

PARKING and TRAFFIC SAFETY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE

CITY HALL 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) **

9:00 AM

June 4, 2026

AGENDA

1. **CALL TO ORDER**
2. **ATTENDANCE**
3. **FINANCIAL REPORT**
4. **PUBLIC COMMENT (15 MINUTES)**
This is the time for all comments on any of the agenda items or non-agenda items.
5. **PRESENTATIONS**
None
6. **NEW BUSINESS**
 - A. Hillside Drive, concerns caused by increased parking by high school students, narrow street, by residents. **Sample Motion: Move to refer to staff for evaluation and report back at future meeting.**
 - B. Maplewood Avenue, crosswalk at Dennett Street, request to remove the bollards and in-street signs and install flashing lights, by resident. **Sample Motion: Move to place on file.**
 - C. Parrot Avenue, request to change school pick up, drop off traffic patterns, by resident. **Sample Motion: Move to place on file.**
 - D. Complete Streets Design Guidelines. Request to re-examine the Neighborhood Slow Street guidelines, by DPW. **Sample Motion: Move to create working group to evaluate, compare to existing slow streets, and report back with recommendations at future meeting.**
7. **OLD BUSINESS**
 - A. Cabot Street, report back on request for parking restriction between Islington Street and The Getty Bagel driveway. **Sample Motion: Move to place on file.**
 - B. Falkland Place, report back on review of snow ban parking rules. **Sample Motion: Move to place on file.**
 - C. Local Love, report back on request for reduced parking rate, loading zone usage flexibility.

8. INFORMATIONAL

- A. Police monthly collision report & update on e-bike safety
- B. Marcy Street, no parking on east side between New Castle Ave and Holmes Court, missing signs to be replaced.
- C. Discussion of Committee purpose and mission
- D. Construction projects update
- E. Outdoor Dining update

9. MISCELLANEOUS

10. ADJOURNMENT

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

https://us06web.zoom.us/webinar/register/WN_tpFOpP7GRxmiRHqAN5Mubw

After registering, you will receive a confirmation email containing information about joining the webinar.

Unaudited

Percentage of Fiscal Year Complete 83.33%
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Preliminary
Totals Thru
April 30, 2026

	APR	Total	Budgeted	% of Budget
FY 26				
Parking Meter Fees	390,233.65	3,980,599.31	5,319,280.00	75%
Meter Space Rental	12,200.00	109,365.00	160,000.00	68%
Meter In Vehicle	0.00	0.00	0.00	0%
EV Charging Stations	2,435.95	29,779.12	22,000.00	135%
Parking-Area Service Agreements	0.00	0.00	24,000.00	
High Hanover Transient	177,826.94	1,944,614.42	2,871,469.00	68%
High Hanover Passes	116,941.47	1,136,242.51	1,305,600.00	87%
Foundry Place Transient	55,180.48	585,534.33	679,000.00	86%
Foundry Place Passes	51,241.46	454,131.71	747,600.00	61%
Parking Sign Permit	0.00	50.00	0.00	
HH Pass Reinstatement	0.00	150.00	750.00	20%
Foundry Pass Reinstatement	0.00	(20.00)	750.00	-3%
Parking Violations	124,980.00	1,201,820.00	1,380,000.00	87%
Immobilization Administration Fee	300.00	7,500.00	6,000.00	125%
Summons Admin Fee	0.00	0.00	0.00	0%
Total FY 26	931,339.95	9,449,766.40	12,516,449.00	75%

BUDGETED	
10,016,449	75% Transfer to Parking Fund
2,500,000	25% Funds Remaining in Gen Fund
12,516,449	Total Parking Revenue



Hillside Dr

Lafayette Rd

Greenleaf Ave

Andrew Jarvis Dr

Lafayette Rd.
(Portsmouth
High School)
Inbound

100.04 ft

179

120

87

75

340

321

325

339

373

387

397

84

57

380

8

78

64

Hillside Dr

29

22

400

195

Hillside Dr

190

64

210

48

34

6

408

407

409

221

225

220

236

20

100

410

417

413

233

235

238

240

420

418

Hillside Dr

428

7

237

Hillside Dr

430

430

95

239

Greenleaf Ave

105

Lafayette Rd.
(Portsmouth
High School)
Inbound

Andrew Jarvis Dr

40

437

From: [City of Portsmouth](#)
To: [Eric B. Eby](#); [Jane Ferrini](#); [Peter H. Rice](#)
Subject: Webform submission from: Parking and Traffic Safety Committee > Body Blocks
Date: Tuesday, May 5, 2026 5:35:26 PM

