generation. Germany instituted the Renewable Energy Source Act and is now partially funded by the federal budget. Germany has helped lower the price of solar power by installing so many solar panels in their country. German farmers are some of the civilians who have benefited from solar power, gaining 25% of their income from generating and selling renewable solar power. Germany is now one of the most innovative and healthier energy-sourced countries in the world. Germany and New Hampshire are close to the same latitude line, making them get about the

same amount of sunlight every day. Sunlight is a key ingredient of solar-powered energy and if Germany and New Hampshire get about the same amount of it, we should be able to generate some of the same energy. New Hampshire is significantly smaller than Germany but if we try and persist, we can generate enough for at least Portsmouth, New Hampshire.

Germany has put so much effort and persistence into making their country one of the biggest Solar-powered countries in the world. They have made so many improvements to slow down the spread of climate change. If other countries, including the US, start to use more solar power energy, we can become such a healthier and happier economy.

Google Map: Enclosed is a link to a Google Earth map that includes specific information and locations for the renewable energy plan.
https://earth.google.com/earth/d/1USmUrqdclGwq_h3ITlm1lozpBDC--CWM?usp=sharing

Project Constraints and Challenges:

Solar energy isn't the perfect or only solution to climate change out there. Every solution has its own set of drawbacks including solar power. Some challenges that could arise would be cost, getting permits, and some more. The initial cost of solar power is fairly high. Though it does usually pay itself back by either selling it to the power companies or getting enough people to install it. In this case, it would hopefully be paid by the tax incentive in place. Because we proposed to install solar panels on the roofs of privately owned buildings, they would need to agree. If they don't, then it could be a major risk. Finally, the sunlight that comes down impacts how much energy we actually make. Portsmouth doesn't get the sunniest days in the winter but we do get very sunny summers. If construction were to start in the winter, you could start generating electricity almost immediately.

Solar energy can also affect the environment in negative ways. One common concern is land and habitat loss. Our solution is top of buildings so we wouldn't need to worry too much unless in the future, New Hampshire, or just Portsmouth, built a solar farm. Depending on the company and how they manufacture solar panels, some can be made with hazardous materials like photovoltaic cells. These are needed to convert sunlight into electricity. When these panels go to landfills, they make valuable materials go to waste. The toxic materials can also leak out and contaminate landfills further.

Importance of Proposed Solution:

Even with some restraints that solar power carries, we believe it would be the best option to use solar power throughout Portsmouth. Solar power is cost effective and allows for other purposes like earning profit and other benefits.

Project Conclusion:

Why is Solar power good for Portsmouth New Hampshire? First of all, Portsmouth gets a lot of tourists, especially in the Fall when all of the leaves on the trees turn colors. Tourism brings a lot of income to Portsmouth, giving us money to invest in solar energy. If we go solar, we will still be able to have certain jobs, like a fisherman. Fishermen are in danger of losing their jobs due to the rising ocean. Solar power pays itself back in years, because of how much money it saves and teh profit earned over the years from selling it back to power companies. In case nuclear power doesn't work out in the long run, we have a backup. If New Hampshire starts solar power, we are setting an example for other states, which is encouraging them to also go solar or use other renewable energy options, saving both the environment and money for the US. Solar is cheaper than

other options, it mostly only costs money to install it and from then on we are gaining rather than losing. Proven by Germany, we will still be able to have the New England winters that everyone loves and people will still be able to ski. Flooding is also a major issue for Portsmouth now and will become a bigger one in the future. If we could minimize the amount of carbon being released into the atmosphere, it would slow the eventual rise of seawaters and also minimize flooding. It would also help with the newly more extreme storms that contribute to flooding. Having solar power installed in your home or on city/private-owned buildings increases its value as well. Having solar energy also creates jobs for people in need like manufacturing, development, and such. Overall, solar power would be one of the best options for Portsmouth, New Hampshire in the pursuit of slowing climate change.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by Elise Katzenstein
April 1, 2022

Project Narrative: (should be approximately 2 - 3 paragraphs in length introducing the science behind human-induced climate change and the possible impacts in Portsmouth, NH for the future)

Earth is known as a Goldilocks Planet. It's not too hot or too cold. It's "juuuuuuust right" and perfect for supporting life! And our atmosphere, which is where a process called the greenhouse effect takes place, is what makes it habitable. In the daytime, the sun shines through Earth's atmosphere and warms its surface. During the night, Earth's surface cools which releases heat back into the air where some of it is trapped by the gases in the atmosphere. These heat-trapping gases, carbon dioxide, methane, water vapor, and others that are less abundant, are called greenhouse gases and are responsible for the greenhouse effect. Earth needs a **balance** of these gases to maintain the perfect temperature for living things, but, some human activities are changing Earth's natural greenhouse effect and upsetting the balance. For example, burning fossil fuels like coal and oil releases carbon dioxide into the atmosphere. In 1960, atmospheric CO2 levels were at 316.91 ppm (parts per million). This has risen dramatically and in 2020 it was at 414.24 ppm (the scientific benchmark for a normal climate is only 350 ppm.) These excess greenhouse gases trap more and more heat which is warming our planet. This is evident in the temperature anomaly data. In 1960 the temperature anomaly was 0.0 degrees celsius. In 2020, it was at 1.01 degrees celsius. Therefore, the more fossil fuels we burn, the more carbon dioxide is released into the atmosphere, and the higher the temperature rises. This is a basic explanation of climate change.

Currently, in the US, most of our electricity is generated using fossil fuels. The biggest 3 are coal, crude oil, and natural gas. If we continue to use these fuels as energy sources, there will be serious repercussions and the climate will be permanently altered. This could mean a loss of species, a lack of food, an increase in natural disasters and more extreme temperatures, worsened air and water quality, health risks, and so many more. It will even affect us directly in Portsmouth! The increase in temperature will cause glaciers to melt and sea levels to rise. This will affect people living on or near the coast, like people in Portsmouth. The estimated sea-level rise by 2050 is around 6 inches! When the sea level rises it will flood towns like Portsmouth and could force us to leave our homes and businesses. Not only will this affect us (and our wallets), it will also harm animals living in the ecosystems in the flooded areas. Climate change is not a minor issue that we can worry about in the future, it is an immediate concern for ecosystems, human livelihood, and the city of Portsmouth!

Proposed Renewable Energy Solution: (identify **ONE** specific idea for renewable energy generation in/near Portsmouth, NH. Include your claim about what your solution could do for Portsmouth to reduce the use of fossil fuels).

My proposal for the City of Portsmouth is to enter into a Power Purchasing Agreement (PPA) with a private solar power company and install solar panels on municipal buildings to generate electricity to power them. A PPA is a financial agreement where the solar developer arranges for the design, permitting, installation, and financing of a solar energy system at little to no cost. The developer (and owner of the panels), sells the electricity to the host customer at a fixed price that is normally lower than the local utility retail rate. The lower electricity price offsets the customer's purchase of electricity from the grid. The developer profits from the income of the electricity sales and tax credits or other government incentives from the system. The PPA will typically last for 10-25 years and the developer will remain responsible for the

operation and maintenance during the duration of the agreement. When the PPA contract ends, the customer can choose to extend the PPA, remove the solar system, or buy the system from the developer.

I would place the solar systems on multiple municipalities in Portsmouth. The locations would be Porstmouth Town Hall/Police Station, Portsmouth Fire Station, Portsmouth Public Library, Portsmouth Middle School, Portsmouth High School, New Franklin School, Little Harbour School, Dondero School, Foundry Parking Garage, and Hanover Parking Garage. The solar panels on top of these buildings would supply energy to these locations. This idea would eliminate direct CO2 emissions from producing energy for government buildings. This system would also be cost-effective. The average residential electricity rate in New Hampshire is 20.24 cents per kilowatt-hour (kWh). The average price (in 2019) for a utility-scale PPA is only 2.74 cents per kWh. If the PPA price was the same as the average price in 2019, the town would save almost 10 times on electricity if they switched to a PPA contract! Portsmouth should go green to save green!

Similar Solutions from Around the World: (reference evidence from other countries/states/cities around the world that have used a similar solution to what you are proposing. Include the impact of those efforts)

This plan is not a new idea. Many towns and cities across the world have instituted the same or a very similar plan. Montgomery County, Maryland, a Washington, D.C. suburb, has installed solar panels atop libraries, recreation centers, and a fire station. Peterborough, New Hampshire has also taken initiative to reduce its carbon footprint. The town's water treatment plant is solar-powered which saves the town 20,000 dollars in energy costs per year. Both Mongomery County and Peterborough have a power purchase agreement with a private company that paid for all the solar energy costs upfront including buying and installing solar modules. They buy from the power company at a rate that saves them money because it is less expensive than buying power from their local utility company.

Portsmouth has already done something very similar! 2 large solar panel arrays have been installed at Portsmouth High School and Portsmouth's Madbury Water Treatment Plant. The panels currently supply 11% of Portsmouth High School's energy and 25% of the Water Treatment Plant's energy. The solar panels were built as a part of a PPA with SunRaise Investments. Portsmouth will purchase below rate electricity from the solar arrays for the next 25 years. The 2 arrays are equivalent to a reduction in 525,000 pounds of coal burned or 55,000 gallons of gasoline consumed in a year. If possible, we would place enough solar panels on Portsmouth High School's roof to supply 100% of their electricity. Even such a small percentage of the municipalitys' energy coming from renewable sources has a huge impact on the planet. Imagine the result if we placed solar arrays on all municipal buildings.

Google Map: Enclosed is a link to a Google Earth map that includes specific information and locations for the renewable energy plan.
https://earth.google.com/earth/d/18mppFQR1pswP6BhtqiIBfVKhgdK_MP15?usp=sharing

Project Constraints and Challenges: (list some of the challenges that you can envision might exist for implementing your plan. Describe the possible negative impacts on the environment that could occur because of your solution)

A challenge that this project could face is that the cost per kWh could increase as the contract goes on. This would make purchasing the energy more expensive than when the PPA first began. But, this would not be an unpredictable increase. The solar company would include the percent increase in the contract and even if the price were raised, it would most likely still be cheaper than purchasing from the utility company. Another issue is that some of the roofs where I have requested solar panels may not be strong enough structurally to support the array. The solar panels might be too heavy for the roof to support so this might not be a viable option. The last problem is that solar panels are, of course, reliant on the sun and if the location does not receive enough direct sunlight, the company won't install the panels.

Importance of Proposed Solution: (make a compelling argument about why the City of Portsmouth should adopt your renewable energy plan. Even with the challenges listed above, explain why your plan is important and can address human-induced climate change caused by burning fossil fuels)

Even though the project may face a few challenges, it is of utmost importance that the city of Portsmouth takes steps to help stop global climate change. The issue has been ignored for far too long and we must take immediate action to reduce our carbon footprint. If we don't lower our carbon emissions by 45% by 2030, the 1.01 degrees celsius anomaly will rise to over 1.5 degrees, and with this rise in temperature will come a collapse of the world's ecosystems. We have less than 10 years to slow this trend and avoid the worst consequences of climate change.

Project Conclusion: (provide the reasoning for why your solution would be positive for Portsmouth, the global climate and a switch from fossil fuels for energy needs. Make a final argument why your solution for renewal energy is important to implement before the year 2030)

This plan would not only reduce fossil fuel emissions but also save the town money on electricity bills. It might seem silly to make such a change in a town as small as Portsmouth, but every contribution adds up. We must must must act now before we alter the world beyond repair and suffer the consequences.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by Turner Leduc and Samantha Hueber
April 1, 2022

Project Narrative:

During the early 1980s, a large increase in worldwide temperatures had caused and those temperatures have only been increasing more and more. This is because of the emissions of carbon dioxide that we have been constantly releasing into the atmosphere from burning fossil fuels and vehicles such as large trucks and cars, or to the extent of our electricity source. These emissions have an incredible impact on our environment due to the greenhouse effect, which traps heat from escaping into space and this process was originally intended to keep the Earth warm. However, carbon is being trapped in the atmosphere along with this heat, only warming up our planet more and more. If we are not able to reduce or simply limit the number of carbon emissions that are currently going into the atmosphere, the world will collapse in every way, shape and form. Carbon Emissions are currently the main contributor to Global Warming, Health Concerns, Sea Levels Rising, lack of food for humans, and wildlife extinction of many sea creatures and fish. With this we will also gather more of a population, only increasing the rates. A projected statistic from 2100 projections says; "Assuming the contributions are made in full, atmospheric CO2 is projected to reach about 670 parts per million (ppm) and the global average temperature increase is projected to reach about 3.5° Celsius above pre-industrial levels.

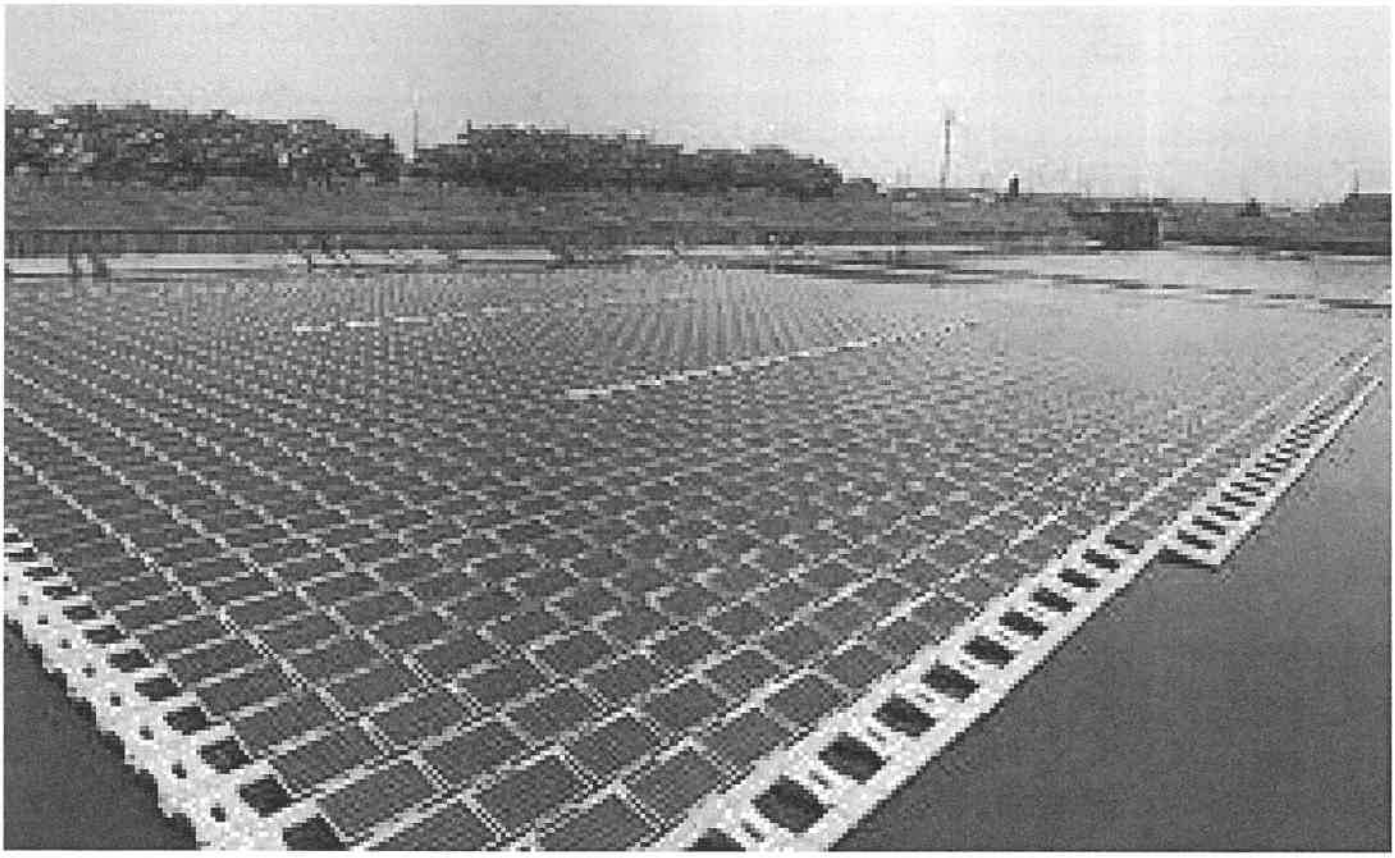
Climate Interactive did not post underlying data for its analysis when the above graphic was updated on December 11. However, prior analyses show a continual rise in global greenhouse gas emissions throughout the 21st Century until 2100 when projections stop. That is, the projections do not indicate stabilization of global emissions, atmospheric greenhouse gasses, or global temperature." (2.0 degrees is also called the turning point, and when chaos is about to strike, so we will surpass that) If you click here you can see the major impact that only rising sea levels can cause in our town. This is all the more reason to start considering alternative routes to avoid this issue.

These problems have already begun affecting our cities and homes after so many years of polluting the air. With the increase in human population, the carbon emissions also go up with it, and now our planet is one degree warmer than it was 140 years ago. That may not seem like a big deal at first, but that increase lasted in the span of only the last forty years. That's not the worst part either, many estimates have shown that the total amount of forests, including man-made ones, are rapidly dying out, which reduces the amount of oxygen being released into the air and makes more space for carbon to take over. And, if our sea levels continue to rise when the waters rise above five feet, they'll even begin to hit our middle school and other important locations in central downtown. After all of these issues, we must come up with some kind of way that can help us solve this matter and put an end to these high risks in our town. Fortunately for us, we have a detailed plan that could benefit the entire town, and all it takes are the Mill Ponds.

Proposed Renewable Energy Solution:

The solution we have in mind for the Climate Change crisis is a solar idea, but with a twist. Instead of putting the panels on traditional rooftops, we had the idea of putting the panels on the water. This way it wouldn't take up any additional space, and make the water a multi-purpose pond. The place we have in mind for this proposal is the Mill Ponds, and by putting the panels here, we wouldn't affect any port traffic. In other

words, no profits from the ports would be delayed, and Portsmouth could continue with its normal life. The other reason for these Ponds to be the prime location is that they are still water, with no true form of waves popping up. Since the panels we have in mind are Floatovoltaics, they will be rafts, and the waves could seriously impact their effectiveness.



Speaking of the Panels, these panels are like ordinary panels, producing up to 400 watts of power an hour. But, since they are on the water, it cools the panels, making them have less chance of malfunctioning, and keeping productivity at higher rates. In fact, we have done the math for these two bodies of water, and if there was a sunny day every day, we could sustain 7210 homes with some to spare. This is a massive amount of energy and money saved, totaling up to a whopping $9,949,800 for energy (since the average person spends 115 dollars per month on electricity). This is a small space we are talking about that is currently going unused, and we can save almost 10 million dollars just by installing them!

Finally, we need to realize Panels will only benefit the community. We will not distill any land by doing this, and it will only save us in the future. The fossil fuel industry is having harder and harder times finding the resources needed for the fuel. The source MAHB states "Oil will end by 2052 – 30 years time. Gas will end in 2060 – 40 years' time. Coal will last till 2090 – 70 years time. However, according to BP [5], the earth has 53 years of oil reserves left at the current rate of consumption." As seen here, we are at a limited time to convert to the renewable energy side, as resources are running low, and the cost will go up. We would not only be a leader in the future but also save in the process.

Similar Solutions from Around the World:

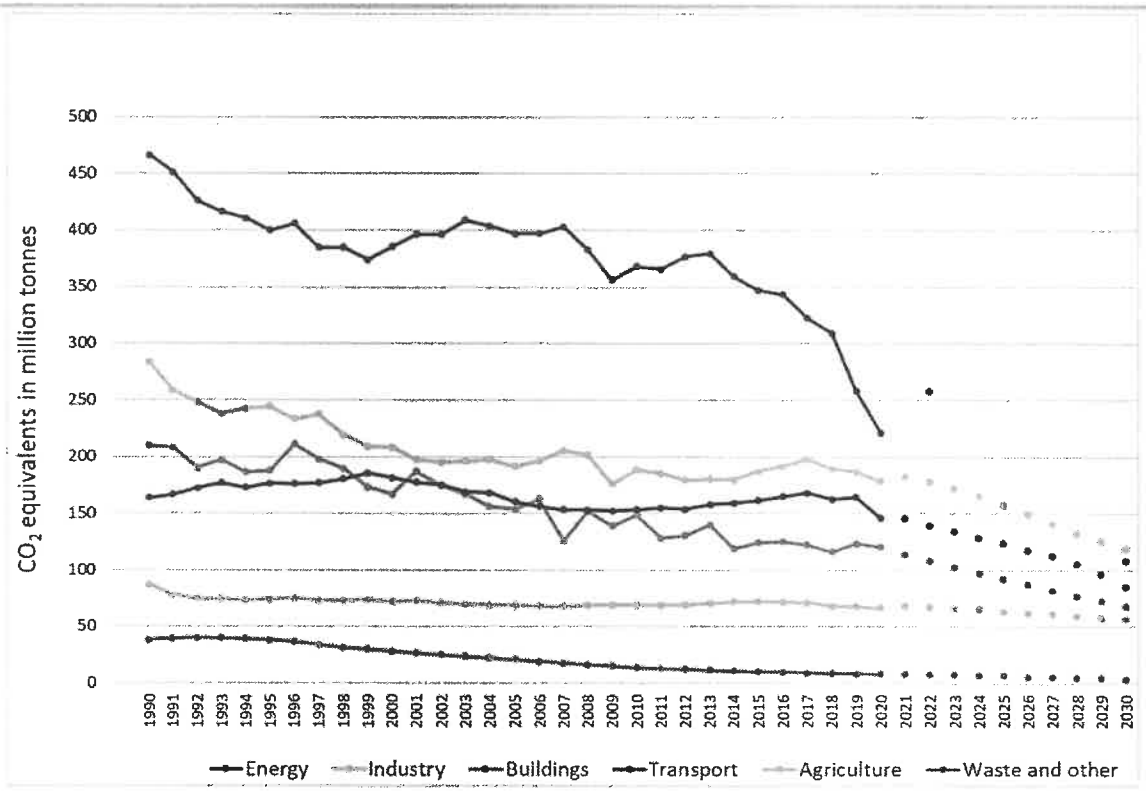
One of the current largest solar energy users and consumers in the amazing country of Germany. This powerhouse is leading the industry in terms of the amount of solar energy, and by amount of panels. Instead of putting their panels on the water though like we intend on doing, their goal is to use massive plains of abandoned farmland as the places for the panels, and when at peak production time (noon), the panels can generate 40% of the country's power demand. The reason for the panels being so effective is the amount of land

they have, along with the flatness. To put this into the comparison of the USA and if we utilized these strategies, Renewable Energy World stated: "In 2000, U.S. farms numbered around 2.18 Million. Assuming that one farm building (with at least 800 square feet ready for solar) exists per farm, and one 8-kW system is installed on each building, solar energy produced on U.S. farms would amount to 23.98 billion kWh per year. To put this in context, this is enough solar electricity to power *all of the homes* in Wyoming, Alaska, North Dakota, South Dakota, and Montana combined." As seen here, if we were to put panels on the farmland that is considered unnecessary, then we can seriously improve our rates with carbon emissions, and leave a better carbon footprint. Germany had been able to reduce its carbon emissions print in extreme amounts:

German greenhouse gas emissions by sector 1990-2019 and emission budgets 2020-2030

Data: UBA (2021) / Climate Action Law (2021).

CLEAN ENERGY WIRE



Note: Without emissions from land use, land use change and forestry (LULUCF), 2020 data preliminary

(From CEW Clean Energy Wire) This graph here displays the dramatic decline in Carbon Emissions from Germany, and the huge effects it has had on them. They now have much fewer costs for the electricity bills, which now average to be 415 euros or 460 dollars. They now aim to become greenhouse gas neutral by 2045. It has set the preliminary targets of cutting emissions by at least 65 percent by 2030 compared to 1990 levels, and 88 percent by 2040.

Japan is one of the biggest manufacturers in the world that produces solar panels and is also known for its many distributions across the globe. The solar panels get exported to large countries in need of solar energy, such as China. Because China is such a large country it can produce mass amounts of energy, even if not much area is used to produce solar energy, and now, China is expecting to add from 75 to 90 Gigawatts (GW) of solar panels across their territory by the end of 2022. Even India was able to create a change by achieving its goals of 20 Gigawatts four years ahead of its original plan. "The Indian government had an initial target of 20 GW solar capacity for 2022, which was achieved four years ahead of schedule. The installed solar capacity in September

2020 was 36 GW and India has an ambitious target to achieve 450 GW of renewable energy capacity by 2030. Solar and wind energy have the lowest cost of power for new capacity." These countries were determined enough to create a change for our future, so much so that some of them were able to find new ways to create renewable energy or convert to this energy faster than the initial plan.

If America is able to be just as committed to fixing these worldwide issues, we could create an unparalleled and environmentally-friendly community and we won't have to worry about these issues any further. These ideas may be expensive at first but cutting the costs down is possible, as well as creating fair opportunities for those who are willing to step up and help produce renewable energy for their homes. Finally, as seen in the previous segments, you will get the gist that we need to follow these countries' examples they are setting for us. They are the ones who know how to do this the correct way, and all we have to do is tag along.

Google Map: Enclosed is a link to a Google Earth map that includes specific information and locations for the renewable energy plan.
https://earth.google.com/web/data=MkEKPwo9CiExdnIoWjBpQkRyRUxIWC14MWY4WmxPTmpwLVVVSDlxYlkSFgoUMEU5NDgxOTNDMDIwRTdDNUI4MDcgAQ

Project Constraints and Challenges:

With this new installation of solar panels, two possible issues might occur. The first one is the wildlife impact that these will have, and the loss of habitat. While the Mill Ponds might not be home to lots of aquatic animals, the geese, ducks, and herons will have issues with trying to get around the panels, and the viewing for people will not be as pleasant. For example, since the panels do take up the majority of the ponds, there will be limited space for these animals to feed or roam. This may upset the people of Portsmouth or the Animal Health agencies or will cause the animals to move grounds. The other issue with the animals is they may damage the panels by their curiosity. This is very common among animals with new objects in their environment, and would likely be a consistent problem. The animals could stand on top of the panels, which could affect productivity, or break the system with their beaks and such.

