



PARKING AND TRAFFIC SAFETY COMMITTEE

Reference Materials for Committee Members

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Section I: ORDINANCE

CHAPTER 7

VEHICLES, TRAFFIC and PARKING

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ARTICLE I: PARKING METERS

Section 7.101: DEFINITION

The word "vehicle" as used herein shall mean any device by which any person or property may be transported upon a highway except those operated upon rails or tracks.

The word “meter” shall mean any device for buying parking time that displays the length of time for which a vehicle may remain legally parked in a parking space. Such devices include but are not limited to public meters such as a meter at an individual parking space or a central meter, or personal meters such as an in-vehicle meter, coupon or any other metering device including mobile phone applications as shall be approved from time to time by the City Council. The display of the parking time purchased may be on the meter itself, a paper receipt or by other duly authorized means of display.

Section 7.102: PARKING METER RATES

The following parking rates shall apply for all of those streets, parts of streets and off-street parking lots, the time for parking upon which is limited by any ordinance of the City of Portsmouth and where parking meter rates apply:

A. NONRESIDENT PARKING RATES

Parking shall be at the following hourly rates for nonresidents for all metered parking during the hours of enforcement Monday through Saturday, from 9:00 a.m. – 8:00 p.m., and Sunday from 12:00 p.m. to 8:00 p.m., holidays excepted:

Hours 1, 2 and 3	\$2.00 each hour
Hours 4 through 11	\$5.00 each hour

B. RESIDENT PARKING RATES

Portsmouth residents using an approved personal meter device, as defined in Section 7.101, shall be charged reduced hourly parking rates for all metered parking. Proof of residency shall be determined using standards established by the Portsmouth Revenue Administrator. Parking shall be at the following hourly rates for residents during the hours of enforcement 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:

Hours 1, 2 and 3	\$1.25 each hour
Hours 4 through 11	\$2.25 each hour

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 after payment for metered space 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.

C. MOTORCYCLE PARKING

- A. Designated Motorcycle Parking Area.

The following location is established as an exclusive "Designated Motorcycle Parking Area" for the months of April 1st through November 30th only:

- 1. Pleasant Street: On the easterly side of Pleasant Street, beginning at a point 24 feet south of the extension of the southerly curb line of Market Square running southerly the distance of 24 feet.

Motorcycles parking in the Designated Motorcycle Parking Area shall pay the "Designated Motorcycle Parking Area Rate" which is \$0.50 less than the Downtown High Occupancy Rate. Parking for verified Portsmouth residents shall be \$0.50 less than the Designated Motorcycle Parking Area Rate. Payment of the reduced rate is achieved through the use of a mobile phone application.

- B. Motorcycle Parking.

Motorcycles parking in parking spaces other than the Designated Motorcycle Parking Area shall pay the rate of the parking meter zone in which the parking space is located less the verified Portsmouth resident reduction of \$0.50 per hour if applicable. One or more motorcycles may park in a single parking space. When more than one motorcycle parks in a single parking space, payment is required from only one of the motorcycles occupying the parking space. Motorcycles are subject to reduced parking meter fees for the posted hourly time limits within the hours of enforcement as set forth in this Chapter.

Section 7.106: UNLAWFUL EXTENSION

It shall be unlawful for any person to deposit or cause to be deposited in a parking meter any additional payment for the purpose of extending the parking time beyond the maximum time fixed by the Ordinances of the City of Portsmouth.

Section 7.107: SLUGS

It shall be unlawful to deposit or cause to be deposited in any parking meter, any slug, device or metallic substitute for a coin of the United States or token approved by the City Council.

Section 7.108: TAMPERING, ETC.

It shall be unlawful for any person to tamper, open willfully, break or destroy any parking meter.

Section 7.109: ENFORCEMENT

The administration and enforcement of this ordinance by the Portsmouth Police Department, the Department of Public Works, or any other municipal agencies authorized to perform those actions by direction of the City Manager.

Section 7.110: PENALTY / VIOLATION

Whoever violates or permits or allows anyone to violate Section 7.105 or Section 7.106 of this Ordinance shall be guilty of a misdemeanor and upon conviction thereof, shall be liable to the penalty provided in this Chapter, Section 7.334.

Section 7.111: PENALTY/VIOLATION

Whoever violates or permits or allows anyone to violate Sections 7.107 or 7.108 of this Ordinance shall upon conviction be fined not more than \$100.00 and costs.

Section 7:112: PURPOSE

The fee required for said meters is hereby levied as a police regulation and inspection fee to cover the cost of providing parking spaces, parking meters, and inspection, operation, installation and maintenance thereof, the cost of regulation and control and use of the parking meter spaces, and zones created therein, for the regulation and control of traffic moving in and out of and parking in said parking spaces and zones so created and for the cost of any resultant traffic administration expense and for the maintenance and improvement of streets and highways and for the acquisition, construction, improvement, maintenance and management of public parking areas.

Section 7.113: SEPARABILITY

If any provision of part of any provision of this act or the application thereof, to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end the provisions of this act are declared to be severable. Reference Chapter 249.1 of N.H. RSA.

Section 7.114: CONSTRUCTION PERMIT

The Department of Public Works may issue to a contractor or person actually engaged in construction and repair work, a temporary permit for exclusive use of a metered parking space for the parking of a vehicle or other equipment being used in construction or repair work. The issuance of such temporary permits shall be in accordance with the following terms and conditions:

- A. The permittee shall be issued a “meter bag” for a fee to be determined in accordance with Chapter 1, Article XVI or similar wording
- B. The permittee shall also pay a non-refundable fee to reimburse the City for the cost of the meter bag.
- C. In the event that the permittee secures the use of the meter bag through misrepresentation, the permittee shall be subject to a fine of fifty dollars (\$50.00).
- D. Any person using a meter bag other than at the times or in the manner specifically authorized by the Department of Public Works shall be subject to a fine of one hundred dollars (\$100.00) per day, per meter bag, of such unauthorized use.

Section 7.115 SIGN PERMIT REQUIRED FOR PRIVATE PARKING LOT

A business that provides public parking on a private lot will not be permitted unless the owner receives a sign permit from the Department of Public Works. The sign permit will be approved by the Department of Public Works if the sign complies with the following requirements:

- A. SIGN REQUIREMENTS:
 - 1. The Department of Public Works shall review the location of the sign prior to the sign being erected;
 - 2. The sign shall be located at the entrance to the private lot;

3. The sign shall not be permanently affixed to a structure or the land;
4. Specific standards regarding sign dimensions and the style, color and size of lettering will be determined by the Department of Public Works;
5. The sign shall state that the private lot is not owned, operated or maintained by the City and the City does not provide for parking enforcement;
6. The sign permit will be issued only for private lots that are in compliance with all municipal land use regulations; and
7. Any owner of a private lot used for public parking who has not obtained a sign permit or whose sign does not comply with the criteria set forth above shall have their sign permit revoked and be subject to a fine of \$100 per day.

B. INFORMATION REQUIRED FOR SIGN PERMIT APPLICATION

The Department of Public Works shall require the following information on its sign permit application:

1. Identity of property owner, including address and telephone number for contact person for business hours and 24 hour emergency contact;
2. Identity of operator of private parking lot, including address and telephone number for contact person for business hours and 24 hour emergency contact;
3. Description of parking services provided, including hours of operation, parking rates charged and description of private parking enforcement methods; and
4. Owner and operator must provide updated information in A – C above to the Department of Public Works and failure to do so will result in the revocation of the sign permit and a fine of \$100 per day.

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ARTICLE II: TAXIS (Effective 02/01/2017)

SECTION 7.201: PURPOSE

It is the intention of this ordinance to provide a structure for the regulation of motor vehicle operators who seek to hold themselves out as operators of a taxi, accepting the special benefits and burdens of that particular designation.

SECTION 7.202: TAXI DEFINED

The term “Taxi” shall mean any motor vehicle used for the transportation of passengers for hire, the destination and route of which are under the direction and control of the passenger; except that this Ordinance shall not apply to the following:

- A. Limousine services, which provide designated luxury or specialty vehicles by prior appointment for discrete functions;
- B. Limousine services whose operator is limited to the transport of passengers by prior appointment from locations within the City of Portsmouth to destinations located outside of the City or the reverse;
- C. Transportation services that carry seven (7) or more passengers;
- D. Transportation services operated by the municipality or other entity free-of-charge; and
- E. Transportation network companies and their operators who are regulated under the laws of the State of New Hampshire.

SECTION 7.203: OPERATOR AND OWNER DEFINED

- A. The term “Operator” as used in this Ordinance shall mean the person driving or having control or possession of a motor vehicle while it is being used as a Taxi.
- B. The term “Owner” as used in this Ordinance shall mean the person or business entity having the ownership or leasehold of any vehicle used or licensed to be used as a Taxi.

SECTION 7.204: MEDALLION REQUIRED

No vehicle shall be operated as a Taxi unless that vehicle has been issued a Medallion and such Medallion has not been suspended or revoked. The word “Medallion” shall mean the permission granted by the City of Portsmouth for a vehicle to be used as a Taxi.

SECTION 7.205: TAXI LICENSE REQUIRED

No person shall operate a motor vehicle as a Taxi within the City of Portsmouth unless such person holds a valid Taxi License issued by the City Clerk and is operating a vehicle with a valid Medallion.

SECTION 7.206: TAXI LICENSE REQUIREMENTS

- A. Any person seeking a Taxi License shall submit an application to the City Clerk. Such application shall require the applicant to provide a residential history for the preceding ten (10) years and submit the results of a multi-state/multi-jurisdiction criminal records locator or other similar commercial nationwide data base with validation (primary source search) and motor vehicle record history covering each jurisdiction in which the applicant has resided in the 10 year time period. In addition, the applicant shall provide a passport photograph and such other information as the City Clerk reasonably deems necessary to determine if the applicant meets all minimal requirements for the issuance of a Taxi License. The City Clerk has the authority to require the submission of results of criminal background checks and motor vehicle history records from multiple jurisdictions depending on the residency and residential history of the individual applicant.
- B. The City Clerk shall have the authority to issue a Taxi License upon submission of documentation satisfactory to the City Clerk and Taxi Coordinator that the applicant meets the following criteria:
1. Possesses a valid motor vehicle operator's license;
 2. Maintains a satisfactory motor vehicle record as defined in Section 7.206 (C);
 3. Has no disqualifying criminal conduct as defined in Section 7.206 (D); and
 4. Has received no more than three (3) violations of this ordinance in the year preceding the application and no more than six (6) total in all preceding years; and
 5. Is not a match on the United States Department of Justice National Sex Offender Public Website.

The City Clerk reserves the right to deny a Taxi License to an unsuitable person.

- C. A motor vehicle record shall be deemed not satisfactory if:

The applicant has had more than 3 moving violations in the prior 3-year period, or one major violation in the prior 3-year period, including, but not limited to, attempting to evade the police, reckless driving, or driving with a suspended or revoked license.

- D. Disqualifying criminal conduct is defined as:

The applicant has been convicted, within the past 7 years, of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, a crime involving property damage, and/or theft, acts of violence, or acts of terror.

- E. By submitting an application, applicant authorizes the City to undertake such investigation as it deems reasonably necessary to verify the applicant's statements and eligibility to hold a Taxi License.

- F. Administrative appeal of any decision of the City clerk relative to issuance or denial of a Taxi License shall be made in writing and delivered to the City Attorney within thirty (30) days of the decision. Appeals shall be to the Taxi Coordinator, with notice of the opportunity to be heard and to respond; such opportunity to occur within thirty (30) days of receipt of the appeal.

