

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

August 6, 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

Proposed design of counterflow bike lane on Fleet Street from Hanover Street to Congress Street, by DPW.

6. NEW BUSINESS

A. Fleet Street, review and discussion of proposed design of counterflow bike lane from Hanover Street to Congress Street. **Sample Motion #1: Move to recommend approval of counterflow bike lane on Fleet Street from Hanover Street to Congress Street. Sample Motion #2: Move to recommend parking be allowed on the east side of Fleet Street from Congress Street to Hanover Street and prohibit parking on the west side of Fleet Street between Congress Street and Hanover Street.**

B. Marcy Street, request to modify No Parking area between New Castle Avenue and Walden Street, by residents. **Sample Motion: Move to schedule Committee site visit and refer to staff for evaluation and report back.**

C. Richards Avenue at Rockland Street, request to address stop sign noncompliance, by resident. **Sample Motion: Move to schedule Committee site visit and refer to staff for evaluation and report back.**

D. State Street, crosswalk at African Burial Ground, request for evaluation of additional enhancements, by Committee member. **Sample Motion: Move to refer to staff for evaluation and report back.**

E. Complete Streets, request for report back from Legal Department on implementation of policy.

7. OLD BUSINESS

- A. Cass Street, request for traffic calming at Chevrolet Avenue intersection, by residents. **Sample Motion: Move to schedule Committee site visit and refer to staff for evaluation and report back.**

8. INFORMATIONAL

- A. Police monthly collision report
- B. Construction projects update
- C. Traffic calming request applications received - Sage Lane, Maplewood Avenue
- D. Ocean Road requests
- E. Edmond Avenue sidewalk project update
- F. Urban SDK speed and volume database

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_jIBfE95SB2XMXhmUN9NBg

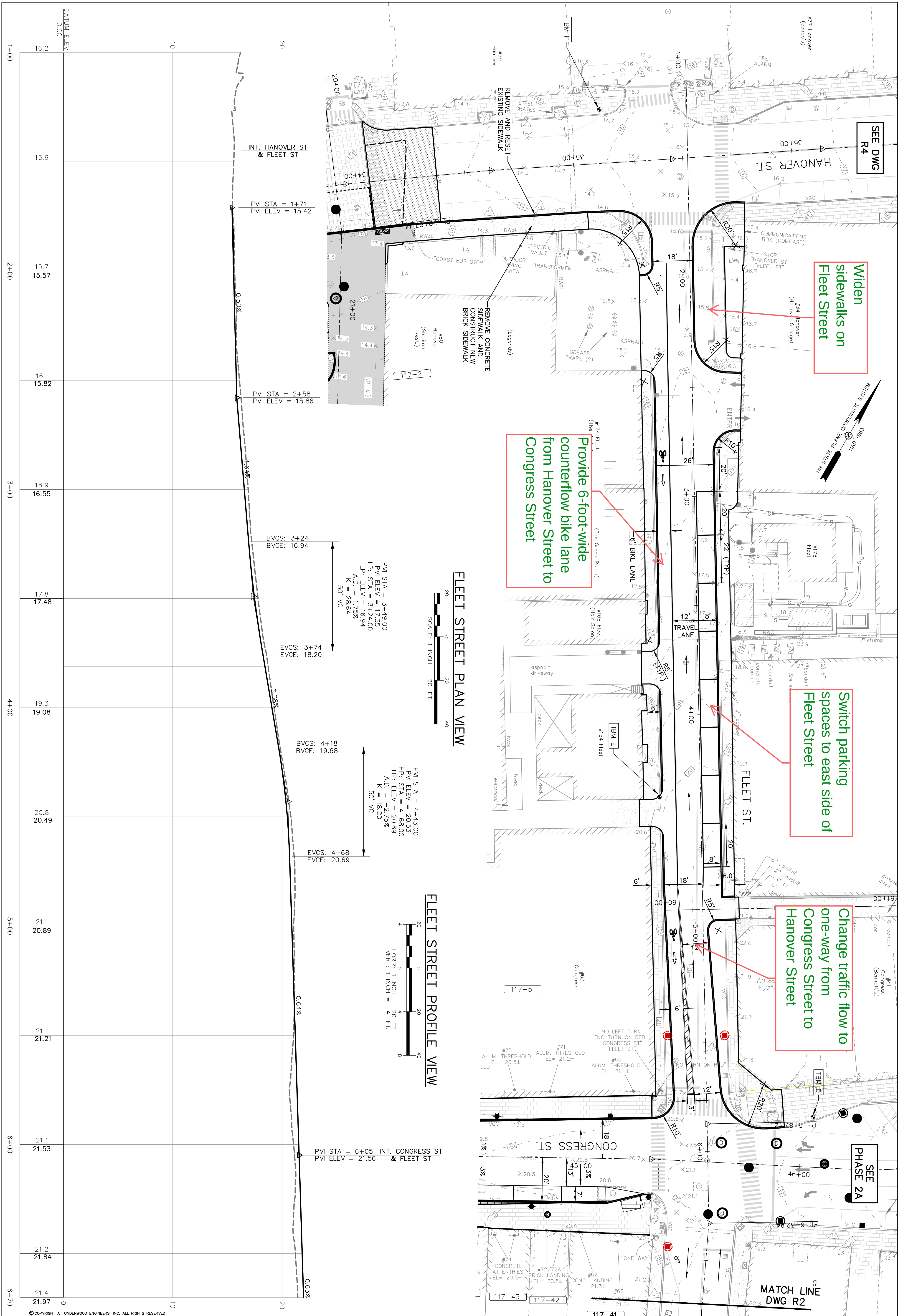
After registering, you will receive a confirmation email containing information about joining the webinar.

