

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

May 7, 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

Fleet Street, recommended traffic flow and parking configuration between Congress Street and Hanover Street, by DPW.

6. NEW BUSINESS

A. Fleet Street, request for recommendation regarding one-way traffic flow and on-street parking between Congress Street and Hanover Street, by DPW. **Sample Motion: Move to recommend that traffic flow on Fleet Street be changed to one-way flow with on-street parking from Congress Street to Hanover Street.**

B. Gates Street, request for parking restriction opposite 74 Gates Street, by resident. **Sample Motion: Move to place item on file.**

C. Cabot Street, request for parking restriction between Islington Street and The Getty Bagel driveway, by business owner. **Sample Motion: Move to schedule field site visit for Committee members and make recommendation at next meeting.**

D. State Street, request for recommendation in support of license agreement for parking space, by resident. **Sample Motion: Move to object to the request and recommend that City Council not approve license.**

E. City Ordinances, Chapter 7, Vehicles, Traffic and Parking, request to modify ordinance to allow parking within 10 feet of all intersections, by Hampton Falls resident. Referred to Committee by City Council. **Sample Motion: Move to recommend no changes to parking restrictions near intersections in Chapter 7.**

F. Hanover Street, request for renewal of valet license for The 100 Club, by business owner. **Sample Motion: Move to approve renewal of valet license for The 100 Club for one year.**

7. OLD BUSINESS

- A. Van Buren Avenue, report back on residents' request for narrower roadway and parking restrictions after upcoming reconstruction project. **Sample Motion: Move to recommend to proceed with project as currently designed by City.**
- B. Cate Street and Hodgdon Way, request for speed feedback sign, blind drive sign, speed enforcement, by residents. **Sample Motion: Move to refer to staff for implementation of items which are warranted.**
- C. Middle Street at Cass Street, request to reapprove temporary removal of parking space north of Cass Street. (originally approved by PTS October 2024, implemented in Spring 2025, monitored in June 2025, but missed deadline for 2025 omnibus.) **Sample Motion: Move to reapprove removal of one parking space on Middle Street north of Cass Street.**
- D. State Street at Chapel Street crosswalk. Report back on request for RRFB. **Sample Motion: Move to install pedestrian warning signs, but not RRFBs.**
- E. Maplewood Avenue, request to review pedestrian signal operations, by resident. **Sample Motion: Move to place on file.**

8. INFORMATIONAL

- A. Police monthly accident report
- B. Construction projects update
- C. Discussion of Committee purpose and mission.
- D. 150 Portsmouth Boulevard neighborhood traffic concerns
- 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_WJA05AZMQSuM2Q1-W-vdAA

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

Unaudited

Percentage of Fiscal Year Complete 75.00%

Preliminary
Totals Thru
March 31, 2026

	Total	Budgeted	% of Budget
FY 26			
Parking Meter Fees	3,590,365.66	5,319,280.00	67%
Meter Space Rental	97,165.00	160,000.00	61%
Meter In Vehicle	0.00	0.00	0%
EV Charging Stations	27,343.17	22,000.00	124%
Parking-Area Service Agreements	0.00	24,000.00	
High Hanover Transient	1,766,787.48	2,871,469.00	62%
High Hanover Passes	1,019,301.04	1,305,600.00	78%
Foundry Place Transient	530,353.85	679,000.00	78%
Foundry Place Passes	402,890.25	747,600.00	54%
Parking Sign Permit	50.00	0.00	
HH Pass Reinstatement	150.00	750.00	20%
Foundry Pass Reinstatement	(20.00)	750.00	-3%
Parking Violations	1,076,840.00	1,380,000.00	78%
Immobilization Administration Fee	7,200.00	6,000.00	120%
Summons Admin Fee	0.00	0.00	0%
Total FY 26	8,518,426.45	12,516,449.00	68%

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

Fleet Street Area Reconstruction City of Portsmouth, NH

Parking and Traffic Safety Committee Update



May 7, 2026



1

1

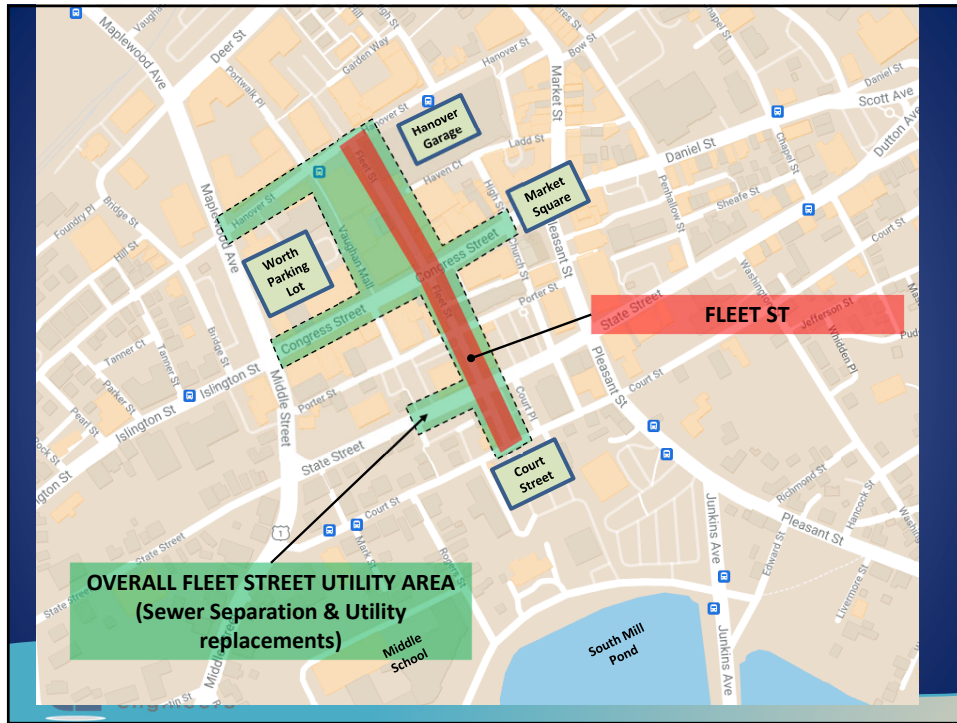
Purpose

- Review public info previously acquired
- Review original concepts presented for web survey
- Present original survey results
- Determine a final recommendation for Section 1 – Fleet Street from Congress Street to Hanover Street
- Provide updated recommendations for Section 2 (Court Street to Congress Street) based on previous decision to narrow Congress Street to two lanes



2

2



3

Public Information To Date

- Web Survey
 - November 2021 thru January 2022
- Parking & Traffic Safety Committee Meeting
 - January 5, 2023
 - Presented results of web survey
 - Recommendations presented for each section of Fleet Street
 - Committee decision on Fleet Street configuration put on hold at meeting

4

The 'Two' Fleet Streets

- Fleet Street split into two sections
 - Section 1 From Congress Street to Hanover Street
 - Section 2 From Court Street to Congress Street
- Bottom Line - The available width in Section 1 does not allow for 2-way traffic with parking, while also providing ADA compliant pedestrian amenities, so something MUST change