SECTION 7.207: MEDALLION REQUIREMENTS

- A. Any Owner seeking a Medallion for a vehicle shall submit an application to the City Clerk. Such application shall require the Owner to provide the vehicle identification number, proof of insurance and such other information as the City Clerk reasonably deems necessary to determine if the application meets all minimal requirements for the issuance of a Medallion.
- B. The City Clerk shall have the authority to issue a Medallion upon the submission of documentation satisfactory to the City Clerk and Taxi Inspector that the following criteria have been met:
 - 1. Vehicle registration;
 - 2. Proof that the vehicle is current in its State inspection;
 - 3. Proof of adequate personal injury and property damage liability insurance coverage for the term of the Medallion; and
 - 4. Payment of Medallion Application Fee.
- C. Adequate insurance shall be personal injury coverage of not less than three hundred thousand dollars (\$300,000) for injury to one person with a total coverage of not less than five hundred thousand dollars (\$500,000) for each accident. The property damage coverage shall be not less than fifty thousand dollars (\$50,000) per occurrence.
- D. Administrative appeal of any decision of the City Clerk relative to issuance or denial of a Medallion shall be made in writing and delivered to the City Attorney within thirty (30) days of the decision. Appeals shall be to the Taxi Coordinator, with notice of the opportunity to be heard and to respond; such opportunity shall occur within thirty (30) days of receipt of the appeal.

SECTION 7.208: TAXI COORDINATOR

There shall be a Taxi Coordinator who shall be an officer of the Portsmouth Police Department assigned by the Chief of Police. That officer, in addition to his or her regular duties, shall assist the City Clerk with the implementation of this Ordinance, conduct background investigations and have the enforcement powers set forth in this ordinance.

SECTION 7.209: FEES AND TERMS FOR LICENSES AND MEDALLIONS

- A. All Medallions and licenses granted under this chapter shall continue to remain in full force and effect for a period from the first day of April each year until midnight on the 31st day of March of the following year.
- B. All applications for renewals of Medallions or licenses must be filed with the City Clerk no earlier than February 1 and not later than March 1.
- C. Fees shall be set by the City Council as part of its annual budget adoption process as set forth in chapter 1, Article XVI.
- D. Until such time as the fees are set by the City Council under paragraph 7.209 (C). the fees are as follows:
 - 1. The first time fee for a Medallion shall be one hundred twenty-five dollars (\$125.00) each year or any part of a year commencing on April 1st for each Taxi payable in advance on application for the Medallion. The renewal fee shall be one hundred dollars (\$100.00)
 - 2. The fee for restoration of any Medallion that has been revoked shall be one hundred dollars (\$100.00), except when the revocation is due to failure to meet vehicle inspection requirements, no fee shall be due if the vehicle is repaired to the satisfaction of the Taxi Coordinator within 1 business day of the revocation.
- E. If required insurance coverage terminates, expires or is suspended, Owner shall immediately suspend service until insurance coverage is in place. All required insurance policies shall contain a provision, which will provide for the automatic notification by the insurer to the City of the cancellation or expiration of the policy. Notice shall be mailed to the City Clerk.

SECTION 7.210: TAXI OPERATOR CONDUCT

A Taxi Operator shall:

- A. Use only a vehicle that has been issued and displays an Medallion;
- B. Display a copy of his/her Taxi License in a conspicuous place within the Taxi where it may be seen by any passenger;
- C. Not laminate, deface or alter the Taxi License;
- D. Not stand or park on any street except at designated Taxi stands or bus stops, except while actually engaging in taking on or discharging passengers;
- E. Not engage in any conduct that endangers the health, welfare or safety of passengers or the public; and

F. Report in writing to the City Clerk any and all of the following:

1. Any change of address within thirty (30) days of such change;
2. Any motor vehicle moving violation within seven (7) days;
3. Any motor vehicle license suspension or revocation within (7) days; and
4. Any misdemeanor or felony arrest within seven (7) days.

Any failure to report will result in the imposition of a late fee of \$50.00 and may result in the revocation of the Taxi License and/or the finding of a violation.

SECTION 7.211: MEDALLION OWNER REQUIREMENTS

- A. Each Taxi shall utilize a roof light with the firm name or the word “Taxi” inscribed thereon and operating during evening hours when the Taxi is on duty. There shall be no other lights on a Taxi, except those required by law.
- B. Each Taxi shall display two license plates furnished by the City of Portsmouth with the word “TAXI” on the plates; such plates shall be attached in a conspicuous place on the front and rear of the motor vehicle operated.
- C. Provide proof of vehicle inspection renewal to the City clerk within ten (10) days of the end of the month for which inspection is due. Failure to provide such notice will result in a \$50.00 late fee for the untimely compliance and may result in the revocation of the Medallion and/or the finding of a violation.
- D. Return to the City any Medallion which has not been renewed within five (5) business days after the expiration of the term set forth in Section 7.209.

SECTION 7.212: TAXI STANDS AND HAILS

- A. The term “Taxi stand” as used in this Ordinance shall be construed to mean such portion or portions of the public street or highway as shall be designated by the City Council of the City of Portsmouth as a place in which Taxis may stand or park.
 1. No Owner or Operator of any Taxi shall allow or permit a Taxi to remain standing or parked unattended for longer than fifteen (15) minutes at any Taxi stand.
 2. No Operator shall park a Taxi in a double line at a public stand nor shall any Operator park a Taxi in such a manner as to interfere with traffic, either vehicular or pedestrian, at any location.
 3. No more than two (2) Taxis owned by the same person or business entity shall occupy any one Taxi stand at any one time.
- B. Taxis may accept street hails.

SECTION 7.213: ADDITIONAL OPERATOR AND OWNER REQUIREMENTS

All Operators and Owners shall:

- A. Ensure that fares are posted, published or otherwise available to the passenger before engagement of the fare;
- B. Provide a written receipt if requested;
- C. Decline multiple fares unless each passenger consents;
- D. Prohibit the use of smoking materials of any kind within the Taxi at any time; the Owner of each Taxi shall post a notice in each Taxi, plainly visible to all occupants of the Taxi, reading, “No Smoking”; and
- E. Maintain the Taxi in a safe, clean and sanitary condition at all times.

SECTION 7.214: ENFORCEMENT

- A. If the Taxi Coordinator reasonably believes that a Taxi may no longer be safe during the term of the Medallion period, the Taxi Coordinator may order the Owner to have the Taxi re-inspected, at Owner’s cost.
- B. Any Portsmouth Police Department officer may:
 - 1. Issue a written notice of violation of this Ordinance.
 - 2. Issue a Defective Equipment notice to the Owner and/or Operator of the Taxi requiring correction of the defect within five (5) business days with proof of correction provided to the Police Department to avoid automatic suspension of the Medallion. The Medallion will be immediately surrendered to the City Clerk after five (5) business days if proof of correction is not provided to the Police Department.
 - 3. Suspend immediately an Operator’s Taxi License or an Owner’s Medallion upon a reasonable belief that there is an imminent danger to the health, safety, or welfare of passengers or the public.
- C. Administrative appeals of any notice of violation, defective equipment notice, suspension or revocation shall be made in writing by the Operator or Owner and delivered to the City Attorney within fourteen (14) days of the suspension, revocation or notice of violation. Appeals shall be to the Taxi Coordinator, with notice to the Operator or Owner of the opportunity to be heard and to respond.
- D. If the Taxi Coordinator determines after notice and response that any violation of state law or this Taxi ordinance has occurred, the Taxi Coordinator may, in addition to the actions set forth in Section 7.214(A), take one (1) or more of the following actions:

1. Remove the Medallion from the Taxi in violation until the violation is corrected and proof of correction is provided to the Taxi Coordinator;
 2. Suspend or revoke any Medallion or License;
 3. Refer for prosecution any violation of this Ordinance.
- E. Any person or entity in violation may be subject to a fine of no more than \$300 upon conviction by the Portsmouth District Court.

SECTION 7.215: APPEALS

Written final decisions of the City Clerk and the Taxi Coordinator relative to the issuance, suspension and revocation of licenses, medallions and other actions of enforcement made pursuant to this Ordinance are final. Persons aggrieved of the decisions of the City Clerk and/or Taxi Coordinator shall have all rights and remedies available to them in the courts of the State of New Hampshire.

SECTION 7.216: RECIPROCITY WITH OTHER MUNICIPALITIES

Taxis which are licensed in other municipalities may deliver passengers from outside the City to destinations within the City or pick up passengers by prior arrangement in the City for delivery to destinations outside the City.

SECTION 7.217: TRANSITION PERIOD

Owners and Operators operating a Taxi upon the effective date of this Ordinance may continue to operate while Taxi License and Medallion applications are pending under this Ordinance and a final decision has been made to approve or deny the Taxi License or Medallion application.

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.

- N. "Parking" means the standing of a vehicle, whether occupied or not, upon a roadway, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading, or in obedience to traffic regulations or traffic signs and signals.
- O. "Official Traffic Signs" means all signs, markings, and devices not inconsistent with this Ordinance, placed or erected by authority of a public body or official having jurisdiction, for the purpose of guiding, directing, warning or regulating traffic.
- P. "Official Traffic Signals" means all signals, not inconsistent with this Ordinance, placed or erected by authority of a public body or official having jurisdiction, for the purpose of directing, warning or regulating traffic.
- Q. "Traffic Control Signal" means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and proceed.
- R. "Police Officer" means every officer of the Municipal Police Department or any officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

Section 7.301.I: PRESUMPTION OF LIABILITY

The fact that an automobile which is illegally parked is registered in the name of the person shall be considered prima facie proof that such person was in control of the automobile at the time of such parking.

Section 7.302: ENFORCEMENT AUTHORITY

- A. It shall be the duty of the Police Department of this City, or civilian parking officials where appropriate to enforce the provisions of this Ordinance. Officers of the Police Department are hereby authorized to direct all traffic whether in person or by means of visible or audible signals in conformance with the provisions of the Ordinances, provided, that in the event of a fire or other emergency, or to expedite traffic and safeguard pedestrians, officers of the police and fire department may direct traffic, as conditions may require, notwithstanding the provisions of this Ordinance.
- B. Any vehicle or object parked or placed in violation of this ordinance shall be cited for such violation and may be towed at the vehicle owners expense at direction of the enforcement authority, the Chief of Police or the Director of Public Works.

Section 7.303: EMERGENCY REGULATIONS

The Chief of Police is authorized and empowered to make and enforce temporary regulations to cover emergencies or special conditions.

Section 7.304: OBEDIENCE TO POLICE

It shall be unlawful for any person to refuse or fail to comply with any lawful order, signal or direction of a police officer.

Section 7.305: PUBLIC EMPLOYEES

The provisions of this Ordinance shall apply to the driver of any vehicle owned by or used in the service of the United States Government, this State, County or City and it shall be unlawful for any said driver to violate any of the provisions of this Ordinance, except as otherwise permitted in this Ordinance.

Section 7.306: EXEMPTIONS

The provisions of this Ordinance regulating the movement, parking and standing of vehicles shall not apply to authorized emergency vehicles as defined in this Ordinance while the driver of such vehicle is operating the same in an emergency in the necessary performance of public duties. This exemption shall not, however, protect the driver of any such vehicle from the consequences of a reckless disregard of the safety of others.

Section 7.307: PUSH CARTS, BICYCLES AND ANIMALS

Every person propelling any push cart or riding a bicycle, or an animal upon a roadway and every person driving any animal, shall be subject to the provisions of this Ordinance applicable to the driver of any vehicle, except those provisions of this Ordinance with reference to the equipment of vehicles and except those provisions which by their very nature can have no application.

Section 7.308: TRAFFIC SIGNALS

No person shall drive a vehicle past any traffic signal on any highway in the City of Portsmouth when such signal shows a red light in the direction such vehicle is being driven or otherwise indicates that vehicles are to be stopped, and no person shall drive a vehicle past such signal until it shows a green light in the direction such vehicle is being driven or otherwise gives indication that traffic in the direction in question is permitted.

Section 7.309: STOP SIGNS

No person shall drive a vehicle into any street at any intersection at which a "STOP" sign or "SLOW DOWN" sign is maintained without first having stopped or slowed down said vehicle in accordance with the instruction given on such sign, and no person shall drive a vehicle past any "STOP" sign or "SLOW DOWN" sign on any highway wherever such sign shall be located without having previously stopped or slowed down such vehicle.

Section 7.310: RIGHT OF WAY

The driver of any vehicle shall yield the right of way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at the end of the block, except at intersections where the movement of traffic is being regulated by police officers or control signals, or at any point where a pedestrian tunnel or overhead crossing has been provided.

Section 7.311: JAY WALKING

Every pedestrian crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right of way to vehicles upon the roadway, provided that this provision shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of pedestrians.