Submitted on Tue, 05/05/2026 - 17:35

Submitted by: Anonymous

Submitted values are:

Name

Peter Geremia

Subject

Dennett/ Maplewood Crosswalk Lights

Message

Hello,

The crosswalk at Dennett and Maplewood is VERY dangerous for multiple reasons. For the pedestrians it is because vehicles drive so fast on the road and do not always stop when someone is in the crosswalk. For vehicles it is because they are overcompensating for the previous problem by adding multiple obstacles for vehicles to avoid to try to help with the pedestrian situation.

Right now they put poles in the middle of the road to indicate there is a crosswalk and then two of those weighted signs at each side of the road. People are running into this and knocking them down. And now there are so many obstacles in the road it makes it harder to take a LEFT hand turn from Jackson Hill St onto Maplewood.

I have made the suggestion many times via the SEE CLICK FIX app for them to remove all of the obstacles and install the PEDESTRIAN crosswalk lights. Of any intersection needing this type of pedestrian protection, this one needs it. Further it removes the obstacles from the road that are making this an even more dangerous situation.

Can you please approve this and install the crosswalk lights at this intersection and remove the road obstacles?

Thank You,

Peter Geremia
315 Maplewood Ave.
Portsmouth, NH 03801

bcc-email



MAPLE
DENNETT

Cabinet Co

Jackson Hill

BIKE ROUTE

STATE LAW
BEWARE CHILDREN

STATE LAW
BEWARE CHILDREN



1847

MAPLEWOOD
DENNETT

Cabinet Co

Jackson Hill St

TRADEPORT
BIKE ROUTE

STATE LAW
YIELD TO PEDESTRIANS

STATE LAW
YIELD TO PEDESTRIANS

TRADEPORT

From: [City of Portsmouth](#)
To: [Eric B. Eby](#); [Jane Ferrini](#); [Peter H. Rice](#)
Subject: Webform submission from: Parking and Traffic Safety Committee > Body Blocks
Date: Sunday, May 17, 2026 4:06:21 PM

Submitted on Sun, 05/17/2026 - 16:06

Submitted by: Anonymous

Submitted values are:

Name

Bill Hess

Subject

Rogers Street/Parrott Avenue Intersection

Message

I was recently told that a neighbor of ours was walking across Rogers Street in the crosswalk by Parrott Ave. A car traveling on Parrott Ave made a left turn onto Rogers Street and came within a few feet of the pedestrian. The driver did not stop and continued to travel up Rogers Street. This is a very busy intersection particularly when school is in session. At pickup and drop off there are cars stopped on Rogers Street and Parrott Ave picking up and dropping off students. In addition is the regular traffic trying to get through. Several years ago a school employee was hit by a car at pickup. My understanding was that that person was sent to the hospital. I have spoken to the school, with the police and written to this group on several occasions. The police told me that the current format is fine and does not need to be changed. I disagree. The change should start with removing as much vehicular traffic off the Rogers and Parrott in this area. This would allow for non-school traffic to pass through. The busses could be brought further forward allowing for some parent's cars to be taken off Parrott Ave. Other school traffic could park at Mill Pond parking lot or the Citizens Bank lot. The bottom of Rogers Street should be squared off so that north bound traffic has to slow down in order to make the turn. You could also turn Rogers Street into a one way street to limit traffic and don't allow cars to stop on Rogers Street to pickup/drop off. I believe that it is a matter of time before there is another accident. I hope that this committee considers making some changes to this area so that it is safer for everyone.

bcc-email

jferrini@portsmouthnh.gov,phrice@portsmouthnh.gov,ebeby@portsmouthnh.gov



Mark St

Rogers St

Parrott Ave

Parrott Ave

South Mill Pond

Junkins
Pleas

Junkins /
Parrott Aves.

Street Class:

Neighborhood Slow Street

Neighborhood Slow Streets provide access to residential houses. They are used for short distance, low speed trips in and out of neighborhoods. Motorists on these streets tend to be residents or visitors, and the street design encourages slow speed interactions with bicyclists and crossing pedestrians. On-street parking provides convenient access, and further slows driving speeds.