5



6

Original Redevelopment Options

Concept B: One-way traffic from Court Street to Hanover Street, with parking

- Moderate improvements to pedestrian amenities – “Wide Sidewalks in suitable areas”
 - Focus on “active” side of roadway
 - Trees if possible
 - Benches for seating where possible
- For Section 2 - Eliminate left-turn lane on Congress Street and replace with pedestrian amenities
- One-Way traffic pattern supported by traffic model



7

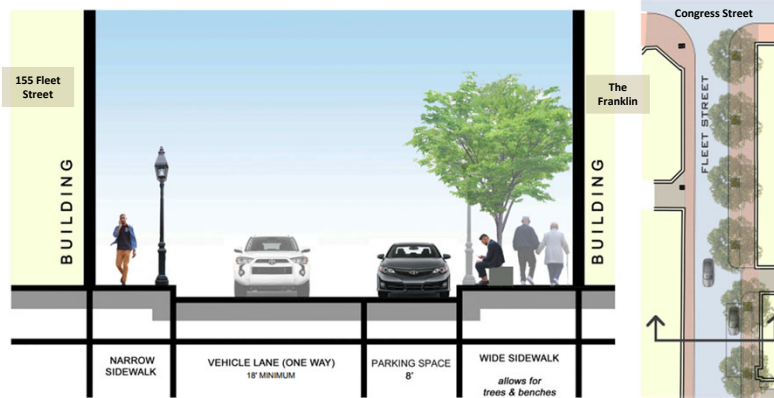
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FLEET STREET AREA RECONSTRUCTION PROJECT

THE CITY NEEDS YOUR INPUT!

FLEET STREET DESIGN OPTIONS:

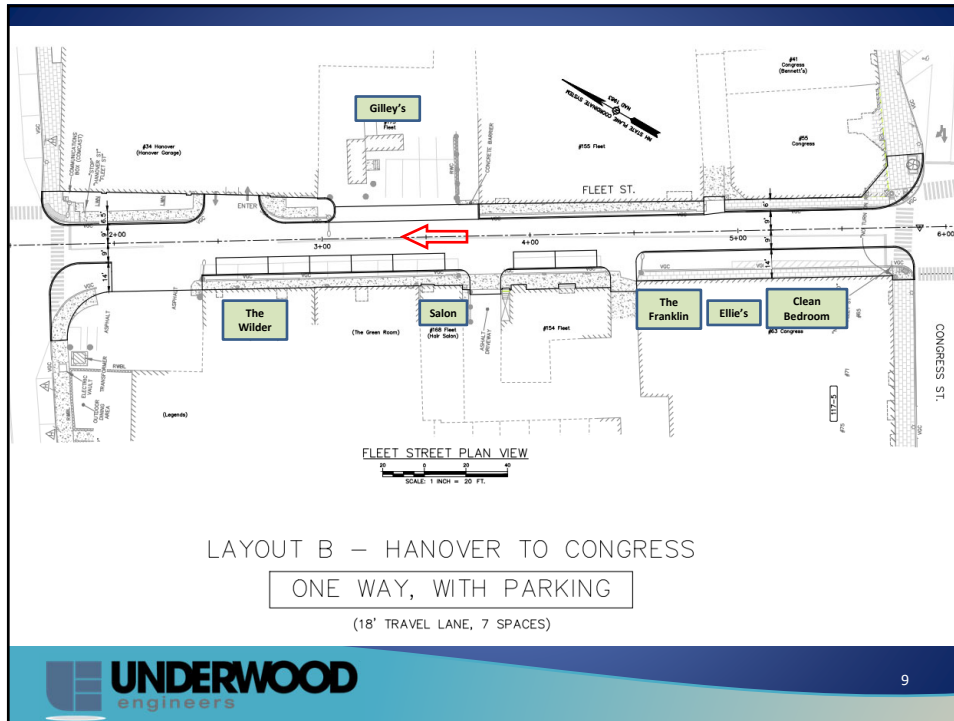


B: ONE WAY TRAFFIC - WITH PARKING

SAMPLE PLAN B

8

8



9


Concept C: One-way traffic with **no** parking

- Maximizes pedestrian amenities – “Extra Wide Sidewalk”
 - Focus on “active” side of roadway
 - Trees where possible
 - Seating areas with tables where possible
- Section 2 - Eliminate left hand turn lane on Congress Street and replace with pedestrian amenities
- Provides most space for underground electrical vaults if needed

EXTRA-WIDE SIDEWALK
allows for trees, benches, outside tables & more

UNDERWOOD engineers

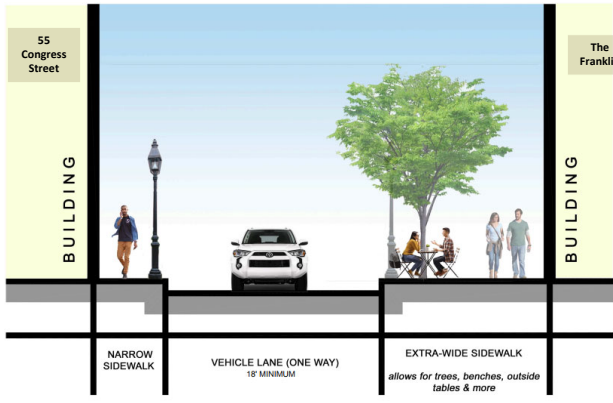
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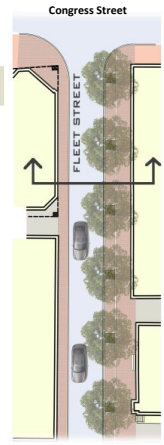


FLEET STREET AREA RECONSTRUCTION PROJECT

THE CITY NEEDS YOUR INPUT!

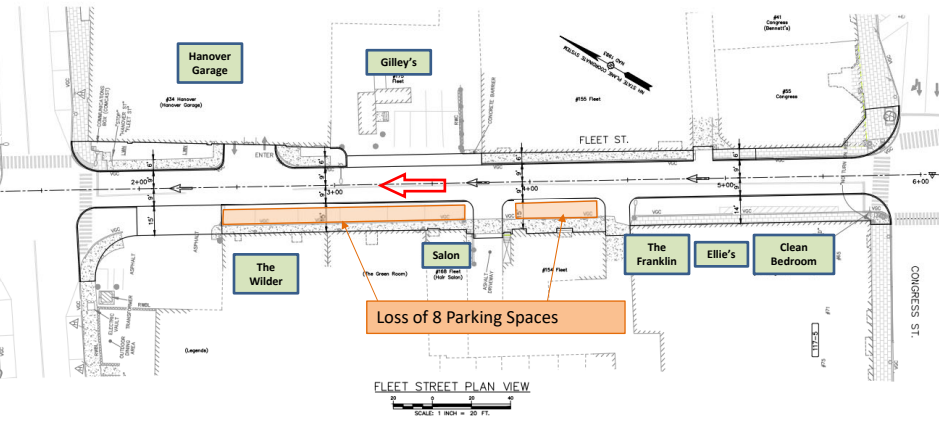
FLEET STREET DESIGN OPTIONS:






C: ONE WAY TRAFFIC - NO PARKING SAMPLE PLAN C

11



FLEET STREET PLAN VIEW
SCALE: 1" INCH = 20' FT.