Section 7.312: STOPPING

Whenever any vehicle has stopped at a marked crosswalk or at any intersection to permit a pedestrian to cross the roadway, it shall be unlawful for the driver of any other vehicle approaching from the rear to overtake and pass such stopped vehicle.

Section 7.313: KEEPING TO RIGHT

Pedestrians shall walk, whenever practicable, upon the right half of the sidewalk.

Section 7.314: SOLICITING RIDES OR HITCH-HIKING

It shall be unlawful for any person to stand in a roadway for the purpose of soliciting a ride from the operator of any private vehicle.

Section 7.315: STOPPING PROHIBITED

It shall be unlawful for the driver of a vehicle to stop, stand, or park such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control sign or signal or in case of emergency:

- A. Within an intersection;
- B. On a crosswalk;
- C. Within fifteen (15) feet on either side of a hydrant; (Amended 2/4/85)
- D. Within 15 feet of the driveway entrance of the Fire Station;
- E. In front of a private driveway;
- F. On a sidewalk;
- G. Alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic;
- H. On the roadway side of any vehicle stopped or parked at the edge of the curb of a street;
- I. At any place where official traffic signs have been erected, prohibiting standing or parking;

- J. On the edge of any roadway headed in the direction of lawful traffic movement so that the wheels of the driver's side of the vehicle are adjacent to the curbing.

Section 7.316: BACK TO CURB

No vehicle shall remain backed up to the curb, except when actually loading or unloading, and only when same can be done without obstructing travel.

Section 7.317: ANGLE AND PARALLEL PARKING

Except when necessary in obedience to traffic regulations or traffic signs or signals, the driver of a vehicle shall not stand, stop, or park such vehicle in a roadway other than parallel with such roadway or curb headed in the direction of traffic except upon those streets which have been marked or signed for angle parking where vehicle shall be parked at the angle to the curb indicated by such marks or signs headed toward the curb.

Section 7.318: ANGLE PARKING

Angle parking is permitted on the following streets:

- A. Bow Street: northerly side, from Ceres Street to easterly side of building #67 on Bow Street.
- B. Bow Street: parallel parking only shall be permitted only on the south side of Bow Street between Penhallow Street and Chapel Street.
- C. Market Square.
- D. Pleasant Street: easterly side from Market Square to State Street.
- E. Pleasant Street: westerly side from State Street to Court Street.
- F. Pleasant Street: westerly side between State Street and Porter Street.

Section 7.319: DISTANCE FROM CURB

When parallel parking is permitted vehicles shall be parked not more than 12 inches from the curb or edge of the roadway. Where angle parking is permitted, no vehicle shall be parked so as to project more than 16 feet into the street from the curb line, measured perpendicularly from the curb.

Section 7.320: OBSTRUCTING STREET

No vehicle shall stop or park in such a way as to obstruct any street or crossing for the purpose of taking on or setting down a passenger or for loading or unloading freight or for any other purpose unless in case of an accident or emergency, or when directed to do so by a police officer.

Section 7.321: SNOW EMERGENCY PARKING BAN

- A. The Director of Public Works (“Director” shall mean the Director or designee) shall be empowered to declare a Snow Emergency for the purpose of snow plowing and removal of accumulated snow during or after snowstorms. The Director's authority to declare such an emergency shall begin when there is an accumulation of two (2) inches or more of snow or when snow accumulation from plowing operations requires a coordinated removal effort to be determined at the Director’s discretion. Once a Snow Emergency is declared, it shall continue until such time as it is terminated pursuant to the provisions of this ordinance. The Director may declare a Snow Emergency at any time during a 24-hour period.
- B. No person having custody or control of any vehicle shall park or cause any vehicle to be parked on any street or highway in the City of Portsmouth when a Snow Emergency is in effect. The Director shall be empowered to cause any vehicle which violates this ordinance to be ticketed and towed at the owner’s sole expense.
- C. The Director shall notify the public when a Snow Emergency starts and ends by using at least three different mediums for communicating messages to the public, including but not limited to an automated push notification system, the City’s website, social media, texts, signage and telephone notification.
- D. The Director's authority to declare a Snow Emergency shall exist in addition to the emergency powers reserved to the Chief of Police under Section 7.303, Article III of this ordinance; however, the Director shall consult with the Chief of Police other concerning the need for and the timing of any Snow Emergencies.
- E. City residents may park in either the High-Hanover or Foundry Parking Facility during Snow Emergencies when spaces are available. The City Council shall determine the resident flat fee for Snow Emergency parking annually through the adoption of fees through the budget resolution process. The time period allowed for Snow Emergency parking shall terminate two (2) hours after the Director determines the Snow Emergency has ended. Electronic payment collection devices at both parking facilities are not capable of determining residency status. Residents must provide proof of residency by presenting a driver’s license or vehicle registration to the cashier at either parking facility. The fee is payable upon exit from the parking facility.

Section 7.322: VEHICLES FOR SALE

It shall be unlawful for any person to park upon a street any vehicle displayed for sale.

Section 7.323: ADVERTISING

It shall be unlawful for any person to operate or to park on any street any vehicle for the primary purpose of displaying advertising, except by permit from the Chief of Police.

Section 7.324: (Deleted)

Section 7.325: LIMITED PARKING - THIRTY MINUTES

- A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than thirty minutes at any time between the hours of 9:00 a.m. - 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. on Sunday, Holidays not included, on the following streets and locations:
1. Islington Street: Northerly side from the corner of Brewster Street easterly 110’.
 2. Islington Street: Northerly side easterly 70’ from Dover Street to a point 82’ westerly from Salem Street.
 3. Islington Street: Northerly side from Pearl Street to Parker Street.

Section 7.326: LIMITED PARKING - FIFTEEN MINUTES

- A. No person having control or custody of any vehicle shall cause the same to stop or park for longer than 15 minutes at any time between 9:00 a.m. and 8:00 p.m., Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays not included, on the following streets and locations:
1. Bow Street:
 - a. northerly side, first metered space east from Ceres Street
 2. Cabot Street: northeasterly side, from a point which is sixty-five (65) feet northwest from the intersection of Austin Street to a point which is one hundred (100) feet northwest from the intersection of Austin Street.
 3. Congress Street:
 - a. southerly side, first two metered spaces west from Fleet Street
 - b. northerly side, first two metered spaces west from High Street
 4. Daniel Street:
 - a. northerly side, first four metered spaces west from the parking lot entrance at 80 Daniel Street
 - b. southerly side, first three metered spaces running between 102 and 160 feet west of Penhallow Street
 - c. south side, first space west of Memorial Bridge Parking Lot
 6. Hanover Street:
 - a. northerly side, first five spaces east from High Street
 - b. southerly side, first two spaces east from Maplewood Avenue
 7. High Street: easterly side, first three spaces north from Congress Street
 8. Islington Street:
 - a. southerly side the space in front of 404 Islington Street, no person having control or custody of any vehicle shall cause the same to stop or park for longer than 15 minutes at any time, including Sundays and holidays.
 - b. northerly side, the space in front of 371 Islington Street.

9. Marcy Street: beginning at the southerly curb line of South Mill Street and running 95 feet southerly (from 8:00 am to 6:00 pm) Monday through Sunday.
10. Market Street: easterly side, third space north from Market Square.
11. Portwalk Place: westerly side, one space beginning 117 feet north of the northerly curb line of Hanover Street.
12. State Street:
 - a. southerly side, first two metered spaces east from Atkinson Street.
 - b. southerly side, first metered space east from Pleasant Street
13. South Street: northerly side, from Mount Vernon Street easterly for a distance of 40 feet.

Section 7.327: LIMITED PARKING - TWO HOURS

- A. No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than two hours at any time between the hours of 9:00 a.m. and 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday, Holidays excluded, on the following streets and locations:
 1. Hancock Street:
 - a. First three parking spaces on the northerly side closest to Marcy Street.
 2. Islington Street:
 - a. northerly side from Tanner Street to Parker Street
 - b. northerly side from Pearl Street to a point westerly 335'
 - c. northerly side from Cabot Street to a point easterly 515'
 3. Sheafe Street: northerly side from a point 40 feet easterly from Penhallow Street to Chapel Street.
 4. Summer Street:
 - a. southwesterly side between Chatham Street and Austin Street.

Section 7.328: (Deleted)

Section 7.328-1: UTILIZATION OF MULTIPLE PARKING SPACES:

No person having custody or control of a single vehicle shall park or cause any vehicle to be parked (or partially parked) on two adjacent spaces on any street in the City of Portsmouth at a time and in a location in which a parking fee is required. Vehicles with trailers or boats may occupy up to two spaces when parking fees are paid for both spaces.

Section 7.329: LIMITED PARKING – FOUR HOURS

No person having control or custody of any vehicle shall stop or cause the same to stop or park for longer than four hours at any time between the hours of 9:00 a.m. and 8:00 p.m. Monday through Saturday, and between 12:00 p.m. and 8:00 p.m. Sunday. Holidays excluded, on the following streets and locations:

1. Livermore Street: westerly side, entire length.

Section 7.330: NO PARKING

A. Unless otherwise designated by ordinance, parking shall be prohibited at all times in the following described streets and locations:

1. Alder Way: both sides, entire length.
2. Aldrich Road: both sides from Sewall Road a distance of 150 feet easterly.
3. Andrew Jarvis Drive: southerly side.
4. Atkinson Street: both sides from State Street to Court Street.
5. Austin Street: on the northerly side of Austin Street between Union Street and Madison Street.
6. Barberry Lane: from the northerly side of Barberry Lane from Islington Street to the first set of railroad tracks
7. Bartlett Street: easterly side from Islington Street to Clinton Street.
8. Blossom Street: both sides commencing 100 feet north of the intersection of South and Blossom Streets.
9. Borthwick Avenue: both sides, from the Route #1 By-Pass to Greenland Road, excepting only 20 parking spaces located on the southerly side of Borthwick Avenue, commencing at a point twenty (20) feet easterly of the western-most driveway of the Jackson Gray Medical Building and continuing to the east with the allowance of twenty (20) feet on either side of the Jackson Gray Medical building driveways.
10. Bow Street:
 - a. southerly side, staring at the westerly corner of Penhallow Street; thence running in a westerly direction 60 feet more or less to the easterly corner of Market Street.
 - b. easterly side from Daniel Street to Chapel Street.

11. Brewster Street:
 - a. westerly side from Islington Street to McDonough Street
 - b. entire easterly side, north of Sudbury Street
 - c. easterly side, no parking in front of Map 138, Lot 11, except from a point beginning 108 feet from the northerly curblineline of Islington Street, and running 20 feet in a northerly direction.
12. Bridge Street: westerly side, 35' northerly from the intersection with Hanover Street
13. Cabot Street: westerly side from Islington to McDonough Street.
14. Cass Street: Westerly side, 110 feet from the intersection of Cass Street and Middle Street in a northerly direction to the first telephone pole.
15. Ceres Street:
 - a. both sides from Bow Street 310 feet northwesterly.
 - b. land of the City of Portsmouth Assessor's Plan #13, Lot 85, from Ceres Street to the waterfront and also including that portion of the westerly half of Lot 85 which is not included in Chapter 31(e), Article 5, Section 11, paragraph l(c), of the Revised Ordinances of 1946 as amended.
16. Chapel Court: southerly side.
17. Chapel Street:
 - a. both sides from Daniel Street to Bow Street.
 - b. easterly side from State Street to Daniel Street.
18. Chase Drive: northerly side, from Michael Succi Drive to a point 30 feet of the driveway located at 355 Chase Drive.
19. Chatham Street: both sides, Summer Street to Winter Street, except the first 66 feet on the southerly side from Summer Street to Winter Street.
20. Chestnut Street:
 - a. westerly side starting at the corner of Congress Street and Chestnut Street, thence running in a southerly direction to the northerly corner of Porter. Restriction of this area to be modified to the extent that hotel arrival and departure intervals shall be allowed.
 - b. easterly side from Congress Street to Porter Street.
 - c. both sides, entire length of street between State Street and Court Street.
21. Circuit Road: both sides.
22. Coakley Road: No parking, both sides; extending from Rt. 1 Bypass one thousand feet to a point located at the first telephone pole (#271/5).