Percentage of Fiscal Year Complete
100.00%

Preliminary
Totals Thru
June 30, 2026

	JUN	Total	Budgeted	% of Budget
FY 26				
Parking Meter Fees	467,452.05	4,837,852.65	5,319,280.00	91%
Meter Space Rental	10,185.00	128,135.00	160,000.00	80%
Meter In Vehicle	0.00	0.00	0.00	0%
EV Charging Stations	2,686.46	34,752.10	22,000.00	158%
Parking-Area Service Agreements	7,447.00	13,032.00	24,000.00	
High Hanover Transient	270,047.98	2,419,718.25	2,871,469.00	84%
High Hanover Passes	171,395.55	1,384,100.43	1,305,600.00	106%
Foundry Place Transient	79,046.75	725,066.48	679,000.00	107%
Foundry Place Passes	60,970.55	561,664.64	747,600.00	75%
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	142,645.00	1,469,310.00	1,380,000.00	106%
Immobilization Administration Fee	300.00	9,600.00	6,000.00	160%
Summons Admin Fee	0.00	0.00	0.00	0%
Total FY 26	1,212,176.34	11,583,411.55	12,516,449.00	93%

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



DWG NO R1	FLEET STREET ROAD LAYOUT, PLAN & PROFILES			60% SUBMITTAL NOT FOR CONSTRUCTION	Drawn/Chk. RMG Designed. DJR Checked. - Approved. - Date. 7/15/2024 Book No. - Project No. 2542 Dwg. ID 2542_rdbase Scale	NO.	REVISIONS	APP'D	ISSUE FOR
	FLEET ST. AREA RECONSTRUCTION - PHASE 2B	CITY OF PORTSMOUTH PORTSMOUTH, NEW HAMPSHIRE							BIDDING Date - By - CONSTRUCTION Date - By - RECORD DRAWING Date - By -

City of Portsmouth

Department of Public Works



MEMORANDUM

TO: Parking and Traffic Safety Committee

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

DATE: July 31, 2026

SUBJECT: Proposed Fleet Street Counterflow Bike Lane

In May, the Parking and Traffic Safety Committee recommended that the Council approve a staff recommendation to change the traffic flow on Fleet Street to one-way from Congress Street to Hanover Street, and to keep on-street parking. Prior to accepting this recommendation, the Council received a report back from staff on the Fleet Street Section 1 Reconstruction on July 13, 2026.