LAYOUT C – HANOVER TO CONGRESS
ONE WAY, NO PARKING
(18' WIDE)



12

12

Web Survey

- Desired as a method to increase public participation
 - Participation in public forums was limited
- Displayed poster with QR code in the project area directing public to web survey
- Active November 2021 through January 2022
 - 63 corridor resident and business participants
 - 486 general public participants
- Prioritize survey results from residents and businesses

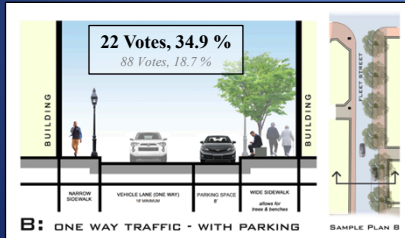
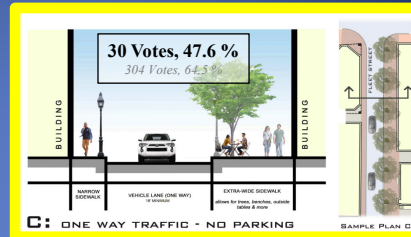
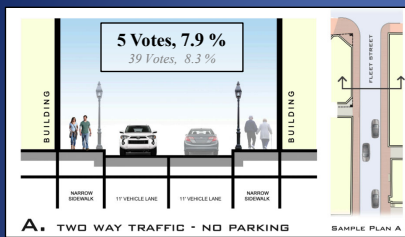


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Web Survey

Section 1 From Congress Street to Hanover Street



D: No Change from Existing
(two-way traffic, parking one side)

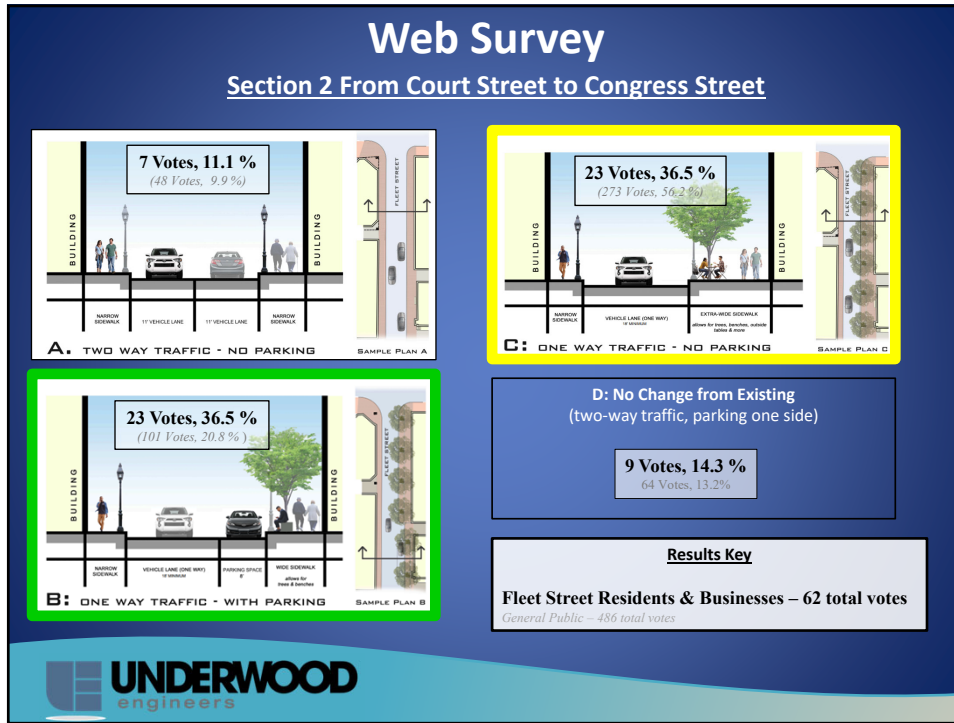
6 Votes, 9.5 %
40 Votes, 8.5 %

Results Key

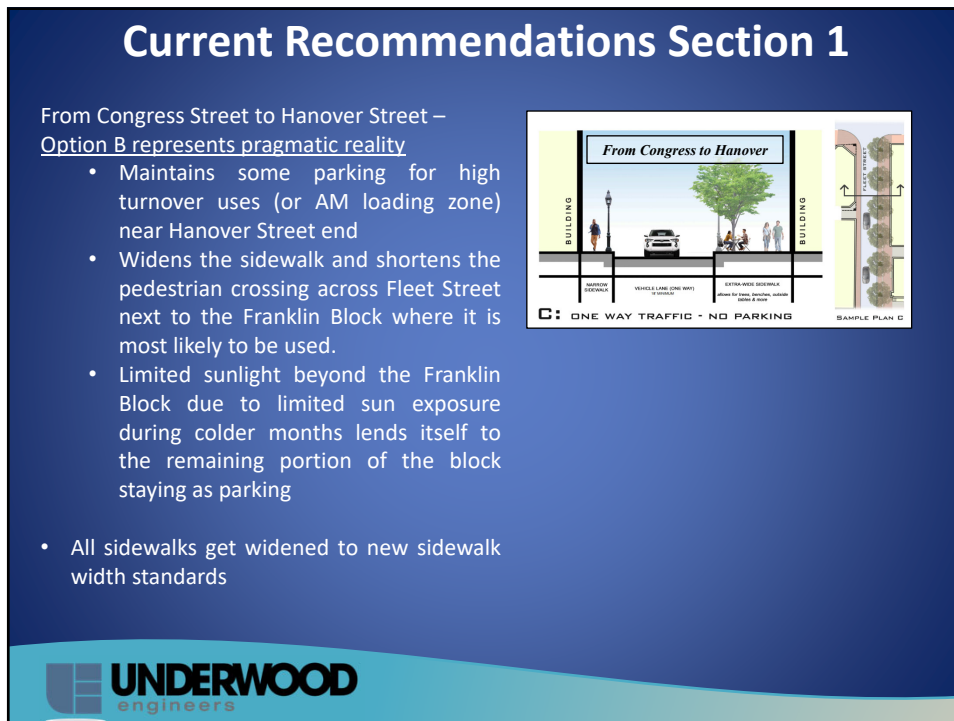
Fleet Street Residents & Businesses – 63 total votes
General Public – 471 total votes



14



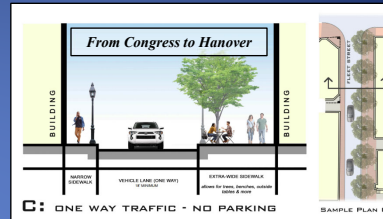
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16

Section 1 Alternate – No Parking on Street

- If or when situations change, the City can design the street now to allow for removal of parking and widening the rest of the sidewalk at a later date



17

Updated Project Schedule

- May 2026– PTS Committee recommends preferred option for Section 1
- Spring / Early Summer 2026 – City council review of recommended roadway option and final decision made
- Current Congress Street utility construction to cease in early June
- 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



18

18

Parking
Dear Public Works Director,

I am writing to formally request a "No Parking" designation for the small section of street surrounding utility pole #4 on Gates St.

When visitors park their vehicles to the left of the utility pole across the street from us, it becomes physically impossible to safely enter or exit our driveway. Our vehicles require a specific turning radius to clear the narrow entrance, and cars parked in this pinch point obstruct that path.

This creates a safety hazard for us, as my wife and I are forced to make multiple corrective maneuvers in the middle of the street to avoid striking a parked vehicle in front of us, the curb, or our neighbor's fence to the right of us. This has also disrupted the flow of traffic on our street on multiple occasions.