23. Congress Street:
 - a. southerly side from Middle Street to Chestnut Street.
 - b. northerly side starting at a point in line with the southerly corner of the Athenaeum Building; thence running northerly a distance of 95 feet more or less to the Market Street tangent point.
 - c. northerly side from Fleet Street to Maplewood Avenue.

24. Cornwall Street:
 - a. easterly side starting at the corner of Islington Street and Cornwall Street, thence running northerly a distance of 95 feet.
 - b. westerly side starting at the corner of Islington Street and Cornwall Street, thence running northerly a distance of 186 feet.

25. Cottage Street: both sides from Route 1 By-Pass
 - a. the southerly side from Route 1 By-Pass easterly three hundred feet (300')
 - b. the northerly side from Route 1 By-Pass easterly four hundred feet (400')

26. Court Street:
 - a. southerly side from 50 feet easterly of the easterly side of Chestnut Street to Pleasant Street
 - b. both sides from Marcy Street to Pleasant Street.
 - c. northwesterly side from Pleasant Street to Middle Street.

27. Crescent Way:
 - a. south side from Kearsarge Way to 40' west of Saratoga Way
 - b. south side from Porpoise Way to end of street
 - c. north side from Kearsarge Way to 80' west of Porpoise Way

28. Custom House Lane: both sides (off Penhallow Street).

29. Cutts Avenue: northerly side

30. Cutts Street: easterly side, between Maplewood Avenue and Leslie Drive

31. Daniel Street:
 - a. southerly side from the Piscataqua River to Bow Street.
 - b. southerly side from a point 63 feet easterly of Penhallow Street to a point 95 feet westerly of Penhallow Street.
 - c. from a point 92 feet west of Penhallow Street to Market Square provided that trucks may load or unload in an area beginning 92 feet west of Penhallow Street to a point 95 feet westerly of Penhallow Street.

32. Dearborn Lane: both sides, from Dearborn Street westerly to property line of 39 Dearborn Street, a distance of 60 feet.

33. Dearborn Street:
 - a. westerly side from Maplewood Avenue to the easterly end of Dearborn Lane (entire westerly side).
 - b. easterly side, from the North Mill Pond running northerly for a distance of 25 feet
34. Deer Street: southerly side, an area 40 feet in length in front of the Senior Citizen Center located at 40 Deer Street.
35. Dennett Street:
 - a. northerly side, beginning at the westerly pavement edge of Hunters Hill Avenue and running 60 feet in a westerly direction.
 - b. both sides from Myrtle to Maplewood Avenue.
36. Dutton Avenue: both sides, from Wright Avenue to Memorial Bridge.
37. Edwards Street: both sides
38. Elm Court: on the westerly side of Elm Court
39. Elwyn Avenue: southerly side between Lafayette Road and a point 415 feet easterly of Lafayette Road.
40. Essex Avenue: westerly side from Islington Street to a point 105' southerly from Islington Street.
41. Farm Lane: both sides from the Spaulding Turnpike to the driveway of Lot 56, Map 237 now known as New England Marine & Industrial, Inc.
42. Fleet Street:
 - a. Easterly side from Court Street to Hanover Street.
 - b. Westerly side from State Street to Court Street and the parking space nearest Hanover Street, provided that trucks may load or unload in said parking space.
 - c. Westerly side, from Congress Street to a point 135 feet in a northerly direction.
43. Franklin Drive: northerly side from Woodbury Avenue to the end of Franklin Drive.
44. Franklin Street: southeasterly side from Pleasant Street to South Mill Pond.
45. Frenchman's Lane: westerly side, 150' from Islington Street.
46. Friend Street: easterly side of Friend Street.
47. Gardner Street: both sides from Marcy Street to Mechanic Street.

48. Gates Street:
 - a. southerly side from Pleasant Street to Mechanic Street.
 - b. northerly side from Mechanic Street to Marcy Street.
49. Gosling Road: southerly side of Gosling Road from the Spaulding Turnpike to Woodbury Avenue.
50. Granite Street: both sides.
51. Green Street: both sides from Russell Street to Vaughan Street.
52. Greenland Road:
 - a. northerly side from westerly boundary of neighborhood business zone to easterly side of I-95, including the turnaround.
 - b. Both sides, between Islington Street and Park and Ride Lot.
53. Greenleaf Avenue:
 - a. both sides from Route #1 Bypass to Peverly Hill Road.
 - b. northerly side between Hillside Drive and Route 1 Bypass.
54. Hancock Street:
 - a. southerly side, between Washington Street and Marcy Street.
 - b. northerly side of Hancock Street from Marcy Street a distance of 115 feet.
55. Hanover Street:
 - a. (Hanover Street Extension): northerly side from Pearl St. to Brewster St.
 - b. (Hanover Street Extension): southerly side from Brewster Street easterly 40'
 - c. southerly side from Market Street to a point 285 feet east of Fleet Street
56. Harding Road: westerly side, beginning at a point 250' from the southerly curb line at the intersection of Harding Road and Elwyn Road continuing in a southerly direction to a point 200' from the point of beginning.
57. High Street:
 - a. westerly side from Market Square to Ladd Street.
 - b. west side from Vaughn Mall Entrance to Deer Street.
58. Highland Street: westerly side, beginning at the southerly curblines of Middle Street and running southerly for a distance of 90 feet.
59. Hill Street: both sides, entire length between Bridge Street and Autumn Street.
60. Howard Street: both sides from Washington Street to Manning Street.
61. Hunking Street: both sides from Marcy Street to Mechanic Street.

62. Islington Street:
 - a. southerly side from Middle Street 305 feet westerly.
 - b. southerly side from Cass Street to the Route 1 By-Pass Overpass
 - c. northerly side from the corner of Congress Street/Maplewood Avenue/Middle Street running westerly to the easterly corner of Tanner Street.
 - d. southerly side starting at the junction of Congress and Islington Streets; thence running westerly for a distance of 1,640 feet, more or less, to the corner of Cabot Street.
 - e. northerly side from Dover Street to Bartlett Street and from Bartlett Street westerly 500 feet, excepting 55 feet measured easterly from the northeast corner of the intersection of Elm Court and Islington Street.
 - f. southerly side from Essex Avenue to a point 180 feet westerly.
 - g. northerly side – easterly from a point 145’ from Salem Street to a point 73’ westerly of Cabot Street
 - h. southerly side, beginning 220 feet east from Columbia Street, for 20 feet.
 - i. both sides between Greenland Road and Plains Avenue.

63. Jenkins Avenue: northerly and southerly sides. Westerly end between the hours of 7:00 a.m. – 3:00 p.m. Monday through Friday.

64. Joffrey's Terrace: both sides.

65. Junkins Avenue: both sides.

66. Johnson Court: both sides.

67. Kane Street: on the northerly side for a distance of ninety (90) feet from the intersection of Kane Street and Alder Way.

68. Ladd Street: both sides from High Street to Market Street.

69. Langdon Street:
 - a. entire easterly side north of Islington Street.
 - b. entire westerly side, north of McDonough Street

70. Lincoln Avenue:
 - a. southerly side, between the intersection of Miller Avenue continuing to Richards Avenue.
 - b. northerly side
 1. From Richards Avenue, 25 feet westerly
 2. From Miller Avenue, 135 feet easterly
 3. Between Miller Avenue and Broad Street

71. Little Harbor Road: Both sides of the roadway, beginning at the east side of the Wentworth Coolidge Mansion driveway, running easterly for a distance of 155 feet to the gate at the end of the pavement.

72. Livermore Street: the easterly side from Pleasant Street to the dead end.

73. Longmeadow Road: both sides, from Route 1 to the beginning of the Speakeasy's cud-de-sac.
74. Manning Place: both sides from Marcy Street to Pleasant Street.
75. Manning Street: both sides from Marcy Street to Pleasant Street.
76. Maplewood Avenue:
 - a. south side from the corner of Dennett Street to a point 81 feet east of the corner of Dearborn Street.
 - b. westerly side, 457 feet, beginning at 230 Maplewood Avenue and extending to 154 Maplewood Avenue.
 - c. easterly side of Maplewood Avenue from Raynes Avenue to 287 Maplewood Avenue.
 - d. westerly side, 40 feet in both a northerly and a southerly direction from the intersection at Dearborn Street.
 - e. from the US Route 1 Bypass northbound off ramp to Prospect Street.
77. Marcy Street:
 - a. easterly side from the intersection of State Street to Pleasant Street.
 - b. westerly side from a point 100 feet south of Court Street to Pleasant Street.
 - c. easterly side of Marcy Street from New Castle Avenue to Holmes Court.
78. Market Street:
 - a. westerly side from the southerly boundary line of the premises of the Moffatt-Ladd House to Deer Street.
 - b. easterly side between Ceres Street and a point located 18 feet north of Ceres Street.
 - c. between November 1 through March 30 westerly side between Russell Street and Deer Street except as allowed by Section 7.601 and 7.602.
 - d. westerly side in front of the former Standard Plumbing building at the corner of Market Street and Hanover Street.
79. McDonough Street: both sides, from the easterly curb line of Dover Street to a point 90 feet east of Dover Street
80. Mechanic Street:
 - a. southerly side, from Marcy Street to the Peirce Island Bridge
 - b. northerly side of Marcy Street to the Peirce Island bridge between the hours of 11 P.M. to 6 A.M.
 - c. westerly side, from Peirce Island Road to Gates Street
 - d. easterly side, beginning at the extension of the northerly curblineline of Gates Street and running a distance of 27 feet in a northerly direction.
 - e. westerly side, between Gardner Street and Pickering Street.
81. Meeting House Hill Road: southerly side of the Children's Museum, both sides.
82. Melcher Street:
 - a. easterly side from Pleasant Street to South Mill Pond.

- b. northerly side from Pleasant Street to South Mill Pond.
83. Middle Road:
- a. northerly side from the intersection of Middle Street to the intersection of Kensington Road.
 - b. northerly side from Sylvester Street to Sweet Avenue
84. Middle Street:
- a. westerly side from State Street to Austin Street.
 - b. easterly side from Haymarket Square to Richards Avenue.
 - c. both sides from Islington Street to State Street.
 - d. easterly side in front of the building located at 517 Middle Street.
 - e. westerly side, beginning at the southerly curb line of Union Street and running 73 feet southerly.
 - f. westerly side, beginning at the northerly curb line of Union Street and running northerly to a point 85 feet north of the northerly curb line of Union Street.
 - g. easterly side, beginning at the southerly curb line of Union Street and running 88 feet southerly.
 - h. easterly side, beginning at the northerly curb line of Union Street and running northerly to a point 40 feet north of the northerly curb line of Union Street
85. Miller Avenue:
- a. westerly side, starting at the junction of Middle Street and Miller Avenue; thence running in a southerly direction for a distance of 780 feet, more or less, at the corner of Rockland Street.
 - b. both sides one hundred fifty feet (150') northerly from the intersection at South Street.
86. Mirona Road: both sides from Lafayette Road westerly a distance of 525 feet.
87. Morning Street:
- a. northerly side, from Bartlett Street, 108 feet southwestly.
 - b. southerly side, from Bartlett Street to the ell of Morning Street.
88. Mount Vernon Street: westerly side.
89. New Castle Avenue: north side from New Castle town line to Marcy Street.
90. Northwest Street: both sides, from Maplewood Avenue to the beginning of Jackson Hill Extension.
91. Parker Street: both sides from Islington Street to Hanover Street.
92. Parrott Avenue:
- a. between Junkins Avenue and Edward Street, both sides.
 - b. on the northerly side from 300' easterly of Richards Avenue to a point 355' easterly of Richards Avenue

- c. on the southerly side from 310' easterly of Richards Avenue to a point 355' easterly of Richards Avenue
93. Partridge Street: both sides, entire length of street.
 94. Pearl Street: westerly side of Pearl Street after 8:00 a.m. and before 5:00 p.m. Monday through Friday.
 95. Penhallow Street:
Portsmouth Police Station: Portsmouth Police Station Yard (28 Penhallow Street) except that employees of the Portsmouth Police Department and the Portsmouth District Court at such times as they are actually engaged in official business with the Portsmouth Police Department and Portsmouth District Court.
 - a. easterly side from State Street to Daniel Street.
 - b. westerly side from southerly entrance of Police grounds, north to exit of the N.H. National Bank; and from the intersection of Daniel Street to a point 160 feet north of said intersection.
 96. Pickering Street: both sides from Marcy to Mechanic Street.
 97. Peirce Island Road:
 - a. northerly side, from a point 270 feet east of the intersection of Marcy Street and Mechanic Street easterly for a distance of 900 feet; and southerly side from a point 364 feet east of the intersection of Marcy Street and Mechanic Street easterly for a distance of 806 feet.
 - b. both sides of the street from most easterly access to the City pool to the access/egress of the sewer treatment plant.
 98. Pleasant Street:
 - a. easterly side from Court Street to State Street.
 - b. easterly side from Livermore Street to Marcy Street, except for two spaces located southerly of a point fifteen feet south of the fire hydrant in front of 337 Pleasant Street
 - c. westerly side from Court Street to 438 Pleasant Street.
 99. Porter Street:
 - a. northerly side from Middle Street to Fleet Street and Church Street to Pleasant Street.
 - b. southerly side from Middle Street to Pleasant Street.
 100. Pray Street: both sides from the intersection of Marcy Street for a distance of 306.4 feet.
 101. Preble Way:
 - a. south side from Ranger Way to Kearsarge Way
 - b. north side 20 feet ease of Ranger Way to Kearsarge Way
 - c. north side, from easternmost point, westerly for a distance of 65 feet.