The other issue with putting the panels here is the tide may have an impact on the panels. Since the ponds are affected by this, when there is a low tide, the panels by the edge may begin to get stuck on the shore and damage the bottom. But, the exact opposite could happen with a king tide when the panels begin to shift over the actual pond. Both of these instances have a chance of breaking the panels or moving them into not as productive areas. Another issue with the tides is that when a tide goes out or in, it may drag the panels with them, creating another possibility of harm. Tides though are predictable, so we should know when to secure the panels more, or where to install certain ruts on the bottom to keep them flat for low tide.

The final main issue with this idea is the snowy weather, and the harsh amounts of ice we receive in the winter months. The ice can seriously damage the integral parts due to it being in the water, and if there is snow on top, the panels would not operate. Any type of Northeastern winter weather would likely be the cause of a shutdown for the system. One good thing though about having them on the Mill Ponds is that there will be no frozen water, so this will help greatly with the amount of maintenance required.

Overall though, these two likely problems can easily be fixed with the installation of additional mechanics, or crews to help clean or take care of animals. This should cost much additional money, and would in the end be beneficial to secure a good and stable source of energy for Portsmouth. If these do become more serious problems though, we can make special arrangements with the manufacturers to help ensure the panels are protected.

Importance of Proposed Solution:

Even with the issues we have discussed thus far about our proposal involving solar panels, we still firmly believe that these "floatovoltaic" panels should be installed within Portsmouth's community. Our plan is important to our future and can influence neighboring communities and towns to convert to renewable energy as well. According to Wilderness.org; "The good news is that the United States is a big country and there's plenty of space for solar farms. But we have to be careful where they are placed in order to preserve wildlands and wildlife. The best places are the ones already developed and near transmission lines and roads.

A great example is the Dry Lake solar zone. The solar farm near Las Vegas, Nevada, powers 46,000 homes but has a relatively low environmental impact." They, along with many large corporations and people around the world, believe that we should convert to different types of renewable energy as soon as possible and before it's too late. We can kill hundreds of plant and animal species just by harvesting energy, imagine what we do when we use that energy to power small things like outlets and light bulbs. We need to show the nearby towns that, even though there are drawbacks to our ideas, we can still do incredible things and produce a better environment for our future generations.

Project Conclusion:

From the evidence, we have displayed, and the ideas we have brought to the table, you will have come to realize that there is nothing to lose in this investment, and it is only to our benefit. It is a win-win situation. Since the land will not be tampered with, and not affect any shipping routes. Also, we have evidence that as of 2020-2021, it is in fact cheaper to use renewable energy instead of a fossil fuel type resource. This will not only prepare us for the future events of Portsmouth but also protect us from the whiplash of Mother Nature. Statistics show that there is definitely a day (that will come soon) when we are officially out of fuel, and without electricity, a city can't function. We are quickly approaching the 2.0-degree celsius mark, which as stated before, is the deadline for the world to re-order itself. If we do decide to put in the panels, then we will be one step closer to being ready for the CO_2 powerhouse. Overall, this idea will help us no matter how you think of it, and the pros will always outweigh the cons.

Cited sources:

- "Lessons from Germany: Solar Energy Opportunities for Farmers." *Renewable Energy World*, 26 Aug. 2013, www.renewableenergyworld.com/solar/lessons-from-germany-solar-energy-opportunities-for-farmers/#gref. Accessed 29 Mar. 2022.
- "Solar Energy in India Has Gigantic Opportunities." *Asian Insiders*, 14 June 2021, asianinsiders.com/solar-energy-in-india-has-gigantic-opportunities/. Accessed 29 Mar. 2022.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by: Khloe Randall
April 1, 2022

Project Narrative:

Climate change is a major concern for the world and America. This is such a major concern because it is affecting almost every aspect of life, from sea life to human life on land. There are many consequences that come from climate change that are constantly getting worse and worse every day. One of the consequences of climate change is the more frequent and intense natural disasters. Locations all over the world have suffered immensely from very intense and frequent natural disasters like tornados, hurricanes, droughts, heatwaves, and more. This is a threat to human civilization because homes and other buildings are being destroyed during events like hurricanes and tornados, and we are running out of water resources around the globe because of the heat waves and droughts. These extreme weather conditions are affecting humans' crops and livestock. We can't grow food when we are in a heatwave or a hurricane. This is causing us to have to charge more for food which is very hard on some families who aren't financially stable all the time. Along with storms and natural disasters, climate change is also melting our ice and causing our sea levels to rise. We may not pay attention to this and may not think that this is a major concern, but it is. Animals like polar bears are currently dealing with losing their homes and habitats due to the ice melting in the poles, and humans may soon start to face the same consequences as the polar bears. We could end up losing our homes and we will have to evacuate. Our sea levels could rise so high that they end up destroying our homes and other buildings. When the Earth warms, it causes glaciers, icebergs, and ice sheets to melt. This adds more water to the ocean which causes it to rise. There are graphs that show us that the amount of Arctic sea ice at the North Pole is going in a downward decline since the year 1980. In the past 100 years, our sea levels have risen about 6-8 inches. We may not think that 6-8 inches is a lot and won't affect us, but it will. Climate change is worse than it ever was before. This means that sea levels will rise more than ever before. There is a sea-level rise viewer website, https://coast.noaa.gov/slr/ that predicts and shows us what will happen to our land if the sea levels continue to rise at the rate that they are. We can see that at just 1 level of sea-level rise, we are already slightly affecting the coastlines. In Portsmouth, NH we can see that at 1 foot of sea-level rise, we are already seeing the water rise up onto places near Sagamore Creek. This water will end up moving toward buildings, homes, etc. causing water damage. If we keep going in the direction we are going, the sea levels could rise up to 10ft. With that much sea level rise, buildings in Portsmouth like the Public Library and Portsmouth Middle School, would all be gone and destroyed. 10ft might sound like a lot, but it isn't. At the rate we are going with climate change, it won't take long. In all of America, climate change could also greatly affect human health and the air we breathe. Climate change is constantly polluting our air and worsening its quality. Air pollution can lead to asthma, heart disease, lung disease, and more.

The definition of climate change is "long-term shifts in temperatures and weather patterns." It also says, "These shifts may be natural, but since the 1800s, human activities have been the main driver of climate change." This is true. Climate change before was natural, but we have now made climate change human-induced, but some people don't believe it. Climate change comes from us burning fossil fuels like coal, oil, and gas. These fossil fuels are being burned constantly to generate almost all of our energy for the United States. We use this energy to generate electricity, power transportation, power our businesses, etc. Although these materials are easy for us to use and they work well for us, they produce very large amounts of heat-trapping gases called greenhouse gases. These greenhouse gases end up sitting in the atmosphere around the earth and trap the sun's heat. This causes global warming/climate change to happen. The greenhouse gas

that is doing the most damage to the earth is carbon dioxide. Carbon dioxide is the largest greenhouse gas being released from burning coal, oil, and natural gases. Carbon dioxide is the biggest reason why the climate is warming at the rate it's going. Right now, The carbon dioxide levels are going way out of control because we are burning so many fossil fuels consistently every day. There is a graph that shows the amount of carbon dioxide ppm, (parts per million) that are in the atmosphere today. This number has rapidly increased since 1960. There was a 350ppm benchmark that hadn't been passed in over 3 million years. We are now at 418 parts per million in 2020 and we are still increasing. There are also things called temperature anomalies which have also been getting warmer and warmer. A temperature anomaly is a difference between an average predicted temperature, and what the temperature actually is. We can see that our temperature anomalies have been consistently getting warmer and warmer than the average predicted temperature every single year. In 2020, we were already 1.82 degrees above the temperature and it was increasing by more every year on a steep upward incline.

All of these side effects of climate change are going to consistently get worse as the years go on. We are constantly burning more and more fossil fuels and we are constantly emitting more carbon dioxide into our air, every year more than the last. The world will never be the same if we keep living this way. If we don't start using renewable energy to power our transportation, electricity, and more, humankind could be in serious danger. It is up to us to fix this. No one else is going to do it for us. We have to realize that we are in serious danger, and at some point, we won't be able to turn this situation around. We have to take action before it is too late, and our home on Earth is destroyed.

"The climate change crisis has already been solved. We already have the facts and solutions. All we have to do is wake up and change." - Greta Thunberg (19-year-old climate change activist).

Proposed Renewable Energy Solution:

The renewable energy source that I would like to add to Portsmouth, NH is solar energy. I would like to put solar panels over parking lots and parking garages that are very open to the sun and are used a lot by the community. Doing this could reduce Portsmouth's carbon footprint and would make us less reliant on fossil fuel usage, which is overall better for the planet. Parking lots and garages with solar panels would be a great place for many electric cars to charge, but instead of being charged and using electricity that is made by burning fossil fuels and releasing carbon dioxide, they could be charged by using solar energy that was made into electricity instead. These parking garages would have to be in the sun so that they could soak in as much solar energy and sunlight as possible. When solar panels get installed the PV Cells in the solar panels soak up all the sunlight that touches the solar panels. Inside those solar panels, the energy is turned into electricity. The solar panels are connected to a control device that is usually on the side of whatever building the solar panels are on top of. This control device takes the electricity from the panels and changes it so that it can power electrical items. From there, the electricity moves from the control device, into a breaker box. The breaker box (which is connected to the control device, and the panels), allows the electricity to flow into outlets in whatever building the panels are on. Now that the solar energy has turned into electricity and has passed through the control device, breaker box, and is now in the outlets, whatever is plugged into those outlets can use that electricity to power electrical items and appliances. In my case, if we added solar panels to parking garages, we could soak up a large amount of sunlight with those panels and it could power all the light in those parking garages, but also buildings around them. This newly generated electricity can also be used to plug in and charge cars if needed. This could also work in regular parking lots on the ground.

Solar renewable energy sources are a better/cleaner alternative instead of using fossil fuels because it produces fewer greenhouse gases that otherwise would end up trapping heat on Earth. The way we create electricity now is, by burning fossil fuels like coal to produce steam. The produced steam flows into a turbine, which spins a

generator to create electricity. Although we have used this process for years, it isn't good for our environment. When we burn coal, we emit carbon dioxide into our atmosphere. So when we leave lights and other electrical appliances on in our house when they aren't in use, we are emitting even more fossil fuels and carbon dioxide into the air than necessary because we keep burning fossil fuels when it isn't nessecary. This means that we could eventually run out. If we use solar energy, it will never run out, and we wouldn't emit any extra carbon dioxide into the atmosphere because we aren't burning anything. The sun also produces around 4,000,000 tons of energy a second. 1 hour of sunlight received by the Earth is calculated to be sufficient to meet our energy needs for a whole year. This means that we have plenty of energy to use that never runs out and is very reliable.

Similar Solutions from Around the World:
In early 2020, China was ranked #1 for the use of solar energy. They have invested a lot in solar energy and solar panels. China has solar farms, (solar panels covering large areas of flat ground in fields), solar panels on houses/roofs, etc. There are also many places around the world that are doing exactly the same thing as my proposal is. Some people may call them "solar canopies" that go over cars in parking lots and garages. Some are curved to create more of a canopy style, some are turned slightly on a diagonal toward whichever way gives off more sunlight, and others are just flat. Any of these designs have been proven to be very beneficial in many areas around the world today. Wherever these solar panel "canopies" are installed, people say they enjoy the shade that they provide as well as the electricity they make. Sources on the web say that "Parking lot solar canopy installations are an excellent installation option for malls, airports, hospitals and other facilities with large parking areas. Not only will you generate green power, but your employees and customers will appreciate the shade to protect their vehicles," and "Solar canopies are an increasingly popular way to take advantage of parking and invest in solar power." Overall, the installation of what are called "solar canopies" wouldn't be a bad way to generate electricity in an eco-friendly way.

Google Map: Enclosed is a link to a Google Earth map that includes specific information and locations for the renewable energy plan.

https://earth.google.com

Project Constraints and Challenges:
Although solar panels placed around downtown over parking lots and garages would be a great way to slow our usage of fossil fuels, it does come with some negatives just like any other solution would. Not one solution is perfect. The first most obvious negative that comes with solar panels would be the fact that they can only work if it's sunny. At night and during days when it may be cloudy, the solar panels won't be able to absorb much sunlight or any at all and won't be able to supply electricity or any power at all for anything. There may be some energy and sunlight left that hasn't been converted yet from the day before, but not much. Another negative that could possibly come with solar panels is the installation process. The construction activities during the installation of large-scale solar power plants can lead to higher levels of air and noise pollution affecting plants and animals of larger communities. Installing these panels requires some knowledge of electrician work so that whoever is installing them can properly handle wiring and other technical aspects of the job. These workers may also have to work in somewhat dangerous areas like on top of a parking garage and possibly working with burying wires. It may be hard to find people that what to do this work.

Importance of Proposed Solution:
Although there maybe a couple of negatives that come with solar panels, they are still 1000x better than using any fossil fuels. Any solution that we can think of will always have some negatives that come with them. I

believe that we should still adopt the idea of solar energy being used in parking lots and garages in the City of Portsmouth. Across New Hampshire, around 50% are still using fossil fuels instead of renewable energy sources to generate our electricity and power. This plan for solar energy in Portsmouth is important because it will allow us to step away from fossil fuels a little bit. If we start with Portsmouth, we could inspire the rest of New Hampshire to follow us in our attempt to stop relying on fossil fuels as much as we are right now. If many countries and cities step away from fossil fuels just slightly, we could greatly slow the production of carbon dioxide. The only way to stop, or at least slow climate change and turn it around, is by slowly making adjustments to the way we are generating our electricity and power now. I believe that solar panels downtown Portsmouth in parking lots and garages will address the problem of human-induced climate change caused by burning fossil fuels.

Project Conclusion:

This renewable energy plan is very important. If we don't stop or at least slow our use of fossil fuels before the year 2030, we could be in serious danger. 2030 is often cited as the year when climate change will become irreversible. By that time, if we don't make a change, we will have produced so much carbon dioxide that is now sitting in the atmosphere trapping heat into the Earth, that we won't be able to come back from it, no matter how hard we try. A scientist has said, "We have 12 years to limit climate change catastrophe," "Planet has only until 2030 to stem catastrophic climate change," and "The world has just over a decade to get climate change under control." This was said a couple of years ago. Now we have less than a decade to get climate change under control. Some of the population has tried to slow the production of carbon dioxide, and some don't even believe that climate change is a real thing. We need to make a change and educate everyone on why we are doing what we are doing, and what they can do to help. This situation can get a lot better, or it could get a lot worse. Again, it is up to us. We can't wait for the next generation, we are the ones who have to turn climate change around in the next 8 or so years. The first step would be to start slowly incorporating things like solar panels into the city. Then we can start doing more after. Let's take the first step, and show the world why we need to change as soon as possible.

"Climate change is real. It is happening right now, it is the most urgent threat facing our entire species and we need to work collectively together and stop procrastinating." -Leonardo Di Caprio, Actor, and Environmentalist.

Renewable Energy Proposal - 2030
City of Portsmouth
Prepared by Ginger Vinciguerra
April 1, 2022

Project Narrative:

Our planet Earth, home to human livelihood and ecosystems is significantly changing adversely. A change in which temperatures are rising. Influencing this negative shift is climate change. Climate change is a concern in which our planet is warming at an accelerated rate due to the elevating levels of carbon input. By carbon input I'm referring to any process that uses fossil fuels. When burning fossil fuels to produce energy, greenhouse gasses and nitrogen oxide are emitted into the atmosphere. When these gasses enter the atmosphere they preoccupy infrared radiation released from the Sun. This process is the main factor to the warming of Earth's surface and atmosphere. This agitation is exceedingly increasing droughts, wildfires, and the rise of sea levels.

The concern of the increase in droughts, wildfires, and the rise of sea levels is only growing. By 2050 it's predicted that in the U.S., the total energy related carbon emissions will be about 4,807 million metric tons. That's around 5% more than in 2020. If the U.S. keeps emitting carbon dioxide by burning fossil fuels at such a rapid rate then we will begin to face more permanent challenges. Issues such as frequent droughts, wildfires, flooding/rising sea levels, coastal erosion, hurricanes, shift in rainfall patterns, and temperatures rising. For example sea levels used to rise at a yearly rate around 0.06 inches and now sea levels are rising about 0.14 inches per year.

Living in Portsmouth, New Hampshire we are impacted by the rise of sea levels. Some day in the future Portsmouth could be underwater. Coastal regions can and will be affected by the rise of sea levels. Some small island nations have already been destroyed by climate change. Located in the Pacific Ocean is the Marshall Islands. As of today this nation is endangered due to the rise in sea levels. The Marshall Islands will be submerged by 2035 if we keep emitting more carbon dioxide. Climate change is dismantling the environment. Although climate change may not be directly affecting you currently, think about how it is going to negatively affect generations to come. A sustainable world for all living organisms, it is slowly fading away.

Proposed Renewable Energy Solution:

To liberate our world from climate change we all must take initiative and act urgently. My proposal for Portsmouth, New Hampshire is to implement "solar trees" throughout the downtown area of Portsmouth. This structure, referred to as a solar tree, converts solar radiation into electricity. Solar radiation is waves of energy emitted from the sun. As this sunlight radiates down towards Earth it can be converted into energy. Instead of wasting this energy we can implement solar panels to transfer the sun's radiation into electricity. Solar panels are devices made of a collection of solar(photovoltaic) cells. The photovoltaic cells inside the solar panel help to absorb the sunlight. Then electrical charges begin to move, creating electricity or heat. Solar panels are placed throughout the world.

Solar trees are tree-like structures with solar panels along it. These "trees" are made out of metal or stone with "branches" holding solar panels. I've thought of three beneficial locations where Portsmouth could place solar trees. These locations are all in populous areas of downtown Portsmouth. The first location is in front of the North Church in Market Square. Placing a solar tree in front of the North Church would gather attention to renewable energy to the community of Portsmouth. People of all ages walk, drive, or bike past the

North Church everyday. This solar tree could also help power the surrounding business. Also many musicians perform in that area, so the solar tree could help to power their electrical equipment.

Another location where a solar tree could be placed is in the grass area north of Memorial Park. The area near Memorial Park would be an eye-catching place to put the solar tree. Many cars and walkers would pass this solar tree on a daily basis. Also it could help to power the bridge or surrounding businesses.

The final location I planned is Prescott Park. Placing a solar tree in Prescott Park could help power the fountain there or help local festivals power their electrical needs. It could also help power the snack shack there. These three locations would be a good foundation for implementing solar trees in Portsmouth. Potentially, Portsmouth could place more solar trees throughout the city. Places such as the Portsmouth Public Library, Portsmouth Public Schools, and other public areas. My goal is to have solar trees implemented throughout the entire City of Portsmouth.

Google Map: Enclosed is a link to a Google Earth map that includes specific information and locations for the renewable energy plan.
(https://earth.google.com/earth/d/1fNBsI2ykeAtj4OHuvvMlEZyiOC6pY4Jm?usp=sharing)

Similar Solutions from Around the World:

There are some other countries and states that have implemented solar trees. Florida has solar trees installed in zoos, museums, airports, and parks which is similar to what I'm proposing for the City of Portsmouth. Thanks to the solar trees installed around Florida now over 50 million people have been introduced to solar power. Not only do the people of Florida appreciate the electricity the solar trees provide but it also provides shade.

Located in Singapore's Bay South Garden is 18 "supertrees". These trees vary in height from 25 meters to 50 meters. This eco-tourist destination provides renewable energy to some parts of Singapore. The supertrees help control temperatures, collect rainwater, and generate renewable energy. The outstanding innovation of the supertree has further evolved Singapore into becoming the "city in a garden". Singapore's energy story is inspiring for the whole community. By 2035 Singapore plans to import 30% of their energy from low carbon sources.

Smart Palm Trees have been installed in Dubai. The Smart Palm Tree is a structure shaped like a palm tree with leaves made out of solar panels. These trees include features such as solar panels, an emergency system, a Wifi source, touch screens, info screens, and charging stations. The Smart Palm Tree has not only benefited the environment and public but it's gathered money for the city by charging fees for using it's Wifi. Also it projects information from the government, daily news, and other public information using its info screens. Another benefit of the Smart Palm Tree is it charges electronics 2.5 times faster than a normal charging station. During the day the tree stores enough energy to take place as a street lamp throughout the night. Overall, since 2015 these trees have produced 15,203 kWh of power and charged 353,944 devices. The relatively new innovation of the solar tree has been placed all over the world.

Project Constraints and Challenges:

Despite all the amazing benefits solar trees provide, there are some challenges to my vision. The first obstacle being the finance challenges that come with investing in the solar tree. Solar trees can cost from $30,000 to $100,000. The price depends on the size of the tree and its features. On top of the financial struggle, solar trees don't provide as much energy as rooftop solar panels. An issue with solar panels in general is their ability to store enough energy on days with less sunlight. This source of energy is truly weather dependante. The solar industry's biggest issue is market uncertainty. Almost everything in life comes with negatives, but I think the benefits of solar energy overrides its negatives.

Importance of Proposed Solution:

Even with the challenges listed above, the solar tree is an environmentally friendly source of renewable energy. Solar trees placed around Portsmouth could provide electricity, charging outlets, Wifi, street light, touch screens, etc depending on the design of the tree. Most importantly, the solar tree gathers awareness towards renewable energy from the public. The intricate design of the tree sets it apart from rooftop solar panels. People and especially children are more likely to pay attention to something visually interesting like a tree made out of solar panels than a building with rectangular solar panels sitting on top of it. With the solar tree people are able to witness solar up close.

The solar tree makes solar energy more accessible. When implementing a solar tree with charging stations and Wifi the community can instantly and directly experience solar energy. By allowing the public to actually use solar energy will further inspire them to invest in solar energy and start thinking about what they can do to end climate change. These trees will introduce renewable energy to the City of Portsmouth.

Project Conclusion:

Adding solar trees in Portsmouth may be a small solution to climate change but the small actions add up. The solar tree will help transform Portsmouth to becoming more sustainable. Putting solar trees in downtown Portsmouth would begin to transform Portsmouths usage with renewable energy. Even just implementing one solar tree would make a difference. I believe that placing solar trees around Portsmouth is a doable task and an important one. If we don't take action this rate of carbon emissions will only increase. Our world is suffering and will only continue if we don't take action now.

City Clerk Barnaby -

May 3, 2022

An open letter to Mayor McEachern, City Manager Conard, City Council—and all Portsmouth Residents:

On May 2, I had the opportunity to address the Portsmouth City Council re: the proposed Settlement Agreement ("SA") with the City's proposed Development Partner, Kane/Redgate ("KR") for the McIntyre Project. During the meeting, I was pleased to hear the City Manager state that the City's financial team and its financial advisors did a thorough financial analysis of the impact of executing said SA. Given the complexity of the Project and all the City commitments reflected in the SA, this was the right thing to do. (As background, the SA contemplates a $2+ million dollar payment now to KR in order for KR to dismiss its lawsuit against the City. In addition, the SA commits Portsmouth to contributing an undisclosed amount of funding so as to guarantee KR a minimum financial return on the Project. I would strongly suggest that Residents watch the YouTube video of the 5/2/22 Council meeting. My comments came at the 2 hr 20 minute mark—I won't repeat them here, but I think you will find them [and those of all other speakers addressing the SA] very relevant.) Given the current amorphous nature of the Project at this juncture and the fact that the City Manager implied the City's reliance on this analysis, it would be necessary to understand the City's (ie, Portsmouth Residents') financial commitment to a $20 million, $40 million, $60 million, or $80 million final price tag. Only by doing so would it be possible for the Council (and the Residents) to fully understand the extent to which an approval of the SA would affect our taxes—and mortgage the City's future. The reason for the importance of this is that while the $2+ million payment to KR seems excessive and egregious, it is a mere pittance when compared to how much funding Portsmouth would need to provide KR to simply do the Project—potentially "...tens of millions of dollars..." (to borrow the words used ad nauseum by City Attorney Sullivan in his description of the KR lawsuit against the City).

Given the above, I respectfully request the following on behalf of all Portsmouth Residents and taxpayers:

1) That Mayor McEachern authorize the City Manager to immediately release the City's financial analysis to the Council and the Residents for review.
2) That City Manager Conard honor the Mayor's authorization immediately—after all, she stated publicly that the analysis is complete so there is no need to wait. Given City Attorney Sullivan's incessant pleadings that time is of the essence here, that same urgency should apply to the City Manager in the same fashion as was the expedited call for the Council to execute the SA.
3) That the Council "dig into the numbers" and truly understand not only the current, but the future extreme costs to the City as a result of executing the SA. After all, there is no higher duty for the Council than to protect the interests of the Residents and taxpayers—providing a blank check without fully understanding the commitment is a gross and negligent dereliction of their sworn duty.
4) That Residents review the same document and ask your Council to swear that it did the same. Think of this as another budget review in which Residents are afforded the right to review departmental budgets and requests prior to budget approval...this is the same thing—but only bigger and with more potential catastrophic consequences.

Playing devil's advocate for a moment, if the City is correct to execute the SA, why not reveal

the quantitative reasoning for doing so? I certainly hope the City Attorney does not play the "we're in potential litigation" card—there is nothing legally problematic about reviewing the analysis or nothing to be lost by the Residents having a fully transparent understanding of the enormous financial consequences of executing the SA. These are just numbers—but, then again, they are NOT just numbers. Rather, these numbers represent the mortgage the City will sign with KR for a time period of 75 years which will have a deleterious impact on the City's tax rate—and on all Residents (property owners or not)!!

