

Fleet Street Section 1 Reconstruction

City of Portsmouth, NH

Bike/Pedestrian Network Blue Ribbon Committee



July 2, 2026

FLEET STREET SECTION 1

Hanover
Garage

Market
Square

Worth
Parking
Lot

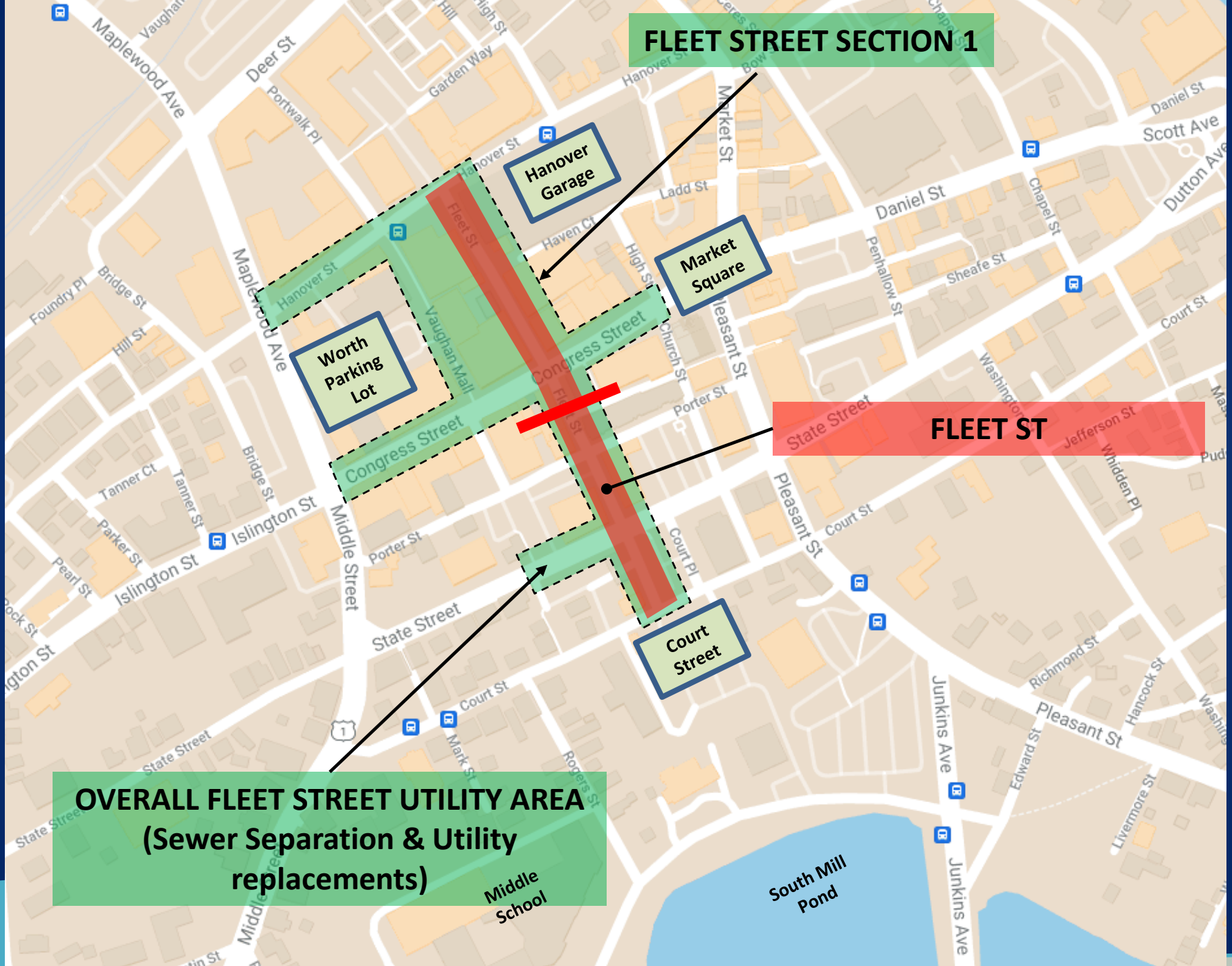
Court
Street

FLEET ST

OVERALL FLEET STREET UTILITY AREA
(Sewer Separation & Utility
replacements)