102. Profile Avenue: both sides.
103. Prospect Street: northwesterly side.
104. Raitts Court: both sides.
105. Raleigh Way:
 - a. southerly side from Kearsarge Way to a point 65' westerly of Kearsarge Way
 - b. northerly side from Saratoga Way to a point 55' westerly of Saratoga Way
106. Ranger Way: both sides, from Preble Way, 70 feet on the easterly side and 50 feet on the westerly side.
107. Raynes Avenue, southerly side, beginning at a point 192 feet east of the easterly curbline of Maplewood Avenue and running easterly to the end of Raynes Avenue.
108. Richards Avenue:
 - a. westerly side from Middle Street to South Street.
 - b. easterly side from Parrott Avenue to Middle Street.
109. Richmond Street: both sides from Pleasant Street to Washington Street.
110. Rogers Street: both sides.
111. Rock Street: northeasterly side from Islington Street to Hanover Street.
112. Rockhill Avenue: both sides.
113. Rockingham Street: westerly side from Islington Street to McDonough Street.
114. Salem Street: westerly side from McDonough Street to Islington Street.
115. Salter Street: both sides.
116. School Street:
 - a. northerly side from Vaughan Street to High Street.
 - b. southerly side starting at the corner of Vaughan and School Streets; thence running northeasterly for a distance of 179 feet, more or less.
117. Scott Avenue
118. Sheafe Street:
 - a. southerly side, from Penhallow Street to Chapel Street.
 - b. northerly side, from Penhallow Street a distance of 40 feet in an easterly direction.
119. Sherburne Road: northerly side from Greenland Road to the I-95 Bridge, a distance of approximately 375 feet, effective from 6:00 a.m. to 6:00 p.m.

120. Sheridan Avenue: easterly side
121. South Street:
 - a. both sides from Marcy Street to Blossom Street.
 - b. southerly side, forty feet (40') on either side of the intersection at Summit Avenue
122. South School Street: southerly side.
123. Spinney Road: both sides, entire length
124. State Street:
 - a. northerly side, from the point of intersection of the easterly street line of Middle Street and the northerly curb line of State Street 85 feet easterly.
 - b. southerly side from Middle Street 90 feet easterly.
 - c. northerly side from Fleet Street to Pleasant Street.
 - d. southerly side, beginning at the intersection of Pleasant Street, westerly to the intersection of Church Street.
 - e. northerly side, from 507 State Street, westerly 67 feet.
 - f. both sides, from the Piscataqua River edge, southwesterly for 76 feet, to the end of State Street and the beginning of the extension of State Street.
 - g. South side, between Fleet Street and Court Place, when reserved for use by licensed vendor.
124. Sudbury Street: northerly side from Brewster Street to Rock Street.
125. Summer Street:
 - a. southwesterly side from the corner of Austin Street to a point 20 feet back from curb on both sides of the street.
 - b. at Telephone Pole J10, 2 spaces wide on Summer Street across from Immaculate Conception Church.
126. Summit Avenue: easterly side.
127. Tanner Street: both sides, from Islington Street to Hanover Street.
128. Tanner Court: northerly side
129. Thaxter Road, both northerly and southerly sides, beginning at the easterly curblines of Islington Street and running easterly for a distance of 60 feet.
130. Union Street: westerly side, from State Street to a point 45 feet north of State Street
131. Vaughan Street:
 - a. northerly side of Vaughan Street, beginning 303 feet west of the easterly curblines of Green Street, running 20 feet in a westerly direction.

- b. southerly side of Vaughan Street, beginning 345 feet west of the extension of the easterly curblin of Green Street, running westerly to the end of Vaughn Street.
 - c. northerly side of Vaughan Street, beginning 150 east of the easterly curblin of Maplewood Avenue, running 44 feet in an easterly direction along the curve of Vaughan Street.
132. Walker Street: both sides.
133. Washington Street:
- a. westerly side, from State Street to a point 340 feet south of the intersection of Court Street.
 - b. easterly side, from Court to Hancock Street.
 - c. both sides from Hancock Street to Howard Street
134. Weald Road: west side from Gosling Road to corner of Winsor Road.
135. Wedgewood Road: east side from Windsor Road to Gosling Road.
136. Wentworth Street:
- a. easterly side, entire length.
 - b. westerly side, beginning at the southerly curblin of Pleasant Street and running southerly for a distance of 215 feet.
137. Whidden Street: southerly side from Pleasant Street to South Mill Pond.
138. Winsor Road: east side from Gosling Road to Weald Road
139. Woodbury Avenue: both sides, from Thornton Street to the access road to the New Franklin School.

B. No Parking - School Zones

Parking shall be prohibited within the following areas:

- 1. Parrott Avenue: north side from Rogers Street to a point 585 feet west of Rogers Street, between the hours of 7:00 a.m. to 4:00 p.m. on days when school is in session.

C. Parking of Trucks having more than two axles or gross vehicle weight in excess of 10,000 pounds on public streets in residential zones.

Notwithstanding any other provisions of the traffic ordinance, no truck having more than two axles or gross vehicle weight in excess of 10,000 pounds shall be parked on a public street adjacent to land zoned Single Residence I, Single Residence II, General Residence, Garden Apartment or Apartment, as determined by the Zoning Ordinance; provided, this prohibition on parking shall not apply to such vehicles as are used in conjunction with valid non-conforming business uses in said residential districts, pursuant to the Zoning Ordinance, so long as each vehicle is parked adjacent to the business premises where it is

used. For streets which constitute the boundary between one of said residential zoning districts and a non-residential zoning district, this prohibition on parking shall apply only to the side of the street which abuts the residentially zoned land.

D. Public Parks and Playgrounds

It shall be unlawful for any individual to park any vehicle, or to allow any vehicle registered to him or under his control, to be parked in any public park, public playground, or on any other premises owned by the City of Portsmouth other than in parking spaces so designated by the City.

Section 7.331: STREETS, INTERSECTIONS, CORNERS, JUNCTIONS

Parking shall be restricted within all streets, highways, or right of way intersection areas for a distance of no less than twenty feet. Said restriction shall apply to both sides of all traveled ways and may be extended by the Police Department and/or the Department of Public Works as may be deemed necessary by those Departments for the safety and welfare of the public.

Section 7.332: NO PARKING (SUNDAYS EXCLUDED)

Parking shall be prohibited at all times, except on Sunday, between the hours of 8:00 a.m. and 9:00 p.m. on the following described streets and locations:

- A. Chapel Street:
 - 1. easterly side from Bow Street to a point 162 feet from the northerly sideline of Daniel Street.
 - 2. westerly side from Bow Street to a point 192 feet from the northerly sideline of Daniel Street.
- B. Church Street: both sides from Congress Street to State Street.

Section 7.333: NO PARKING (7:00 A.M. TO 6:00 P.M.)

Parking shall be prohibited at all times between the hours of 7:00 a.m. and 6:00 p.m. on the following described streets and locations:

- A. South Street: northerly side from the intersection of Miller Avenue and Middle Road.
- B. State Street: northerly side from the intersection of Summer and State Streets easterly for a distance of 258 feet.

Section 7.334: LIMITED STOPPING

A vehicle may stand or stop during the hours between 10:00 p.m. and 8:00 a.m. in those locations in which parking is otherwise prohibited or restricted, solely for the purpose of loading or unloading, provided it does not obstruct any street or sidewalk.

Section 7.335: USE OF PARKING LOT

- A. It shall be unlawful for the driver of any vehicle to stand or park or to leave unattended any vehicle in a municipally owned parking lot for a period of time greater than 72 hours in any one week.
- B. The Chief of Police may, for good and sufficient reason, issue a written permit to any driver allowing him to exceed the limitations imposed by the subsection A. The permit shall state the time for which the permit is issued and the location to which the permit applies.
- C. The City Manager shall be permitted to block off any portion or portions of any municipality owned parking lot at any time, so as to prohibit the use of such portion or portions of such parking lots in order that repairs might be made to and/or in order that snow or ice might be removed from such lot.
- D. Reserved for future use.
- E. The Chief of Police or the Department of Public Works shall be authorized to remove, cause to be removed, or to be towed to a garage any vehicle found in violation of the above named chapter, said towing and removing to be at the owner's expense.

Section 7.336: ONE-WAY STREETS

- A. Vehicular traffic shall move only in the indicated directions on the following streets:
 - 1. Bow Street: westerly from Daniel Street to Chapel Street.
 - 2. Brewster Street: northerly from Islington Street to McDonough Street.
 - 3. Chapel Street: southerly from Bow Street to State Street.
 - 4. Chestnut Street: southerly from Congress Street to Porter Street.
 - 5. Concord Street: in an easterly direction from Crescent Way to Preble Street
 - 6. Congress Street: westerly from Market Square to Islington Street.
 - 7. Coolidge Drive: along the westerly branch of Coolidge Drive, southerly from Wilson Road to the main line of Coolidge Drive.
 - 8. Cornwall Street: northbound to intersection of McDonough Street.
 - 9. Church Street: southerly from Congress Street to Court Street.
 - 10. Daniel Street: westerly from Bow Street to Market Square.
 - 11. Gates Street: easterly from Hancock Street to Mechanic Street.
 - 12. Hanover Street: easterly from Pearl Street to Bridge Street.
 - 13. Hanover Street Extension: westerly from Rock Street to Brewster Street.
 - 14. High Street: northerly from Market Square to Ladd Street.

15. High Street: northerly from Hanover Street to Deer Street.
16. Ladd Street: easterly from High Street to Market Street.
17. Langdon Street: southerly from McDonough Street to Islington Street.
18. Market Street: southerly from Bow Street to Market Square.
19. Penhallow Street: northerly from State Street to Bow Street.
20. Pleasant Street: northerly from State Street to Market Square.
21. Porpoise Way: in a westerly direction from Saratoga Way to Crescent Way
21. Porter Street: easterly from Middle Street to Pleasant Street.
23. Raleigh Way: in a westerly direction from Ranger Way to Crescent Way
24. Raynes Avenue: westerly from Vaughan Street to Maplewood Avenue
25. Rock Street: northerly from Islington Street to Hanover Street.
26. Rock Street: southerly from Sudbury Street to Hanover Street.
27. Rockingham Street: northerly from Islington Street to McDonough Street.
28. Salem Street: northerly from Islington Street to McDonough Street.
29. Stark Street: southerly from the New Franklin School driveway to a point 120 feet north of the northerly curb line of Dennett Street.
30. State Street: easterly from Middle Street to Wright Avenue.
31. Sudbury Street: easterly from Brewster Street to Rock Street.
32. Tanner Street: northerly from Islington Street to Hanover Street.
33. Thornton Street: easterly from Woodbury Avenue to Bartlett Street.
34. Union Street: southerly between State and Islington Streets.
35. Vaughan Street: northerly from Maplewood Avenue to Raynes Avenue
36. Woodbury Avenue: easterly from Cottage Street to Bartlett Street.
37. Wright Avenue: southerly from Daniel to State Street.