Proposed Solution:
I am requesting that the city consider one of the following options:

- 1.) "No Parking Beyond This Sign" sign installed to the right of the utility pole.
- 2.) Yellow "No Parking" curb paint extending from the edge of the curb of the left and past the utility pole to clearly mark the required clearance.

I have attached a few photos of the location showing examples of vehicles that are parked beyond the utility pole for your reference. I believe a clear marking here would improve safety on Gates Street and ensure we have reliable access to our property.

I would appreciate it if this request could be added to the next Parking Traffic & Safety Committee agenda for review. Please let me know if you need any further information or a site visit to demonstrate the access issue.

Thank you for your time and assistance!

Sincerely,

Owen May
74 Gates St
Portsmouth, NH

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Occupant Information	
Occupant	
Address	74 Gates St, Portsmouth, New Hampshire, 03801
Phone	
Email	

Owner Information	
Owner	
Ref #	
Address	

Caller Information	
Caller	Owen May
Address	
Relation to Owner	
Phone	
Email	owengmay@gmail.com

Linked Calls	
ID	Issue



Area requested for No Parking



Gates St

62

74

64

Submitted on Wed, 04/15/2026 - 08:20

Submitted by: Anonymous

Submitted values are:

Name

Carolin Berendsen

Subject

relocation of No Parking sign on Cabot St

Message

Hello,

I am reaching out on behalf of The Getty Bagel operating at 361 Islington St. There is a "no parking from here to corner" sign near the traffic intersection of Cabot and Islington that is located near the exit driveway of our parking lot. This sign essentially allows for one parking spot on Cabot. We are requesting that this sign be moved to the end of the curb to remove this parking spot as it currently obstructs traffic in one lane. Our concern is with increasing traffic (especially in the summer) cars leaving our parking lot and waiting at the traffic light, traffic is bottlenecked because of one parked car. I am happy to meet with someone and walk through the area in person.



Cabot St

281

278

361

Parking area requested to be removed.

323

373

369

Islington St

HOEFLE, PHOENIX, GORMLEY & ROBERTS, PLLC

ATTORNEYS AT LAW

127 Parrott Avenue | Portsmouth, NH, 03801
Telephone: 603.436.0666 | Facsimile: 603.431.0879 | www.hpgrlaw.com

April 21, 2026

Councilor Annie Hopkins, Chair
Parking and Traffic Safety Committee
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Request for License Agreement
Michelle Grennon
Tax Map 105, Lot 4-4
10 State Street, Unit D
Portsmouth NH 03801

Dear Councilor Hopkins:

On behalf of Michele Grennon (“Grennon”), owner of 10 State Street, Unit D, Portsmouth, NH 03801, Tax Map 105, Lot 4-4 (the “Property”), we request your recommendation in support of a License Agreement between Grennon and the City of Portsmouth (the “City”) permitting Grennon and/or her guests to park in a 9’ x 18’ parking space on the paved dead-end street between State Street and the Piscataqua River, known as State Street Extension. Attached please find a plan depicting the proposed parking space (**Exhibit A**) and photos of the Property (**Exhibit B**).

As indicated in the attached plan, State Street Extension is currently a no parking zone. The Property’s entrance and garage are situated off of State Street Extension. Although there is a mechanical room entrance located next to the Property’s entrance, no other structure or area within the 10 State Street Condominium opens up to or has direct access to the area in which Grennon seeks permission to park. The proposed parking area would not interfere with ingress or egress of any other Unit, pedestrian traffic on the State Street Extension, or block or otherwise interfere with the Fire Department Connection located on the outside of the 10 State Street Condominium Building.

DANIEL C. HOEFLE	ALEC L. MCEACHERN	PETER V. DOYLE	STEPHEN H. ROBERTS In Memoriam
R. TIMOTHY PHOENIX	KEVIN M. BAUM	MONICA F. KIESER	OF COUNSEL:
LAWRENCE B. GORMLEY	JACOB J.B. MARVELLEY	CHRISTOPHER P. MULLIGAN	SAMUEL R. REID
R. PETER TAYLOR	GREGORY D. ROBBINS	STEPHANIE J. JOHNSON	JOHN AHLGREN

We look forward to presenting our proposal at the May 7, 2026, Parking and Traffic Safety Committee Meeting. Should you have any questions or need anything further, please do not hesitate to contact me.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "R. Timothy Phoenix" followed by a flourish.

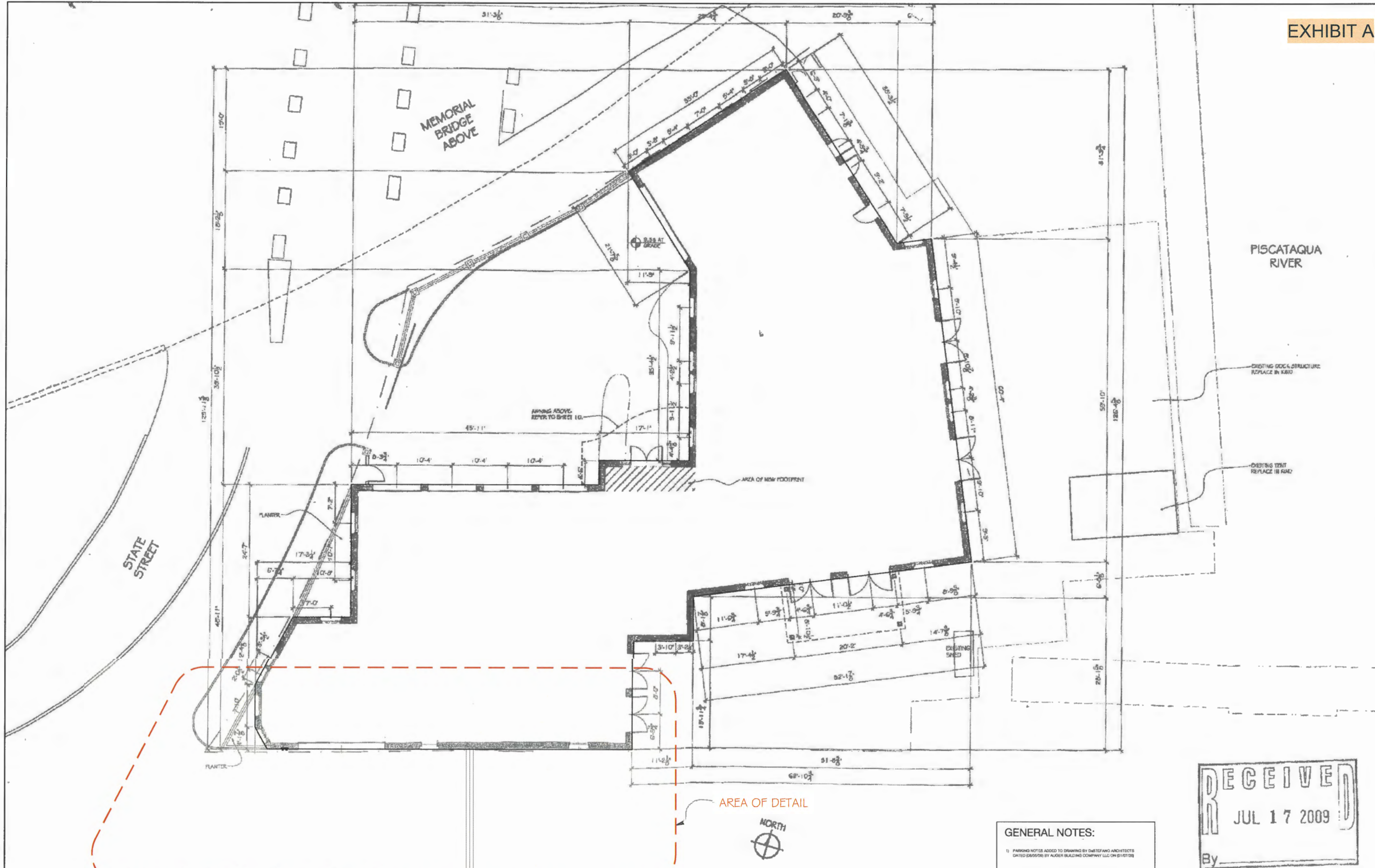
R. Timothy Phoenix, Esq.
Stephanie J. Johnson, Esq.