These streets provide one or two travel lanes, depending on width. Streets with one travel lane can facilitate either one-way traffic or be designated as a two-way “yield street” where opposite direction vehicles share the same lane and negotiate space while crossing opposing vehicle paths. Neighborhood slow streets are not intended for through-traffic, and may make use of traffic calming measures to discourage through motor vehicle traffic and reduce speeds to create a comfortable environment for walking and bicycling.



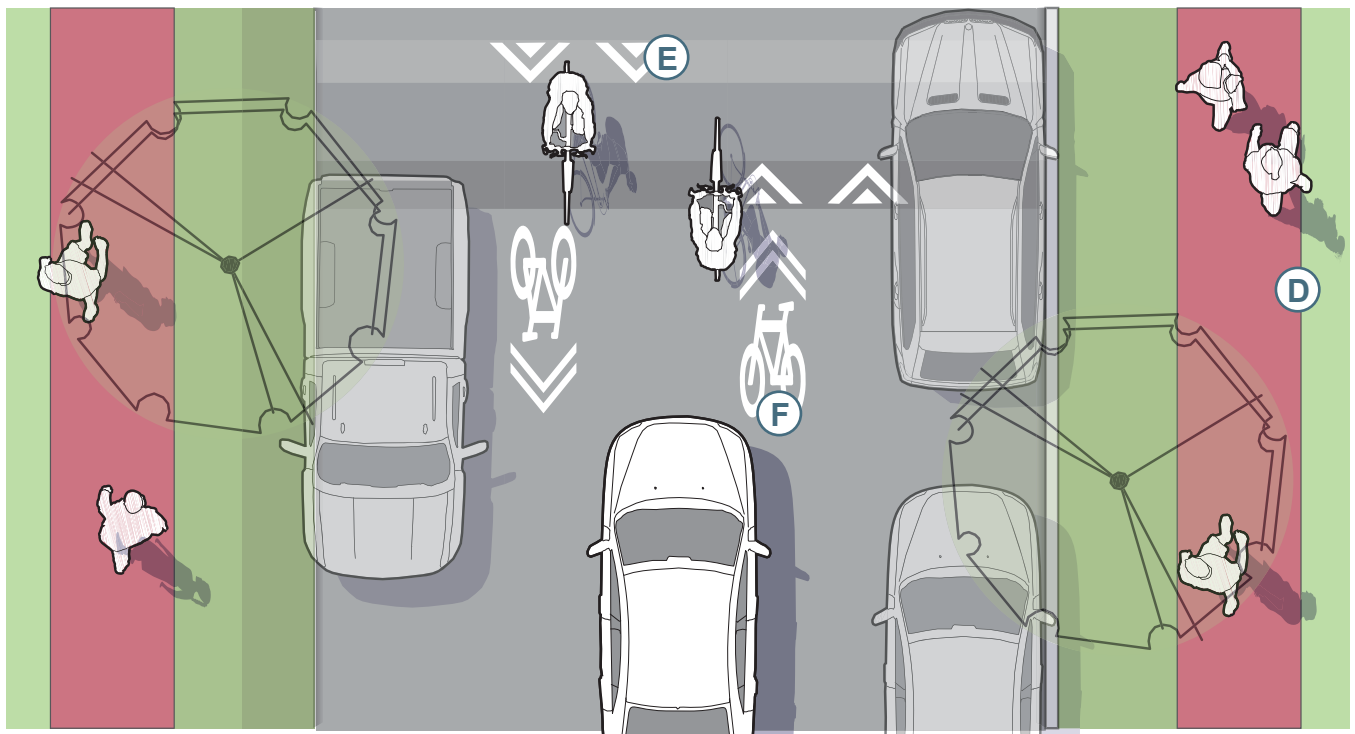
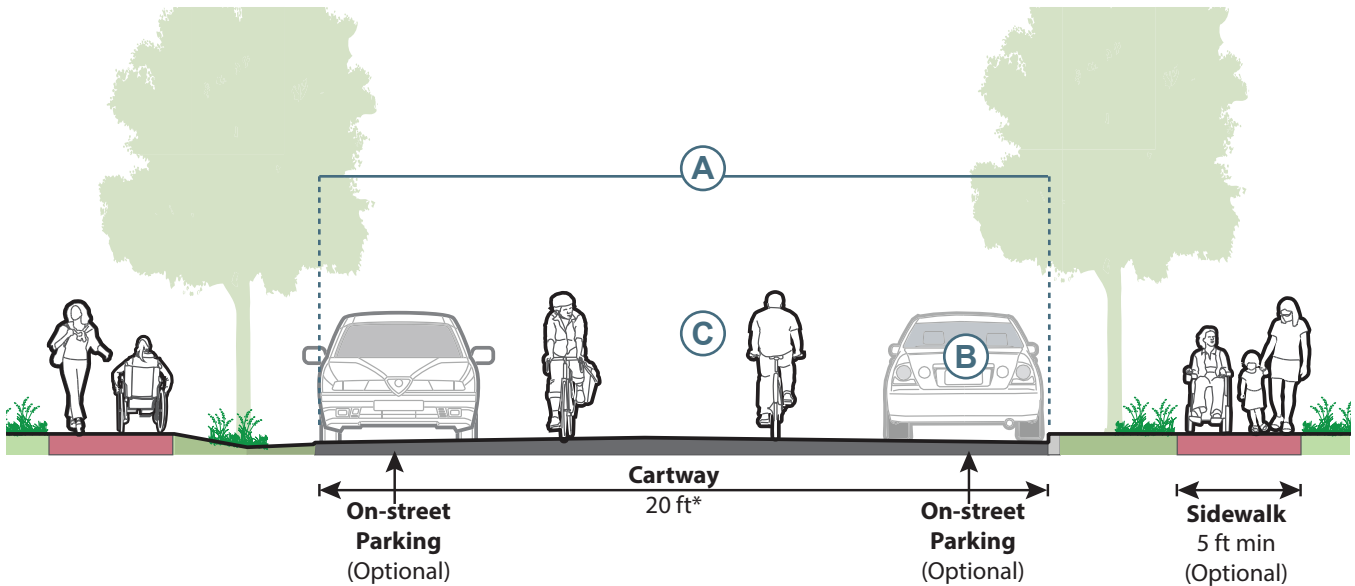
Typical Application