Section 7.337: LEFT HAND TURNS

All motor vehicles are prohibited from making left hand turns for the following movements:

- A. No left turn from Bridge Street onto Islington Street.
- B. Jewell Court onto Islington Street.

Section 7.338: RIGHT HAND TURNS (Deleted in its entirety 7/30/84)

Section 7.339: PROCESSIONS

It shall be unlawful for the driver of any vehicle to drive between the vehicles comprising a funeral or other authorized procession while they are in motion, provided that said vehicles are conspicuously so designated.

Section 7.340: U-TURNS

It shall be unlawful for the driver of any vehicle to turn such vehicle upon any street to proceed in the opposite direction upon said street or at any intersection within the City of Portsmouth.

Section 7.341: DRIVING ON SIDEWALK

The driver of a vehicle, including all classes of electric bicycles, electric scooters, electric skateboards, and electric unicycles, shall not drive within any sidewalk area except at a permanent or temporary driveway.

Section 7.342: CLINGING TO MOVING VEHICLES

It shall be unlawful for any person traveling upon any bicycle, motorcycle, coaster, sled, roller skates or any type vehicle to cling or attach himself or his vehicle to any other moving vehicle upon any roadway.

Section 7.343: RIDING HANDLEBARS, FRAME OR TANK OF BICYCLE OR MOTORCYCLE

It shall be unlawful for the operator of any bicycle or motorcycle, when upon any public street or highway, to carry any other person upon the handle bar, frame or tank of any such vehicle, or for any such person to ride on such vehicle.

Section 7.344: USE OF ROLLER SKATES, COASTERS, AND SKATE BOARDS

The use of roller skates, coasters and skateboards is prohibited on all sidewalks and streets in any area designated as Central Business District in the Portsmouth Zoning Ordinance, as those districts may be amended from time to time. The use of such devices is permitted on all other streets and sidewalks in the City, subject to the following requirements:

1. All persons under the age of 16 utilizing such devices on City streets or sidewalks must at all times be wearing a helmet.
2. The utilization of such devices for jumping, acrobatic tricks, traversing benches, railings or the like on City streets or sidewalks is expressly prohibited.
3. It shall be unlawful to utilize such devices on any street, alley or highway of the City of Portsmouth after sunset unless the user is wearing reflective clothing.
4. It shall be unlawful to utilize such devices in any manner which causes damage or destruction to the property of any person or of the City.

5. Where marked bicycle lanes exist the use of such devices shall be limited to within those lanes.

Section 7.345: ROLLERBLADING REGULATIONS

All use of in-line skates or rollerblades shall be done in accordance with the provisions of this ordinance on all public streets, alleys, and highways within the City of Portsmouth. For purposes of this ordinance, the term “rollerblade” shall include in-line skates, rollerskates, and any wheeled device worn on feet which is used for recreation or transportation. The term “rollerblade” shall not include skateboards.

A. Riding on Sidewalks

No person shall use rollerblades upon sidewalk in the City of Portsmouth

B. Manner and Speed of Operation

No person shall use rollerblades upon a public street, alley, or highway except in a prudent and careful manner and at a reasonable rate of speed.

C. Equipment Required

No person shall use rollerblades upon any public street, alley or highway in the City of Portsmouth unless the user is equipped with a helmet and wrist guards.

D. Nighttime Use

It shall be unlawful to use rollerblades on any street, alley or highway of the City of Portsmouth after dark unless the user is wearing reflective clothing.

E. Observance of Traffic Regulations

Persons using rollerblades shall observe all traffic signs and signals; shall stop at all stop signs and shall further observe all traffic rules and regulations.

F. Riding Abreast on Roadway

No person shall use rollerblades upon a public street, alley or highway in the City of Portsmouth abreast of any other person using rollerblades.

G. Rollerblading Prohibited in Downtown

The use of rollerblades is prohibited at all times on any alley, street or highway in the downtown business district. This district includes any area designated as Central Business District in the Portsmouth Zoning Ordinance, as those districts may be amended from time to time.

H. Penalties

Any person or persons violating any act or provision of this Ordinance shall be fined not more than \$100 for each offense and may have his rollerblades impounded by the Chief of Police for a period not to exceed 30 days.

Section 7.346: NO THROUGH TRAFFIC

No person shall operate any vehicle on the following streets or ways unless that vehicle has a point of origin or a point of destination on that street or way, except that emergency vehicles may operate in emergency situations during the necessary performance of public duties:

1. South School Street.
2. Suzanne Drive, between Ocean Road and Route 1;

Section 7.347: HEAD-IN LIMITED PARKING (ONE HOUR)

A. No person having control or custody of any vehicle shall stop or cause the same to be stopped or parked for longer than one hour at any time between the hours of 8:00 a.m. and 6:00 p.m., Monday through Thursday and Saturdays and between the hours of 8:00 a.m. to 9:00 p.m. on Fridays (Sundays and holidays, not included) on the following streets and locations:

1. Pleasant Street: along easterly side of North Church.

Section 7.348: PENALTIES

Any person who violates the provisions of Section 7.343 of this ordinance shall be guilty of a violation, to be fined as follows: First Offense - \$25.00; Second Offense - \$50.00; Subsequent Offenses - \$100.00.

Section 7.349: OFF HIGHWAY RECREATIONAL VEHICLE

As defined in N.H. RSA Chapter 215-A:1 VI inclusive as amended, no off highway recreational vehicle may be operated on any City property excluding all streets which are regulated by state statutes.

Section 7.350: PENALTIES

Any person who violates the provisions of Section 7.347 of this Ordinance shall be guilty of a violation, to be fined as follows:

First Offense	\$100.00
Second Offense	\$200.00
Subsequent Offenses	\$500.00

ARTICLE IV: OFF-STREET PARKING AREAS

Section 7.401: DEFINITIONS AND AUTHORITY

- A. The words "Off-Street Parking Area" used herein shall mean any area acquired by the City of Portsmouth by vote of the City Council, and designated for the parking of vehicles.
- B. The word "vehicle" shall be as defined in Section 7.301 of this Code of Ordinances.
- C. It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation shall be subject to a fine pursuant to Section 7.901, paragraph H, and removal by towing.

Section 7.402: AREAS ESTABLISHED, DESIGNATED, AND DESCRIBED

- A. Bridge Street Off-Street Parking Area

The following area, to be known as the Bridge Street Off-Street Parking Area, is hereby established for the off-street parking of motor vehicles. Said area is more particularly bounded and described as follows:

Beginning at a point at the intersection of Maplewood Avenue, and Islington Street, thence running in a generally northerly direction along said Maplewood Avenue to the intersection of Hanover Street; thence turning at a right angle and running in a westerly direction along said Hanover Street to Bridge Street; thence turning at a right angle and running in a generally southerly direction along said Bridge Street to the intersection of Islington Street; thence turning at a right angle and running in a generally easterly direction along said Islington Street to point of beginning.

All of said area in the Bridge Street Off-Street Parking Lot is designated as a parking meter zone. All off-street area within the Bridge Street Off-Street Parking Lot is hereby designated as a four-hour parking zone.

- B. Dennett and Kane Streets Off-Street Parking Area:

The following area, to be know as the Dennett/Kane Off-Street Parking Area, is hereby established for the off-street parking of motor vehicles. Said area is more particularly bounded and described as follows:

The triangular area 100 feet westerly from the intersection of Dennett and Kane Streets abutting the easterly side of the property at 197 Dennett Street. The space provides parking for five (5) vehicles.

C. Hanover-Fleet Street Off-Street Parking Area

The Municipal Parking Garage located on Hanover Street shall be known as the High Hanover Parking Garage. The area within the garage shall be designated for off-street parking and shall be striped for that purpose to include spaces for handicapped access and compact cars. Fees for parking in the garage to be determined in accordance with Chapter 1, Article XVI, or as may be adopted by vote of the City Council.

Any vehicle remaining in the garage after seven (7) days will be subject to towing or immobilization at the owner's expense. Fees to be determined in accordance with Chapter 1, Article XVI.

Contracted Group Rates:

The City Council may authorize a separate rate as it determines for group licenses. A group shall be considered twenty-five (25) spaces per month or more.

License cards shall be used to admit and exit a single vehicle of the cardholder on any particular admittance to the garage. Use of the card to procure the exit of a vehicle other than the same vehicle, which was admitted, is expressly prohibited. Such use shall be deemed a violation of the license terms and a violation of this ordinance. Any license cardholder found to be in violation shall be fined no more than \$500.00 and the license shall be canceled.

D. Worth Lot

The following area to be known as the Worth Lot is hereby established for off-street parking of motor vehicles said area being more particularly bounded and described as follows:

Beginning on the westerly sideline of Vaughan Street where said westerly sideline of said Vaughan Street intersects the northerly sideline of a certain right of way which extends from said Vaughan Street in a westerly direction to land now or former of the YMCA; thence running westerly by said right of way and the land of said YMCA a distance of 394.3 feet to a point; thence turning and running in a southerly direction 15 feet, more or less, to a point; thence turning and running by land now or formerly of Whitaker a distance of 75 feet, more or less, to the easterly sideline of Bridge Street; thence turning and running along said easterly sideline of said Bridge Street, a distance of 94.9 feet to the land now or formerly of Norman Munday; thence turning and running in an easterly direction along land of Munday, Knott, Roylos and Savramis a distance of 256 feet; thence turning and running in a northerly direction along land of Savramis a distance of 105.4 feet to the southerly sideline of Hanover Street; thence turning and running along said southerly sideline of said Hanover Street in an easterly direction a distance of 69.9 feet to land now or formerly of Rirado Realities, Inc.; thence turning and running in a southerly direction along land of said Rirado Realities, Inc. a distance of 118 feet to a point; thence turning and running in an easterly direction a distance of 141 feet to the westerly sideline of Vaughan Street; thence turning and running along said westerly sideline of said Vaughan Street in a southerly direction, a distance of 104.9 feet to the point of beginning. All of said area within the Worth Lot is hereby designated as parking meter zones.

All of said area in the Worth Lot is designated as a parking meter zone. All off-street area within the Worth Lot is hereby designated as a three hour parking zone except as follows:

1. To the extent that contractual obligations of the City of Portsmouth require otherwise.
2. Two spaces in the northeastern corner of the lot shall be designated and marked "Fifteen Minute Parking Only".

E. Court Street Off-Street Parking Area

The following area to be known as Court Street Off-Street Parking Area is hereby established for off-street parking of motor vehicles said area being more particularly bounded and described as follows:

Beginning on the southerly sideline of Court Street a land of the City of Portsmouth; thence running in a westerly direction a distance of 83.53 feet to land nor or formerly of Ruth E. Chase; thence turning and running in a southerly direction along said land of said Chase and land of Paul V. Brown a distance of 246.2 feet to land of the Home for Aged Women and land of the City of Portsmouth a distance of 83 feet; thence turning and running in a northerly direction along other land of the City of Portsmouth a distance of 242 feet to the point of beginning.

All said land within the Court Street Off-Street Parking Lot is hereby designated as parking meter zones.

F. Rockingham Street Off-Street Parking Area

The following area to be known as the Rockingham Street Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

Assessor's Plan 19, Lot Number 23.

All of said area shall be used for off-street parking not to exceed 72 hours at any one time.

It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation shall be subject to removal by towing.

G. Wright Avenue Off-Street Parking Area

The following area to be known as the Wright Avenue Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

That piece of land bounded by State Street on the South, the Memorial Bridge Traffic Island on the East, Daniel Street on the North and the Community Center on the West.

All of said area not otherwise designated by the placement of parking meters shall be limited to parking not to exceed 4 (four) hours at any one time.

It shall be unlawful for any person to cause or permit any vehicle registered in his name to be parked in violation of this Section and said violation may be subject to be removed by towing.