Enclosures

cc: Client (Email)
Auger Building Company (Email)



10 State Street Portsmouth, NH 03801



GENERAL NOTES:
1) PARKING NOTES ADDED TO DRAWING BY DETERMINO ARCHITECTS DATED 08/05/09 BY AUGER BUILDING COMPANY LLC ON 01/07/09

RECEIVED
JUL 17 2009
By _____

DOMINIUMS AT
STREET
PORTSMOUTH, NEW HAMPSHIRE

(A) SITE PLAN
Scale: 1/8" = 1'-0"

FIRST FLOOR PLAN
NTS

SHEET 2 OF 16
5 AUG 2009



Grennon

Architect

Consultant

No. Date Issue - Description

Rev. Date Revision - Description

Project Manager Drawn By

Date Scale

Project ID GRN_Grennon

Drawing Title

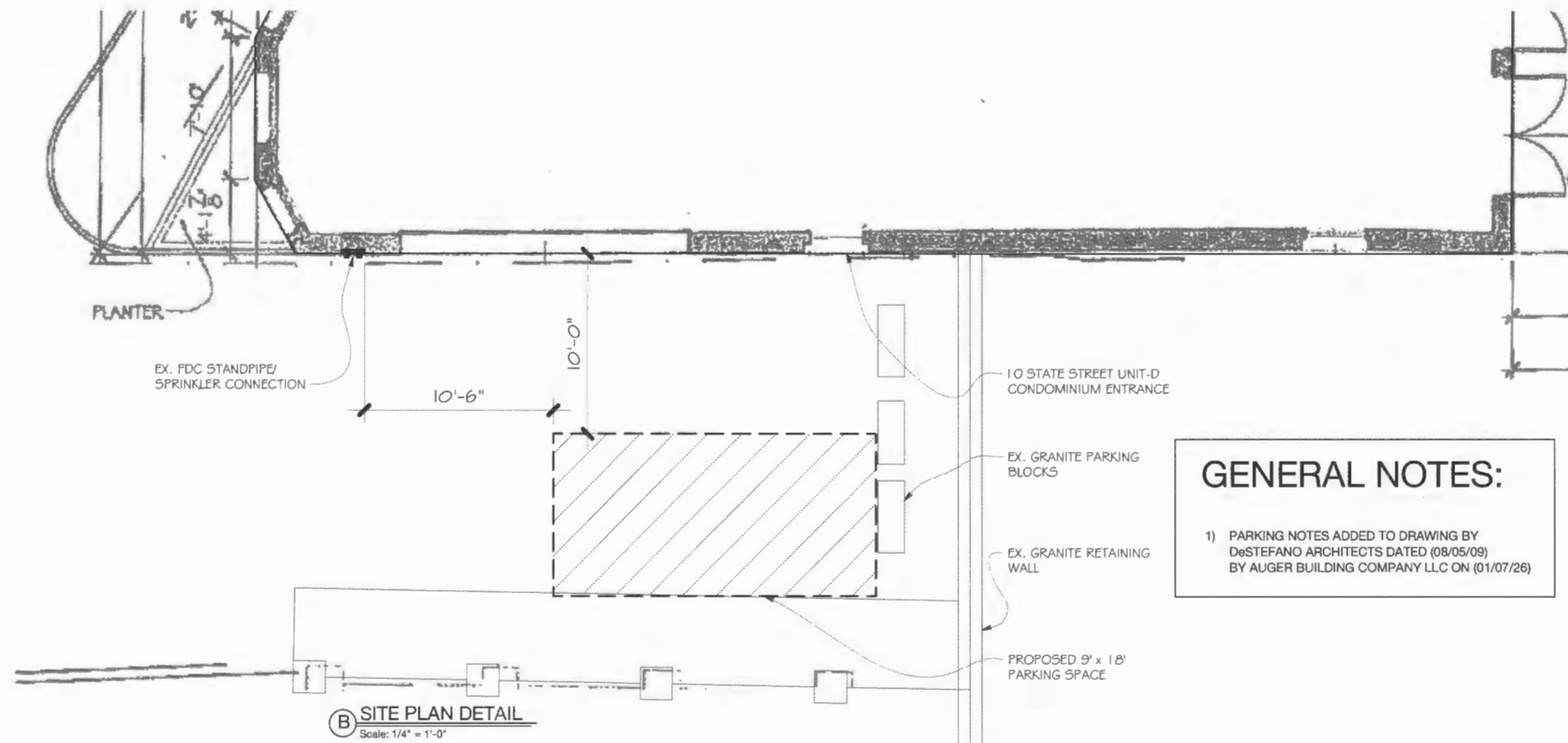
PROPOSED
PARKING AREA
OF DETAIL

Sheet No. Of

C-01



A LOCUS MAP
N.T.S.



B SITE PLAN DETAIL
Scale: 1/4" = 1'-0"

GENERAL NOTES:

1) PARKING NOTES ADDED TO DRAWING BY DeSTEFANO ARCHITECTS DATED (08/05/09) BY AUGER BUILDING COMPANY LLC ON (01/07/26)



Project
Grennon

10 State Street Portsmouth, NH 03801

Architect
Consultant

No.	Date	Issue - Description

Rev.	Date	Revision - Description

Project Manager	Drawn By
Date	Scale
Project ID	

Project Manager	Drawn By
Date	Scale
Project ID	
Drawing Title	
PROPOSED PARKING	
Sheet No.	Of
C-02	

EXHIBIT B









Received
1/8/26

2 Penhollow Lane

Hampton Falls, New Hampshire 03844

(518) 210-3544

January 5, 2026

Dear Mayor McEachern,

I am writing to bring to your attention a practical and fiscally beneficial proposal that could address the City of Portsmouth's ongoing parking problem without resorting to the construction of a new parking garage.

The proposal advocates for an adjustment to the city's parking ordinance reducing the setback for parking at intersections from 20 feet to 10 feet. This change, well-suited to Portsmouth's low-speed, pedestrian-friendly streets, would recover approximately 210-220 on-street parking spaces—at no cost to taxpayers.

Key benefits include: Substantial cost avoidance, saving an estimated \$32 million in garage construction expenses (based on recent per-space costs of approximately \$67,000). It provides new recurring revenue of more than \$150,000 - \$170,000 annually in parking fees, based on conservative occupancy assumptions.