Middle
School

South Mill
Pond



Public Information To Date

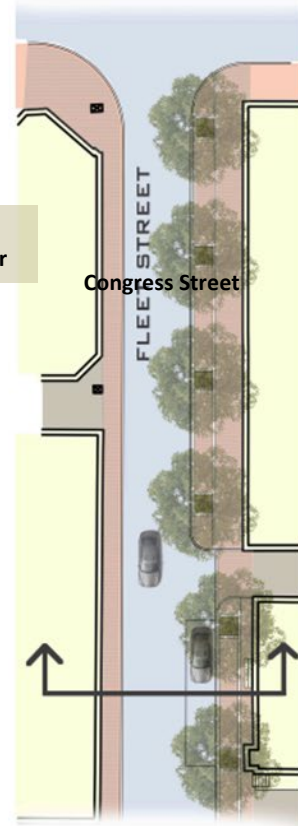
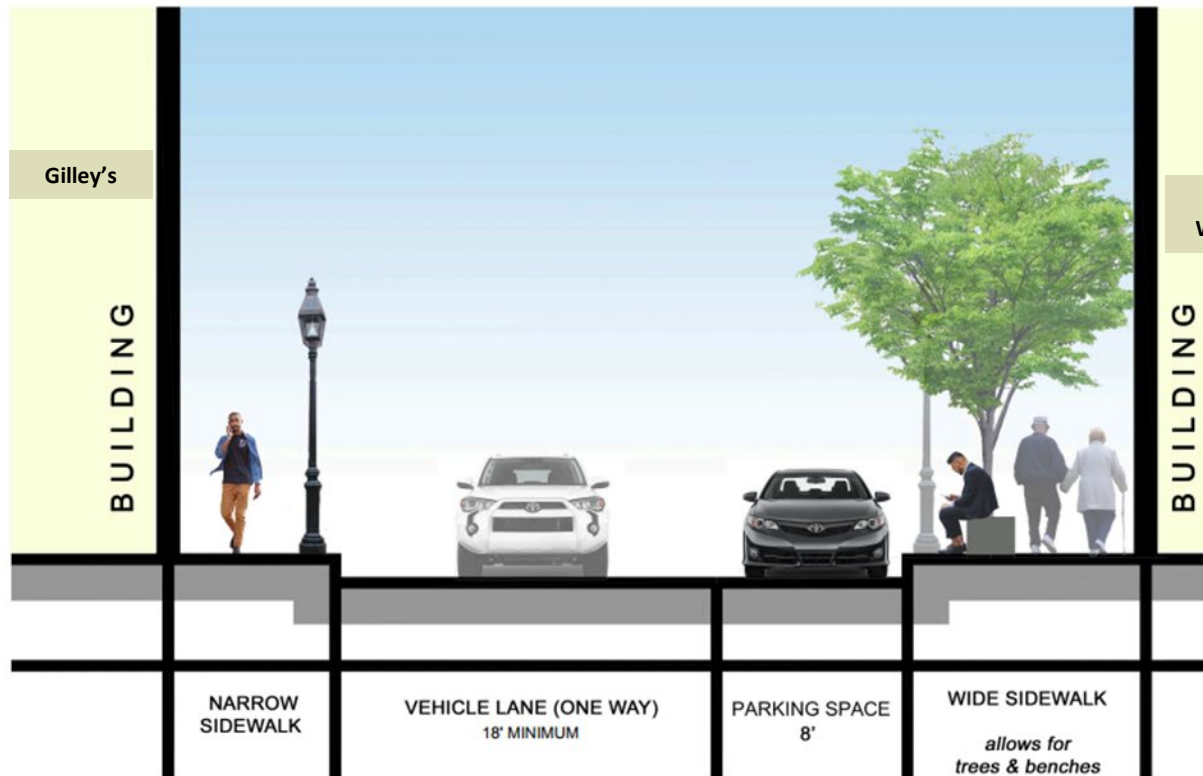
- Web Survey
 - November 2021 thru January 2022
- Parking & Traffic Safety Committee Meetings
 - January 5, 2023 and May 7, 2026
 - Presented results of web survey
 - Recommendations presented for each section of Fleet Street
 - Committee decision on Fleet Street configuration put on hold at 2023 meeting
 - Committee voted to recommend one-way flow with parking from Congress Street to Hanover Street at May 2026 meeting

Current Recommendations Section 1

From Congress Street to Hanover Street –
Option B represents pragmatic reality

- Maintains some parking for high turnover uses (or AM loading zone) near Hanover Street end
- Widens the sidewalk and shortens the pedestrian crossing across Fleet Street next to the Franklin Block where it is most likely to be used.
- Limited sunlight beyond the Franklin Block due to limited sun exposure during colder months lends itself to the remaining portion of the block staying as parking
- All sidewalks get widened to new sidewalk width standards
- 18-foot-wide travel lane allows for possible contra-flow bike lane

From Congress to Hanover



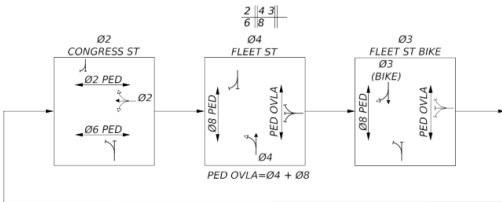
LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (ITEM 616.191)	QUANTITY
FURNISH AND INSTALL "M" SIZE NEMA TS-2 CABINET MOUNTED ON NEW FOUNDATION W/ ATC CONTROLLER, MMU AND ALL ANCILLARY EQUIPMENT AND WIRING.	1 EA
FURNISH AND INSTALL POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 2-INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	4 EA
FURNISH AND INSTALL POLYCARBONATE ONE-WAY 3-SECTION, 8-INCH BICYCLE TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 2-INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	1 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	4 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	4 EA
FURNISH AND INSTALL 30 X 30-INCH R10-15r/R10-11 LED BIMODAL BLANK OUT SIGN	1 EA
FURNISH AND INSTALL 30 X 30-INCH R10-15L BLANK OUT SIGN	1 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	2 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL MOVISION VIDEO DETECTION SYSTEM	1 EA
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	5 EA
IMPLEMENT LOCAL SIGNAL PHASINGS AND TIMINGS	1 LS
POWER SERVICE CONNECTION	1 LS
INSTALL 45' MAST ARM STRUCTURE	1 EA
INSTALL 8' PEDESTAL POLE W/ FOUNDATION	2 EA
INSTALL 20' PEDESTAL POLE W/ FOUNDATION	1 EA