- Local streets in residential neighborhoods.
- Prioritizes pedestrian and bicyclist users.
- Sensitive to historic, or unique local characteristics.



When neighborhood slow streets are a part of a connected walking or bicycling network, street crossings must be enhanced for comfort and safety.

Neighborhood Slow Street: Typical Street Features



Critical Design Features

- A** Intentionally constrained travel area width, potentially narrower than two lanes, to create slow-speed conditions.
- B** On-street parking provides easy access.
- C** Bicyclists operate within the roadway. No center line is marked to encourage safe, courteous passing.

Additional Potential Design Features

- D** Pedestrians generally walk on a separated sidewalk, but should feel confident that motorists will yield when they wish to cross.
- E** Raised speed reducer if needed to manage speeds.
- F** Shared lane markings can provide additional guidance for users.

* Some Neighborhood Slow Streets may have an additional 2 ft of flexible space in their cross-section R.O.W's.

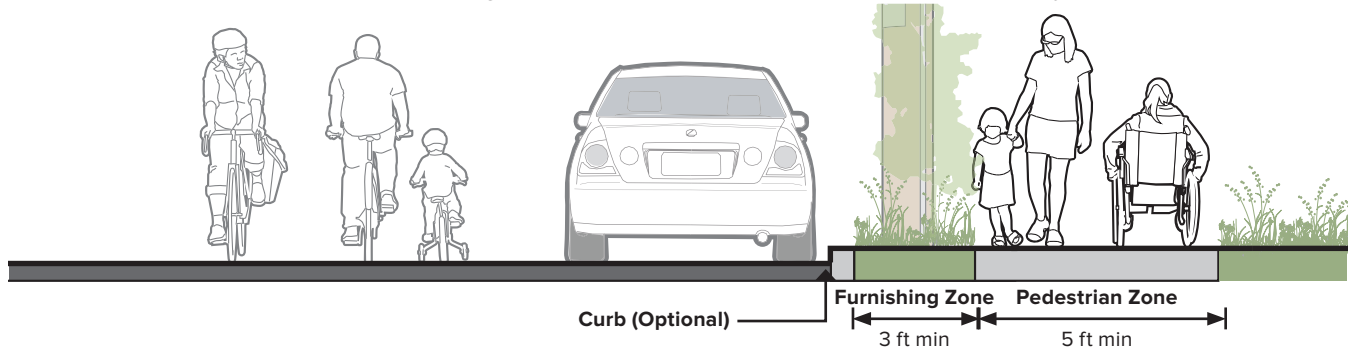
Neighborhood Slow Street: Design Guidelines