H. Prescott Park Off-street Parking Areas

The following areas to be known as the Prescott Park Off-street Parking Areas are hereby established for off-street parking of motor vehicles:

1. Water Street
2. The Lot at the northerly end of the Park.
 - A. No person having control or custody of any vehicle shall stop or cause same to stop for longer than two (2) hours at any time between the hours of 8:00 a.m. and 6:00 p.m., on any day of the week.
3. The lot on the westerly side of Prescott Park at the corner of Marcy and Dutton Streets and the paved area adjacent to the Sheafe Warehouse between the Piscataqua River and Marcy Street.
 - A. No person having control or custody of any vehicle shall stop or cause same to stop for longer than two (2) hours at any time between the hours of 8:00 a.m. and 6:00 p.m., on any day of the week.

I. Meeting House Hill Off-Street Parking Area

The following area to be known as the Meeting House Hill Off-Street Parking Area is hereby established for off-street parking of motor vehicles:

The property located at 280 Marcy Street, formerly known as the Children's Museum.

All of said area shall be used for off-street parking not to exceed 72 hours at any one time.

J. Business Validation Program

The City Manager may implement a business validation program whereby stamps, tokens or the like may be purchased by business owners within a designated geographical area at a discount rate for use by clients or customers. Authority is hereby provided to the City Manager to establish the terms and conditions under which the validation program will operate. All such terms and conditions shall be submitted to the City Council for review and approval. Amendments to such terms and conditions may be submitted from time to time as necessary by the City Manager to the City Council, for further review and approval. The approved terms and conditions for the Business Validation Program shall be kept on file as a public record with the Office of the City Clerk.

K. Leary Field Parking Area – Off-Street Parking Area

The approximately 90' x 90' fenced paved lot that is at the address of 161 Rockland Street (Map 0129, Lot 0045) is hereby established as the Leary Field Off-Street Parking Area for off-street parking of motor vehicles not to exceed 72 hours at any one time.

L. Foundry Place Off-Street Parking Area

The Municipal Parking Garage located at 100 Foundry Place shall be known as the Foundry Place Parking Garage. The area within the garage shall be designated for off-street parking and shall be striped for that purpose to include parking spaces for handicapped access and electric vehicle charging stations. Fees for parking in the Foundry Place Parking Garage to be determined in accordance with Chapter 1, Article XVI, or as may be adopted by vote of the City Council.

Any vehicle remaining in the garage after seven (7) days will be subject to towing or immobilization at the owner's expense. Fees to be determined in accordance with Chapter 1, Article XVI.

Section 7.403: LENGTH OF VEHICLES

Vehicles parking in Off-Street Parking Areas shall not exceed 19 feet in length.

Section 7.404: RESERVED FOR FUTURE USE

Section 7.405: AUTHORITY GIVEN TO REGULATE AREAS

A. The City Manager, with the authority and approval of the City Council, hereby granted, shall provide for the installation of metering devices and the painting of necessary lines for the regulation and operation of vehicle parking in accordance with the ordinances of the City. This authority shall be applicable to all off-street parking areas owned or controlled by the City.

Section 7.406: RESERVED FOR FUTURE USE

Section 7.407: APPLICABILITY OF SECTIONS 7.107 THROUGH 7.113

Chapter 7, Sections 7.107 to 7.113 inclusive, of the Code of Ordinances of the City of Portsmouth shall also apply to said off-street parking area.

Section 7.408: PEIRCE ISLAND BOAT LAUNCH OVERNIGHT PARKING

Notwithstanding any other provision of these ordinances, the Director of Public Works may issue permits to allow persons to lawfully utilize the Peirce Island Boat Launch parking lot for the purpose of parking a vehicle overnight. The issuance of such permits shall be in accordance with the following terms and conditions:

- A. The permittee shall be issued an overnight parking permit from the Parking Clerk's Office for a deposit and fee to be determined in accordance with Chapter 1, Article XVI.
- B. Each permit would be valid only for the time stated upon issuance.
- C. The vehicle must prominently display the overnight parking permit on the vehicle's dashboard.
- D. The permitted vehicle shall not be designed for human occupation, such as a motor home, recreational vehicle or trailer.
- E. The vehicle and/or vessel shall remain unoccupied for the duration of the permitted time. In the event that the permittee secures the use of the overnight parking permit through misrepresentation, the permittee shall be subject to a fine of one hundred dollars (\$100.00).
- F. The Department of Public Works is authorized to adapt and enforce rules and regulations to implement this ordinance.
- G. Any person using an overnight parking permit other than at the times or manner specifically authorized by the Department of Public Works shall be subject to forfeiture of any deposit and to a fine of two hundred dollars (\$200.00) per violation.
- H. For purposes of this provision, the term "overnight parking" shall mean the continuous parking of a vehicle from dusk until dawn.

ARTICLE IVA: BUS STOPS AND TAXICAB STANDS

Section 7-A.400: STOPPING

It shall be unlawful for the driver of any bus or taxicab to stand or to park upon any street in any business district at any place other than at a bus stop or taxicab stand, except while actually engaged in taking on or leaving passengers.

Section 7-A.401: PARKING IN TAXI STANDS OR BUS STOPS

- A. It shall be unlawful for the driver of any vehicle other than a bus to stand or park in any officially designated bus stop, or for any vehicle other than a taxi cab to stand or park in any officially designated taxi stand, with the following exceptions:
1. The driver of any vehicle may temporarily stop in any such stop or stand for the purpose of actually engaging in leaving or taking passengers or loading or unloading merchandise, such period not to exceed five minutes in overall length.
 2. When deemed necessary for the public safety or convenience, the Chief of Police or his/her designee may grant an extension to the five minute period referenced in the previous section.
 3. During the hours after 10:00 PM in the evening and before 5:00 AM in the morning, taxi cabs may utilize any designed bus stop located in Market Square in the manner allowed by law for taxi cabs to use designed taxi stands.

Section 7-A.402: BUS STOPS DESIGNATED

For the purpose of this Ordinance, the following sections of the streets in the business section of the City are hereby designated as Bus Stops:

- A. Congress Street:
1. two parallel strips 10 feet wide adjacent to the sidewalk on the northerly side of said street from the point of intersection of said street and the westerly side of High Street and extending westerly along Congress Street a distance of 70 feet.
 2. a strip 10 feet wide adjacent to the sidewalk on the northerly side of said street, beginning at the intersection of Bridge Street and running along said sidewalk, easterly a distance of 36 feet.
- B. Deer Street: south side, from a point 15 feet easterly of a hydrant located near the intersection of Deer Street and Maplewood Avenue to a point 95 feet easterly of said hydrant.
- C. Fleet Street: a strip 10 feet wide adjacent to the sidewalk on the westerly side of said street beginning at a point of intersection of Porter Street and running northerly along said street a distance of 30 feet.

- D. Hanover Street: southerly side of Hanover Street from Fleet Street to a point 285 feet east of Fleet Street.
- E. Market Street: easterly side from Isle of Shoals Steamship Company Entrance a distance of 90 feet southerly.
- F. Market Square: two parallel strips 10 feet wide adjacent to the sidewalk on the northerly side of said square from the point of intersection of said square and the easterly side of High Street and extending easterly along Market Square a distance of 70 feet.
- G. Middle Street:
 - 1. a strip 10 feet wide adjacent to the sidewalk on the westerly side of said street from the point of intersection of said street and Islington Street and running southerly along Middle Street a distance of 40 feet.
 - 2. a strip 10 feet wide adjacent to the sidewalk on the east side of the street extending forty feet in a southerly direction from a point 80 feet south of the intersection of State Street to be reserved as a bus stop from 8:00 a.m. to 1:00 p.m. Sundays only.
 - 3. a strip 10 feet wide adjacent to the sidewalk on the westerly side of said street from the point of intersection of Madison Street and running northerly along Middle Street a distance of 40 feet.
- H. Pleasant Street: a strip 10 feet wide adjacent to the sidewalk on the easterly side of said street beginning at the intersection of State Street and running southerly along Pleasant Street a distance of 30 feet.
- I. State Street:
 - 1. a strip 10 feet wide adjacent to the sidewalk on the southerly side of said street beginning at the southwesterly intersection of said street and Pleasant Street and running westerly along said State Street a distance of 30 feet.
 - 2. a strip 10 feet wide adjacent to the sidewalk on the southerly side of said street beginning at the southwesterly intersection of said street and Fleet Street and running westerly along said State Street a distance of 30 feet.

Section 7A.403: PARKING TIME LIMITS IN BUS STOPS

- A. No bus shall stand or park in the following designated bus stops for longer than five minutes:
 - 1. Bus Stop No. G1.
 - 2. Bus Stop No. A1.
 - 3. Bus Stop No. A3.

- B. No bus shall stand or park in the following designated bus stops for longer than fifteen minutes:
1. Bus Stop No. A2.
 2. Bus Stop No. B1.
 3. Bus Stop No. B2.
 4. Bus Stop No. E.
 5. Bus Stop No. F.
 6. Bus Stop No. G2.
 7. Bus Stop No. H1.
 8. Bus Stop No. I1.
 9. Bus Stop No. I2.
- C. No bus shall stand or park in the following designated bus stop for longer than two hours:
1. Bus Stop No. C.
 2. Bus Stop No. D.

Section 7A.404: PARKING OF BUSES

Except as provided in Section 7A.400 of this Article, it shall be unlawful to park any bus on any street in the City of Portsmouth or on any property of the City of Portsmouth or on any parking lot of the City of Portsmouth between the hours of 7:00 p.m. and 7:00 a.m. except as provided in Section 7A.400 or 7A.402.

Sections 7A.405 and 7A.406: RESERVED FOR FUTURE USE

Section 7A.407: LIVERY VEHICLES

The following spaces shall be reserved on a twenty-four hour a day, seven day a week basis for limousines or livery vehicles:

- A. Russell Street: westerly side, first space north of intersection with Deer Street.

Section 7A.408: TAXI STANDS DESIGNATED (Amended 01/23/2023)

The following areas are hereby designated as Taxi stands:

- A. Pleasant Street: easterly side, first parallel parking space north of State Street.

ARTICLE V: BICYCLE REGULATIONS

Section 7.501: RIDING ON SIDEWALKS

No person shall ride or propel any bicycle with wheels of 16" or more in diameter upon any sidewalk in the City of Portsmouth. This shall not prohibit operation of a bicycle on a path that is signed and marked as a designated share-use path with a minimum width of 8'.

Section 7.502: MANNER AND SPEED OF OPERATION

No person shall ride or propel a bicycle upon any public way, except in a prudent and careful manner and at a reasonable rate of speed and must exercise due care around pedestrians and must yield to pedestrians.

Section 7.503: EQUIPMENT REQUIRED

No person shall ride or propel a bicycle upon any public way in the City of Portsmouth unless the steering, brakes, tires and other required equipment are in safe condition. Helmets are required for all persons riding on or operating a bicycle under the age of sixteen.

Section 7.504: LIGHTS, WHEN REQUIRED

Every bicycle operated upon a public way during darkness shall be equipped with a lamp emitting a white light visible from a distance of 300 feet in front of the bicycle and with a red reflector or red light on the rear, which shall be visible from a distance of 300 feet to the rear. Every bicycle operated upon a public way during darkness shall have reflectors on both pedals or wear reflector leg bands on operator's lower extremity or other reflectors on legs or shoes visible from 200 feet. Any person operating a bicycle during the period from one half hour before sunrise and one half hour after sunset must wear at least one item of reflective outerwear apparel such as a reflective vest, jacket, helmet or helmet strip.

Section 7.505: OBSERVANCE OF TRAFFIC REGULATIONS

Every person riding a bicycle shall have all of the rights and be subject to all of the duties applicable to the driver of any other vehicle under the rules of the road except as follows:

- A. A person propelling a bicycle may pass a slower-moving vehicle in the same lane provided such movement can be made with reasonable safety.
- B. A person propelling a bicycle may pass a stationary or stopped motor vehicle on the right.
- C. A person propelling a bicycle upon a way at a speed less than the normal speed of traffic moving in the same direction at that time and place shall remain on the right portion of the way as far as practicable except when it is unsafe or impractical to do so or where signage or pavement markings are provided which indicate that it is acceptable for bicycles to use the full lane.

Section 7.506: HANDS ON HANDLEBARS

No person shall operate or propel any bicycle without having at least one of his/her hands upon the handlebars thereof.

Section 7.507: RIDING ON HANDLEBARS

No person operating or propelling a bicycle having only one saddle shall carry any other person on said bicycle.