Thank you in advance Mayor McEachern, City Manager Conard, Council Members for your willingness to keep the Residents best interests at heart by acting on this request immediately.

Respectfully,

Michael J Simchik

Owner of multiple abutting properties to the McIntyre site

Resident of Rye, NH

City Council, To Whom It Concerns:

We are new business owners in Portsmouth New Hampshire, and we are gearing up to open a boutique fitness studio later this summer. We are hoping in order to build engagement and create excitement leading up to our grand opening that we could hold some free Saturday Bootcamps in Prescott Park. The attendance will range anywhere from 10-30 people doing body weight exercises with some well managed music. The plan is to set up an Eventbrite for each class so we will have more of an exact head count as the class date gets closer. The dates and times we are requesting would be Saturday, June 4: 9:30am, Saturday June 11: 9:30am, and Saturday June 25: 9:30am. We are flexible on our time so this can be adjusted if needed. We will obtain liability insurance prior to offering these free bootcamps. We look forward to hearing your response. Thank you for your consideration.

-Hannah Taylor and Rose Harrington

Contact: Hannah Taylor
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Email: h.taylor1318@gmail.com
Address: 11 Park St, Dover NH 03820

MEMORANDUM

TO: Peter Rice, Director of Public Works

FROM: Deborah Finnigan, PE

SUBJECT: On-Street Bicycle Facility Improvements Evaluation
Middle Street (Cabot Street to Lincoln Avenue), Portsmouth, New

DATE: Hampshire May 10, 2022

WSP has performed an independent engineering evaluation and review of the Middle Street corridor from Cabot Street to Lincoln Avenue. The City Council approved a directive on March 15, 2021, to complete an assessment to determine the feasibility of the existing configuration.

CONDITION INVENTORY AND ENGINEERING EVALUATION

WSP evaluated bid plans, the revised plans, crash data, bicycle counts, parked vehicle counts, speed data, and existing conditions/photographs.

STUDY CORRIDOR CONDITIONS

The post-construction layout of the study corridor was a defined bicycle lane heading inbound from Andrew Jarvis Drive to Highland Street, then shared lane markings to Islington Street/Congress Street. The outbound side of Middle Street shared lane markings from Islington Street/Congress Street to Highland Street, then from Highland to Andrew Jarvis Drive, had a defined curbside bicycle lane, buffer zone, and defined parking spaces. The project also included bollards to help define the edge bicycle lane buffer.

Some of the bollards were removed from the roadway in 2019.

In 2021, additional modifications to the study corridor were completed, including covering pavement markings, adding a crosswalk and Rectangular Rapid Flashing Beacons (RRFB), and additional signs. See Figure 1.

The existing layout of the study corridor is a defined bicycle lane with a buffer zone heading inbound from Andrew Jarvis Drive to Highland Street, then shared lane markings to Islington Street/Congress Street without bollards. On the outbound side of Middle Street from Islington Street/Congress Street to Lincoln Avenue, there aren't defined parking, bicycle lanes with a buffer, or shared lane pavement markings due to being previously covered with black paint, and no bollards are present, from Lincoln Avenue to Andrew Jarvis Drive there is bike lane with a buffer, and from Andrew Jarvis Drive there is a bike lane without a buffer until Highland Avenue.

100 Summer Street 13th Floor
Boston, MA 02110

www.wsp.com

Figure 1: Middle Street looking inbound

CRASH DATA

The Portsmouth Police Department supplied crash data for the study corridor from April 15 to October 14, 2020. The information is as follows:

1) Middle Street at Wibird Street – hit and run between two vehicles.
2) Middle Street at Wibird Street – involved two vehicles, one turning from Wibird Street onto Middle Street and struck by a vehicle on Middle Street.
3) Middle Street at Cass Street – involved two vehicles, hit and run
4) Middle Street at Aldrich Road – a vehicle hit a parked car.

The accident data provided shows that no reported pedestrian or bicycle involved accidents after the bollards were removed.

PARKING COUNTS

The City provided vehicle parking counts for the study corridor. The undefined spaces not signed for no parking or drop off/pick up were counted starting August 4, 2021, and ending on August 31, 2021, and the following time periods were counted 9:00 am 1:00 pm, and 5:00 pm. See the Appendix for the data.

The percent occupancy for parking spaces for the am period was between 45 and 53, the mid-day period was between 29 and 58, and the afternoon period was between 13 and 47.

BICYCLE COUNTS

The City provided 2021 bicycle counts from May 24, 2021, to September 23, 2021. The counts were taken from the camera at Cass Street facing north. See Figure 2 for the seven-day averages for the weeks counted.

The data shows there are between 53 and 96 bicycles on average for this section of the study corridor.

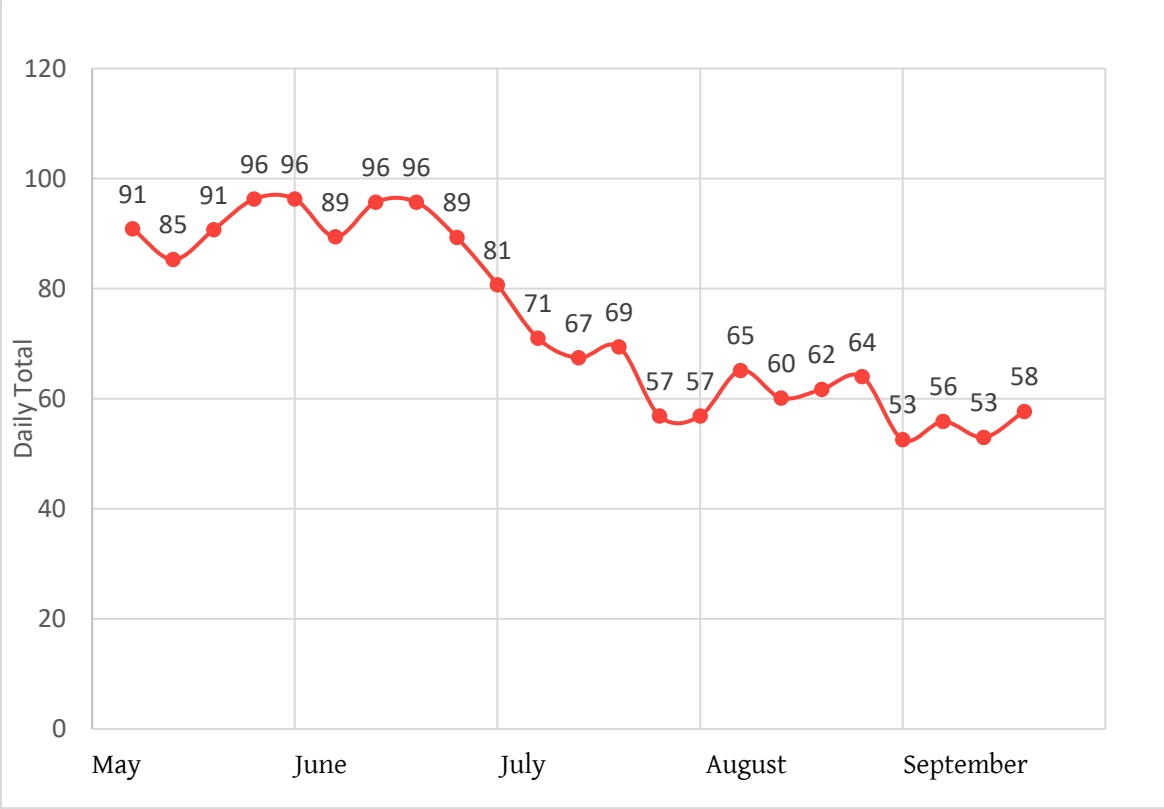


Figure 2: 2021 Middle Street at Cass Street – Bicycle Counts

VEHICLE SPEED

The City supplied the average and 85th percentile (85th percentile speed is the speed at which 85 percent of all vehicles travel at or slower) vehicle speed data for various locations along the study corridor. These studies were performed before and after construction, including the bollards, and when the bollards were removed, a speed study was done at the intersection of Aldrich Road and Middle Street only.

The average speed near the intersection of Aldrich Road and Middle Street:

1. Before construction, 29 mph outbound and 29 mph inbound.
2. After construction, 27 mph outbound and 28 mph inbound.
3. After the bollards were removed, 29 mph outbound and 28 mph inbound.

The 85th percentile speed near the intersection of Aldrich Road and Middle Street:

1. Before construction, 32 mph outbound and 32 mph inbound.
2. After construction, 31 mph outbound and 32 mph inbound.
3. After the bollards were removed, 33 mph outbound and 32 mph inbound.

ASSESSMENT AND RECOMMENDATION OF THE STUDY CORRIDOR

The study corridor has been in the current configuration (parking on the curb and a wide travel lane for the outbound side of the roadway without defined bicycle accommodations for more than six months. There has been a minor increase in speed (1 to 2 mph) since removing the bollards, no known bicycle or pedestrian accidents have occurred, and the residents and business owners have expressed minimal concerns since the revisions were made.

WSP recommendations are described below and are presented in Figures 3 and 4. The recommendations are as follows:

1. The existing parking, no parking, and drop-off area in the study corridor remain in its current location next to the sidewalk. The parking spaces, no parking, and drop-off areas shall be defined with an edge line and an end line or crosshatching.
2. WSP recommends installing a shared lane marking due to the current roadway configuration that has been in place for more than six months and the number of cyclists using the corridor. The shared lane markings will be placed at least 11 feet from the curb face due to the parking lane being present and the 85th percentile speed is under 35 mph.
    a. The above recommendation is due to the 85th percentile speed being less than 35 mph and the posted speed being 25 mph. These values fall between the two defined bicycle pavement marking scenarios (under 25 mph, use shared lane markings, and over 35 mph, use a bike lane with a buffer if there is room). This information is from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.
3. Install additional bicycles and vehicles sharing the road warning signs. Also, remove the existing signs (bicycle symbol (W11-1) and an arrow (W16-7p)) at Cabot Street, and install them at Lincoln Avenue facing the outbound traffic, as shown in Figure 3.

Figure 3: Lincoln Avenue to Cass Street Recommendations

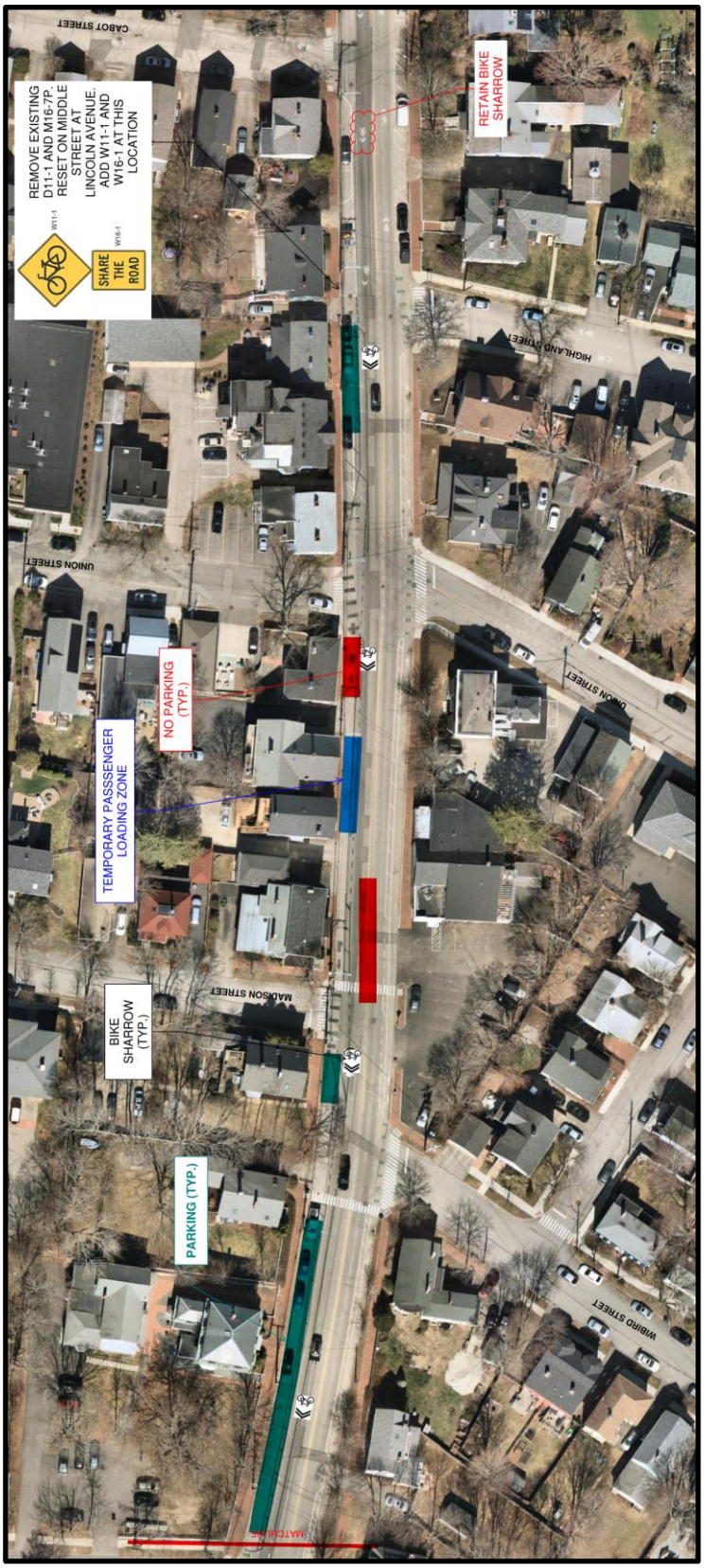


Figure4: Cass Street to Cabot Recommendations

MIDDLE STREET CORRIDOR
APPENDIX

1. PARKED VEHICLE COUNTS
2. SPEED DATA SUMMARY
3. VOLUME DATA

APPENDIX

1. PARKED VEHICLE COUNTS

MIDDLE STREET BIKE LANE - PARKED VEHICLE COUNTS

August, 2021

	8.4.21	9a	9a	9a	1p	1p	1p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	23	15	61%		no count	0%		no count	0%

	8.5.21	9a	9a	9a	130p	130p	130p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	15	23	39%	5	33	13%

	8.6.21	5a	5a	5a	11a	11a	11a	4p	4p	4p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%		no count	0%		no count	0%

	8.7.21	5a	5a	5a	230p	230p	230p	6p	6p	6p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	18	20	47%	20	18	53%		no count	0%

	8.8.21	5a	5a	5a	1230p	1230p	1230p	615p	615p	615p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	17	21	45%	11	27	29%		no count	0%

	8.9.21	5a	5a	5a	1130p	1130p	1130p	4p	4p	4p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	20	18	53%		no count	0%		no count	0%

	8.10.21	5a	5a	5a	12p	12p	12p	4p	4p	4p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%		no count	0%		no count	0%

	8.11.21	5a	5a	5a	1215p	1215p	1215p	6p	6p	6p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	21	17	55%		no count	0%		no count	0%

	8.12.21	4a	4a	4a	130p	130p	130p	7p	7p	7p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%		no count	0%		no count	0%

	8.13.21	4a	4a	4a	1p	1p	1p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	14	24	37%	15	23	39%

	8.14.21	4a	4a	4a	1245p	1245p	1245p	715p	715p	715p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%	20	18	53%	6	32	16%

	8.15.21	4a	4a	4a	1p	1p	1p	445p	445p	445p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%	14	24	37%	16	22	42%

	8.17.21	4a	4a	4a	1130a	1130a	1130a	530p	530p	530p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	21	17	55%	15	23	39%	16	22	42%

	8.17.21	5am	5am	5am	1215p	1215p	1215p	4p	4p	4p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	23	15	61%	15	23	39%	16	22	42%

	8.18.21	5am	5am	5am	-	-	-	-	-	-
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	19	19	50%		no count	0%		no count	0%

	8.19.21	5am	5am	5am	145p	145p	145p	530p	530p	530p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	17	21	45%	18	20	47%

	8.20.21	5am	5am	5am	12p	12p	12p	630p	630p	630p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	21	17	55%	12	26	32%	13	25	34%

	8.21.21	5am	5am	5am	1230p	1230p	1230p	7p	7p	7p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	13	25	34%	15	23	39%

	8.22.21	5am	5am	5am	130p	130p	130p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	15	23	39%	17	21	45%

	8.23.21	5am	5am	5am	12p	12p	12p	6p	6p	6p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%	17	21	45%	23	15	61%

	8.24.21	5am	5am	5am	1p	1p	1p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	24	14	63%	22	16	58%	20	18	53%

	8.25.21	5am	5am	5am	145p	145p	145p	7p	7p	7p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	25	13	66%	16	22	42%	13	25	34%

	8.26.21	5am	5am	5am	1230p	1230p	1230p	5p	5p	5p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	22	16	58%	18	20	47%	18	20	47%

	8.27.21	5am	5am	5am	2p	2p	2p	6p	6p	6p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	18	20	47%	12	26	32%	10	28	26%

	8.28.21	5am	5am	5am	11a	11a	11a	715p	715p	715p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	23	15	61%	12	26	32%	14	24	37%

	8.30.21	5am	5am	5am	130p	130p	130p	630p	630p	630p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	18	20	47%		no count	0%		no count	0%

	8.31.21	5am	5am	5am	12p	12p	12p	6p	6p	6p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38	20	18	53%	14	24	37%	14	24	37%

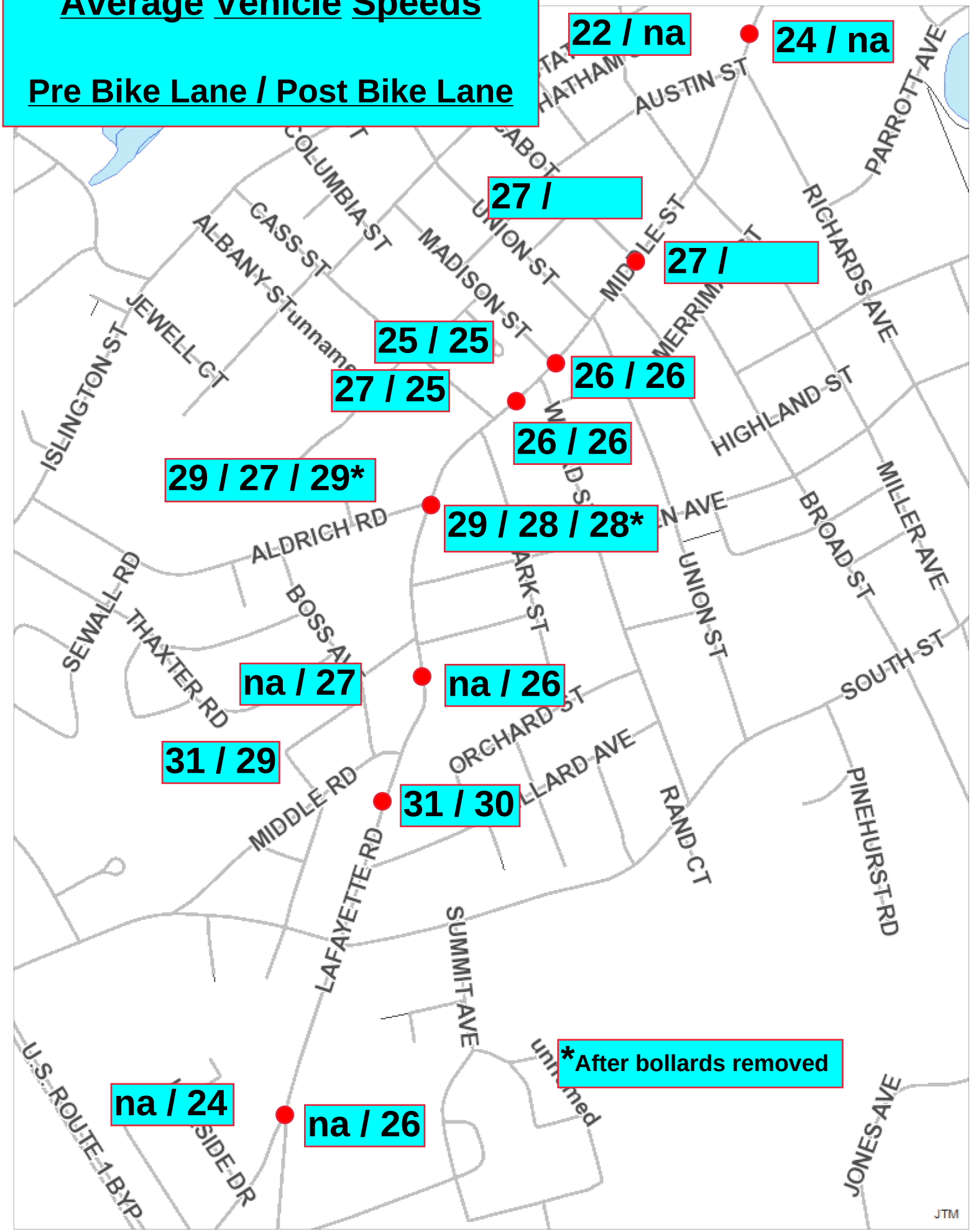
	-	5am	5am	5am	12p	12p	12p	4p	4p	4p
	INVENTORY	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ	Cars	Open Sp	% Occ
MS Bike Lane	38		no count	0%		no count	0%		no count	0%

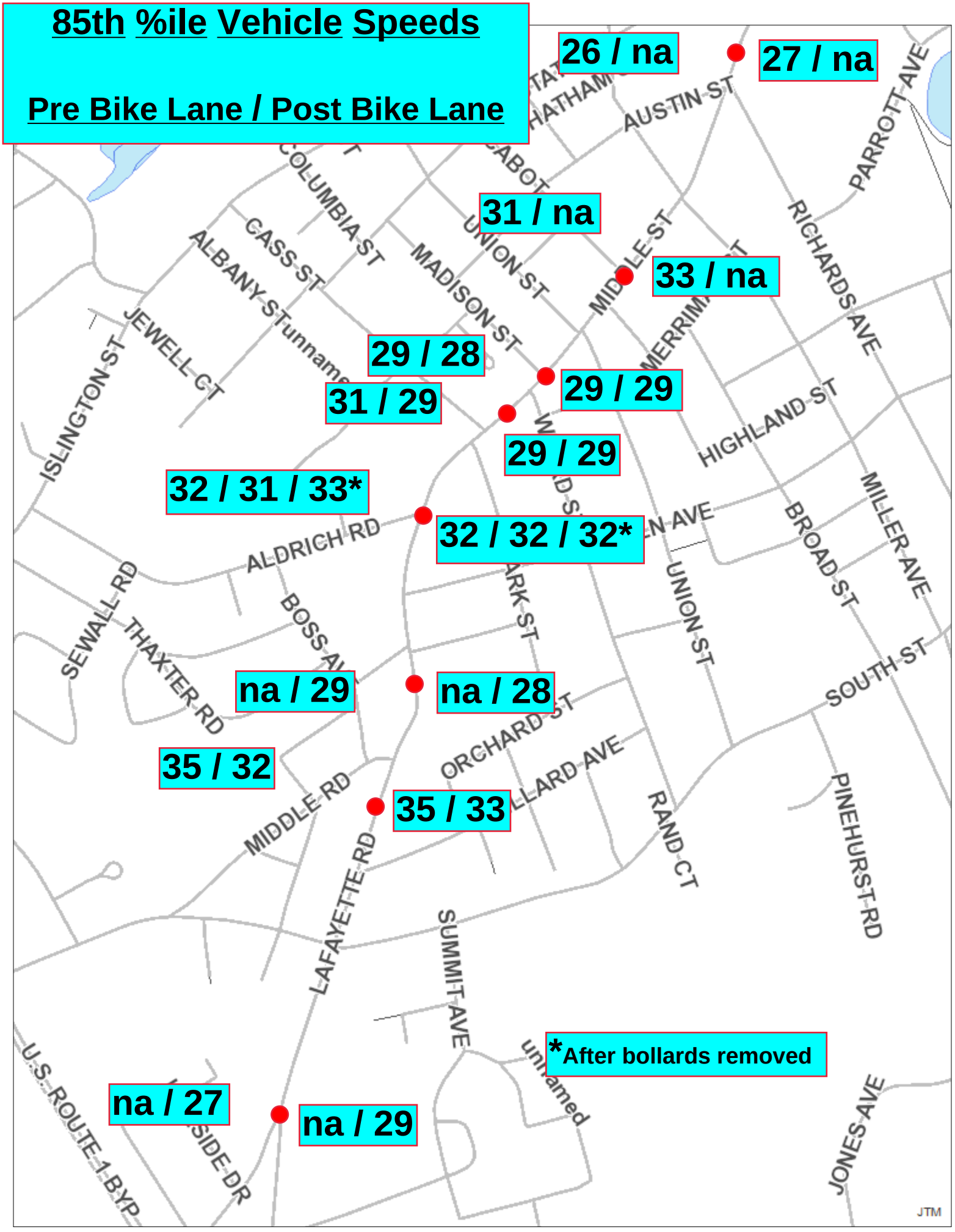
APPENDIX

2.SPEED DATA SUMMARY

Average Vehicle Speeds

Pre Bike Lane / Post Bike Lane




85th %ile Vehicle Speeds
Pre Bike Lane / Post Bike Lane
26 / na
27 / na
31 / na
33 / na
29 / 28
31 / 29
29 / 29
29 / 29
32 / 31 / 33*
32 / 32 / 32*
na / 29
na / 28
35 / 32
35 / 33
na / 27
na / 29
*After bollards removed
AUSTIN ST
PARROTT AVE
COLUMBIA ST
CASS ST
ALBANY ST
MADISON ST
UNION ST
MIDDLE ST
RICHARDS AVE
ISLINGTON ST
JEWELL CT
HIGHLAND ST
ALDRICH RD
SEWALL RD
THAXTER RD
BOSS AVE
UNION ST
BROAD ST
MILLER AVE
SOUTH ST
ORCHARD ST
MIDDLE RD
LAFAYETTE RD
SUMMIT AVE
RAND CT
PINEHURST RD
JONES AVE
U.S. ROUTE 1 BYP
JTM