Bicycle Network

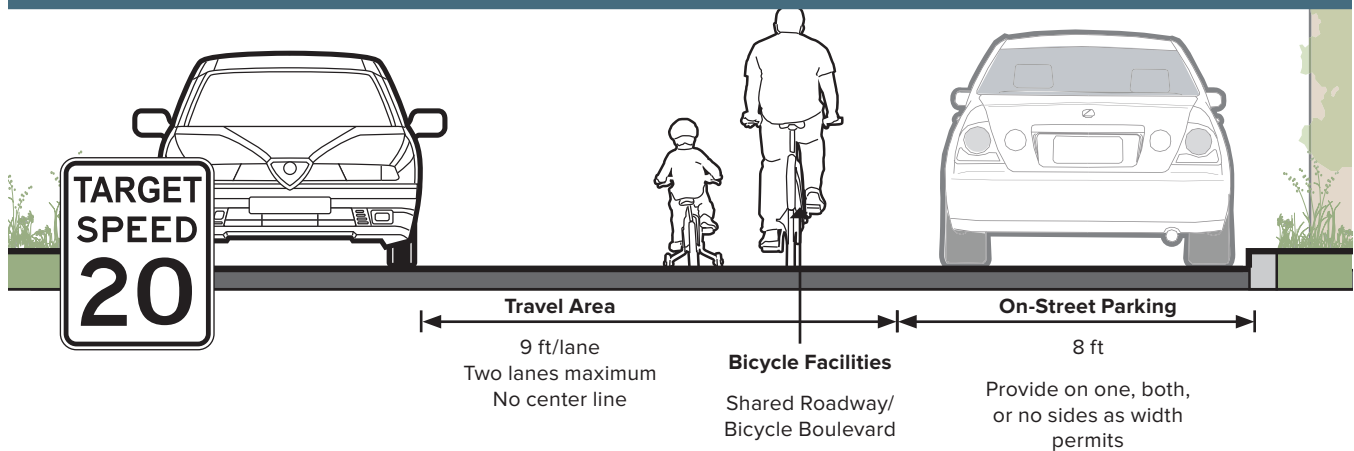
The recommended bikeway on Neighborhood Slow Streets is a **bicycle boulevard, shared street, or signed bike route**. Slow motor vehicle speeds and low volumes create comfortable on-road riding conditions.

Pedestrian Network

The preferred pedestrian facility on Neighborhood Slow Streets is a **sidewalk**. In some cases, streets may lack sidewalks, creating a **shared street** where pedestrians walk in the cartway.



Cartway



Neighborhood Slow Street: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
Required	N/A	N/A	N/A	N/A
High Priority	N/A	<ul style="list-style-type: none"> Yield street 	<ul style="list-style-type: none"> On-street parking Street lighting Street trees 	N/A
Appropriate in Limited Circumstances	<ul style="list-style-type: none"> Signed bicycle route Shared lane markings Bicycle boulevard Shared street Sidewalks 	<ul style="list-style-type: none"> Curb extension / bulb out Raised speed reducer Chicanes 	<ul style="list-style-type: none"> Curb Planting strip Furnishing zone 	N/A
Not Required	<ul style="list-style-type: none"> Sidepath Buffered bike lane Separated bike lane Bike racks Bike corral 	<ul style="list-style-type: none"> Mid-block crosswalk Bus pull-off Bus shelter Pedestrian refuge island 	<ul style="list-style-type: none"> Shoulder 	<ul style="list-style-type: none"> Loading zones
Not Appropriate	N/A	N/A	<ul style="list-style-type: none"> Median Planting Strip 	<ul style="list-style-type: none"> Priority Emergency Route Truck Route Center line striping (double yellow)



Cabot St

281

278

361

373

369

323

Parking area requested to be removed.