The strategic advantages include no new construction, no land acquisition, minimal disruption to neighborhoods or businesses, immediate implementability, preservation of Portsmouth's historic aesthetic, and enhanced accessibility for residents, workers, and visitors. It has built-in safeguards by preserving the City Engineer's authority to mandate greater setbacks where documented safety concerns arise.

This initiative optimizes the public right-of-way the city already owns, providing parking capacity equivalent to a medium-sized garage while supporting local retail, restaurants, tourism, and the vitality of the downtown.

Enclosed find a complete Executive Summary detailing the methodology, key findings, fiscal impacts, benefits, and recommendations. I believe this proposal warrants consideration now, particularly as discussions about parking solutions and garage funding continue.

Given the potential for parking decisions to advance in the coming months, I request your support in helping to advance this no-cost, revenue-generating alternative to another garage. This is a historically sensitive and fiscally prudent option that should be implemented before moving to costly, irreversible measures.

Sincerely,



Mark Alesse

**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, 2027. 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 \$ 1,500 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 _____, 2026.

City of Portsmouth

By: _____

Karen Conard
City Manager

Pursuant to vote of the City Council
of _____.

Dated this _____ day of _____, 2026.

The One Hundred Club

By: _____

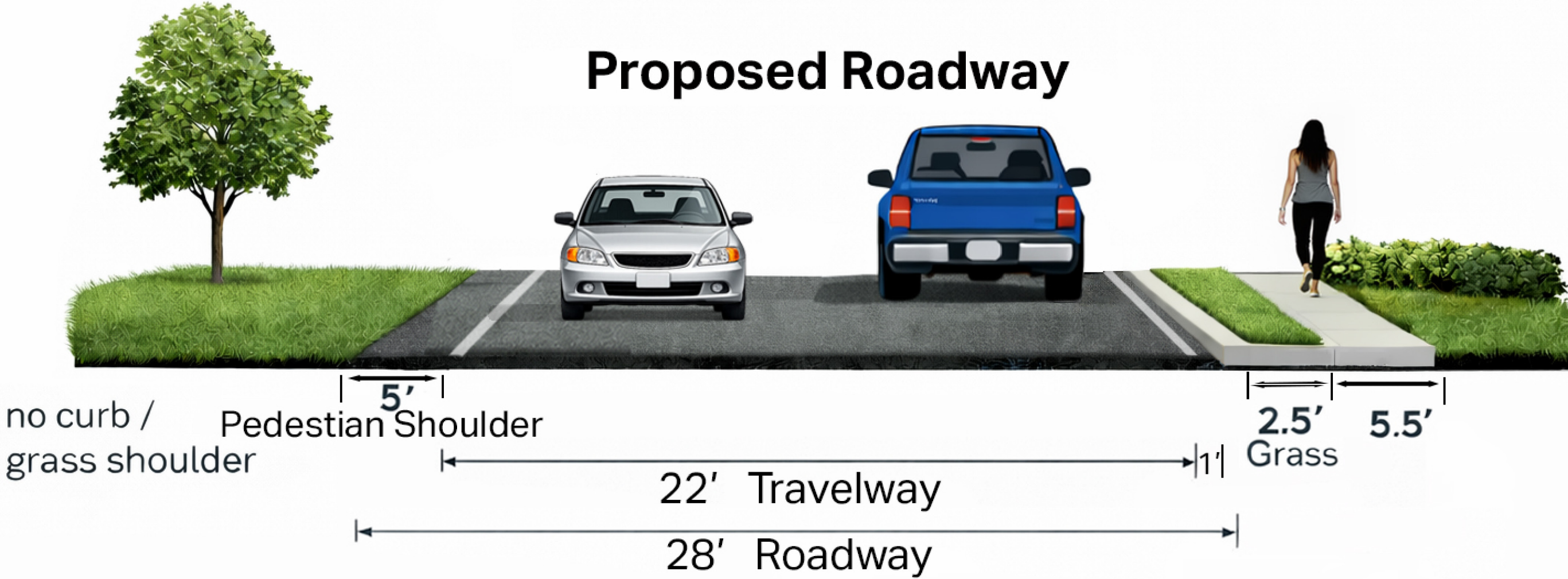
Print Name: _____

Its Duly Authorized: _____

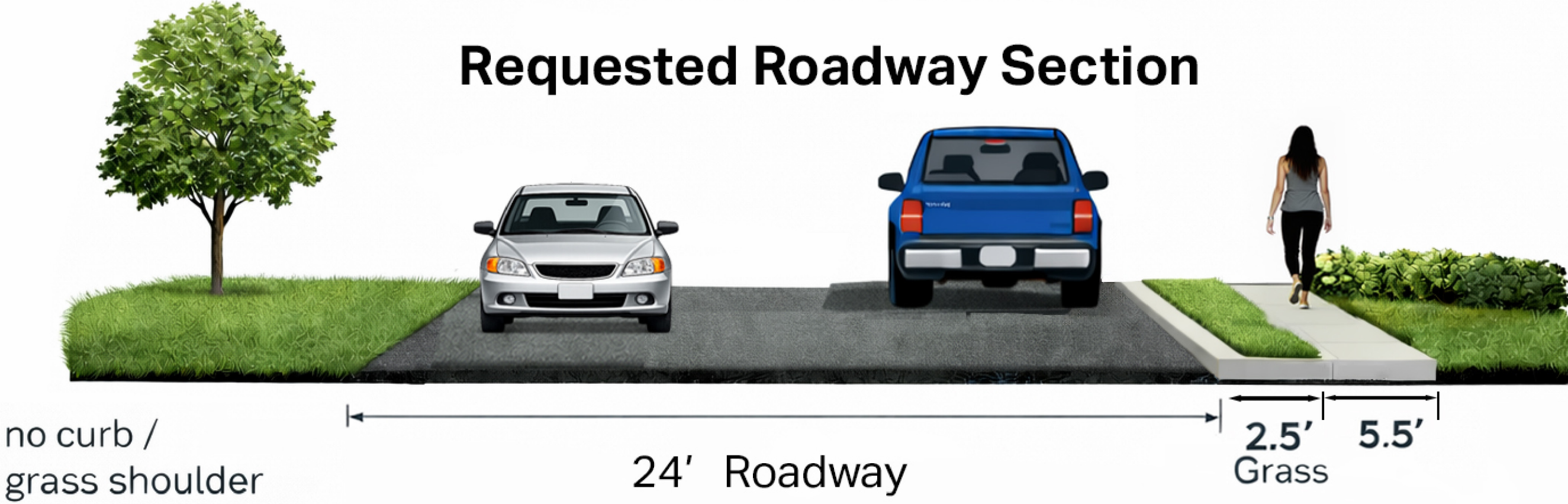
Existing Roadway - 33' Wide



Proposed Roadway



Requested Roadway Section



Parking and Traffic Safety Committee
Portsmouth City Hall
1 Junkins Avenue
Portsmouth, New Hampshire 03801

13 April 2026

Safety Concerns regarding traffic on Cate Street and Hodgdon Way

Dear Committee Chair and Members of the Committee:

My name is Kevin Perkins and I reside at 30 Cate Street, Unit 19 in Portsmouth. I write to register my concerns and to request that the City undertake and implement certain actions to address the traffic issues that my neighbors and I have observed living on Cate Street.