APPENDIX

3. VOLUME DATA

City of Portsmouth
DPW

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

6 2021	6 2021		6 2021		6 9 2021		6 10 2021		6 11 2021		Weekday Average		6 12 2021		6 13 2021	
Time	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2
12:00 AM									16	19	16	19		40	4	4
1:00									16	9	16	9	4	1	2	29
2:00										9		9	11	16	20	10
3:00									6		6		11	22	14	11
4:00									6	19	6	19		6	2	4
:00									32	62	32	62	14	3		14
6:00										90		90	62	4	31	29
:00									166	22	166	22	94	96		9
:00									332	4	332	4	1	21	11	1 9
9:00									2 2	3 2	2 2	3 2	226	323	192	269
10:00									290	4 1	290	4 1	2 2	4 0	222	32
11:00									346	431	346	431	304	460	2 0	416
12:00 PM									36	6	36	6	302	43	2 1	424
1:00									336	2	336	2	2	4 3	2 0	3 1
2:00							316	4 6	3 4	46	33	460	302	4	243	32
3:00							424	21	3	1	404	19	296	442	32	3
4:00							399	4	3	19	3	4	266	3 4	269	3 3
:00							3 9	36	391	499	3	1	2 9	3 2	2 2	316
6:00							2 2	43	23	431	260	434	19	363	219	30
:00							244	332	236	334	240	333	23	29	166	236
:00							20	21	1 3	249	194	232	19	19	1	19
9:00							16	163	1	164	1 1	164	1 2	1 6	1	134
10:00							99	9	9	99	9	9	13	113	66	63
11:00							6	3	1	66	3	60	100		3	2
Total	0	0	0	0	0	0	2 0	3266	4 9	664	4 24	6610	4046	0	349	4 6
Day	0		0		0		46		11443		11434		9 4		064	
AM Peak									11:00	:00	11:00	:00	11:00	11:00	11:00	11:00
Volume									346	4	346	4	304	460	2 0	416
PM Peak							3:00	:00	:00	1:00	3:00	1:00	12:00 PM	2:00	3:00	12:00 PM
Volume							424	36	391	2	404	2	302	4	32	424

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

6 14 2021	6 14 2021		6 1 2021		6 16 2021		6 1 2021		6 1 2021		Weekday Average		6 19 2021		6 20 2021	
Time	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2
12:00 AM	20	1									20	1				
1:00	13	14									13	14				
2:00		6										6				
3:00	4	4									4	4				
4:00		14										14				
:00	3	43									3	43				
6:00	69	111									69	111				
:00	1 1	216									1 1	216				
:00	34	44									34	44				
9:00	2 2	3									2 2	3				
10:00	130	160									130	160				
11:00																
12:00 PM																
1:00																
2:00																
3:00																
4:00																
:00																
6:00																
:00																
:00																
9:00																
10:00																
11:00																
Total	1101	141	0	0	0	0	0	0	0	0	1101	141	0	0	0	0
Day	2 16		0		0		0		0		2 16		0		0	
AM Peak	:00	:00									:00	:00				
Volume	34	44									34	44				
PM Peak																
Volume																
Comb Total	2 16		0		0		46		11443		139 0		9 4		064	
ADT	ADT: , 9		AADT: , 9													

City of Portsmouth
DPW

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

6 2021	6 2021		6 2021		6 9 2021		6 10 2021		6 11 2021		Weekday Average		6 12 2021		6 13 2021	
Time	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2
12:00 AM									16	19	16	19		40	4	4
1:00									16	9	16	9	4	1	2	29
2:00										9		9	11	16	20	10
3:00									6		6		11	22	14	11
4:00									6	19	6	19		6	2	4
:00									32	62	32	62	14	3		14
6:00										90		90	62	4	31	29
:00									166	22	166	22	94	96		9
:00									332	4	332	4	1	21	11	1 9
9:00									2 2	3 2	2 2	3 2	226	323	192	269
10:00									290	4 1	290	4 1	2 2	4 0	222	32
11:00									346	431	346	431	304	460	2 0	416
12:00 PM									36	6	36	6	302	43	2 1	424
1:00									336	2	336	2	2	4 3	2 0	3 1
2:00							316	4 6	3 4	46	33	460	302	4	243	32
3:00							424	21	3	1	404	19	296	442	32	3
4:00							399	4	3	19	3	4	266	3 4	269	3 3
:00							3 9	36	391	499	3	1	2 9	3 2	2 2	316
6:00							2 2	43	23	431	260	434	19	363	219	30
:00							244	332	236	334	240	333	23	29	166	236
:00							20	21	1 3	249	194	232	19	19	1	19
9:00							16	163	1	164	1 1	164	1 2	1 6	1	134
10:00							99	9	9	99	9	9	13	113	66	63
11:00							6	3	1	66	3	60	100		3	2
Total	0	0	0	0	0	0	2 0	3266	4 9	664	4 24	6610	4046	0	349	4 6
Day	0		0		0		46		11443		11434		9 4		064	
AM Peak									11:00	:00	11:00	:00	11:00	11:00	11:00	11:00
Volume									346	4	346	4	304	460	2 0	416
PM Peak							3:00	:00	:00	1:00	3:00	1:00	12:00 PM	2:00	3:00	12:00 PM
Volume							424	36	391	2	404	2	302	4	32	424

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

6 14 2021	6 14 2021		6 1 2021		6 16 2021		6 1 2021		6 1 2021		Weekday Average		6 19 2021		6 20 2021	
Time	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2	Outbound, Lane 1	Inbound, Lane 2
12:00 AM	20	1									20	1				
1:00	13	14									13	14				
2:00		6										6				
3:00	4	4									4	4				
4:00		14										14				
:00	3	43									3	43				
6:00	69	111									69	111				
:00	1 1	216									1 1	216				
:00	34	44									34	44				
9:00	2 2	3									2 2	3				
10:00	130	160									130	160				
11:00																
12:00 PM																
1:00																
2:00																
3:00																
4:00																
:00																
6:00																
:00																
:00																
9:00																
10:00																
11:00																
Total	1101	141	0	0	0	0	0	0	0	0	1101	141	0	0	0	0
Day	2 16		0		0		0		0		2 16		0		0	
AM Peak	:00	:00									:00	:00				
Volume	34	44									34	44				
PM Peak																
Volume																
Comb Total	2 16		0		0		46		11443		139 0		9 4		064	
ADT	ADT: , 9		AADT: , 9													

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Outbound, Lane 1

6 10 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
12:00 PM															0
1:00															0
2:00	0	0	1	0	2	0	1	64	99	10	26	2	0	0	316
3:00	0	0	0	0	2		20	2	16	114	41	3	0	0	424
4:00	0	0	0	1	1	2	2	92	136	112	23	6	1	0	399
:00	0	0	0	0	0	1	13	0	140	10	34	4	0	0	3 9
6:00	0	0	0	1	1	2	26	3	103	4	34	3	0	0	2 2
:00	0	0	0	0	1	1	10	3	61		3	6	3	2	244
:00	0	0	0	0	0	4	3	29	9	62	19		1	0	20
9:00	0	0	0	0	3	0		2	64	1	13	1	0	0	16
10:00	0	0	0	0	1	0	2	14	33	24	1	6	1	1	99
11:00	0	0	0	0	0	0	0	3	14	21	1	6	2	1	6
Total	0	0	1	2	11	1	121	4	94	9	260	4		4	2 0

Percentile	1 th	0th	th	9 th
Speed	22.9	26	29.	31.6

Mean Speed Average 26.
10 MPH Pace Speed 21-30
Number in Pace 2202
Percent in Pace 4.
Number 4 MPH
Percent 4 MPH 0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Outbound, Lane 1

6 11 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	2	3	2		1	0	1	16
1:00	0	0	0	0	0	0	1	2	2	6	2	2	1	0	16
2:00	0	0	0	1	0	0	0	0	4	1	0	2	0	0	
3:00	0	0	0	0	0	0	0	1	1	2	2	0	0	0	6
4:00	0	0	0	0	0	0	1	2	1	1	1	0	0	0	6
:00	0	0	0	0	0	1	0	3		12	6	4	1	0	32
6:00	0	0	0	0	1	0		11	19	2	1	2	2	1	
:00	0	0	0	0	0	0	9	22	4	4	32	10	0	1	166
:00	0	0	0	0	0	6	21	62	100	91	43		3	1	332
9:00	0	0	0	0	2	2	16	40	100	9	26	6	1	0	2 2
10:00	0	0	0	0	0		12	4	11	1	32		0	0	290
11:00	0	0	1	0	2	9	22	62	12		2	6	2	4	346
12:00 PM	0	0	0	0	1	6	2		119	110	3		3	0	36
1:00	0	0	1	0	1	3	23	6	11	101	21	2	0	0	336
2:00	0	0	1	0	1		24	62	12	94	2		1	0	3 4
3:00	0	0	0	0	0		16	6	132	11	36		1	0	3
4:00	0	0	0	0	1	3	19	63	132	116	32	12	0	0	3
:00	0	0	0	1	1	3	21	6	142	109	36	9	2	2	391
6:00	0	0	0	0	0	0	2	46	9	62	24	4	2	0	23
:00	0	0	0	1	0	3	1	41	66	64	3	6	2	0	236
:00	0	0	0	0	0	1		3	3	4	13	2	0	0	1 3
9:00	0	0	1	0	3	1	2	26	62	49	2	3	1	0	1
10:00	0	0	0	0	0	1	3	10	26	33	22	3	0	0	9
11:00	0	0	1	0	0	0		9	21	20	1	6	1	1	1
Total	0	0		3	13	9	2 0	99	163	13	22	11	23	11	4 9

Percentile	1 th 0th th 9 th
Speed	22.9 26 29. 32.2
Mean Speed Average	26.6
10 MPH Pace Speed	21-30
Number in Pace	39 9
Percent in Pace	2.
Number 4 MPH	11
Percent 4 MPH	0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Outbound, Lane 1

6 12 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	2	2	1	1	1	4	1	1	
1:00	0	0	0	1	0	0	0	2	6	1	14	4	0	0	4
2:00	0	0	0	0	0	1	0	0	0		4	1	0	0	11
3:00	0	0	0	0	0	1	1	2	4	1	0	1	1	0	11
4:00	0	0	0	0	0	0	0	1	2	2	3	0	0	0	
:00	0	0	0	0	0	1	1	2	4	4	1	1	0	0	14
6:00	0	0	0	1	1	0	3		19	21		1	1	0	62
:00	0	0	0	0	0	1	3	1	33	26	9		2	0	94
:00	0	0	1	0	2	3	12	20		9	26	6	1	0	1
9:00	0	0	0	0	1	14	10	40	66	63	19	12	1	0	226
10:00	0	0	1	0	1	3	16	6	100	6	29	6	1	1	2 2
11:00	0	0	0	0	0	2	22	46	112	1	36	2	3	0	304
12:00 PM	0	0	0	0	2	2	2	3	96	102	30	4	1	0	302
1:00	0	0	0	0	0	4	23	4	104	64	2	4	3	0	2
2:00	0	0	0	0	0	4	23	44	9	0	41	10	2	0	302
3:00	0	0	4	0	1		21	46	9	91	3	3	1	0	296
4:00	0	0	0	0	1	1	1	2	93	1	31	0	0	0	266
:00	0	0	1	2	0	0	12	36	104	9	3		1	1	2 9
6:00	0	0	0	0	2	0	12	32	6	64	22		4	0	19
:00	0	0	0	0	2	0	13	32			21	3	2	1	23
:00	0	0	0	0	0	2	12	26	9	62	11	6	0	0	19
9:00	0	0	0	0	1	2	14	26		40	22	6	3	1	1 2
10:00	0	0	0	0	0	0	1	11	3	1	2		3	1	13
11:00	0	0	0	0	0	0	4	9	2	2	22	9	0	0	100
Total	0	0		4	14	46	2 0	91	1336	1166	4	10	31	6	4046

Percentile	1 th	0th	th	9 th
Speed	22.9	26.6	30.3	32.2

Mean Speed Average	26.6
10 MPH Pace Speed	21-30
Number in Pace	3242
Percent in Pace	0.3
Number 4 MPH	6
Percent 4 MPH	0.1

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Outbound, Lane 1

6 13 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	6	13	12	9	3	2	1	4
1:00	0	0	0	0	0	0	0	1	10	26	10	3	2	0	2
2:00	0	0	0	0	0	0	0	1	6	3	6	2	2	0	20
3:00	0	0	0	0	0	0	0	1	2	9	0	1	1	0	14
4:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
:00	0	0	0	0	0	0	0	0	2	3	2	0	0	0	
6:00	0	0	0	0	0	2	4	4			6	1	1	0	31
:00	0	0	0	0	0	1		12	20	23	11	3	2	0	
:00	0	0	0	0	2	2		1	32	42	12	4	1	0	11
9:00	0	0	0	0	0	1	6	2			22	3	0	0	192
10:00	0	0	1	0	1	1	10	2		63	30	13	2	1	222
11:00	0	0	0	0	0	3	1	39	93	6	2	4	0	0	2 0
12:00 PM	0	0	1	0	0		14	23	93		36	6	6	0	2 1
1:00	0	0	0	1	0	1	1	1	4	6	40	9	2	1	2 0
2:00	0	0	0	1	1	3	12	30	9	63	41	10	3	0	243
3:00	0	0	0	0		6	22	4	11		22	1	2	0	32
4:00	0	0	0	1	1	4	16	9	91	6	26	2	2	0	269
:00	0	0	0	0	2	2	10	1	9		3	3	1	1	2 2
6:00	0	0	0	0	2	0		31	101	43	2		1	0	219
:00	0	0	0	0	0	1		19	4	49	24		3	0	166
:00	0	0	0	0	3	1		29	63	4	21		0	1	1
9:00	0	0	1	0	0	4	13	2	46	46	1	6	1	0	1
10:00	0	0	0	1	1	0	10		22	10	12	2	0	0	66
11:00	0	0	0	0	0	0	0	3	9	11	11	1	2	0	3
Total	0	0	3	4	1	39	1	32	11 4	944	446	9	36	6	349

Percentile	1 th	0th th	9 th
Speed	22.9	26.6	30.3	32.

Mean Speed Average 26.
10 MPH Pace Speed 21-30
Number in Pace 2 1
Percent in Pace 0.1
Number 4 MPH
Percent 4 MPH 0.1

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Outbound, Lane 1

6 14 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	2			2	3	1	0	20
1:00	0	0	0	0	0	0	1	0	1	4	3	3	1	0	13
2:00	0	0	0	0	0	0	0	2	1	2	0	0	2	0	
3:00	0	0	0	0	0	0	0	0	2	0	1	0	1	0	4
4:00	0	0	0	0	0	0	0	1	1	2	3	0	0	0	
:00	0	0	0	1	0	1	2	6	13	1	9	3	0	0	3
6:00	0	0	0	0	1	1	3	12	16	1	13	4	4	0	69
:00	0	0	0	0	0	4	6	32	49		21	10	1	0	1 1
:00	0	0	0	0	1	0		6	110	110	46		0	0	34
9:00	0	0	0	0	1	1	14	42	103		29	4	0	0	2 2
10:00	0	0	0	1	1	4	2	19	4	43	13	2	0	0	130
11:00															0
12:00 PM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
Total	0	0	0	2	4	11	36	1 1	346	33	140	34	10	0	1101
			Percentile	1 th	0th	th	9 th								
			Speed	22.9	2 .2	30.3	33.								
		Mean Speed	Average	26.											
		10 MPH Pace	Speed	21-30											
			Number in Pace	93											
			Percent in Pace	2.6											
		Number	4 MPH	0											
		Percent	4 MPH	0.0											
Grand Total	0	0	16	1	60	1 2	4	2 61	39	4 63	1	399	10	2	16019
Stats			Percentile	1 th	0th	th	9 th								
			Speed	22.9	26.6	29.	32.2								
		Mean Speed	Average	26.6											
		10 MPH Pace	Speed	21-30											
			Number in Pace	1310											
			Percent in Pace	1.											
		Number	4 MPH	26											
		Percent	4 MPH	0.2											

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Inbound, Lane 2

6 10 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
12:00 PM															0
1:00															0
2:00	0	0	2	2	4		21	60	169	123	60	10	0	0	4 6
3:00	0	0	0	2	4		1	9	1 3	1	1	10	3	0	21
4:00	0	0	0	2	4		2	39	1	13	62	13		0	4
:00	0	0	0	3	4	9	32	6	194	1 0	69	9	1	0	36
6:00	0	0	0	2	4		1	3	131	144	6	10	4	0	43
:00	0	0	0	0	3	4	16	3	106	9	61	9	2	1	332
:00	0	0	0	0	0		4	21	63		31	13	1	0	21
9:00	0	0	0	1	0	0		23	32	62	2	6	3	0	163
10:00	0	0	0	0	0	4	9	10	2	2	13	2	4	0	9
11:00	0	0	0	0	0	1	3	4	12	1	9	1		1	3
Total	0	0	2	12	23	0	1 3	369	106	100	469	3	30	2	3266
			Percentile	1 th	0th	th	9 th								
			Speed	22.9	26.6	30.3	32.2								
		Mean Speed	Average	26.9											
		10 MPH Pace	Speed	23-32											
			Number in Pace	26 6											
			Percent in Pace	1.											
		Number	4 MPH	3											
		Percent	4 MPH	0.1											

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Inbound, Lane 2

6 11 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	2	4		3	1	0	1	19
1:00	0	0	0	0	0	0	2	0	3	1	2	1	0	0	9
2:00	0	0	0	0	0	0	0	0	3	6	0	0	0	0	9
3:00	0	0	0	0	0	0	0	0	2	3	0	1	1	0	
4:00	0	0	0	0	0	0	0	2	2	4		2	2	0	19
:00	0	0	0	0	0	0	3	0		21	19		4	2	62
6:00	0	0	0	0	0	0		2	2	2	22		1	1	90
:00	0	0	1	2	2	1	9	13	6	1	0	1	2	1	22
:00	0	0	0	0	1	9	16	44	160	169	49	9	1	0	4
9:00	0	0	1	0	0	3	14	33	113	13	66	10	3	1	3 2
10:00	0	0	0	0	2	1	21	46	1 2	140	2	13	1	3	4 1
11:00	0	0	0	0	3		1	6	1	12	6	10	4	0	431
12:00 PM	0	0	2	4			40	3	214	161	40		1	0	6
1:00	0	0	0	3	2		2	62	22	1		11	1	0	2
2:00	0	0	0	1		10	21	4	164	132	0		1	0	46
3:00	0	0	0	2	0	14	2	4	160	1	9	1	4	0	1
4:00	0	0	0	0		9	20	66	200	142	6	9	0	1	19
:00	0	0	0	0	9	10	32		1 9	1 1	3		2	0	499
6:00	0	0	0	2	3	3	11	1	131	134	0	13	2	1	431
:00	0	0	0	0	1	6	16	34	111	106	1	9	0	0	334
:00	0	0	0	0	0		19	26	3	0	49	4	1	0	249
9:00	0	0	0	0	0	1		1	6	0	20		4	2	164
10:00	0	0	0	0	0	1	10	10	2	39	11	0	1	0	99
11:00	0	0	0	0	0	0	2		2	22	9	1	2	0	66
Total	0	0	4	14	43	94	319	3	223	20 2	910	1	3	13	664
			Percentile	1 th	0th	th	9 th								
			Speed	23.	26.6	30.3	32.2								

Mean Speed Average	2 .0
10 MPH Pace Speed	23-32
Number in Pace	4
Percent in Pace	2.3
Number 4 MPH	12
Percent 4 MPH	0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Inbound, Lane 2

6 12 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	1	2	0	10	1		4	0	0	40
1:00	0	0	0	0	0	0	0	1	3	9	4	0	0	1	1
2:00	0	0	0	0	0	0	2	0	4	4	2	1	0	3	16
3:00	0	0	0	0	0	0	3			3	1	0	0	0	22
4:00	0	0	0	0	0	0	0	1	1	1	2	0	1	0	6
:00	0	0	0	0	0	0	0		10	6	9		0	0	3
6:00	0	0	0	0	0	1	4	3	10		1	3	2	0	4
:00	0	0	0	0	0	1	3	4	2	2	23	10	1	0	96
:00	0	0	0	1	1	3		20	6	6	3	13	2	0	21
9:00	0	0	0	1		2	14	33	113	101	49	4	0	1	323
10:00	0	0	0		2	10	20	36	1	132		10	1	0	4 0
11:00	0	0	0	1	2	9	21	9	1 2	134	3		1	0	460
12:00 PM	0	0	1	1	1	4	21	4	163	119	60	13	6	1	43
1:00	0	0	2	2	3	4	2	4	162	126	0	6	3	0	4 3
2:00	0	0	1	1	0	3	1	34	1	1 3	0	9	4	1	4
3:00	0	0	0	0	2		22	60	11	1 6	61	13	2	0	442
4:00	0	0	0	2			1	3	103	116	9	1		1	3 4
:00	0	0	0	1	0		1	32	101	140	1	14	3	0	3 2
6:00	0	0	1	1	2	6		34	103	131	61	13	3	0	363
:00	0	0	0	0	3	2	13	1		9	63	13		3	29
:00	0	0	0	0	2	4		20	44	3	4	13	1	0	19
9:00	0	0	0	0	0	1	12	19	1	2	1		1	0	1 6
10:00	0	0	1	0	0	3			40	36	16	2	2	0	113
11:00	0	0	0	0	0	1	2	9	26	14	23	3	0	0	
Total	0	0	6	16	2	3	242	32	1 66	1 01	913	1	43	11	0
			Percentile	1 th	0th	th	9 th								
			Speed	23.	2 .2	30.3	32.								
		Mean Speed Average		2 .3											
		10 MPH Pace Speed		23-32											
		Number in Pace		4 0											
		Percent in Pace		2.											
		Number 4 MPH		11											
		Percent 4 MPH		0.2											

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Inbound, Lane 2

6 13 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	1	1	2	14	16		4	1	0	4
1:00	0	0	0	0	0	1	0	3		4	6		1	1	29
2:00	0	0	0	0	0	0	0	0	6	3	1	0	0	0	10
3:00	0	0	0	0	0	0	1	0	3	2	3	1	1	0	11
4:00	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
:00	0	0	0	0	1	0	1	0	1		3	1	0	0	14
6:00	0	0	0	0	0	0	1	1				3	2	0	29
:00	0	0	0	0	1	1	3		2	23	20	9	0	0	9
:00	0	0	0	0	1	0		1	0	9	40		1	0	1 9
9:00	0	0	0	0	3	4	14	1	2	3	6		1	1	269
10:00	0	0	0	1	2	2	12	21	9	112		1	3	0	32
11:00	0	0	0	0	1	12	32	39	133	10		12	2	1	416
12:00 PM	0	0	0	0	4	6	9		1 6	11	61	11	3	1	424
1:00	0	0	0	0	3	2	19	32	110	139	63	12	1	0	3 1
2:00	0	0	0	1	2	2	1	2	9	9	1	13	3	1	32
3:00	0	0	1	1	4	11	24	43	94	109	2	14	4	1	3
4:00	0	0	0	0	4	6	11	46	12	109	62	10	0	0	3 3
:00	0	0	1	0	3	6	13	33	9	99	4	14	1	0	316
6:00	0	0	0	0	1	4	20	30	90	101	1		3	0	30
:00	0	0	0	0	1		10	2	6	3	3		2	1	236
:00	0	0	0	0	0	2		16	66	64	32			0	19
9:00	0	0	0	1	1	1	2	1	6	34	1	2	3	0	134
10:00	0	0	0	0	0	2	0	4	26	24	6	1	0	0	63
11:00	0	0	0	0	0	0	1	0	6		6		0	0	2
Total	0	0	2	4	32	0	199	439	1421	139		1 4	3		4 6
			Percentile	1 th	0th	th	9 th								
			Speed	23.	2 .2	30.3	32.								
		Mean Speed Average		2 .4											
		10 MPH Pace Speed		23-32											
		Number in Pace		3 12											
		Percent in Pace		1.											
		Number 4 MPH													
		Percent 4 MPH		0.2											

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Inbound, Lane 2

6 14 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	2	3	3	6	1	1	1	1
1:00	0	0	0	0	0	0	2	1	2	4	2	3	0	0	14
2:00	0	0	0	0	0	0	0	1	1	3	1	0	0	0	6
3:00	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4
4:00	0	0	0	0	0	0	0	1	2	1	6	1	3	0	14
:00	0	0	0	0	0	0	0	1		9	1	6	1	1	43
6:00	0	0	0	0	0	0	2	4	24	3	32		4	0	111
:00	0	0	0	0	1	0		12		0	46		3	0	216
:00	0	0	2	0	3		1	66	1	11	6	11	1	0	44
9:00	0	0	0	0	1	1		36	124	131	4	10	1	0	3
10:00	0	0	0	0	1	3		14	64	41	24	3	2	0	160
11:00															0
12:00 PM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
Total	0	0	2	0	6	9	43	139	444	42	2	1	16	2	141
			Percentile	1 th	0th	th	9 th								
			Speed	24.1	2 .2	31	33.								
		Mean Speed	Average	2 .											
		10 MPH Pace	Speed	23-32											
			Number in Pace	11 6											
			Percent in Pace	4.1											
		Number	4 MPH	1											
		Percent	4 MPH	0.1											
Grand Total	0	0	16	46	132	296	9 6	2214	6934	6614	33 4	643	164	3	21404
Stats			Percentile	1 th	0th	th	9 th								
			Speed	23.	2 .2	30.3	32.								
		Mean Speed	Average	2 .2											
		10 MPH Pace	Speed	23-32											
			Number in Pace	1 602											
			Percent in Pace	2.2											
		Number	4 MPH	34											
		Percent	4 MPH	0.2											