Islington St



212-28

Kearsarge Way

212-25-2

212-25-1

212-24

Kearsarge Way

212-26

212-26-1

Ranger Way

Falkland Pl

Kearsarge Way

Falkland Pl

Ranger Way

Ranger Way

212-114

Ranger Way

Kearsarge Way

212-115

Ranger Way

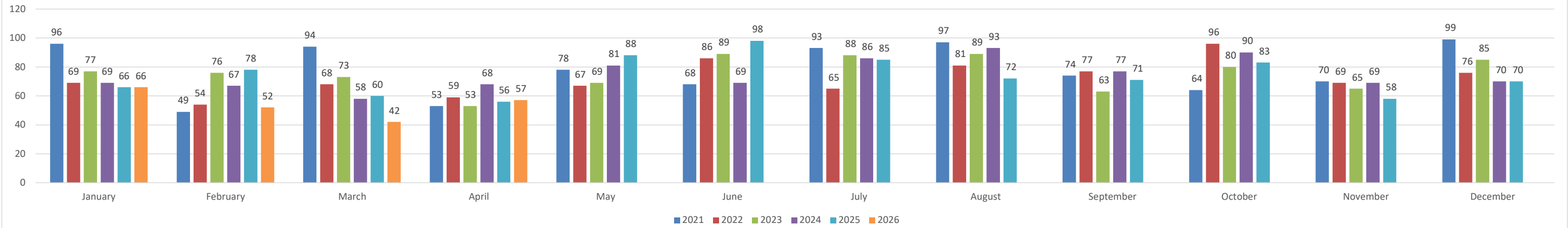
Kearsarge Way

Blue Star Turnpike

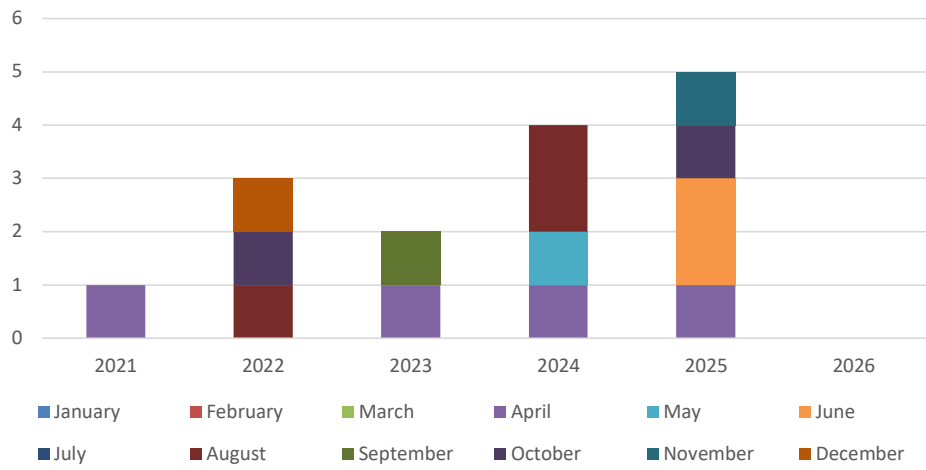
Blue Star Turnpike



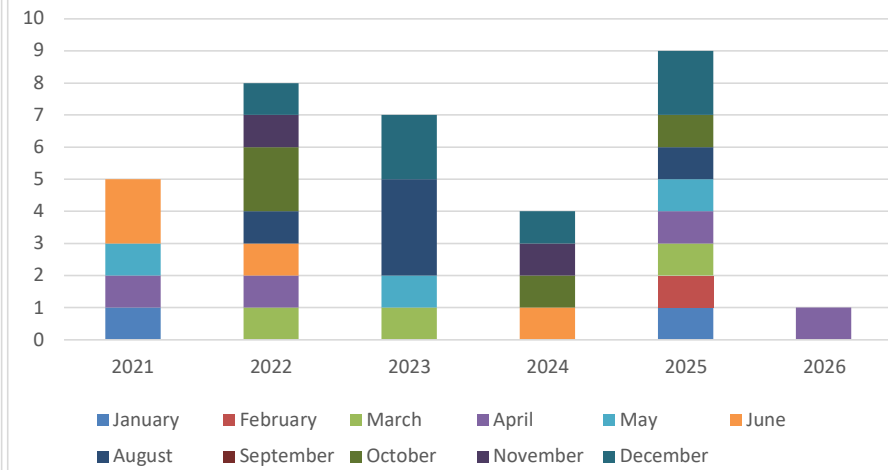
Vehicle Collisions by Month



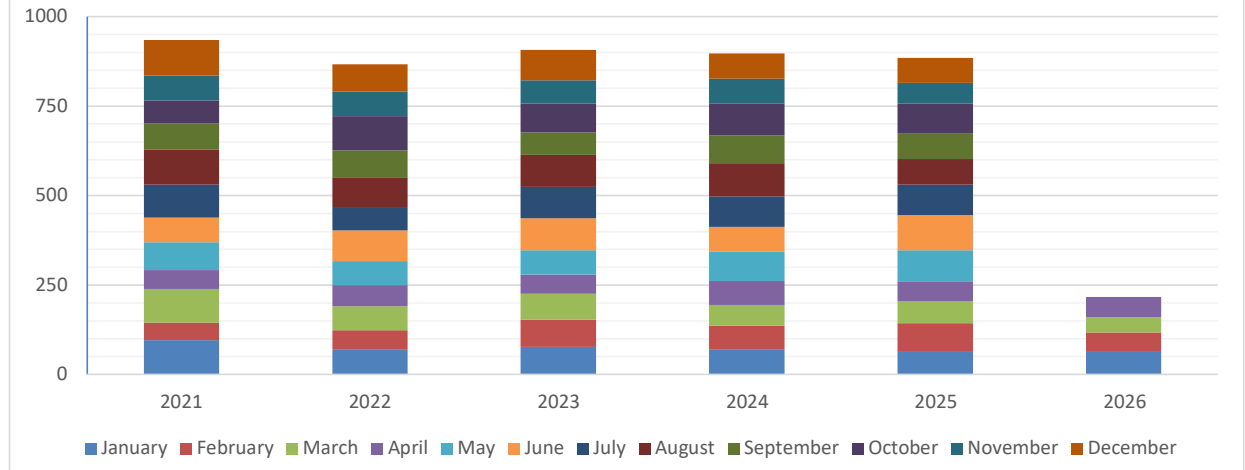
Bicycle Collisions by Year



Pedestrian Collisions by Year



Vehicle Collisions by Year



Hi Peter, as we discussed, I ask that the Traffic and Safety Committee consider installing a no parking sign on the corner of Marcy Street next to the pumping station. The sign would remove one parking space.

A car parked in that space narrows the road to one car width. Several people who drive that road regularly have told me it creates a safety hazard. I think so too. Two photos are attached.

Thanks for bringing this to the Committee and I thank them in advance for their consideration.

Warm regards

Dexter





Area of missing signs

Current No Parking area per ordinance

A. DOWNTOWN HIGH OCCUPANCY ZONE:

Parking shall be at the rate of two dollars (\$2.00) per hour in the following areas. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator.

1. Daniel Street, starting at Chapel Street through to Market Square
2. Bow Street, starting at Chapel Street through to Market Street
3. Congress Street, starting at Market Square through to Chestnut Street
4. Pleasant Street, starting from Court Street through to Market Square
5. Market Street, starting from Moffatt-Ladd House through to Market Square
6. Deer Street, starting at Market Street through to Maplewood Avenue
7. Fleet Street, starting at Hanover Street through to State Street
8. Hanover Lot, at intersection with Market Street
9. Penhallow Street, starting at State Street through to Bow Street
10. Chapel Street, starting at Daniel Street through to State Street