During the report back, staff explained that changing the traffic flow on Fleet Street to one-way from Congress Street to Hanover Street will allow for wider sidewalks while keeping on-street parking spaces. Staff also relayed that the 18-foot pavement width will meet minimum requirements of the Fire Department for emergency vehicle use, while also allowing for the provision of a 6-foot-wide marked and signed counterflow bike lane from Hanover Street to Congress Street.

Staff further explained that, with the introduction of a counterflow bike lane, the parking spaces should be relocated from the west side of Fleet Street to the east side. Although the parking spaces are not required to be moved to accommodate the counterflow bike lane, relocating them would provide significant safety and operational benefits for both motorists and bicyclists. With parking on the right-hand side of Fleet Street, vehicles would not need to cross the bike lane to enter the spaces, drivers would parallel park on the customary right-hand side of the road, vehicle doors would not open into the bike lane, and drivers would not exit parking spaces blindly into oncoming counterflow bicycle traffic. The relocation can be accommodated on the east side of Fleet Street with the closing of the Gilley's parking lot and construction of new sidewalk and curbing along the Gilley's site frontage. Relocating the eight parking spaces to the east side of Fleet Street would also provide a larger turning radius and better alignment with the ticket gate for vehicles entering the Hanover Garage. The one-way traffic flow would also eliminate the blocking of both travel lanes on Fleet Street by vehicles waiting to turn left into the Hanover Garage entrance.

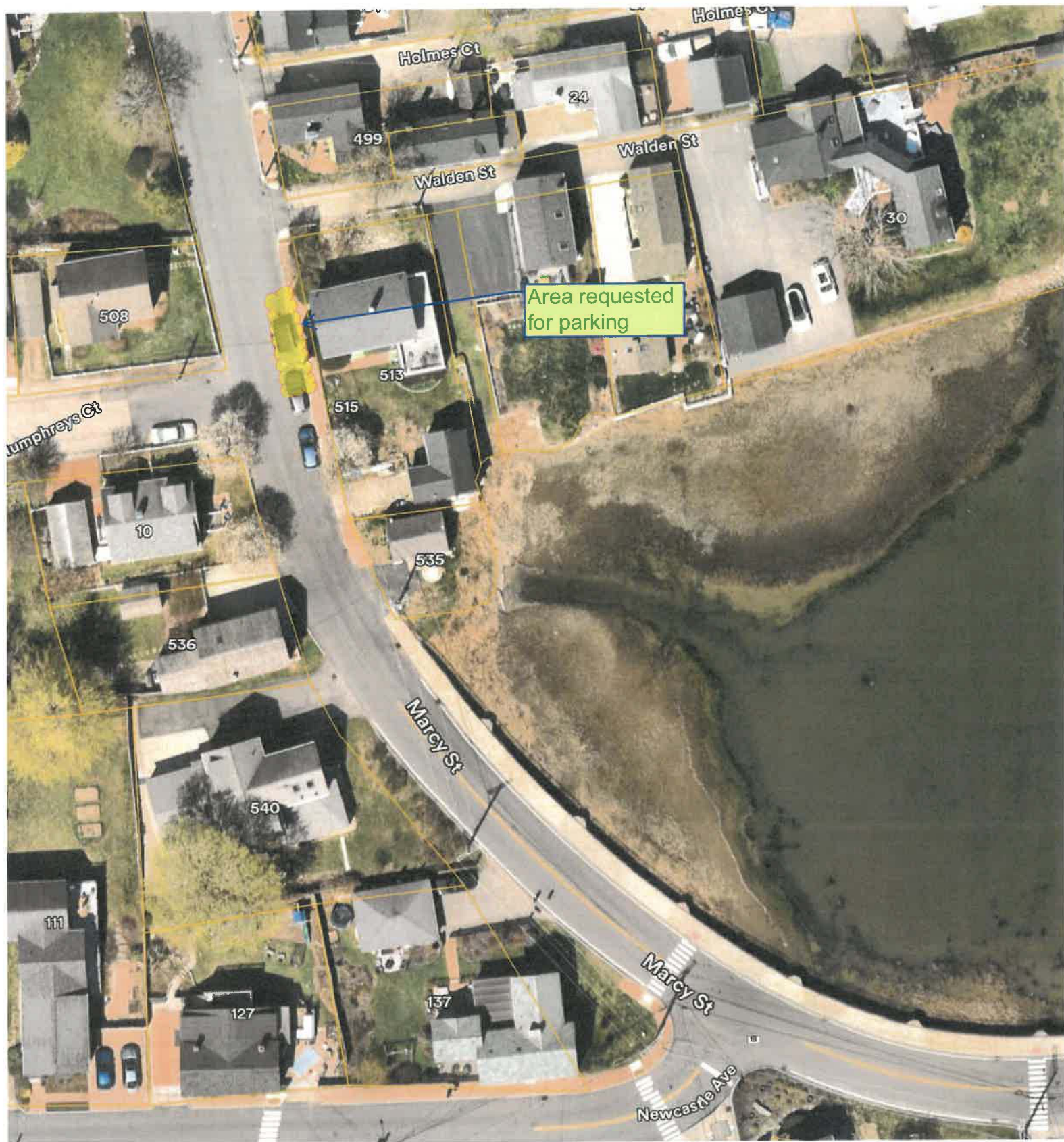
Two approvals are required to effectuate these changes and will require two separate votes.