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Combined

6 10 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
12:00 PM															0
1:00															0
2:00	0	0	3	2	6		36	124	26	230	6	12	0	0	2
3:00	0	0	0	2	6	14	3	131	33	2 9	112	13	3	0	94
4:00	0	0	0	3		10	0	131	294	249		19		0	4
:00	0	0	0	3	4	10	4	14	334	2	103	13	1	0	91
6:00	0	0	0	3		9	44	91	234	21	99	13	4	0	20
:00	0	0	0	0	4		26	3	16	1 2	96	1		3	6
:00	0	0	0	0	0	9		0	142	139	0	21	2	0	420
9:00	0	0	0	1	3	0	1	1	96	113	41		3	0	330
10:00	0	0	0	0	1	4	11	24	60	2	30			1	196
11:00	0	0	0	0	0	1	3		26	3	2			2	11
Total	0	0	3	14	34	6	2 4	2	19 9	1 6	29	12	3	6	46

Percentile	1 th	0th	th	9 th
Speed	22.9	26.6	30.3	32.2

Mean Speed Average 26.
10 MPH Pace Speed 21-30
Number in Pace 4 04
Percent in Pace 1.
Number 4 MPH
Percent 4 MPH 0.1

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Combined

6 11 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	1	4		9	10	2	0	2	3
1:00	0	0	0	0	0	0	3	2			4	3	1	0	2
2:00	0	0	0	1	0	0	0	0			0	2	0	0	1
3:00	0	0	0	0	0	0	0	1	3		2	1	1	0	13
4:00	0	0	0	0	0	0	1	4	3			2	2	0	2
:00	0	0	0	0	0	1	3	3	10	33	2	12		2	94
6:00	0	0	0	0	1	0	10	13	46	2	39	9	3	2	1
:00	0	0	1	2	2	1	1	3	110	12	2	11	2	2	394
:00	0	0	0	0	1	1	3	106	260	260	92	14	4	1	90
9:00	0	0	1	0	2		30	3	213	21	92	16	4	1	6 4
10:00	0	0	0	0	2	6	33	91	2 0	211	104	20	1	3	41
11:00	0	0	1	0		14	3	11	2 2	213	1	16	6	4	
12:00 PM	0	0	2	4	9	13	6	13	333	2 1		16	4	0	933
1:00	0	0	1	3	3	10	0	129	342	2		13	1	0	90
2:00	0	0	1	1	6	1	4	136	291	226		1	2	0	19
3:00	0	0	0	2	0	21	44	122	292	296	9	2		0	902
4:00	0	0	0	0		12	39	129	332	2	9	21	0	1	9
:00	0	0	0	1	10	13	3	120	301	260	109	1	4	2	90
6:00	0	0	0	2	3	3	13	9	229	196	104	1	4	1	669
:00	0	0	0	1	1	9	31		1	1 0	9	1	2	0	0
:00	0	0	0	0	0		24	61	146	124	62	6	1	0	432
9:00	0	0	1	0	3	2	9	43	11	99	4	10		2	339
10:00	0	0	0	0	0	2	13	20	3	2	33	3	1	0	19
11:00	0	0	1	0	0	0		14	46	42	26		3	1	14
Total	0	0	9	1	6	1 3	69	1 34	3 6	3439	1432	2 3	61	24	11443

Percentile	1 th	0th	th	9 th
Speed	22.9	26.6	30.3	32.2

Mean Speed Average	26.
10 MPH Pace Speed	22-31
Number in Pace	934
Percent in Pace	1.2
Number 4 MPH	22
Percent 4 MPH	0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Combined

6 12 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	1	4	2	2	33	23		1	1	9
1:00	0	0	0	1	0	0	0	3	9	2	1	4	0	1	63
2:00	0	0	0	0	0	1	2	0	4	9	6	2	0	3	2
3:00	0	0	0	0	0	1	4	9	12	4	1	1	1	0	33
4:00	0	0	0	0	0	0	0	2	3	3		0	1	0	14
:00	0	0	0	0	0	1	1		14	10	10	6	0	0	49
6:00	0	0	0	1	1	1		10	29	29	2	4	3	0	110
:00	0	0	0	0	0	2	6	19	60	3	32	1	3	0	190
:00	0	0	1	1	3	6	1	40	126	126	61	19	3	0	403
9:00	0	0	0	1	6	16	24	3	1 9	164	6	16	1	1	49
10:00	0	0	1		3	13	36	92	2	200	6	16	2	1	32
11:00	0	0	0	1	2	11	43	10	2 4	21	9	10	4	0	64
12:00 PM	0	0	1	1	3	6	49	4	2 9	221	90	1		1	39
1:00	0	0	2	2	3		1	94	266	190	9	10	6	0	30
2:00	0	0	1	1	0		40		2 3	233	121	19	6	1	60
3:00	0	0	4	0	3	13	43	106	20	24	96	16	3	0	3
4:00	0	0	0	2	6	6	3		196	1	110	1		1	6 0
:00	0	0	1	3	0		2	6	20	199	106	22	4	1	641
6:00	0	0	1	1	4	6	20	66	1 9	19	3	1		0	60
:00	0	0	0	0		2	26	0	1 2	1 6	4	16		4	32
:00	0	0	0	0	2	6	19	46	123	11	6	19	1	0	396
9:00	0	0	0	0	1	3	26	4	12	92	3	11	4	1	34
10:00	0	0	1	0	0	3	6	19			41	9		1	2 0
11:00	0	0	0	0	0	1	6	1	4	42	4	12	0	0	1
Total	0	0	13	20	42	119	492	1123	3102	2 6	1400	2	4	1	9 4
			Percentile	1 th	0th	th	9 th								
			Speed	22.9	26.6	30.3	32.								

Mean Speed Average	2 .0
10 MPH Pace Speed	23-32
Number in Pace	2
Percent in Pace	0.9
Number 4 MPH	1
Percent 4 MPH	0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Combined

6 13 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	1	2		2	2	1		3	1	94
1:00	0	0	0	0	0	1	0	4	1	30	16		3	1	1
2:00	0	0	0	0	0	0	0	1	12	6		2	2	0	30
3:00	0	0	0	0	0	0	1	1		11	3	2	2	0	2
4:00	0	0	0	0	0	0	0	1	1	2	1	0	0	1	6
:00	0	0	0	0	1	0	1	0	3	10		1	0	0	21
6:00	0	0	0	0	0	2			13	1	13	4	3	0	60
:00	0	0	0	0	1	2		1	4	46	31	12	2	0	166
:00	0	0	0	0	3	2	13	30	2	101	2	12	2	0	29
9:00	0	0	0	0	3		20	42	160	140		11	1	1	461
10:00	0	0	1	1	3	3	22	46	1 3	1		31		1	49
11:00	0	0	0	0	1	1	0		226	1	102	16	2	1	666
12:00 PM	0	0	1	0	4	13	23	1	249	200	9	1	9	1	69
1:00	0	0	0	1	3	3	34	3	1 4	19	103	21	3	1	631
2:00	0	0	0	2	3		2		1 4	160	112	23	6	1	1
3:00	0	0	1	1	9	1	46	11	212	1 6	4	1	6	1	6
4:00	0	0	0	1		10	2	10	216	1 6		12	2	0	642
:00	0	0	1	0			23	4	196	1 6		1	2	1	9
6:00	0	0	0	0	3	4	2	61	191	144	9	13	4	0	2
:00	0	0	0	0	1		1	4	122	122	62	16		1	402
:00	0	0	0	0	3	3	13	4	129	109	3	14		1	3
9:00	0	0	1	1	1		1	42	102	0	32		4	0	291
10:00	0	0	0	1	1	2	10	12	4	34	1	3	0	0	129
11:00	0	0	0	0	0	0	1	3	1	1	1	6	2	0	62
Total	0	0			0	109	3	9 1	260	2339	1233	2 1	3	13	064

Percentile	1 th	0th	th	9 th
Speed	22.9	26.6	30.3	32.

Mean Speed Average 2 .1
10 MPH Pace Speed 23-32
Number in Pace 644
Percent in Pace 0.
Number 4 MPH 13
Percent 4 MPH 0.2

File Name: Middle Street at Cass 6.14.2021
Date Printed: 6 2 2021
Start Date: 6 10 2021
End Date: 6 14 2021

Direction: Combined

6 14 2021 Time	0 - 3 MPH	3 - 6 MPH	6 - 9 MPH	9 - 12 MPH	12 - 1 MPH	1 - 1 MPH	1 - 21 MPH	21 - 24 MPH	24 - 2 MPH	2 - 30 MPH	30 - 33 MPH	33 - 36 MPH	36 - 39 MPH	39 MPH	Total
12:00 AM	0	0	0	0	0	0	0	4		10		4	2	1	3
1:00	0	0	0	0	0	0	3	1	3			6	1	0	2
2:00	0	0	0	0	0	0	0	3	2		1	0	2	0	13
3:00	0	0	0	0	0	0	1	1	3	1	1	0	1	0	
4:00	0	0	0	0	0	0	0	2	3	3	9	1	3	0	21
:00	0	0	0	1	0	1	2		21	2	26	9	1	1	96
6:00	0	0	0	0	1	1		16	40	2	4	12		0	1 0
:00	0	0	0	0	1	4	14	44	10	13	6	1	4	0	39
:00	0	0	2	0	4		23	131	26	22	113	16	1	0	90
9:00	0	0	0	0	2	2	21		22	209	103	14	1	0	6
10:00	0	0	0	1	2		10	33	109	4	3		2	0	290
11:00															0
12:00 PM															0
1:00															0
2:00															0
3:00															0
4:00															0
:00															0
6:00															0
:00															0
:00															0
9:00															0
10:00															0
11:00															0
Total	0	0	2	2	10	20	9	320	90	6	41		26	2	2 16
			Percentile	1 th	0th	th	9 th								
			Speed	23.	2 .2	31	33.								
		Mean Speed	Average	2 .2											
		10 MPH Pace	Speed	23-32											
			Number in Pace	2046											
			Percent in Pace	2.											
		Number	4 MPH	1											
		Percent	4 MPH	0.0											
Grand Total	0	0	32	61	192	46	1 01	4	12332	111	209	1042	2 2	62	3 423
Stats			Percentile	1 th	0th	th	9 th								
			Speed	22.9	26.6	30.3	32.								
		Mean Speed	Average	26.9											
		10 MPH Pace	Speed	23-32											
			Number in Pace	3029											
			Percent in Pace	1.0											
		Number	4 MPH	60											
		Percent	4 MPH	0.2											

CITY OF PORTSMOUTH

Parking & Transportation Division

Islington Creek Neighborhood Parking Program PILOT
Statistical and Cost Analysis for City Council
May 16, 2022

NPP PROGRAM HISTORY

- Islington Creek Neighborhood Requested the City Create a PILOT in 2019 to Address Parking Concerns
  - The 2019 Version of NPP Did Not Achieve 75% Vote Threshold
- Neighborhood Renewed its Request in 2020
  - Consideration was Delayed by COVID-19
- Public Meetings Held April 14 and June 10, 2021
- Current Version of the Program was Developed
  - Boundaries Set as Islington, Dover, Bridge and McDonough Streets
  - 3 Permits + 1 Guest Permit per NPP Household or Business
  - 1 Permit for Portsmouth Residents Outside of NPP Neighborhood
  - 2hr Free Parking Permitted for Non-Participants
  - Enforcement Hours 9a – 8p Monday - Sunday

NPP NEIGHBORHOOD MAP

Islington Street Shown in Orange to Indicate That Residents on Islington May Participate, but that Islington Street Itself was Not Part of the NPP Map Because it is Already Governed with a 2-Hour Limit to Support Businesses

NPP PROGRAM PARTICIPATION

NPP Program Participation as of April 30, 2022

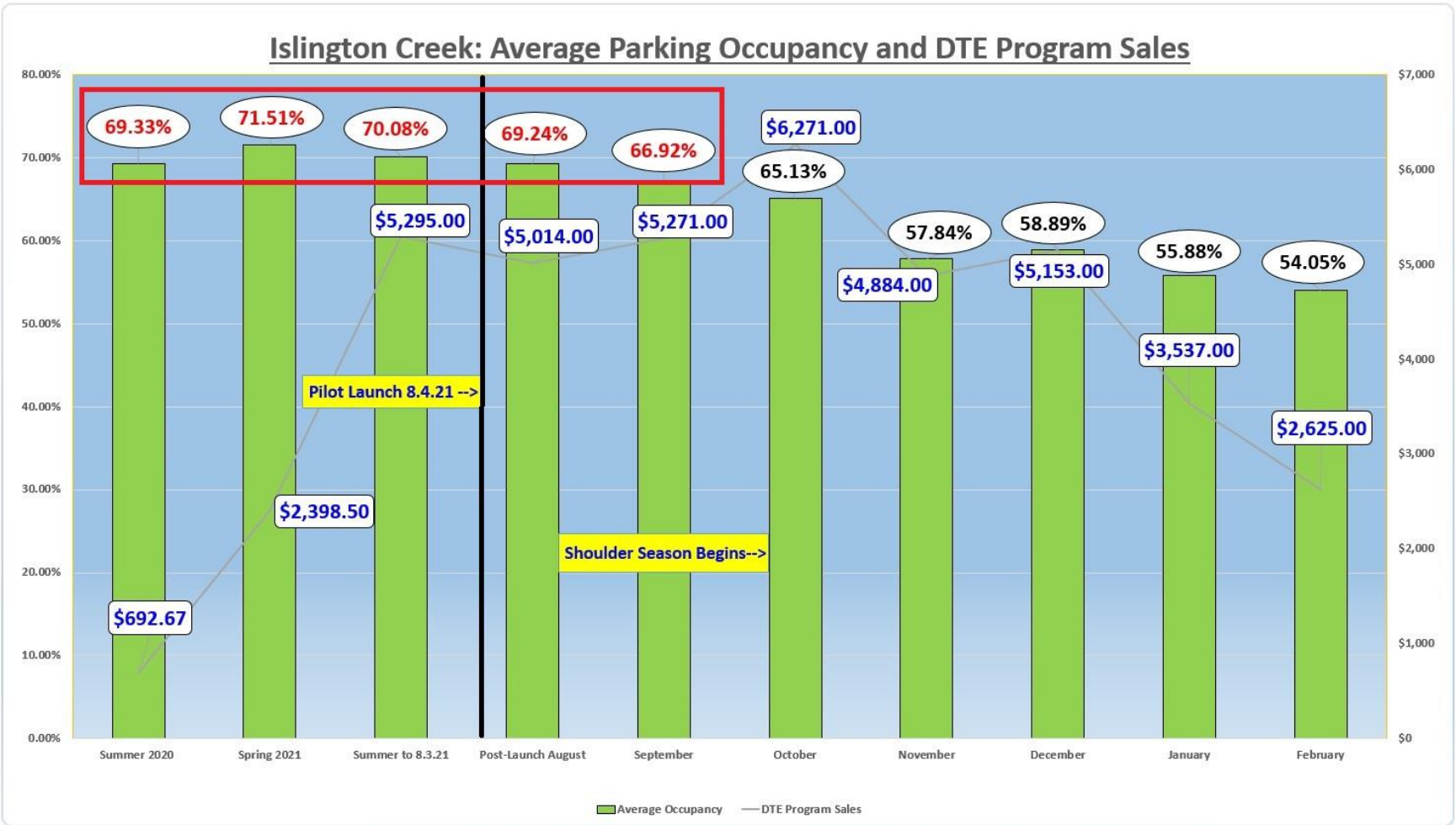
	NPP Passes Issued	Guest Passes Issued	Totals	
NPP Resident	377	220	597	
Non-NPP Resident	53	N/A	53	
Total Issued	430	220	650	Total ALL
		NPP Inventory	251	Total On-Street Spaces
		Passes as % of Inventory	259%	

Synopsis:

A total of 430 Regular NPP Passes have been issued through April 30th, including 53 from outside the NPP Neighborhood. An additional 222 Guest Passes are in Circulation, for a total of 650 passes.

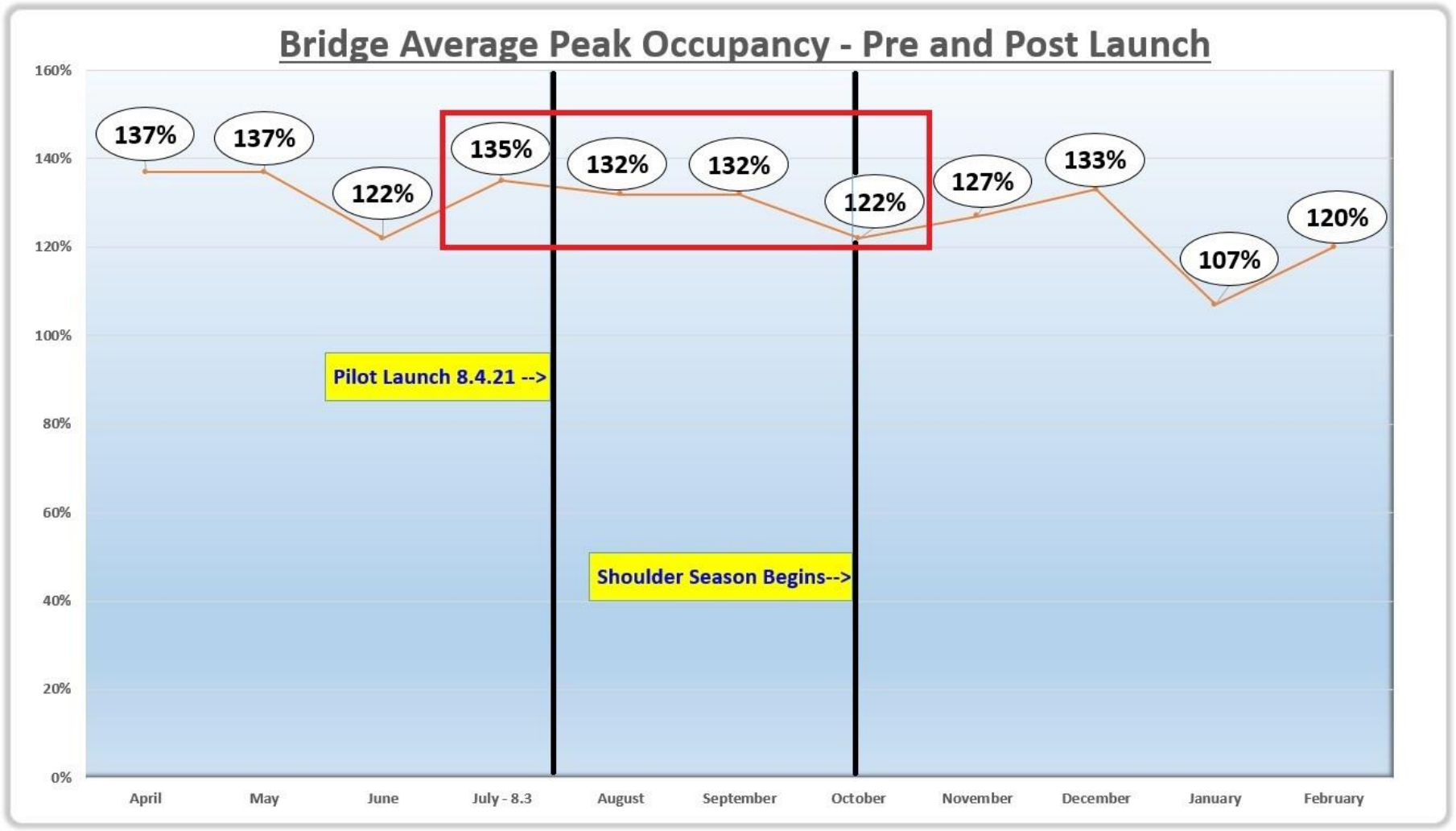
This equates to 259% of the total 251-space On-Street Inventory in the Islington Creek Neighborhood.

DTE-320 PROGRAM PARTICIPATION

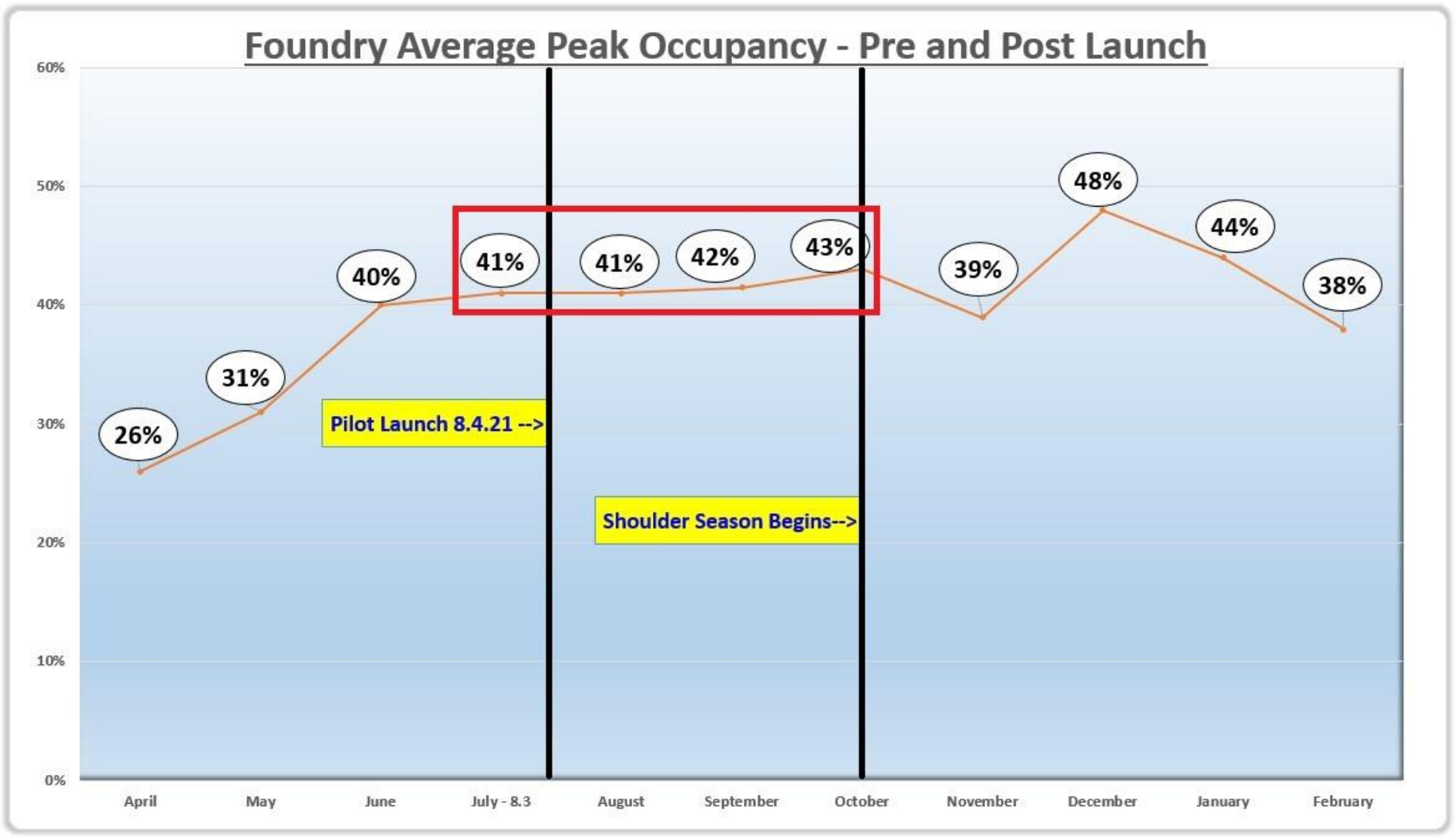


Synopsis: As the Downtown Employee Program participation ramped up in Spring and Summer 2021, it is important to note that average occupancy rates in the months leading up to the Pilot Launch (**shown in red**) were not reduced as anticipated, nor have they increased with reduced participation in the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

BRIDGE OCCUPANCY



FOUNDRY OCCUPANCY



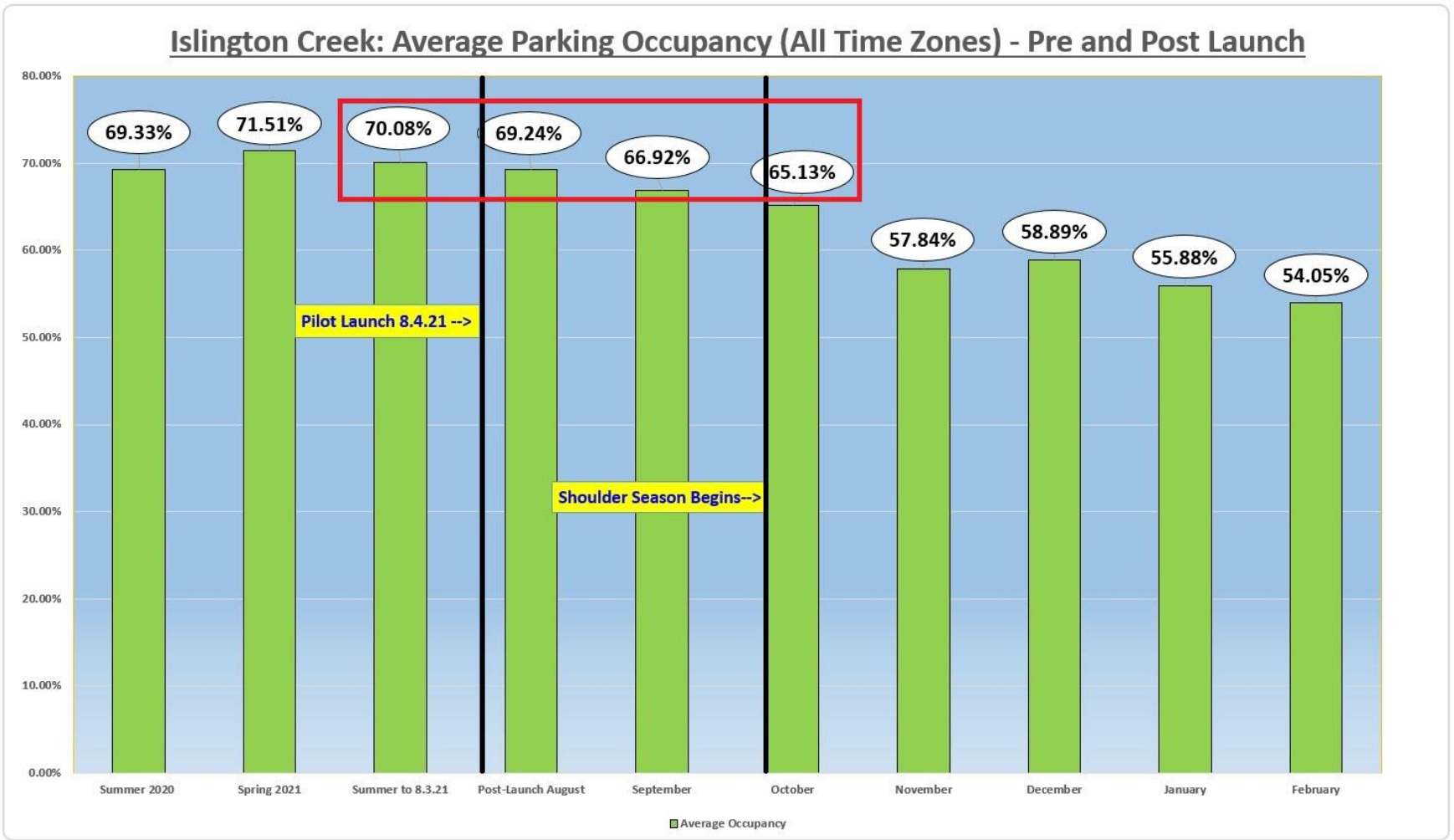
NPP GAINED INVENTORY

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 is Inventory Usage, or **12.42** spaces gained prior to the start of the shoulder season.