11. Hanover Street from Maplewood Avenue to Market Street
12. Portwalk Place from Deer Street to Hanover Street
13. High Street from Deer Street to Hanover Street
14. Bow Street from Chapel Street to Daniel Street
15. Daniel Street from Chapel Street to Bow Street
16. State Street from Marcy Street to Middle Street
17. Ladd Street Lot at Hanover Garage

B. Parking in all other parking meter zones shall be at the rate of one dollar fifty cents (\$1.50) per hour. Parking for verified Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be at a rate of \$0.50 less than this rate. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator.

Section 7.103: PARKING AND TRAFFIC SAFETY COMMITTEE

There is hereby created a Parking and Traffic Safety Committee under the terms and conditions described herein:

A. The Parking and Traffic Safety Committee ("Committee") shall consist of nine (9) regular members and one (1) alternate appointed by the Mayor and City Council. The composition of the Committee shall be the City Manager, Police Chief, Fire Chief, Public Works Director or their respective designees as well as a member of the City Council and five (5) residents of the City (4 regular members and one alternate). The City Manager, Police Chief, Fire Chief and Public Works Director (or their respective designees) shall serve during their terms of employment with the City. The City Council member shall serve co-terminus with his/her as a member of the Council. Each of the five (5) resident members of the Committee shall serve a term of three (3) years from the date of appointment. The Committee shall take office upon completed appointment of the five (5) resident members. In the first instance the City Council member of the Committee shall serve as Chairperson until the first meeting of the subsequent calendar year. Thereafter, at its first meeting of any calendar year the Committee shall select a Chair who shall serve until another member is selected Chair at the first meeting of the subsequent calendar year.