The first is an amendment to Chapter 7, changing Fleet Street to one-way traffic flow from Congress Street to Hanover Street.

Proposed Motion – move to recommend approval of an amendment to CHAPTER 7, VEHICLES, TRAFFIC AND PARKING, ARTICLE III, TRAFFIC ORDINANCE, Section 7.336 A, One-Way Streets, changing Fleet Street to one-way from Congress Street to Hanover Street while also allowing bicycle operators to ride in the opposite direction within the marked counterflow bike lane.

The second of the two approvals to effectuate the recommended changes to Fleet Street Section 1 Reconstruction summarized above is an amendment to Chapter 7, that will move the parking spaces from the west side to the east side of Fleet Street.

Proposed Motion - move to recommend approval of an amendment to CHAPTER 7, VEHICLES, TRAFFIC AND PARKING, ARTICLE III, TRAFFIC ORDINANCE, Section 7.330 A, No Parking, which will move the parking spaces from the west side to the east side of Fleet Street as presented.



Dear Parking and Traffic Safety Committee:

About two weeks ago, there was a crash near my house at the four-way stop at Richards Avenue and Rockland Street. A young man coming from the direction of the baseball field ran the stop sign. There was a screech and a loud bang as his car struck a 90-year-old woman's vehicle in the intersection. The driver then swerved into a parked car. All three vehicles sustained significant damage, and many neighbors came out to see what had happened. The woman upstairs called the police, but the dispatcher asked whether the drivers had been injured and whether they wanted an officer. When the answer was no, the police did not respond.

Unfortunately, this kind of behavior is not unusual at Richards and Rockland. I regularly see drivers roll through or ignore the stop signs altogether. Recently, while sitting at my desk, I watched 10 drivers and two motorized cyclists pass through the intersection in a two-hour period. Only a few slowed down at all.

Several neighbors have told me they often yell at drivers who fail to stop. As I write this letter on a Friday morning, at 10:00 a.m., two drivers failed to stop, and three more did the same shortly after, at 10:15.

Richards and Rockland is a busy neighborhood intersection. Motorists and pedestrians use it to get to and from the Portsmouth Public Library, Portsmouth Middle School, the baseball field, the tennis and pickleball courts, and the basketball courts at Leary Field. It is also popular with walkers and serves as a route to the dog park. Richards Avenue also is a designated bike route, although it is not clear that all cyclists realize this. In addition, some drivers use Richards and Rockland as a cut-through to avoid the intersection at Miller Avenue and Middle Street, which makes speeding and rolling stops more likely.