Volume and Speed of Traffic - As I believe pneumatic road tubes and the wear patterns on the crosswalk striping would each independently confirm, the volume of traffic on Cate Street and Hodgdon Way is very heavy over the course of a day. Moreover, I observe that a good number of drivers do not appear to observe the speed limit nor the stop signs at the Cate Street- Bartlett Street intersection. As the Committee knows, the Cate Street/Hodgdon Way thoroughfare connects the downtown artery of Islington Street with Route 1A as well as with Borthwick Avenue (where the hospital is located). Further, Hodgdon Way/Cate Street is now a principal conduit for semi-truck traffic given that Woodbury, Dennett, Thornton, and upper Bartlett Street are closed to such trucks.

Cate Street/Hodgdon Way Traffic Volume- It is understandable that the City may not have initially appreciated the traffic management needs for Cate Street and Hodgdon Way. Until the area was recently developed, it comprised a skateboard area, a construction yard, an unused convention hall, and a few derelict houses. Moreover, Hodgdon Way was not connected to Cate Street at that time. However, there are now three (3) private homes, **54** condominiums, and **254** apartments comprising in total over **500** City residents, as well as several businesses. In addition to their own vehicles needing to use the streets, these 500+ residents use the two streets to walk into downtown. Moreover, these two streets form part of the Portsmouth section of the New Hampshire Seacoast Greenway which draws many cyclists and walkers from outside Portsmouth.

Signage - Previously, Jim Robinson and I appeared before your Committee to request attention to the Cate Street - Bartlett Street intersection, as well as for posting speed limit signage on Cate Street. As a result, the City installed a signal light on the south side of the railroad bridge to alert drivers to pedestrians in the crosswalk and installed a single 25 mph speed limit sign on a traffic pole on Cate Street.

However, the speed limit sign was installed 13 feet off the ground. (Attachment 1). Even so, I read the 11th Edition of the Manual for Uniform Traffic Control Devices found at 23 CFR Part 655 to suggest that the recommended height of speed limit signs from the ground should optimally be 7 feet from the bottom of the sign.

I respectfully offer that the one sign on Cate Street is insufficient. In contrast, the section of Banfield Road from Heritage Avenue to Ocean Road has **16** homes (and presumably far less daily traffic) but has two (2) speed tables (speed humps) and an electronic speed monitoring sign. Similarly, Aldridge Avenue has three (3) speed humps/bumps on its street and a 20 MPH speed limit. Woodbury Avenue has several speed limit signs and electronic speed monitoring signs, even excluding the school zone. Moreover, all of the speed limit signs on the three roads cited above appear to be approximately seven (7) feet off the ground. Why the difference in attention to traffic given to these three streets and not to Cate Street/Hodgdon Way?

Police Attention Needed- Based upon information produced by the City to me from Right-to-Know requests RTK-2025-0000085 and RTK-2026-0000006 previously submitted to the City, the Portsmouth Police Department appeared to have issued **124** speeding tickets to motorists throughout the City in 2025. However, of those **124** speeding tickets issued City-wide in 2025, **0** tickets for speeding were issued for speeding on Cate Street and Hodgdon Way during that same period. (See, e.g, Attachment 2). While the Police Department documents indicate that the Police did issue some verbal warnings on Hodgdon Way during 2025, it appeared that most stops occurred at "1 Hodgdon Way" (which is the corner next to U-Haul dealership and immediately adjacent to Route 1A) and presumably, those who were cautioned may have pulled off Route 1A onto Hodgdon Way when they were signaled to stop.

Request. Accordingly, I respectfully request that the Committee recommend, and the appropriate City departments implement, the following:

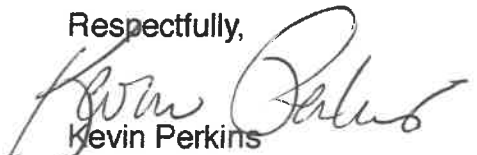
1. This Spring, re-stripe where needed the crosswalks along Cate Street and Hodgdon Way, including those at the Cate Street and Bartlett Street intersection;
2. Lower the existing 25 MPH speed limit sign posted next to KTM Motorsports to seven (7) feet;
3. Install one electronic traffic speed sign in each direction along Cate Street/Hodgdon Way. I find these signs to be effective reminders to motorists to monitor their speed. I would even be willing to underwrite the cost of purchasing the two electronic signs (assuming that the City does not already have them within its inventory) if the City would provide the expertise, labor, and equipment to install them at its cost;

4. Install a sign opposite the entrance to 50 Cate Street advising eastbound vehicles that there is a blind drive ahead. I recognize that Mr. Eby previously advised the Committee and us that the City would need to post such a sign on the same side of the drive (but which has no available stanchion or light pole on that side in that area). Even so, I respectfully offer that such a reason for not posting any warning sign at all would, in hindsight, not be well received among the residents or the victims in the later event a resident's vehicle was "T-boned" coming out of that driveway;
5. Request that the Portsmouth Police Department actively monitor the speed of traffic on those streets. I appreciate that there is a sentiment that the Police Department is understaffed given its many important responsibilities. Even so, I must ask for greater attention to traffic enforcement in our area. Beyond the lesson that a traffic citation for speeding provides to its recipient, the visible presence of a Police cruiser monitoring traffic - even for a short period of time - will send the message to all passing motorists that the Police are actively monitoring vehicular speed on those streets.

Given the considerable volume of vehicle traffic on Hodgdon Way and lower Cate Street and that the two streets now have over 500 City residents whose vehicles access the streets and who routinely walk the sidewalks on these streets into the center of Portsmouth, please help make these streets safer both for the 500 residents of this neighborhood and for others who use them.

Thank you in advance for your consideration of this issue and of my requests. I am pleased to appear in person at a Committee meeting to make the case if that is required and/or to canvass and provide a petition from the many residents of Cate Street and Hodgdon Way if your Committee feels that effort is required in order to act upon the above requests. Please kindly let me know what more you may require.

Respectfully,


Kevin Perkins
30 Cate Street, Unit #19
Portsmouth, New Hampshire

Enclosures (2)

Cc: West End Landing Condominium Association
West End Place Condominium Association
J. Harrington, Assistant Property Manager- West End Yards
CP Management - Eldridge Park
Jon Thompson, President, KTM Motorcycles Plus LLC



ATTACHMENT 1



CITY OF PORTSMOUTH

Legal Department
Municipal Complex 1 Junkins Avenue
Portsmouth, New Hampshire 03801
(603) 610-7355
jlsmith@portsmouthnh.gov

Jennifer L. Smith
Assistant City Attorney

February 19, 2026

Kevin Perkins
30 Cate Street, Unit #19
Portsmouth, NH 03801

**RE: Records regarding police speeding tickets
Your Request ID: RTK-2026-0000006**

Dear Kevin:

Via email on February 6, 2026, and further to your RTK request dated January 15, 2026, you clarified that you were seeking:

A. A list of speeding tickets issued on Cate St. and Hodgdon Way during the period July 1 to December 31, 2025 ; and

B. A list of all speeding tickets issued City-wide by Portsmouth PD during the period July 1 to December 31, 2025.

In accordance with your clarification, we queried the custodian of these records and received two (2) reports and the following explanatory response:

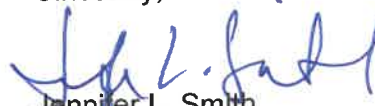
"The first report shows citations and written warnings issued on Cate or Hodgdon between 7/1/2025-12/31/2025. As you can see, only 1 written warning was issued for Use of Electronic Device. There were no citations or written warnings issued for speeding during that time frame on those streets.