NPP OCCUPANCY PERCENTAGES



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	March	April	Totals
Warnings	36	3	1	1	3	1	0	0	0	45
2 hr Citations	133	53	41	65	52	24	29	58	26	481
Collections	$ 1,820.00	$ 875.00	$ 490.00	$ 805.00	$ 490.00	$ 35.00	$ 370.00	$ 665.00	$ 175.00	$ 5,725.00

Synopsis: A total of **526 Citations** have been issued: **45 Warnings** and **481 2-Hour Violations**
Total Collections to date: **$5,725.00**

NPP STATISTICS-SYNOPSIS

NPP PILOT Program Results and Statistics, 9-Month Report

259%	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
$ 5,725.00	Total Collections - Citations
$ 91,650.49	Total Costs of PILOT, Realized Through 4.30.22

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 4.30.22 (Nine 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	$ 13,449	Paperwork; Database; Labor Hours - Parking Clerk Office Staff
(Monthly Operating) Enforcement	$ 70,237	9a-8p; 7 days
(Monthly Operating) Mileage	$ 1,338	Enforcement; Inventory Counts
Total Monthly Operating Costs to Date	**$ 85,023**	**through the first 6 months**

$ 91,650	**Total Costs through 4.30.22**
$ 9,447.03	**Operating Costs: Average Month**

NPP COSTS – BREAK EVEN ANALYSIS

Annualized Break-Even Cost Analysis as of 4.30.22

$119,992	1 year estimated costs (current total + 3 months at $9,447.03 avg/month)
$ 5,725	Anticipated annual Citation Revenues
$114,267	Net Anticipated Cost - Annualized
650	Total passes in program as of April 30th, 2022
$ 176	Annual break even cost/pass ***at current level of participation***
553	Total passes in program ***with an estimated 15% reduction in participation***
$ 207	Annual break even cost/pass **at 85% of current participation**

NPP PUBLIC FEEDBACK

Recurring Comments/Perceptions
Portsmouth Residents Should get Priority
Only Tenants and Employees Should Pay
Those with Driveways Should not Get Pass
Enhanced "Neighborhood Feel"
Improved Parking Availibility
Less Traffic in Neighborhood
Quieter Neighborhood
Reduces Random Parking
Can Always Find Space in Winter
Model for South End
I like the Program, but it Defeats the Purpose if All City Residents Can Participate
Much Better than the Past
We Have a Much Quieter, Safer and More Inviting Environment
I Love This Program; I Couldn't be Happier
We Would Like to See This Program be Permanent
Helped Reduce Downtown Parkers
Had a Profound Positive Effect
We Like the Program Overall
Better with Program
Creates Hardship for Caregivers and Service Providers
Still Have Trouble Finding Space
Could Find Space before Program
Difficult for Clients of Businesses
Enforcement of City's 72 Hour Limit is Frustrating
Do not See a Need

NPP PUBLIC FEEDBACK

Recurring Comments/Perceptions
Inconvenient
Still Limited Parking - Program Hasn't Helped
Hard for Renters
Enforcement is Lax
Makes Neighborhood Less Vibrant
Needed only in Sections of Neighborhood
Not Enough Passes for Employees
Program Should Allow 2 Visitor (Guest) Passes
Parking Belongs to All City Residents
Nothing has changed on Rockingham
Never an Issue Before
Immense Waste of Resources
Ticketed even With Permit
Creates a Burden on the Less Wealthy
Equally Easy to Find a Space Before the Program
I Just don’t See a Need for This
Include Islington Street
Data shows it is Not Needed
Registration was Complex
Frustrating for Guests
Should be Open to All Residents
Shouldn't Exist at All
Stop Enforcing City's 72 Hour Limit
Hard for Short Term Leases

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

DISCUSSION

PARKPORTSMOUTH

ISLINGTON CREEK NEIGHBORHOOD PARKING PROGRAM SUMMARY

I. Background:

The residents of the Islington Creek Neighborhood (ICN) have requested that the City create a pilot neighborhood parking program (NPP) to address their concerns regarding insufficient on-street parking. The ICN formally requested an NPP in 2019, which was not adopted by the City. The ICN renewed its request for an NPP in 2020, and the City's consideration of that request was delayed due to COVID-19. Once COVID restrictions lifted, the City scheduled two public input meetings on April 14, 2021 and June 10, 2021. This summary endeavors to define the scope of the program which reflects the public input received from the ICN and the general public during these meetings. This summary will be presented to the Parking and Traffic Safety Committee at a special meeting to be held July 19, 2021 as a temporary parking restriction and if adopted, will go to the City Council for approval at its August 2, 2021 meeting.

II. Islington Creek Neighborhood Parking Zone:

A. Description of Islington Creek Neighborhood Parking Zone (ICNPZ):

An Islington Creek Neighborhood Parking Zone (ICNPZ) will be created to implement the pilot NPP. The following streets or portions of streets listed below and depicted on the map attached as Exhibit A are within the ICNPZ:

McDonough from Dover to Brewster, **Sudbury, Hanover** from Brewster to Bridge Street, **Tanner** from Islington to Hill, **Autumn, Tanner Court, Parker, Pearl, Rock, Brewster, Langdon, Cornwall, Rockingham, Cabot, Salem, Dover** and **Islington Street** from Dover to Bridge Street

B. Free Parking in the ICNPZ:

1. Participants:

The City will issue NPP permits and passes to eligible participants (Participants). Eligibility criteria for Participants and permit and pass descriptions are defined below in Section IV. NPP permits and passes will entitle Participants to free on-street parking in the ICNPZ only if on-street parking spaces are available. Participants are not guaranteed an on-street parking space. The NPP is voluntary and fees will not be charged for permits or passes during the pilot unless assessed by the City Council.

2. Non-Participants:

Members of the public not participating in the NPP are permitted two hours of free on-street parking in the ICNPZ.

C. Parking Enforcement in the ICNPZ:

Parking enforcement hours in the ICNPZ are 9:00 a.m. through 8:00 p.m., seven days a week. A vehicle parked beyond the legal time limit in the ICNPZ shall be considered unlawfully parked and violators shall be subject to the penalties and enforcement provisions set forth in Chapter 7

of the City Ordinances. All vehicles, including those of Participants, parked in the ICNPZ must comply with all parking restrictions and regulations set forth in Chapter 7 of the City Ordinances as well as all applicable state statutes that regulate parking.

III. Term: The pilot NPP will run for six (6) months, from August 4, 2021 through February 4, 2022.

IV. Permits and Passes for Eligible Participants: The application process for permits and passes, and criteria and requirements for proof of residency, will be established and administered through the Parking Division of the City's Department of Public Works. Permits and passes will be issued to eligible Participants as defined below.

A. Residential dwelling unit (ICNPZ Household)

Permits and passes will be issued per residential dwelling unit located on any street in the ICNPZ (ICNPZ Household). Each Household is eligible for up to three (3) non-transferable permit stickers, one sticker per registered vehicle, and one (1) transferable guest pass. ICNPZ Households are also eligible for up to four (4) single-day event visitor permits for 24 hours free parking per calendar month.

B. ICNPZ Business

Permits and passes will be issued to a business located on any street in the ICNPZ (ICNPZ Business). Each ICNPZ Business is eligible for up to three (3) non-transferable permit stickers, one sticker per registered vehicle, and one (1) transferable guest pass. Each ICNPZ Business is eligible for four (4) single-day event visitor permits for 24 hours free parking per calendar month.

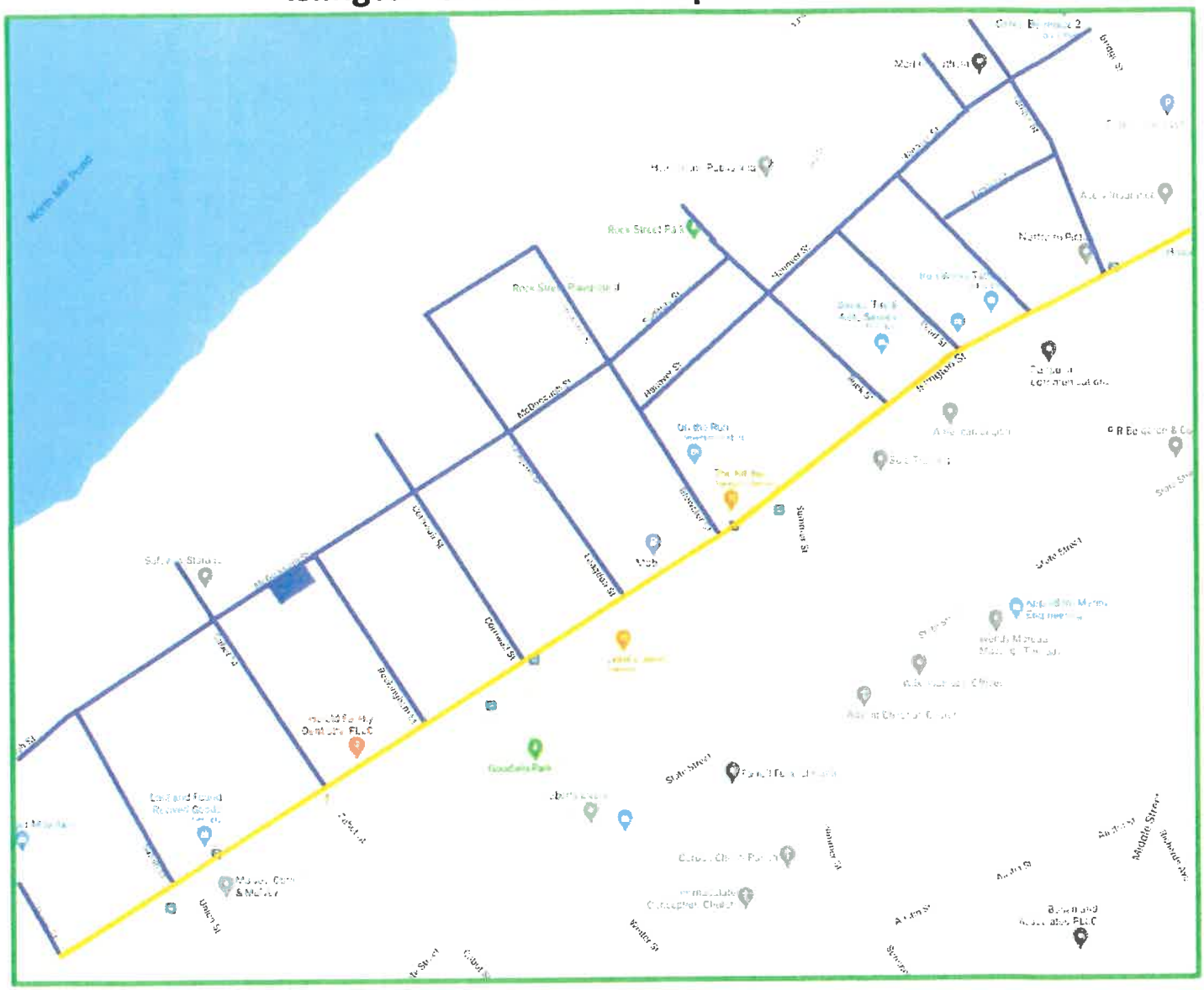
C. Residential dwelling units outside the ICNPZ (Non ICNPZ Household)

One (1) non-transferable permit sticker may be issued per residential dwelling unit located within Portsmouth City limits, but outside the ICNPZ (Non ICNPZ Household).

V. Evaluation and Modification of pilot NPP:

The City will collect and maintain data on the pilot NPP, including but not limited to occupancy figures, cost of City administration, and number and type of parking violations issued in the ICNPZ. The City will create a means for soliciting feedback from Participants and the general public during the pilot term. The City Manager shall have the authority to make temporary changes to the pilot NPP during its term. These changes will be presented to the Parking and Traffic Safety Committee and to the City Council through the Parking and Traffic Safety Committee's meeting minutes. Prior to the expiration of the term, the City, ICN and the general public will evaluate the program. The form and forum for the evaluation of the NPP will be determined by the City, with input from the ICN and presented to the City Council for its determination as to whether the NPP will continue beyond the pilot program and be codified through the adoption of a City ordinance.

Islington Creek NPP – Proposed Streets



CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information.
Please submit resume' along with this application.

RECEIVED
MAY 06 2022
By

Initial applicant

Committee: Sustainable Practices Blue Ribbon Committee

Name: Herb Lloyd Telephone: 435-640-3786

Could you be contacted at work? YES [4] NO [ ] If so, telephone# 435-640-3786

Street address: 5 Ruth Street Portsmouth NH 03801

Mailing address (if different):

Email address (for clerk's office communication): herb_lloyd@hotmail.com

How long have you been a resident of Portsmouth? 11yrs

Occupational background:

I have spent the past 30yrs working in Information Technology with most of these years focused on Project/Program Management and the delivery of solutions that solve customers problems and help them continue to meet their objectives and goals.

Please list experience you have in respect to this Board/Commission:

The years of experience I have working with customers to clearly document their objectives and goals and work with Subject Matter Experts (SME) to create and delivery solutions that meet these objectives and goals has given me the skills to add tremendous value to this board and the City of Portsmouth.

OVER

Have you contacted the chair of the Board/Commission to determine the time commitment involved? YES ☐ NO ☒ 4

Would you be able to commit to attending all meetings? YES ☒ 4 NO ☐

Reasons for wishing to serve:

I love Portsmouth and very much want to give back to this amazing city. I recently transitioned my work schedule to part-time and I work from home which gives me more free time to volunteer and give back. As a parent I am very disturbed that we are not taking better care of our plant and am energized by the opportunity to be part of a team to our environmental stewardship right here in our city. We need to to continue to find better ways of reducing our environmental footprint on our city while at the same time do this in a fiscally responsible way.

Please list any organizations, groups, or other committees you are involved in:
I am not involved with any City organizations or comittees and very much wanting to give back to Portsmouth through service.

Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Steve Miller, 55 Thornton Street Portsmouth 603-828-2954
Name, address, telephone number

2) Tony Lane, 47 Thornton Street Portsmouth 603-988-7255
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This application is for consideration and does not mean you will necessarily be appointed to this Board/Commission; and
2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
5. Application will be kept on file for one year from date of receipt.

Signature: _____ Date: 5/6/2022

If you do not receive the appointment you are requesting, would you be interested in serving on another board or commission? Yes Yes No

Please submit application to the City Clerks Office, 1 Junkins Avenue, Portsmouth, NH 03801

6/27/2012

CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information
Please submit resume' along with this application

RECEIVED
APR 07 2022
By

Committee: Historic Distric Commission **Renewing applicant**

Name: Margot Doering Telephone: 603-828-4477

Could you be contacted at work? (YES)/NO - If so, telephone # 603-516-0784

Street address: 300 Jones Avenue, Portsmouth, NH 03801

Mailing address (if different): _____

Email address (for clerk's office communication): doering0381@gmail.com

How long have you been a resident of Portsmouth? 18

Occupational background:

Commercial banker, Innkeeper, Small business consultant, Director of Finance - COAST Transit

Would you be able to commit to attending all meetings? (YES)/NO

Reasons for wishing to continue serving: I would like to use the experience I have gained over the last 3+ years on the HDC to continue to bring a balanced view of preservation and new development in the Historic District. I would like to help update some of the existing design standards and processes that have been in place for many years.

OVER

6/27/2012

Please list any organizations, groups, or other committees you are involved in:

Dover Friends meeting, Elks,

Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Fiona Butler, 301 Coolidge Drive 603-828-7356
Name, address, telephone number

2) Joann Newmann, 873 middle St, 603-566-4874
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This reappointment application is for consideration and does not mean you will necessarily be reappointed to this Board/Commission; and
2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
5. Application will be kept on file for one year from date of receipt.

Signature: [signature] Date: 4/6/22

CITY CLERK INFORMATION ONLY:

New Term Expiration Date: 06/01/2025

Annual Number of Meetings: 19 (2021) Number of Meetings Absent: 0

Date of Original Appointment: 10/5/2020

Please submit application to: City Clerk's Office, 1 Junkins Avenue, Portsmouth, NH 03801

CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information
Please submit resume' along with this application

RECEIVED
APR 14 2022
By

Committee: Historic District Commission **Renewing applicant**

Name: Reagan Ruedig Telephone: 603-502-9247

Could you be contacted at work? YES/NO - If so, telephone # same

Street address: 70 Highland St

Mailing address (if different): —

Email address (for clerk's office communication): rbaydown@gmail.com

How long have you been a resident of Portsmouth? 12 yrs

Occupational background:

Historic preservation consultant, including research, documentation, survey and analysis of historic structures and areas.

Would you be able to commit to attending all meetings? YES/NO

Reasons for wishing to continue serving: I have served on the HDC for 9 years and have enjoyed contributing to the protection of the Historic District. I am happy to use my professional experience and knowledge to improve and preserve our district for future generations and assist property owners today.

OVER

6/27/2012

Please list any organizations, groups, or other committees you are involved in:

Portsmouth Historical Society, board member

Portsmouth Athenaeum, proprietor

Portsmouth Women's City Club, member

Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Vince Lombardi, 75 Aldrich Rd 603-828-2324
Name, address, telephone number

2) Martha Fuller Clark, 147 Middle St 603-498-6936
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This reappointment application is for consideration and does not mean you will necessarily be reappointed to this Board/Commission; and
2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
5. Application will be kept on file for one year from date of receipt.

Signature: Reagan Ruedig Date: 04/06/2022

CITY CLERK INFORMATION ONLY:

New Term Expiration Date: 06/01/2025

Annual Number of Meetings: 19 (2021) Number of Meetings Absent: 0

Date of Original Appointment: 01/20/2015

Please submit application to: City Clerk's Office, 1 Junkins Avenue, Portsmouth, NH 03801

CITY OF PORTSMOUTH, N.H.
BOARDS AND COMMISSIONS

APPOINTMENT APPLICATION

Instructions: Please print or type and complete all information
Please submit resume' along with this application

RECEIVED
APR 0 8 2022
By

Committee: Historic District Commission **Renewing applicant**

Name: Jonathan Wyckoff Telephone: 603-235-9224

Could you be contacted at work? YES/NO - If so, telephone #: 603 235 9224

Street address: 135 Sparhawk St

Mailing address (if different): same

Email address (for clerk's office communication): jon9wyckoff@gmail.com

How long have you been a resident of Portsmouth? 54 years

Occupational background:

I have a 40 year background in residential building and remodeling. Thru out that period I frequently worked on older Portsmouth homes

Would you be able to commit to attending all meetings? (YES)/NO

Reasons for wishing to continue serving: I feel my years of experience is valuable to the commission. I've always loved Portsmouth and want to continue affecting the quality and appropriateness of our renovations and new construction

OVER

6/27/2012

Please list any organizations, groups, or other committees you are involved in:

Portsmouth Historical Society

Portsmouth Athenaeum

N.H. Historical Society

Historic New England

Advocates for the North Mill Pond

Please list two character references not related to you or city staff members:
(Portsmouth references preferred)

1) Steve Fowle 9 Tanner CT - Portsmout 603 430 9636
Name, address, telephone number

2) David Beadling 466 Dennett St. 603 380 3036
Name, address, telephone number

BY SUBMITTING THIS APPLICATION YOU UNDERSTAND THAT:

1. This reappointment application is for consideration and does not mean you will necessarily be reappointed to this Board/Commission; and
2. The Mayor will review your application, may contact you, check your references, and determine any potential conflict of interests; and
3. This application may be forwarded to the City Council for consideration at the Mayor's discretion; and
4. If this application is forwarded to the City Council, they may consider the application and vote on it at the next scheduled meeting.
5. Application will be kept on file for one year from date of receipt.

Signature: [signature] Date: 4-5-2022

CITY CLERK INFORMATION ONLY:

New Term Expiration Date: 06/01/2025

Annual Number of Meetings: 19 (2021) Number of Meetings Absent: 0

Date of Original Appointment: 6/4/2007

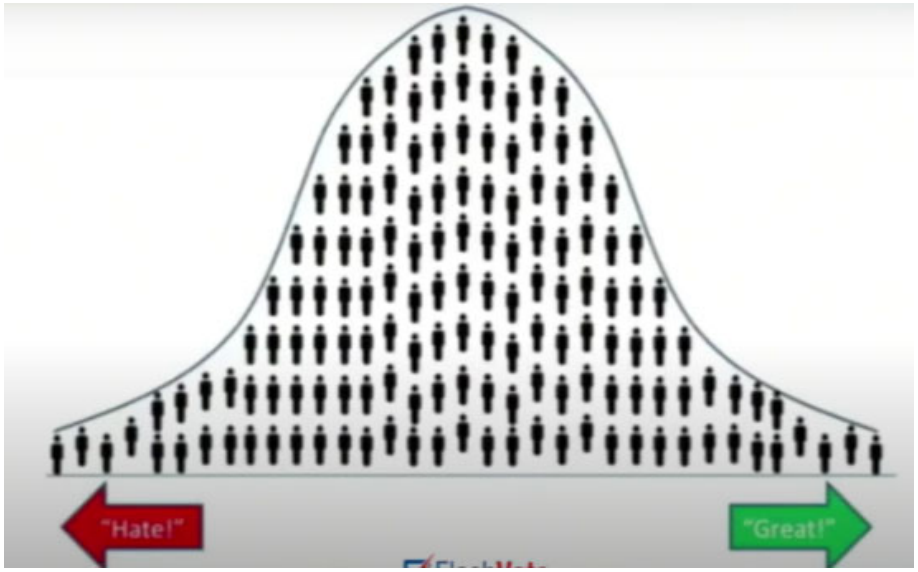
Please submit application to: City Clerk's Office, 1 Junkins Avenue, Portsmouth, NH 03801

How can Portsmouth be a leader in citizen engagement?

"Invite and honor input from the community and encourage increased participation"

- Council goals

Who participates now and how?



- Watchdogs/critics who are active and constantly engaged. They use Public Comment, newspaper, email (red extreme).
- Activists: Advocacy groups. They use Public Comment, too, along with emails (green extreme)
- Both are at the extreme ends of the curve
- What about everyone in the middle?

Some typical methods of engagement

- Hold meetings: use newsletter, press releases, mailed notices to get turnout
- Public comment
  - One way
  - Limited to a few people
  - Groups can “flood the zone”
- Study circles (e.g. McIntyre): good for building consensus through dialogue; high degree of citizen empowerment and trust to handle complex material
- Surveys: Quantifiable results, but…
  - Self-selected not “everyone”
  - Questions need to be neutral, scientific
  - Sample must be representative

Ancient Athens (Who started all this democracy stuff anyway?)

Kleroterion

When faced with a difficult issue, the Athenians formed citizen panels drawn by lot

The representative panel would deliberate and advise the Assembly

Citizens volunteered their time and selection was representative of all the tribes of Athens equally. Panels gained credibility from being like the population at large.

A Kleroterion from 500 BC. Citizens walked by single file and drew randomized cards from the slots. Black cards meant you participated.

Some typical topics for citizen engagement

- Middle Street renovation/bike lanes 2.0
- 10-year Master Plan public visioning – growth & development (2023)
- Zoning changes
- City governance changes
- Community Campus
- Neighborhood improvements (sidewalks, road narrowing, etc.)
- Budget priorities

Possible methods in addition to what is required by ordinance

Budget priorities	Survey, one night dialogue event
10-year Master Plan	Surveys, study circles (both were used in 2005 and 2015)
Zoning changes	Guided dialogues with experts, breakout groups, live polling
City governance changes	Survey
Community Campus	Study circles, surveys
Neighborhood improvements	Public meetings, surveys
Middle Street/bike lanes 2.0	Survey

Emerging tools

FlashVote

FlashVote Nevada-based startup

- Recruits representative panel through SMS texts
  - Company has 9,500 SMS addresses for Portsmouth for example
  - Text blast: “Do you have a minute a month to make your government better?”
- Panel size 600-1,000, weighted to match demographics of the city
- FlashVote experts design neutral questions
- Rapid feedback: participants see and share results in 48 hours
- More than 40 municipalities
- Case studies: https://www.flashvote.com/videos

Stillwater, OK

Civic Engagement Initiatives

What do we mean when we say civic engagement or public engagement? These terms mean city officials want to encourage public participation and an understanding of government through outreach and inclusiveness initiatives that inspire trust and confidence in local government.