SIGNAL TIMING SEQUENCE

ITEM / PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	- WB	SB BIKE	NB	- EB	-	-	-	SB
MINIMUM INITIAL	- 5.0	10.0	5.0	- 1.0	-	-	-	1.0
PASSAGE TIME	- 2.0	2.0	2.0	- 0.0	-	-	-	0.0
MAXIMUM 1	- 25.0	15.0	15.0	- 5.0	-	-	-	5.0
MAXIMUM 2	- 25.0	15.0	15.0	- 5.0	-	-	-	5.0
YELLOW	- 4.0	3.0	4.0	- 3.0	-	-	-	3.0
ALL RED	- 2.0	6.0	2.0	- 1.0	-	-	-	1.0
PED WALK	- 7.0	-	7.0	- 7.0	-	-	-	7.0
PED CLEAR	- 9.0	-	15.0	- 9.0	-	-	-	15.0
LPI	- 5.0	-	5.0	- 5.0	-	-	-	5.0
RECALL	- SOFT	OFF	OFF	- OFF	-	-	-	OFF
FLASH	- RED	RED	RED	- RED	-	-	-	OFF
DUAL ENTRY	- OFF	OFF	OFF	- OFF	-	-	-	OFF

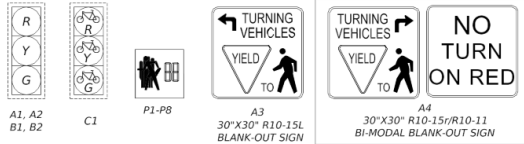
PREFERENTIAL PHASE SEQUENCE NEMA RING AND BARRIER



TRAFFIC SIGNAL NOTES:

- CONCRETE FOUNDATIONS FOR PEDESTAL POLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARDS SL-2
- SEE SHEET EL3 FOR LOCATION OF CONDUIT, PULL BOXES AND ELECTRICAL SERVICE.
- LOCATIONS OF ALL STRUCTURES IS APPROXIMATE. FINAL LOCATIONS TO BE VERIFIED IN THE FIELD BY CITY PRIOR TO INSTALLATION OF FOUNDATIONS.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL EQUIPMENT NECESSARY FOR A COMPLETE OPERATIONAL SIGNAL SYSTEM.

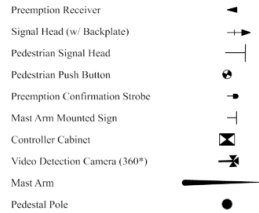
PROPOSED INDICATIONS



DETECTOR SCHEDULE

DETECTOR ZONE PLAN ID	LOCATION	Ø CALLED	Ø EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME
1	CONGRESS ST THRU/LEFT	Ø2	Ø2	B	-
2	CONGRESS ST RIGHT	Ø2	Ø2	B	-
3	FLEET ST	Ø4	Ø4	B	-
4	FLEET ST BIKE	Ø3	Ø3	B	-

SIGNAL PLAN LEGEND



BLANK-OUT SIGN OPERATION

ID	YIELD TO PED.	NO TURN ON RED
Ø3	-	-
A3	Ø6 PED WALK/FDW	-
A4	Ø2 PED WALK/FDW	Ø2 RED

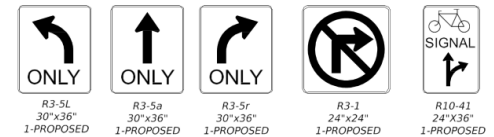
EMERGENCY VEHICLE PREEMPTION OPERATION

PLAN ID	PREMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
-	1	RESERVED	-
-	2	RESERVED	-
R1	3	1	Ø4
R2	4	2	Ø2

PLAN



PROPOSED MAST ARM MOUNTED SIGNS



Updated Project Schedule

- May 2026– PTS Committee recommends preferred option for Section 1
- Summer 2026 – City council review of recommended roadway option and final decision made
- Current Congress Street utility construction on hold until after Labor Day
- Replacement of Fleet Street traffic signal, including ADA ramps configuration, is underway so final street layout decision for Section 1 is needed now
- Completion of sidewalks and final paving of Congress Street is planned for Fall 2026
- Section 1 configuration decision could allow for utility construction on Section 1 of Fleet Street later this Fall/Winter
- The City staff's goal is to have all construction on Congress Street, Vaughan Mall (pending funding) and Section 1 of Fleet Street completed no later than 2027
- Section 2 of Fleet Street to start immediately thereafter