The second report shows all citations and written warnings issued for speeding city wide between 7/1/2025-12/31/2025. I removed locations from this report since I do not have the ability to list just the street name, only full addresses."

Enclosed please find the requested reports.

Please let me know if you have any additional questions or clarifications, or if you need further assistance.

Sincerely,


Jennifer L. Smith
Assistant City Attorney

JLS/ddc

Enclosures (2)

ATTACHMENT 2

300

622

Cass St

582

Remove one space. Put No Parking Here to Corner sign on utility pole. Stripe diagonal lines in no parking area.

Middle / Cass Sts.

Middle St

Middle / Park Sts.





POMINO LUCA

State Street





2026-03-28T13:21:01-0400

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: Friday, April 17, 2026 2:47:15 PM

Submitted on Fri, 04/17/2026 - 14:47

Submitted by: Anonymous

Submitted values are:

Name

Taylor Dickinson

Email

Subject

Concurrent pedestrian crossings downtown

Message

Hi,

I'm reaching out to the Committee regarding problems with the concurrent crossings at the 3 intersections in downtown - the Congress St crossing to Islington, Hanover st crossing Maplewood Ave, and Deer St crossing Maplewood. I know there's a great deal of car traffic, especially during tourism season in Portsmouth, and concurrent crossings help with the flow of that. However, as someone who has used them on foot, on bike, and driving quite a lot, I see and have experienced myself constant near accidents and incidents of road rage aimed at pedestrians. The worst near accidents I've seen are mainly at the Deer St intersection, where cars often have picked up enough speed if the prior lights were green, and then drive way too fast around the corner turning right onto Deer St, not realizing there might be pedestrians in the middle of the road until it's almost too late.

I only drive through these intersections about once a week, and nearly every time I see dangerous incidents at these intersections. Pedestrians go to cross when their crossing signal comes on, and I see drivers who believe they have the right of way nearly hit them. I also see many incidents of road rage during which drivers continually scream, swear, and honk at pedestrians as they cross, often times families with kids, not realizing the pedestrians are not in the wrong. A lot of drivers seem to, regardless of signage, not understand that concurrent crossings even exist.

Having seen these instances too many times over the past couple of years now, I feel the need to bring it up as a serious problem that should be re-examined downtown. As a small city with a lot of foot traffic, Portsmouth should be as safe for pedestrians and bikes as possible.

Thank you for taking the time to consider this issue, and I hope it's something that the Committee will consider making changes to in the future.

Thank you,

Taylor

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

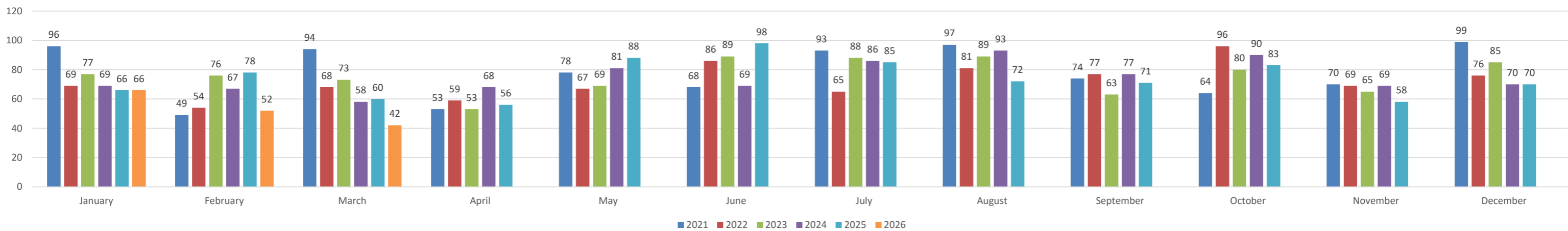
Section 7.301: DEFINITIONS

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

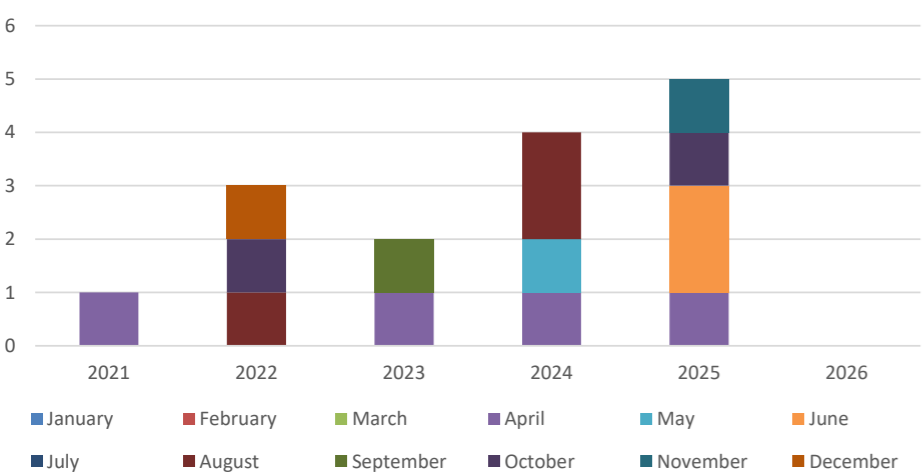
- A. "Street or Highway" means every way or place of whatever nature open to the use of the public, as a matter of right, for purposes of vehicular travel.
- B. "Private Road or Driveway" means every road or driveway not open to the use of the public for purposes of vehicular travel.
- C. "Roadway" means 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.

Vehicle Collisions by Month

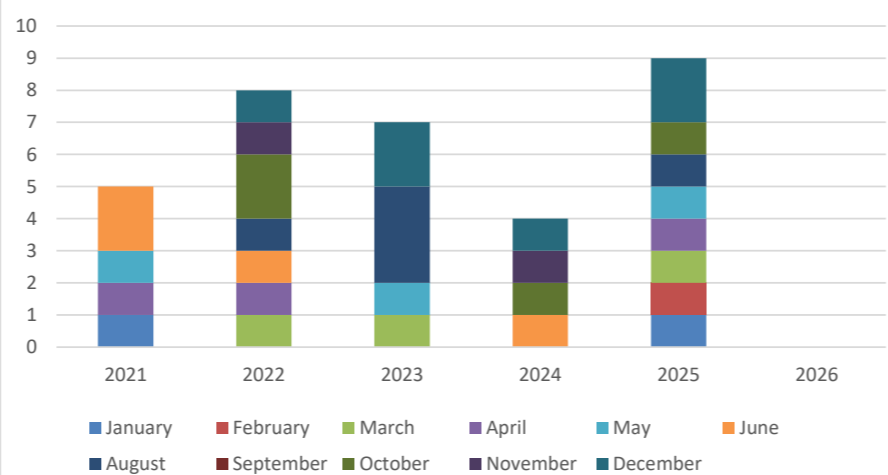
Reportable Collisions: March 2026: 26



Bicycle Collisions by Year



Pedestrian Collisions by Year



Vehicle Collisions by Year