I understand that Public Works placed a camera near this intersection a year or two ago and concluded that there was not enough evidence to justify changes at that time. I agreed with that conclusion then, because drivers seemed to have calmed down since I made the request. That is no longer my experience.

I also understand that having an officer stationed at the intersection is probably not the best use of police resources. Likewise, major changes to the street layout may not be practical, given that Richards Avenue is only 18 feet wide and Rockland Street is not much wider.

With that in mind, I urge the Committee to consider a stronger package of safety improvements, including:

- Highly visible crosswalks with a wide stop bar before each one.
- Larger stop signs.
- Stop signs on the left side of the roads as well as the right.
- Advance "Stop Ahead" signs on Richards.
- Reflective borders on the stop signs.
- Reflective striping on the stop-sign posts.

- Raised crosswalks.
- A raised intersection.
- Speed humps or speed tables farther up Richards to discourage cut-through traffic.

This is a fairly long list, but I believe the location calls for a serious response rather than a minimal one. Measures such as reflective tape alone may help, but by themselves they would not be enough to address the recurring problem. I hope the City will consider a combination of changes that makes it clear to drivers that this intersection must be treated with caution and respect.

Thank you for your attention to this matter.

Respectfully yours,



161

Rockland St

215

247

247

162

257

Richards Ave

205

204

206





183

55

195

203

209

227

239

54

56

247

Cass St

16

176

200

220

11

222

230

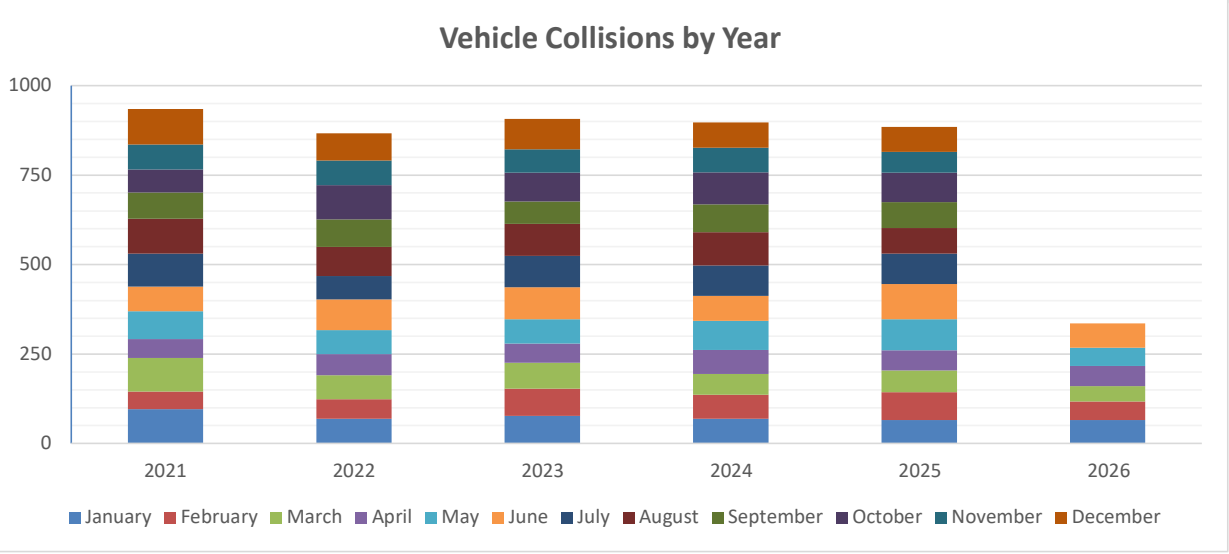
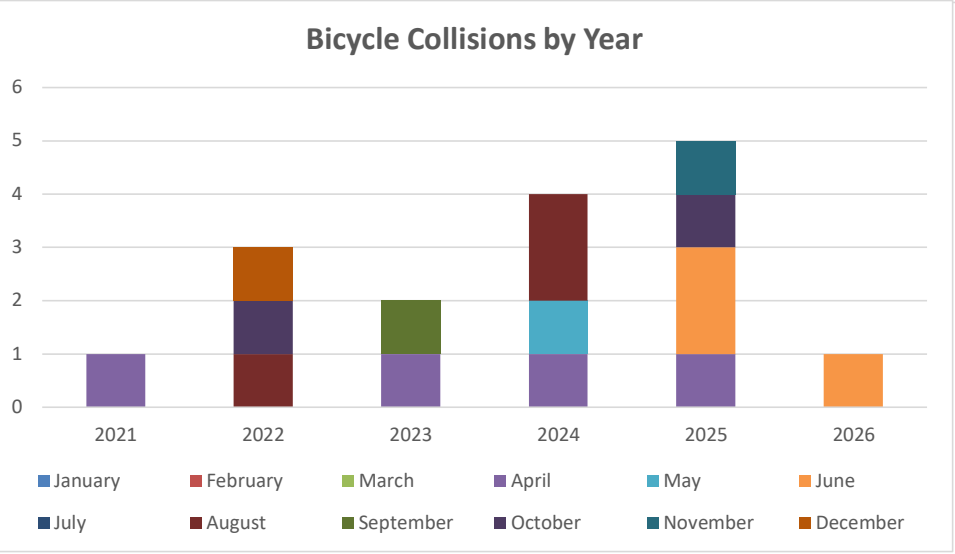
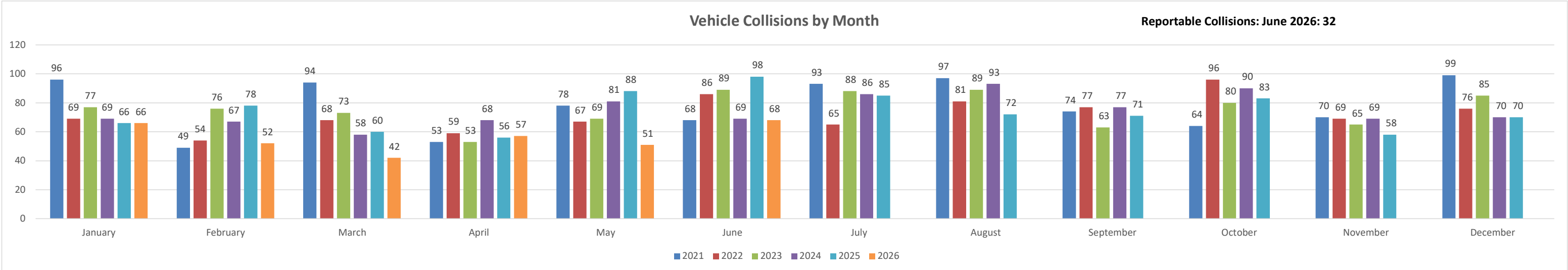
240

Chevrolet Ave

Friend St

25

23





Traffic Analysis Report

Sage Ln (1378779543), NA (1378779541), NA (1378779544), NA (1378779542)

Organization: William's Workspace

This report analyzes 85th Speed for Sage Ln (1378779543), N/A (1378779541), N/A (1378779544), N/A (1378779542) during 2026-06. The data is aggregated and without specific hourly breakdowns, using direction 'Aggregated'.

Road Segment ID	Multiple Segment IDs
Location	Rockingham, New Hampshire
Road Class	5
Length	0.56 miles
Road Name	Multiple Road Names
Speed Limit	20 MPH
Speed Limit Source	Custom



Overview

This report analyzes 85th Speed for Sage Ln (1378779543), N/A (1378779541), N/A (1378779544), N/A (1378779542) during 2026-06. The data is aggregated and without specific hourly breakdowns, using direction 'Aggregated'.