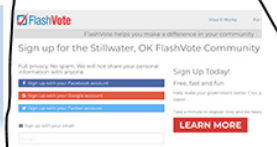
There are everyday municipal governmental topics or projects that may benefit from early or expanded civic engagement—Including major policy decisions, city planning initiatives, transportation initiatives, the budget process, topics of significant public interest, topics with citywide impact, topics involving "not in my neighborhood attitudes" or simply new city services or programs.

Speak Up, Stillwater!

Speak Up About Topics that Concern You

Balancing Act

Try Your Hand at Balancing the City's Budget



FlashVote

Sign up to receive six surveys on hot topics in Stillwater throughout the year.

Citizen Satisfaction Survey Results

View Results

Taxpayer Receipt

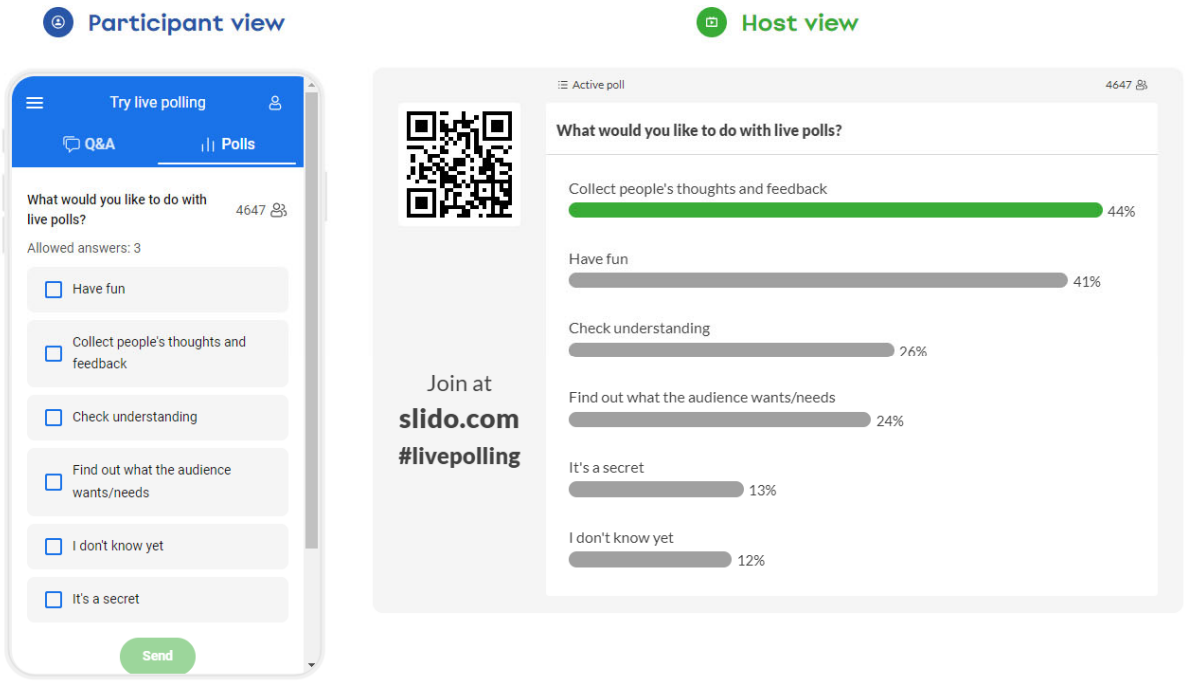
View Your Sales Tax Receipt

Pop Up City Hall

Can't attend a meeting? See Where City Officials Will be Around Town

Emerging tools

Live polling



- ❑ Useful to gain quantitative input at a meeting
- ❑ Rapid feedback, very transparent
- ❑ Can narrow options and build consensus iteratively

Emerging tools: electronic whiteboards

- ❑ Good for brainstorming ideas and prioritizing them
- ❑ Enables both live and at-home participation
- ❑ Transparent way for participants to see their input take shape

DISCUSSION

PARKING and TRAFFIC SAFETY COMMITTEE
ACTION SHEET

8:30 A.M. – May 5th, 2022
Conference Room A

PRESENT: **Members**: Mary Lou McElwain, Steve Pesci, Mark Syracusa(z), Harold Whitehouse, Erica Wygonik, Police Captain Mike Maloney, DPW Director Peter Rice, Councilor Andrew Bagley(z)

City Staff: Parking Director Benjamin Fletcher, Traffic Engineer Eric Eby, Associate Engineer Tyler Reese

ACTION ITEMS FOR CITY COUNCIL

1. **Request for renewal of valet parking license agreement on Hanover Street, by The 100 Club: Voted to** approve renewal of valet parking license agreement on Hanover Street for The 100 Club.
2. **Neighborhood Parking Program: Voted to** refer program data to City Council for consideration.
3. **By approving the attached meeting minutes, the following temporary traffic regulations will be approved:**
   - **Summit Avenue: Voted to** approve lowering speed limit to 25 MPH.
   - **Raynes Avenue and Vaughan Street: Voted to** approve one-way flow on Vaughan Street and Raynes Avenue, in a counter-clockwise direction, entering from Maplewood Avenue at Vaughan Street and exiting onto Maplewood Avenue at Raynes Avenue.
   - **Middle Road: Voted to** approve lowering speed limit to 25 MPH from Peverly Hill Road to Middle Street, for six-month trial period.
   - **Parrott Avenue: Voted to** approve lowering speed limit to 25 MPH.
   - **Islington Street: Voted to** approve lowering speed limit from Spinney Road to Maplewood Avenue to 25 MPH. **Voted to** approve lowering speed limit from Spinney Road to Greenland Road to 25 MPH for six-month trial period.

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1. **Roll Call**: Steve Pesci serving as chairman for today's meeting.
2. **Financial Report**: Accepted and placed on file Financial Report dated March 31, 2022
3. **Public Comment Session**: There were ten speakers: **Liz Bratter**: speeding, RRFB on Islington, crosswalk at African Burial Ground, Washington Street traffic flow, NPP; **Liza Hewitt**: Middle Road traffic calming, Islington speed limit; **Andrea Ardito**: Maplewood Avenue speeding, crosswalks; **Rick**

Becksted: Islington speed limit, sharrows; **Richard Smith**: Hanover Street skateboarders, downtown intersections safety; **Annie Poubeau (z)**: pedestrian, bike safety; **Jonathan Sandberg (z)**: Middle Street bike lanes; **Paul Spieler (z)**: Court Street, Rogers Street, Parrott Avenue speed limits; **Matthew Glenn (z):** Woodbury Avenue and Rockingham Avenue intersection proposal; **Becky McBeath (z):** Middle Road traffic calming.

4. **Presentation**: Middle Street bike lane, by consultant WSP. **Voted to**: accept recommendations.
5. **Hanover Street, request for valet parking license renewal, by The 100 Club**: **Voted to:** approve renewal of valet parking license agreement for The 100 Club.
6. **Summit Avenue:** **Voted to:** lower speed limit to 25 MPH.
7. **Coolidge Drive:** **Voted to:** place item on file.
8. **Washington Street**: **Voted to:** table request for one-way flow.
9. **Neighborhood Parking Program**: **Voted to:** refer data to City Council for their consideration.
10. **Woodbury Avenue traffic calming**: **Voted to:** have staff report back with revised plans for intersection treatments at Rockingham Avenue and at Dennett Street. Notify residents of intended plans.
11. **State Street at Union Street**: **Voted to:** table request for all-way stop.
12. **Raynes Avenue and Vaughan Street:** **Voted to:** approve one-way flow on Vaughan Street and Raynes Avenue, in a counterclockwise direction.
13. **Maple Haven speed tables**: **Voted to:** approve two speed tables on Suzanne Drive as shown on plan, and postpone installing one on Winchester Street.
14. **Speed Limit Working Group**: **Voted to:** approve recommendations for lowering speed limit on Middle Road between Peverly Hill Road and Middle Street to 25 MPH, for a six-month period; lower speed limit on Islington Street between Spinney Road and Maplewood Avenue to 25 MPH; lower speed limit on Islington Street between Spinney Road and Greenland Road to 25 MPH for six-month period; lower speed limit on Parrott Avenue to 25 MPH. Change target speed on Neighborhood Collector streets to 25 MPH in City's Complete Streets Design Guidelines. Install RRFB on Middle Road at Riverbrook Condominiums crosswalk. Reinstall traffic calming measures on Middle Road from Peverly Hill Road to Middle Street.
15. **Monthly Accident Report**: *Informational; no action required*.
16. **Islington Street RRFB near Vine Street, update**: *Informational; no action required*.
17. **South Street and Broad Street RRFB update**: *Informational; no action required*.
18. **State Street crosswalk at African Burial Ground**: *Informational; no action required*.
19. **Adjournment**: **Voted to** adjourn 10:41 AM

Respectfully submitted by: Eric Eby

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 **May 5th, 2022**

MINUTES

I. CALL TO ORDER

Vice Chairman Steve Pesci called the meeting to order at 8:30 a.m.

II. ATTENDANCE

Members Present:
Chairman Andrew Bagley (z)
Vice Chairman Steve Pesci
Public Works Director Peter Rice
Police Captain Mike Maloney
Harold Whitehouse
Mary Lou McElwain
Mark Syracusa (z)
Erica Wygonik (Alternate)

Absent
City Manager Karen Conard
Fire Chief William McQuillen

City Staff Present:
Parking Director Ben Fletcher
City Transportation Engineer Eric Eby
Associate Engineer Tyler Reese

III. FINANCIAL REPORT

Harold Whitehouse moved to accept the Financial Report dated March 31, 2022 and place it on file, seconded by Mary Lou McElwain. On a roll call vote, the motion passed unanimously by a 7-0 vote.

IV. PUBLIC COMMENT (15 MINUTES)

Elizabeth Bratter of 159 McDonough Street. commented that lowering the speed by 5 mph can make a huge difference. Welcome islands to the neighborhoods are a good idea, but they also need a sign on the pole with a speed limit. The RRFB at Islington Street and Vine Street is a great idea, but there is a blind corner there. It may be good to alert people that there is a crosswalk ahead. The RRFB at the African Burial Ground will provide a safer way to cross. Washington Street should remain two-way or be paired with Atkinson Street going the opposite direction. If it becomes a one-way, then people will still use it as a two-way when the bridge is up.

Liza Hewitt of 726 Middle Road commented on the Middle Road traffic calming, urged the Committee to pass the lower speed limit and traffic calming measures. The bollards narrow the area heading out of town and it can impact bikes. Ms. Hewitt questioned what area of Middle Road would be lowered to 25 mph, when the trial period would end, what criteria is needed to permanently lower the speed limit, and why not just change the ordinance for Middle Road along with Islington Street and Parrot Avenue. Islington Street is only proposed to lower to 25 mph from Spinney Road to Maplewood Avenue. It should be the whole length.

Andrea Ardito of 121 Northwest Street commented that she was hit by a car while crossing Maplewood Avenue. This is not an isolated incident; there have been many accidents. It is an arterial and neighborhood road. Cars still use a high rate of speed despite the traffic calming that is out there. The sidewalk is close to the cars, especially on the North Mill Bridge. There should be speed bumps or rumble strips on this street. They should make it more of a neighborhood road than an arterial road.

Rick Becksted of 1395 Islington Street commented that speed limits can be lowered to 25 mph with a traffic study. The proposed change on Islington Street should be for the whole street not just one section. Otherwise, traffic will accelerate going up the hill when they see the increased speed limit. It will become a drag strip. The proposal should be amended to include all of Islington Street.

Richard Smith of 93 High Street commented that skateboarders travel down the middle of the road on Hanover Street. Cars are not giving the right of way at the corner of Hanover Street and Bow Street. Busses coming down High Street back up traffic and are causing a safety hazard.

Annie Poubeau commented that she bikes around the City more than driving. Ms. Poubeau was grateful for the presentation on the Middle Street bike lane and that residents were included in the process. It is important to connect all neighborhoods to make it safe for everyone to bike. People are nervous to ride in traffic, so it would make things easier if it was more complete.

Jonathan Sandberg of 160 Bartlett Street commented that he bikes to and from work at the high school every day. It saves a lot of time especially with the bike lane. A lot more people would use it if it was better protected. Not everyone is comfortable riding in traffic.

Paul Spieler of 112 Court Street commented that there should be school zone signs on Court Street, Rogers Street and Parrott Avenue. Court Street will be the most densely populated street in the City and it should have posted speed limit signs.

Matthew Glenn of 34 Harrison Avenue commented that he was concerned about the proposed left hand turn lane in the Woodbury Avenue traffic calming proposal. It is unnecessary to give another lane to cars and it would narrow the bike shoulder. It would be a better use of space to add a protected bike lane. The Middle Street bike lane was a well vetted plan with lots of public input that resulted in protected bike lanes. Mr. Glenn hoped that the consultants recommended a returned space for bikers on the southbound side of Middle Street.

Rebecca McBeath commented that she appreciated the DPW and PTS members for all of their work on the Middle Road traffic calming effects.

V. PRESENTATIONS

Middle Street bike lane: update from consultant firm WSP

Debbie Finnigan, senior project manager for WSP, was hired by the City to look at data and field conditions to determine what should be done on the outbound lane of Middle Street. The goal was to conform to the City Council directive to determine if the plans that were originally built were acceptable or if it could be modified while retaining State funding. The bike lane was originally completed in 2018 and there were modifications in 2019 and 2021. City Council voted to install an RRFB and pedestrian crosswalk at Lincoln Avenue. They also moved parking back to the curb. They are discussing the parking today. Ms. Finnigan's role was a third-party reviewer. They did a conditions inventory on the corridor, including bike counts, speed data and accident data. They held a public meeting, did a door-to-door survey, and had an online survey. They got 290 responses, and 158 of them were from residents on Middle Street. In general people were in favor of a route that shows bikes sharing a road with cars. People are waiting for the pavement markings to be added because today it is confusing. Ms. Finnigan's recommendation was to keep the parking where it was. Putting the parking in the middle of the road was confusing to people. They should keep the existing bike lane with the sharrows and add signage. Speeds are somewhere between 25 mph and 35 mph, but the traffic count was light. Part of that could be because some of the counts were done during Covid. The bike counts for May-June of 2021 were 89 to 98. After the Fourth of July counts dropped to 55 to 71. Ms. Finnigan showed an image of where the handicap parking, regular parking and no parking zones were for that section.

Public Works Director Peter Rice clarified that the recommendation was to leave the modified configuration and supplement it with sharrows. Ms. Finnigan confirmed that was correct, along with signage.

Harold Whitehouse questioned if they would have to return State funding or not. Public Works Director Peter Rice responded that the former Mayor reached out to the State about modifications. The State was clear that they had to do a study and meet with them to share the results of the study. The State should be amenable to the changes. Ms. Finnigan has confirmed it's an acceptable approach. Harold Whitehouse questioned when the final decision

would be made. Public Works Director Peter Rice responded that they needed to meet with the State to get concurrence.

Ms. Finnigan commented that they did get accident data and it was minimal for this stretch of road.

Vice Chairman Steve Pesci questioned if the overall resurfacing and restriping was scheduled for this year. Public Works Director Peter Rice responded that they would be repainting the lines within the next couple of weeks. This will be last section they do. The big pavement job is a year or so out. There will be a public process for that, and this Committee will be involved. Vice Chairman Steve Pesci questioned if they would be re-blacking some of the areas out there today. Public Works Director Peter Rice confirmed they would be.

Erica Wygonik questioned if they would be repaving the road or reconstructing it. Public Works Director Peter Rice responded that it depended on City Council and the public's interest.

Mary Lou McElwain questioned if this presentation was the end of their discussion on the bike lane. Public Works Director Peter Rice confirmed it was.

Vice Chairman Steve Pesci questioned if they needed to make a motion. Public Works Director Peter Rice responded that the Committee could move to support the report, but this is a Council initiative so they will be voting on it.

Mary Lou McElwain commented that there was no easy decision for this stretch of road. They need to go with the basic solution of sharrows and better signage. The lines need to be re-drawn to make it clearer.

Chairman Andrew Bagley questioned why the sharrow was a better option than the bike lane that was briefly painted on the outside of the parking lane. Ms. Finnigan responded that her recommendation is in keeping with what is out there now, as it has been working relatively well. Doesn't mean that a bike lane can't be done, but change is hard for people, so this is the best solution based on what is out there now. It doesn't mean that a bike lane couldn't be done, but she is also recommending painting a line to designate the parking area, so that will help define things.

Vice Chairman Steve Pesci moved to accept the recommendations, seconded by Public Works Director Peter Rice.

Public Works Director Peter Rice clarified that overall, this was a Council policy decision.

On a roll call vote, the motion passed unanimously by an 8-0 vote. Police Chief Mike Maloney arrived to the meeting late.

VI. NEW BUSINESS *(No public comment during Committee discussion without Committee approval.)*

A. 100 Club valet renewal, by 100 Club.

City Transportation Engineer Eric Eby commented that this was The 100 Club's yearly request for the renewal of their valet license. It will continue to be for 7 days a week from 5 p.m. to midnight.

Erica Wygonik moved to approve the renewal of the valet parking license agreement for The 100 Club, seconded by Public Works Director Peter Rice.

Harold Whitehouse questioned what the fee was. City Transportation Engineer Eric Eby responded that the Fee Committee proposed to increase it this year. It was previously $675. The proposed fee is in the budget and needs to be accepted by City Council.

Mary Lou McElwain commented that the loading zone overlapped with the valet area for 2 hours and questioned if there had been any issues with that. City Transportation Engineer Eric Eby responded that there have not been.

Mary Lou McElwain questioned if they should vote on this without a defined fee. Public Works Director Peter Rice responded that the Council would determine the fee when the budget is approved. The requester is aware of the increase to $1500. This Committee is voting to approve the parking form not the contract.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

B. Summit Avenue speeds, traffic calming request, from resident of Summit Avenue

City Transportation Engineer Eric Eby commented that this request came from a resident on Summit Avenue who was concerned about speeding. They put out speed recorders and the data is in the packet. On the weekdays the average speed was 21 mph and the 85th percentile was 25 mph. The weekend average was 19 mph and the 85th percentile was 24 mph. Cars are still traveling under the legal speed limit of 30 mph. There was concern that the recording location was not accurate, so they moved it down the street. The results were the same. There is a noticeable increase in traffic when school is in session, but they are all traveling under the speed limit. There is no need for traffic calming measures.

Harold Whitehouse moved to place on file, seconded by Public Works Director Peter Rice.

Erica Wygonik commented that they should change the speed limit to 25 mph because they have the data to support it.

Harold Whitehouse withdrew the motion and Public Works Director Peter Rice withdrew his second.

Erica Wygonik moved to lower the speed limit to 25 mph, seconded by Mary Lou McElwain.

Chairman Andrew Bagley questioned if they should send this to the speed limit working group. Erica Wygonik commented that the data was clear, so it didn't need to. City Transportation Engineer Eric Eby questioned if they should notice it for a future meeting. Vice Chairman Steve Pesci commented that Council will do that. City Transportation

Engineer Eric Eby noted that any action from this Committee is implemented on a trial basis. Public Works Director Peter Rice noted that people will have the opportunity to speak prior to this being made permanent. The justification and data support lowering the speed limit.

Mary Lou McElwain questioned if they had police presence there. Police Chief Mike Maloney responded that it was not a routine road that they ran traffic enforcement on. They could have the school resource officer monitor at the beginning and end of the school day. The average speed is 21 mph.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

C. Coolidge Drive speed concerns, by resident.

City Transportation Engineer Eric Eby commented that this request came from a resident on Coolidge Drive who was also concerned about speeding. The speed limit is 20 mph. The average speed was 21 mph and the 85th percentile is 27 mph. Cars are traveling in the range of the posted speeds and traffic calming measures are not needed.

Erica Wygonik moved to place on file, seconded by Mary Lou McElwain.

On a roll call vote, the motion passed unanimously by an 8-0 vote.

D. Washington Street, request for one-way flow, by resident

City Transportation Engineer Eric Eby commented that this request came in at a public comment a couple months ago. They have looked at the issue in the past to make it a one-way between State Street and Court Street. They have taken measurements and watched video. Three quarters of the traffic is heading from Court Street up to State Street. There is a low volume coming the other way. If cars turn in from both directions, they can see each other and there is room for one car to pull off and let the other one by. Keeping it a two-way allows for flow when the bridge is up. It gives traffic the opportunity to get off State Street, otherwise traffic can block the Atkinson Street intersection. The recommendation is to keep it a two-way street. It works; and keeping the two-way traffic is critical from a public safety standpoint.

Public Works Director Peter Rice moved to table the request for a one-way flow, seconded by Vice Chairman Pesci.

Mary Lou McElwain commented that the outdoor seating at the Clipper restaurant exacerbates the problem. This does not need to be a two-way. Mary Lou McElwain questioned if emergency vehicles have had trouble traveling in that area. Police Captain Mike Maloney responded that he was not aware of any issues. Mary Lou McElwain noted that they may need to reconsider when the outdoor seating is out. City Transportation Engineer Eric Eby responded that their data from last year included the outdoor seating timeframe.

Vice Chairman Steve Pesci commented that it was important to maintain flexibility when the bridge was up. That overrides manipulating every ounce of safety on this street. Vice Chairman Pesci confirmed that he would support the motion.

Erica Wygonik commented that there is no crash history in this area, and cars travel at slow speeds and have good visibility.

On a roll call vote, the motion passed by a 7-0 vote. Police Chief Mike Maloney had to step out and did not vote.

VII. OLD BUSINESS

A. Neighborhood Parking Program, report back through 4/30. Committee to make recommendation to Council

Parking Director Ben Fletcher provided an update on the levels of participation and cost of the Neighborhood Parking Program updated through April 30, 2022. The parking program has issued 430 regular passes. 377 from the neighborhood, and 53 from elsewhere in Portsmouth, and 220 are guest permits. Overall, there are 650 passes, which is 259 percent of the total 251 space inventory in the neighborhood. The neighborhood is upside down on the supply and demand. The total cost to date is $91,650. Operational costs are a monthly average of $9,447.03. Initially the City decided the pilot program would carry no fee for participation. The average cost for the program is projected to be $114,267 annually. Dividing that by 650 passes yields $176 per pass per year. If there is a 15 percent reduction in participation, then it would be $207 per pass to break even.

Erica Wygonik questioned if the guest passes were the same cost as the resident ones in those projections. Parking Director Ben Fletcher confirmed that was correct.

Parking Director Ben Fletcher noted that comments have been pretty evenly split between positive and negative.

Erica Wygonik commented that the report should include information on the capacity for the extra month. Parking Director Ben Fletcher responded that occupancy was ticking back up to the mid- 60 percent, which is standard for this time of year. It has been a similar ramp up to last season.

Chairman Andrew Bagley moved to refer the data to City Council for their consideration, seconded by Mary Lou McElwain.

Chairman Andrew Bagley commented that they should provide the cost information for the Dover, NH NPP permits. That can help inform the conversation for the Council.

Erica Wygonik commented that it should include the standard pass vs. guest pass cost as well. Parking Director Ben Fletcher confirmed that he would reach out to Dover.

Public Works Director Peter Rice clarified that information will be reported to Council but not back to this Committee.

On a roll call vote, the motion passed by an 8-0 vote.

B. Woodbury Avenue traffic calming, report back on data collection and possible actions

City Transportation Engineer Eric Eby commented that they have collected speed data in this area over the past few years. Average speeds are between 28-32 mph and the 85th percentile was between 32-36 mph. That is significantly over the 25-mph posted limit. They have put up "your speed is" signs and warnings that cars were entering a residential area. It is an arterial roadway which means it typically would not receive physical traffic calming measures. They can try to narrow the road. One option is to put in a raised median island at the Rockingham Avenue intersection. This treatment typically slows traffic down and gives pedestrians a two-stage crossing. Generally, it is effective. They can also do the same treatment at the Dennett Street intersection. Another proposed improvement is a left-turn lane. There is not a great need for it, but there is extra width in the shoulder there. They could put in a protected bike lane instead.

Erica Wygonik commented that she liked the gateway treatment and agreed with the public comment. There is no value in a left-turn lane. It would be better to put in a painted bike lane.

Vice Chairman Steve Pesci commented that he agreed that the left-turn lane was not necessary. They should match the green paint to make a bike lane and include a sharrow for the bikes to turn left. The sidewalk on Rockingham Avenue should not be so wide. City Transportation Engineer Eric Eby responded that the thought was that it could be a multi-use path. Vice Chairman Steve Pesci commented that they should keep the bikes safely in the road and put in a normal sidewalk. Matching the median treatment on the other end of the corridor would be good.

Public Works Director Peter Rice commented that the next step would be to clearly call out the proposal and notify residents on Woodbury Avenue. Vice Chairman Steve Pesci requested that they include the treatment on both ends at the next presentation.

Vice Chairman Steve Pesci questioned if this was in the CIP. Public Works Director Peter Rice confirmed it was.

Chairman Andrew Bagley commented that it sounded like there was a consensus to remove the left-hand turn lane. Erica Wygonik confirmed they preferred a bike lane. Public Works Director Peter Rice responded that they would include dimensions in the next presentation because there may be room for both.