- B. The Committee shall have the authority to recommend temporary parking and traffic regulations to the City Council by means of the presentation of written minutes. The acceptance of such minutes by the City Council shall constitute the authorization to implement such temporary regulations for a period not to exceed one (1) year. The implementation shall begin at the time designated in the Parking and Traffic Safety recommendation unless otherwise determined by the City Council. After any such change has been implemented for up to one (1) year, or such lesser time as might be determined by the City Council, the City Council may consider making the temporary regulation permanent by means of a duly adopted ordinance. Failure to adopt such an ordinance shall cause the temporary regulation to expire at the end of one (1) year at which time the prior ordinance in effect shall become operable.
- C. The Committee may accept requests from any City land use regulatory body on any matter concerning parking and/or traffic safety. In response to such requests the Committee may issue written reports and recommendations.
- D. The Committee shall have the authority on its own volition to issue reports to the City Council on any matter related to parking and/or traffic safety. In addition, to the temporary regulations described in item herein, the Committee may recommend ordinance changes to the City Council addressing any parking or traffic safety issue deemed appropriate by the Committee.

Section 7.104: AUTHORITY

The City Manager is hereby vested with the authority to purchase, install and maintain public parking meters and/or any other type of parking regulation equipment or technology necessary to implement any action taken by the City Council or the Parking and Traffic Safety Committee.

Section 7.105: PARKING

- A. When any vehicle shall be parked in a parking meter zone the owner or operator of said vehicle shall park within the area designated by the curb or street marking lines as indicated for parallel or diagonal parking and upon entering said parking space shall immediately deposit in said meter the required meter fee or purchase the time requested through a central meter, in vehicle meter, coupon or other metering device including mobile phone applications, and display proof of purchase on the vehicle's interior dashboard, or other approved means of display, including meter devices defined in Section 7.101. It shall be unlawful for any person parking any vehicle or permitting any vehicle registered in his name to be parked within any designated area where parking meters are installed, to fail or neglect to pay for parking as required. Said parking space may then be used by such vehicle during the legal parking limit provided by the Ordinance of the City and said vehicle shall be considered as unlawfully parking if it remains in said space beyond the legal parking limit and/or when said parking meter displays a signal showing such illegal parking. A vehicle shall also be considered as unlawfully parking if said vehicle fails to move at least 500 feet from the original parking space after the legal parking limit has expired. It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked unlawfully as set out in this section.
- B. Parking meter fees shall be enforceable Monday through Saturday, from 9:00 a.m. to 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted.

ARTICLE III: TRAFFIC ORDINANCE

Section 7.301: DEFINITIONS

Wherever in the Ordinance the following terms are used, they shall have the meanings respectively ascribed to them in this Section:

- A. "Street or Highway" means every way or place of whatever nature open to the use of the public, as a matter of right, for purposes of vehicular travel.
- B. "Private Road or Driveway" means every road or driveway not open to the use of the public for purposes of vehicular travel.
- C. "Roadway" means that portion of a street or highway between the regularly established curb lines or that part improved and intended to be used for vehicular travel.
- D. "Sidewalk" means that portion of a street between the curb lines and the adjacent property lines.
- E. "Intersection" means the area embraced within the prolongation or connection of the lateral curblines or, if none, then of the lateral boundary line of two or more streets or highways which join one another at an angle, whether or not one such street or highway crosses the other.
- F. "Crosswalk" means that portion of a roadway ordinarily included within the prolongation or connection of curb and property lines at intersection or any other portion of a road way clearly indicated for pedestrian crossing by lines or other marking on the surface.
- G. "Safety Zone" means the area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is as marked or indicated by adequate signs to be plainly visible at all times while set apart as a safety zone.
- H. "Vehicle" means every device in, upon or by which, any person or property is or may be transported or drawn upon a public highway, except devices moved by human power or used exclusively upon stationary rails or tracks.
- I. "Motor Vehicle" means every vehicle, as herein defined, which is self propelled.
- J. "Authorized Emergency Vehicles" means vehicles of the Fire Department (fire patrol), police vehicles and such ambulances and emergency vehicles of municipal departments or public service corporations as are designated or authorized by the Chief of Police.
- K. "Pedestrian" means any person afoot.
- L. "Traffic" means pedestrians, ridden or herded animals, vehicles, street cars, and other conveyances whether singularly or together while using any street for purposes of travel.
- M. "Right of Way" means the privilege of the immediate use of the street or highway.