Report Metrics

SPEED LIMIT 20 MPH	VAL / DIFF
85th	17 / -3
Average	13 / -7
50th	14 / -6
95th	17 / -3



Trends & Summary

The traffic data for Sage Lane in Portsmouth, NH, during June 2026 reveals several noteworthy trends regarding vehicle speeds and patterns throughout the week.

Speed Analysis

The average speed recorded was 13 MPH, significantly below the posted speed limit of 20 MPH. The 85th percentile speed, which indicates the speed at which 85% of vehicles travel at or below, was recorded at 17 MPH. This suggests that a considerable number of vehicles are traveling slower than the speed limit, potentially indicating compliance issues or road conditions affecting speed.

Weekly Patterns

Analyzing the data by day of the week shows a consistent pattern in average speeds:

- **Weekdays (Monday to Friday):** Average speeds hover around 15 to 19 MPH, with Tuesday showing the highest average at 19 MPH. This suggests that traffic may be slightly heavier or faster on Tuesdays compared to other weekdays.
- **Weekends (Saturday and Sunday):** Average speeds are slightly lower, ranging from 15 to 16 MPH. This could indicate reduced traffic volume or different driving behaviors on weekends.

Hourly Trends

The heatmap data indicates that speed patterns are relatively stable throughout the day, with minor fluctuations. The following observations can be made:

- **Early Morning (12 AM - 6 AM):** Speeds are generally lower, averaging around 13-16 MPH, likely due to reduced traffic volume.
- **Midday to Early Afternoon (10 AM - 3 PM):** Speeds peak slightly, with averages reaching up to 18 MPH, suggesting increased activity during these hours.
- **Evening (6 PM - 9 PM):** Speeds begin to taper off again, averaging around 16 MPH, which may reflect the winding down of daily activities.

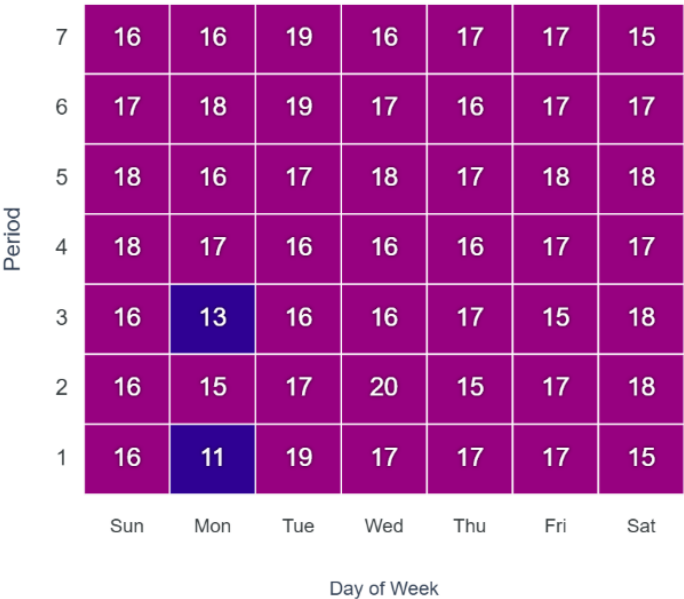
Conclusion

Overall, the data indicates a consistent trend of lower-than-expected speeds on Sage Lane, with a notable difference between weekdays and weekends. The peak speeds during the early afternoon suggest that this period may be optimal for traffic flow, while the lower speeds during early morning and evening highlight potential areas for further investigation into traffic behavior and road conditions.



Trends

Average Pct 85 Breakdown



PERIOD LEGEND

- 1 Overnight: 12:00am-3:59am
- 2 Early Morning: 4:00am-6:59am
- 3 AM Peak: 7:00am-9:59am
- 4 Midday: 10:00am-12:59pm
- 5 Early Afternoon: 1:00pm-3:59pm
- 6 PM Peak: 4:00pm-6:59pm
- 7 Evening: 7:00pm-11:59pm