Harold Whitehouse questioned if the bus stop would be impacted. Public Works Director responded that it would not be.

Erica Wygonik moved to have staff report back with revised plans for intersection treatments at Rockingham Avenue and at Dennett Street and notify residents of intended plans, seconded by Vice Chairman Steve Pesci.

On a roll call vote, the motion passed by an 8-0 vote.

C. State Street and Union Street: Report back on request for 4-way stop from SeeClickFix

City Transportation Engineer Eric Eby commented that this was a request for an all way stop at State Street and Union Street. They evaluated the traffic counts and sight lines. The conditions do not meet the warrants for a 4-way stop. Traffic is much heavier on State Street. The sightlines for cars turning from Union Street onto State Street are good. A 4-way stop would just result in more traffic on State Street rolling through the sign.

Public Works Director Peter Rice moved to table the request for an all-way stop, seconded by Erica Wygonik.

On a roll call vote, the motion passed by an 8-0 vote.

D. Middle Street bike lane, update from consultant (see above presentation)

E. Raynes Avenue and Vaughan Street one-way, report back on abutter meeting

City Transportation Engineer Eric Eby commented that they held a public meeting on the proposal to change the flow on Raynes Avenue and Vaughn Street from a two-way to a one-way. The proposal is to bring traffic in from Maplewood Avenue onto Vaughn Street and circulate traffic counterclockwise onto Raynes Avenue. Then cars can go back out onto Maplewood Avenue. One person showed up to the public meeting and they were in support. The businesses in the area are in support. They made the change on a temporary basis during the construction of the hotel, and it worked well.

Erica Wygonik moved to approve a one-way flow on Vaughan Street and Raynes Avenue, in a counterclockwise direction, seconded by Public Works Director Peter Rice.

On a roll call vote, the motion passed by an 8-0 vote.

F. Suzanne Drive cut-through traffic, report back on 4.20.22 neighborhood meeting and possible actions

City Transportation Engineer Eric Eby commented that at the neighborhood meeting for the proposed sidewalk project residents expressed concerns about cars cutting through and speeding on their street. After monitoring the street, they saw 50 percent of the traffic was cut-through traffic. The proposal is to put speed tables in a couple locations on Suzanne Drive. One will be near the entrance of Suzanne Drive so drivers can see it from Lafayette Road. There will be another further down the road. They are also proposing another one on Winchester Street. The neighborhood was in favor of the speed tables.

Chairman Andrew Bagley commented that he spoke to a resident on Winchester Street and he was not convinced a speed table was needed there. Suzanne Drive has cut-through

traffic, but Winchester Street is all local traffic. Putting in a speed table could cause more grief than solving a problem.

Vice Chairman Steve Pesci commented that they should move forward with the speed tables on Suzanne Drive and hold off on the speed table on Winchester Street.

Erica Wygonik questioned if they needed two speed tables on Suzanne Drive. Public Works Director Peter Rice confirmed they did.

Public Works Director Peter Rice moved to approve two speed tables on Suzanne Drive as shown on plan, and postpone installing one on Winchester Street, seconded by Vice Chairman Steve Pesci.

On a roll call vote, the motion passed by an 8-0 vote.

G. Speed Limit Subcommittee report back with initial recommendations for Middle Road, Islington Street and Parrott Avenue

Tyler Reese commented that the speed limit working group has come up with some recommendations and some suggestions. One recommendation is to lower the neighborhood connector target speed to 25 mph in the Complete Street Guidelines. They need to perform a traffic study to lower a speed limit from 30 mph to 25 mph. They have done a traffic study for Islington Street from Spinney Road to Maplewood Avenue. That is why they are proposing to lower the speed for that section. They also have a traffic study to support lowering the speed on Parrott Avenue. They have not forgotten about the rest of Islington Street, but if the 85th percentile does not align with lowering the speed limit, then they need to do a more in-depth study. That will take more time. That is why they are only recommending this section of Islington Street for now. The 85th percentile on Middle Road is more than 25 mph. They cannot legally lower it without a traffic engineering study. The proposal is to reinstall the 2021 traffic calming measures, lower the speed limit to 25 mph, and putting in an RRFB at Riverbrook Condos. This will be a six-month trial and they will monitor the results. The current speed data for Middle Road is average speeds of 32-33 mph and an 85th percentile of 37-39 mph. That speed is measured at the speed feedback signs on the road. Middle Road needs a long-term CIP planning project to look into traffic calming. Today the road has a shoulder for parking and a sidewalk without curbing. Some ideas they have discussed for long-term calming include a roundabout at the Peverly Hill Road intersection, putting in raised crosswalks, narrowing the streetscape, curbing the sidewalks, and realigning the intersection of Middle Road and South Street. Those are large projects that will need planning and funding. These concepts will be brought back at a future meeting. One concept they have discussed is creating a downtown advisory speed zone with a target speed of 20 mph. They are not sure what this geographical area would look like yet. They have discussed advanced crosswalk decals to remind pedestrians to be alert in the downtown pedestrian zone. The last concept is incorporating neighborhood gateway signage for key neighborhood entry points.

Vice Chairman Steve Pesci commented that the neighborhood entry signs should include the name of the neighborhood, the speed limit, and a reminder about safe driving. The downside of including those is that it's a lot of signs.

Public Works Director Peter Rice questioned why they couldn't do a trial on the rest of Islington Street like they are proposing for Middle Road. It would be appropriate to do that section as a trial.

Harold Whitehouse commented that they should give top priority to creating a downtown pedestrian zone.

Erica Wygonik commented that just lowering a speed limit sign on a road that doesn't support it does not work. Lowering a speed limit with traffic calming measures as well is more likely to be successful. The intention is to get the speeds they want and support it with infrastructure changes. Also, they are not recommending specific long-term improvements for Middle Road. Those were more concepts to consider. They should not be part of the motion.

Public Works Director Peter Rice commented that it will be good to compare lowering the speed limit on Islington Street and lowering the speed limit on Middle Road with traffic calming measures. Then they can compare the speed changes on both. Vice Chairman Steve Pesci noted that the RRFB on Islington Street and Vine Street will help.

Erica Wygonik commented that the working group is trying to be thoughtful and systematic. They are looking at neighborhood connector streets in this meeting and also trying to take action on what makes sense. They have data and can act on these streets within the area they are looking at.

Vice Chairman Steve Pesci moved to approve recommendations for lowering speed limit on Middle Road between Peverly Hill Road and Middle Street to 25 MPH, for a six-month period; lower speed limit on Islington Street between Spinney Road and Maplewood Avenue to 25 MPH; lower speed limit on Islington Street between Spinney Road and Greenland Road to 25 MPH for six-month period; lower speed limit on Parrott Avenue to 25 MPH. Change target speed on Neighborhood Collector streets to 25 MPH in City's Complete Streets Design Guidelines. Install RRFB on Middle Road at Riverbrook Condominiums crosswalk. Reinstall traffic calming measures on Middle Road from Peverly Hill Road to Middle Street, seconded by Harold Whitehouse.

On a roll call vote, the motion passed by an 8-0 vote.

Vice Chairman Steve Pesci commented that the working group was going to look at refining the boundaries to the downtown and potentially better signage options.

Chairman Andrew Bagley commented that he was concerned that focusing on the downtown may send a message that it is more important than other sections of the City, especially other thickly settled areas. A possible solution is addressing entry points into the City with signage.

Erica Wygonik commented that they were focusing on the commercial area where tourists who may not be as familiar with the City come to visit.

Vice Chairman Steve Pesci commented that the neighborhood gateway signage can help address that concern. Erica Wygonik commented that the state doesn't allow posted speeds below 25 mph. They are working on how to communicate the message that the appropriate speed is 20 mph even though the state statute is for 25 mph.

Public Works Director Peter Rice commented that he did not support the crosswalk decal concept. Harold Whitehouse commented that it was important for people to look up. Public Works Director Peter Rice commented that it was a commonsense item and people needed to be responsible for their own actions. This would be a lot of paint and add clutter to the road.

Parking Director Ben Fletcher noted that adding painting projects will also result in added upkeep. Vice Chairman Steve Pesci noted that they could consider a decal as well.

Vice Chairman Steve Pesci commented that they would report back next month.

VIII. INFORMATIONAL

A. Monthly accident report from Police

Police Captain Mike Maloney commented that they had 68 total crashes in March and 45 of them were reportable. There were no bike collisions. There was one pedestrian accident in the parking lot of the hospital.

Mary Lou McElwain questioned if that was the accident that was discussed in public comment. Police Captain Mike Maloney responded that was in April. It was not reported as a vehicle accident because the on-scene determination showed that there was no contact by the pedestrian and vehicle. Police Captain Mike Maloney confirmed that he would follow up with Ms. Ardito because that was not what she reported today.

B. Islington Street and Vine Street: Update on request for Rectangular Rapid Flashing Beacon (RRFB) system installation

City Transportation Engineer Eric Eby commented that they were still gathering data for items B, C, and D. He would have more information to report back on next month.

C. South Street and Broad Street: Update on request for RRFB

D. State Street crosswalk at African Burial Ground, update on request for RRFB

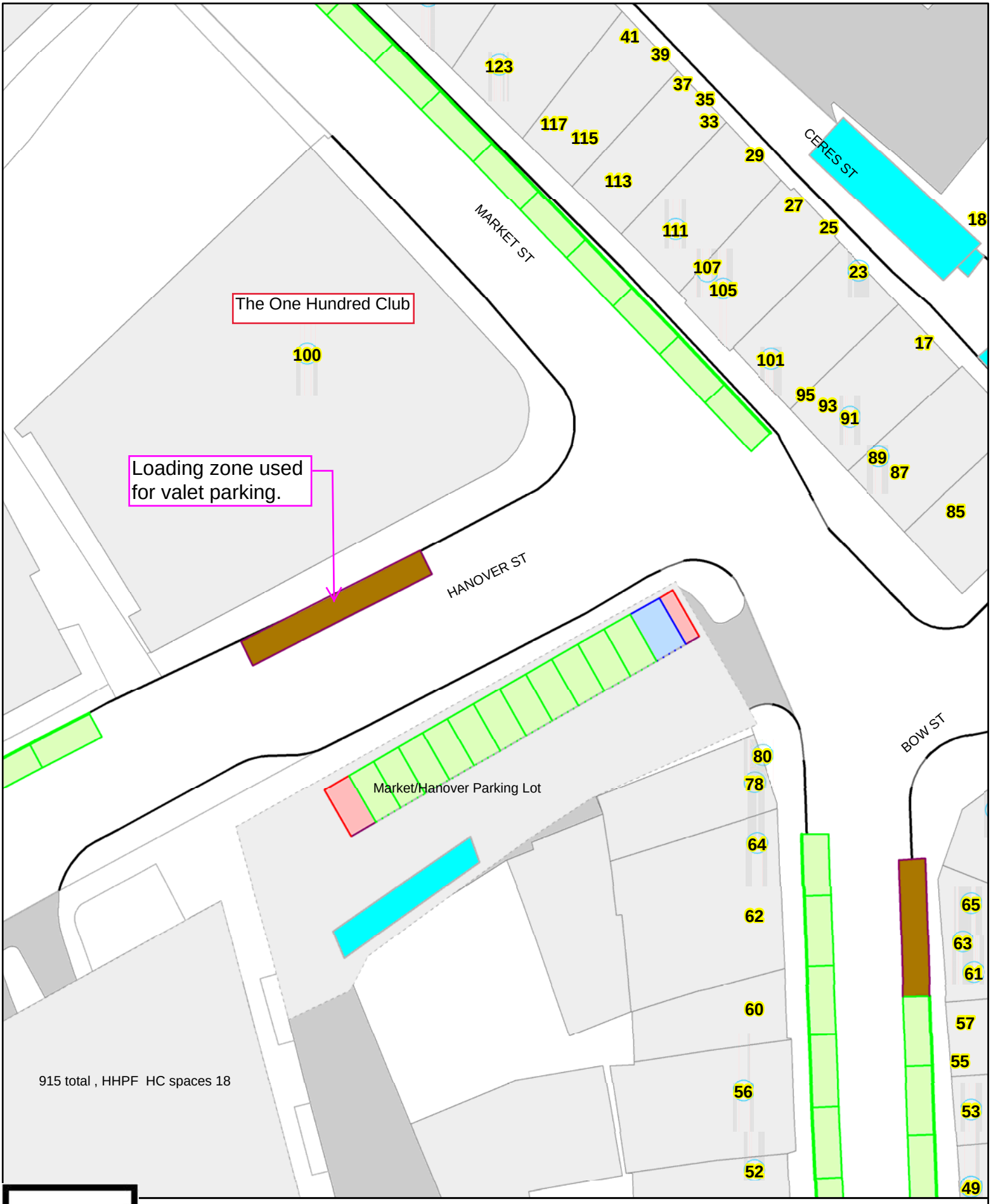
IX. MISCELLANEOUS

None

X. ADJOURNMENT

Harold Whitehouse moved to adjourn the meeting at 10:36 a.m., seconded by Public Works Director Peter Rice; motion passed 7-0. Mark Syracusa had to leave the meeting early.

**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_y7od4LDkS3i-94M52xFDfA



VI. A 1

Map prepared by Portsmouth Department of Public Works

0 10 20 40 Feet

1 inch = 36 feet

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VI. A 2

LICENSE AGREEMENT
FOR THE ONE HUNDRED CLUB

The City of Portsmouth (hereinafter "City"), a municipal corporation with a principal place of business of 1 Junkins Avenue, Portsmouth, New Hampshire 03801, for good and valuable consideration as set forth herein, hereby grants this non-exclusive, revocable license to The One Hundred Club with a principal place of business at 100 Market Street, Portsmouth, NH 03801 (hereinafter "Licensee") pursuant to the following terms and conditions:

1. **Area of License:** The City authorizes Licensee to use the loading zone on Hanover Street as shown on the attached Exhibit 1.

2. **Use:** Licensee may make use of the Licensed Area for the purpose of Licensee's parking valet service activities. Such activities are subject to the following conditions:

   - The hours of operation of the valet service are 5:00 p.m. to 12:00 a.m. Monday through Sunday.
   - No vehicles receiving valet services may be parked in municipal spaces (metered, garage or otherwise).
   - There shall be no stacking of vehicles in adjacent parking spaces.
   - This license is non-exclusive and the loading zone will remain available for commercial loading purposes and for such additional purposes as the City may authorize or license.
   - Licensee will represent clearly and consistently that it is a private company and that the municipality is not responsible for any damage or loss to vehicles or property.

3. **Signage:** This License Agreement also authorizes Licensee's use of the existing signage in place on Hanover Street as shown in Exhibit 1.

4. **Term:** This license shall commence upon the execution of this Agreement and terminate on June 30, 2023. This License may be renewed for an additional term upon the joint approval of the Parking and Traffic Safety Committee and the City Manager.

5. **Payment Terms:** Licensee will make payment of an annual fee to the City in the amount of $_____ which represents the cost of the valet parking permit fee. No other payment is required. Payment is due upon the execution of this Agreement and shall be made to the City of

Portsmouth and directed to the City Parking Clerk at 1 Junkins Avenue, Portsmouth, NH. Failure to make the required payment when due may result in the termination of this Agreement at the City's option.

6. **Indemnification:** Licensee agrees to indemnify and hold harmless the City of Portsmouth for any and all property damage, bodily injury or personal injury which arises as a result of its use of the Licensed Area. This obligation survives termination or revocation of this Agreement.

7. **Insurance:** At all times during the use and exercise of this license, Licensee agrees to maintain comprehensive general liability insurance covering its operation under this license in an amount not less than $1,000,000 per occurrence and $2,000,000 general aggregate. Such insurance shall name the City of Portsmouth as an additional insured. Licensee agrees to maintain Garage Keepers insurance in the amount of $100,000 per occurrence for the term of this Agreement. Certificates indicating the existence of these insurances shall be maintained on file at all times during the license period with the Parking and Transportation Division of the City of Portsmouth Public Works Department.

8. **Maintenance of Area:** Licensee will maintain the Licensed Area in neat and orderly fashion during Licensee's hours of use. The Licensee shall take such measures as may be necessary to maintain pedestrian and vehicular safety during use of the Licensed Areas for its valet service.

9. **Damage:** Licensee agrees to take reasonable steps to remedy promptly any damage to the Licensed Area caused by the Licensee's activities. The City may elect to accept reasonable reimbursement from the Licensee in lieu of remedy.

10. **Compliance With Other Laws:** This Agreement does not relieve Licensee from compliance with any other local, state or federal laws or regulations or conditions imposed by any local board. Failure to abide by any local, state or federal laws or regulations may, at the City's discretion, result in revocation.

11. **Revocation:** The City may terminate this Agreement or any provision contained in this Agreement on 72 hours written notice provided to Licensee if the public interest requires such termination, in which case all fees paid by Licensee shall be returned on a pro-rata basis. This Agreement may be revoked or suspended immediately without notice by the City for cause, e.g. violation of the terms of this license, in which case, all fees paid by Licensee shall remain the property of the City.

Dated this _____ day of _____, 2022.

City of Portsmouth

By:_____
Karen Conard
City Manager

Pursuant to vote of the City Council
of _____.

Dated this _____ day of _____, 2022.

The One Hundred Club

By:_____
Print Name:_____
Its Duly Authorized:_____


LOADING
ZONE
30 MINUTE
LIMIT
MON - SAT
6AM - 7PM
$25 FINE
COMMERCIAL
OR
PERMITTED
VEHICLES ONLY
VALET
PARKING
5PM - MIDNIGHT
SUN - SAT

VI. A 3

CM Info Item #1

CITY OF PORTSMOUTH

LEGAL DEPARTMENT

MEMORANDUM

DATE: MAY 10, 2022

TO: KAREN S. CONARD, CITY MANAGER

FROM: TREVOR P. MCCOURT, STAFF ATTORNEY TPM

RE: AGENDA ITEM – DEMOLITION REVIEW COMMITTEE UPDATE

On March 15, 2021 the City Council voted to request a report back regarding the Demolition Ordinance from the Demolition Review Committee (DRC), the Historic District Committee, and the Planning Board. Specifically, the City Council requested "a report back from the Planning Board, Historic District Commission, and Demolition Committee on how to improve the Demolition Committee. This will include but not be limited to deterrents for the demolition of Portsmouth buildings, fines for misconduct, and public comments at meetings. Also, incentive for preservation of historical buildings".

On April 12, 2021, the DRC discussed proposed revisions to the Demolition Ordinance, which I memorialized in a memorandum. The Historic District Committee and the Planning Board never discussed the proposed revisions to the Demolition Ordinance, and the item expired at the end of the last City Council term.

City of Portsmouth

Department of Public Works

MEMORANDUM

TO: **Karen Conard, City Manager**

CC: **Suzanne Woodland, Deputy City Manager/Deputy City Attorney**

FROM: **Peter Rice, Director**

DATE: **May 11, 2022**

SUBJECT: **PFAS Sampling at New Athletic Fields – Update on Results**

This Memorandum serves as an update regarding the per- and polyfluoroalkyl substances (PFAS) sampling of the new athletic field. As you will recall, the City Council voted in December 2021 to engage an independent third party to conduct specified testing for PFAS substances of the various components of the new athletic field. TRC Environmental Corporation (TRC) was engaged to undertake that work.

TRC prepared a sampling and analysis plan (SAP) and coordinated with both the manufacturers and testing labs. TRC has advised the City that while they have received some preliminary results, the form of those results needs to better formatted for readability and completeness of all elements of the testing confirmed. As of late last week, TRC was still waiting for the TOP Assay results. The lab was having some problems with Gen-X contamination from another client's samples.

When TRC has assembled and confirmed that all the testing results are valid (or identifying any areas of concern), TRC will provide a complete package of information that can be made available to all interested parties. It will likely take another two to three weeks for that work to be completed and is somewhat dependent on the third party laboratories.

Department of Public Works
680 Peverly Hill Road
Portsmouth, New Hampshire 03801

City of Portsmouth

Inspection Department
Shanti R. Wolph, Chief Building Inspector

CM Info Item #3

MEMORANDUM

Date: May 10, 2022
To: Karen Conard, City Manager
Re: Inspections Department Update

Due to reorganization within the department and lots of hard work by the staff we're now at the point where we can begin to pursue additional incentives that will better serve the community.

Over the last five months I've received several phone calls and in person inquiries regarding the re-implementation of standardized office hours. Consistent office hours will allow residents, contractors, and developers to have in person meetings with the inspectors without having to schedule an appointment. Additional benefits of office hours is the inspectors having an improved opportunity to field phone calls, emails, and be available for cross departmental communications.

Office hours will begin on Monday, May 16, 2022 as follows:

Monday: 8-10 am & 5-6 pm, Tuesday through Friday: 8-10 am.

Respectfully,

Shanti Wolph
Chief Building Inspector

City of Portsmouth

Department of Public Works

MEMORANDUM

TO: Karen Conard, City Manager

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

DATE: May 9, 2022

SUBJECT: Middle Street Bike Lane – Consultant Findings and Recommendations

On March 15, 2021, the City Council voted to make changes to the Middle Street bike lane, specifically the outbound portion located between Cabot Street and Lincoln Avenue where on-street parking is provided. A March 15, 2021 email from Bill Watson of the NHDOT called for a six-month trial period during which the City would hire a consultant to design and hold public meetings to explore and determine if there is a solution that allows for a continued safe bicycle route that meets the original purpose and need of the project. At the end of the six month period, there would need to be a final discussion and decision between City Staff, Elected Officials and the NHDOT as to the final configuration of the bike lanes on Middle Street or other acceptable options. The email from Bill Watson is attached to this memo.

The City hired the consulting firm of WSP to conduct a study of this portion of the Middle Street bike lane. The following summarizes their recommendations from their study.

- WSP recommends keeping the parking lane against the curb, as it currently exists.
- They also recommend painting sharrow markings on the pavement at the beginning of the section and every 200 to 300 feet along the section.
- Install updated signage indicating that bikes and vehicles share the road, and that bikes are crossing at Lincoln Avenue.
- Relocate Bike Route signage from Highland Street intersection to Lincoln Avenue intersection.

An informational presentation of the findings and recommendations was given to the Parking and Traffic Safety Committee (PTSC) at their May 5 meeting. At that meeting, the PTSC voted to accept the consultants recommendations, with the understanding that a presentation would also be given to the City Council, with the Council making the final decision on whether to approve the recommendations.

From: WatsonJr, Bill
To: Karen Conard
Cc: Rick Becksted (mayorbecksted@gmail.com)
Subject: RE: thank you
Date: Monday, March 15, 2021 11:25:10 AM
Importance: High

Good Morning Mayor and Karen –

I hope that things are well in NH. This weekend's snow has delayed me getting back to NH until tomorrow night. However, technology certainly is wonderful for managing activities remotely!

With regards to our phone conversation, and your approach to tonight's meeting, I would suggest a motion/discussion that encompasses the following points:

- The City of Portsmouth, through the Mayor and City Council, have expressed concerns over implemented infrastructure changes along Middle Street in Portsmouth. Specifically, in the area of Middle Street from Cabot Street to Lincoln Avenue, changes in parking (moving bikes to the curb line and parked vehicles away from the curb) has created concern and controversy
- Many within the City would prefer to flip flop parking and bike access back to the way it was, and perhaps reroute bikes along adjacent parallel streets. Doing so, without justification of safety or engineering review support would jeopardize all federal funds invested in the total project, not just the section in question.
- An independent review of the work completed vs. what was on plans shows that most of the work was done as intended. Only minor modifications were recommended as part of the review completed.
- This review has not addressed the safety concerns expressed by the City Council, Mayor and others.
- The Department recognizes that these concerns exist and continues to be open to discussing and entertaining alternative approaches, as long as there are publicly supported engineered solutions that any final decisions are based upon.
- The Department is open to allowing the City of Portsmouth six months to explore alternative solutions to the current implemented solutions. In this six month time frame, the following would be acceptable to occur:
    - In the six month interim, the City of Portsmouth is allowed to flip-flop the car parking/bike lane back to its original configuration
    - In this six months, City staff (or a consultant) should be reviewing crash and traffic data to be able to compare to previous data collected.
    - In this six month period, the City will engage with a consultant to design and hold public meetings to explore and determine if there is a solution that allows for continued safe bicycle route as the original purpose and need of the project.
    - At the end of the six month period, there will need to be final discussion and decision between City Staff, Elected Officials and the Department as to what the final configuration of bike lanes along Middle Street (or other acceptable options) will look like.

- If the final decision is that the current configuration is still appropriate, then the lane configuration will need to be flopped back. If another configuration is chosen, then an acceptable timeframe to implement those changes will be agreed to.
- Upon completion of all of these steps, whatever is considered acceptable to the City and State will not require any payback.

This is probably too much for a motion, but it includes all of the points that I think we talked about, with a little more detail about logistical steps.
Please do not be afraid to cut this down as you feel appropriate. If you feel that any changes you make may affect our shared understanding, please reach out to me.
My direct cell # is 603-724-4777.

Regards,
Bill

William Watson Jr., PE Administrator
P - 603-271-3344 F - 603-271-8093
Bill.Watson@dot.nh.gov

NH Department of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
Concord NH 03301

From: Karen Conard <kconard@cityofportsmouth.com>
Sent: Thursday, March 11, 2021 5:01 PM
To: WatsonJr, Bill <WILLIAM.E.WATSONJR@dot.nh.gov>
Cc: Rick Becksted (mayorbecksted@gmail.com) <mayorbecksted@gmail.com>
Subject: thank you

Good afternoon Bill –

Thank you for speaking with Mayor Becksted and me earlier. The Mayor is copied here. We look forward to receiving your suggested motion language prior to our next Council Meeting on Monday evening.

Take care, thanks again and safe travels back to NH –
Karen

Karen S. Conard
City Manager
City of Portsmouth, NH
O: (603) 610-7201