Section 7.508: CLINGING TO VEHICLES

It shall be unlawful for any person while riding or propelling a bicycle to hold onto a moving bus, truck or any other vehicle.

Section 7.509: RIDING ABREAST ON ROADWAYS

Persons riding bicycles 2 or more abreast on a public way shall not impede the normal and reasonable movement of traffic and, on a laned roadway shall ride within a single lane.

Section 7.510: UNATTENDED BICYCLES

No person shall park a bicycle in a manner that:

- A. Impedes the flow of motor vehicle traffic on roadways or the normal and reasonable movements of pedestrian traffic, including but not limited to crosswalks, sidewalks, and building entrances.
- B. Prevents or impedes the operation of or access to a parking meter, parking pay station, traffic control device.
- C. Hinders or restricts access to handrails or ramps.
- D. Hinders, obstructs or impedes the movement of a legally parked motor vehicle.
- E. Bicycles shall not be parked on public roadways except in an area signed and otherwise designated for bicycle parking.
- F. Bicycles shall not be secured to or parked against a tree.
- G. At no time shall bicycles be secured or parked against a fire hydrant or monuments.
- H. At no time shall bicycles be left unattended on private property without the consent of the owner or legal tenant.
- I. Bicycles may park on a public way or on public property for a maximum consecutive time period of 72 hours except in an area signed and otherwise designated for long-term parking.

Section 7.511: PENALTIES

Any person violating any provision of this ordinance shall be subject to a civil infraction of \$35. Made payable to the Parking Clerk of the City of Portsmouth or the operator may be deprived of his/her bicycle until the provisions and requirements of this chapter have been complied with.

Section 7.512: APPLICABILITY

The foregoing Ordinances and rules and regulations herein contained shall apply to bicycles with wheels of 16 inches or more in diameter only.

ARTICLE VA: DISTRICT COURT PARKING

Section 7A.501: DISTRICT COURT HOUSE PARKING

Spaces in the District Court House Parking Lot shall be designated as reserved between the hours of 6:00 a.m. and 5:00 p.m. Monday through Friday as follows:

- A. Two spaces for the Judges;
- B. Two spaces for the Police;
- C. Five spaces for other building employees.

ARTICLE VI: LOADING ZONES

Section 7.601: LIMITED HOURS LOADING ZONES

The following locations are established as “Limited Hours Loading Zones” during “Loading Zone Hours” which are defined as Mondays through Saturdays between the hours of 6:00 a.m. and 7:00 p.m. or as otherwise described below. During Loading Zone Hours only licensed commercial vehicles, vehicles marked for commercial purposes and unmarked noncommercial vehicles with Loading Zone Permits may utilize Limited Hours Loading Zones for up to 30 consecutive minutes if actively engaged in loading or unloading product, merchandise or equipment. At all other times these Loading Zones shall be open parking for all vehicles.

1. Bow Street: northerly side beginning 40 feet west from Chapel Street and continuing west for a distance of 70 feet from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 a.m. to 12:00 p.m.
2. Brewster Street: easterly side, beginning 40 feet north of the northerly curbline of Islington Street and running 40 feet in the northerly direction, between the hours of 7 AM and 3 PM, Monday through Friday.
3. Congress Street:
 - a. northerly side, beginning 9 feet west from the intersection of Fleet Street and Congress Street running for a distance of 136 feet from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
 - b. southerly side, beginning 130 feet east from the intersection of Fleet Street and Congress Street running for a distance of 49 feet from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
4. Daniel Street: southerly side, beginning 37 feet west from Penhallow Street for a distance of 65 feet from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
5. Deer Street: southerly side, west from Market Street for a distance of 60 feet from 6:00 AM to 9:00 AM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
6. Hanover Street:
 - a. northerly side, beginning at a distance of 106 feet from the western most point of the southwesterly curbline of Market Street for a distance of 45 feet.
 - b. southerly side, beginning at the westerly curbline of Fleet Street and running westerly for 90 feet, from 6:00 AM. to 11:00 AM.
 - c. all parking spaces on the northerly side between Portwalk Place and Maplewood Avenue from 6:00AM to 9:00 AM
7. Market Street:
 - a. easterly side, south for a distance of 50 feet, beginning at Commercial Alley from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
 - b. easterly side, south for a distance of 40 feet, beginning at Bow Street from 6:00 6:00 AM. to 7:00 PM.

- c. westerly side between Russell Street and Deer Street, from November 1st through March 30th, 2:00 AM to 12:00 PM Monday through Friday.
- 8. Pearl Street: easterly side from a point thirty feet (30') north of Islington Street to a point seventy feet (70') north of Islington Street.
- 9. Penhallow Street: westerly side, beginning at Commercial Alley and running northerly for a distance of 45 feet. In addition to Monday through Saturday, this location shall also be a loading zone from 6:00 AM to 12:00 PM. on Sunday.
- 10. Pleasant Street: easterly side, beginning 94 feet south of the southerly curblineline of Daniel Street and running southerly for a distance of 45 feet from 6:00 AM to 9:00 AM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
- 11. State Street:
 - a. northerly side, beginning 40 feet east from Pleasant Street for a distance of 40 feet.
 - b. southerly side, beginning 20 feet west from Atkinson Street for a distance of 57 feet from 6:00 AM to 3:00 PM Monday through Saturday, and on Sunday from 6:00 AM to 12:00 PM.
- 12. Vaughan Street: westerly side, beginning at the intersection with Raynes Avenue and running southerly for a distance of 60 feet, from 6 AM to 9 AM.

Section 7.602: 24-HOUR LOADING ZONES

The following locations are established as “24-Hour Loading Zones” at all times, 24 hours a day, seven days a week. Only licensed commercial vehicles, vehicles marked for commercial purposes and unmarked non-commercial vehicles with Loading Zone Permits may utilize the 24-Hour Loading Zones for 30 consecutive minutes if actively engaged in loading or unloading product, merchandise or equipment. No other vehicles may utilize the 24-Hour Loading Zones.

- 1. Ceres Street
 - a. westerly side, beginning 27 feet from Bow Street for a distance of 25 feet.
 - b. easterly side, beginning 95 feet from Bow Street for a distance of 40 feet.
- 2. Chestnut Street: westerly side, south from Congress Street for a distance of 100 feet
- 3. Daniel Street: northerly side, beginning 123 feet east from Bow Street for a distance of 35 feet.
- 4. Haven Court: both sides, entire length
- 5. Maplewood Avenue: easterly side, beginning 35 feet north from the intersection of Congress Street and Maplewood Avenue running for a distance of 70 feet.
- 6. Pleasant Street: westerly side, beginning 21 feet south from the intersection of Pleasant Street and State Street running southerly for a distance of 30 feet.

7. Porter Street
 - a. northerly side, beginning 15 feet west from Fleet Street for a distance of 40 feet.
 - b. southerly side, beginning 145 feet east from Middle Street for a distance of 45 feet

Section 7.603: LOADING AND UNLOADING OF LIVE PARKED VEHICLES

1. Middle Street: easterly side, beginning 188 feet southwesterly from intersection with Miller Avenue, for a distance of 20 feet (in front of 375 Middle Street).

Section 7.604: LOADING ZONE PERMITS

The Director of Public Works may issue a Loading Zone Permit to allow unmarked non-commercial vehicles to utilize Limited Hours Loading Zones and 24-Hour Loading Zones for 30 consecutive minutes if actively engaged in loading or unloading of product, merchandise or equipment. The issuance and use of such permits shall be in accordance with Article VI and the following terms and conditions:

- a. The permittee shall be issued a Loading Zone Permit from the Parking Clerk's Office for a fee to be determined in accordance with Chapter 1, Article XVI.
- b. Each Loading Zone Permit would be valid for one calendar year, January 1st through December 31st.
- c. Each Loading Zone Permit is non-transferable and is valid for only one vehicle per application.
- d. The vehicle must prominently display the Loading Zone Permit on the vehicle's dashboard.
- e. In the event that the permittee secures the use of the Loading Zone Permit through misrepresentation, the permittee shall be subject to a fine of one hundred dollars (\$100.00).
- f. Any person using a Loading Zone Permit other than at the times or manner specifically authorized by the Department of Public Works shall be subject to a fine of two hundred dollars (\$200.00) per use, per permit, of such unauthorized use.

Section 7.605: EMERGENCY REPAIR TRUCKS EXEMPT (PENALTY)

This Ordinance shall not apply to trucks being used upon said streets for emergency purposes or while engaged on highway maintenance or repairs.

Anyone who violates or causes to be violated any provision of this Ordinance shall be fined not exceeding \$100 for each offense.

ARTICLE VII: TRUCK AND BUS TRAVEL

Section 7.701: PROHIBITED ON CERTAIN STREETS

Notwithstanding any other provision of this ordinance, no tractor – trailer truck may travel on the following streets at any time for any reason.

1. Maplewood Avenue from Central Avenue to Woodbury Avenue
2. Woodbury Avenue from Dennett Street to Bartlett Street.

Section 7.702: TRUCK TRAFFIC PROHIBITED

It shall be unlawful for any truck with a box, body or platform of over 12 feet in length to use the following streets subject to the exceptions of Section 7.704 of this Article.

1. Adams Avenue
2. Banfield Road
3. Bartlett Street*
4. Broad Street (between South Street and Jones Avenue).
5. Burkitt Street (between Dennett Street and the Maine/New Hampshire Interstate so-called).
6. Cate Street (between Cottage Street and Hodgdon Way)*
7. Chestnut Street (from Congress Street to Porter Street)
8. Circuit Road
9. Cleveland Drive
10. Coolidge Drive
11. Dennett Street*
12. Dwight Avenue
13. Echo Avenue
14. Edgewood Road
15. Farm Lane
16. Fillmore Road
17. F.W. Hartford Drive
18. Garfield Road
19. Granite Street
20. Grant Avenue
21. Greenleaf Avenue
22. Harding Road
23. Hayes Place
24. Hoover Drive
25. Mangrove Street
26. Maplewood Avenue (from Central Avenue to Woodbury Avenue)
27. McKinley Road
28. Myrtle Avenue (between Dennett St. and the Maine/New Hampshire Interstate so-called)
29. Nixon Park
30. Pickering Street
31. Polk Avenue
32. Profile Avenue

33. Ranger Way
 34. Rockhill Avenue
 35. Sherburne Road
 36. Taft Road
 37. Taylor Lane
 38. Thornton Street (between Woodbury Avenue and Bartlett Street)
 39. T.J. Gamester Avenue
 40. Truman Place
 41. Van Buren Avenue
 42. Wilson Road
 43. Woodbury Avenue, between Market Street and Bartlett Street
- *Effective when Hodgdon Way is open for public travel

Section 7.703: BUS TRAFFIC PROHIBITED ON CERTAIN STREETS

Notwithstanding any other provision of this ordinance, no bus may travel on the following streets at any time for any reason.

1. Ceres Street (all public sections).

Section 7.704: EXCEPTIONS TO PROHIBITION OF TRUCK TRAFFIC

The following streets are exceptions to the prohibition against truck traffic on the streets set forth in Section 7.702:

- A. The operation of trucks upon any street where necessary to the conduct of business at the destination point accessible only through use of streets where truck traffic is prohibited as set forth in Section 7.702.
- B. Emergency vehicles: The operation of emergency vehicles upon any street in the City.
- C. Public Utilities, Etc.: The operation of trucks owned or operated by the City, Public Utilities, any contractors, subcontractors or materialman, while engaged in the repair, maintenance or construction of streets, street improvements or street utilities within the City.
- D. Residential Home Delivery Vehicles: The operation of delivery trucks actually engaged in making residential deliveries.

Section 7.705: ENFORCEMENT

The Public Works Department shall cause those streets which are through truck routes and local delivery routes to be posted to give notice that this Ordinance is in effect. Where applicable, the Public Works Department shall coordinate sign posting with the New Hampshire Department of Transportation.

The Chief of Police shall cause enforcement of this Ordinance to occur through local, county and state law enforcement sources.

Section 7.706: (VACANT)

Section 7.707: TRUCK OR BUS PARKING

It shall be unlawful for any person to park any truck or bus any size on the following streets:

- A. Hancock Street: either side
- B. Woodbury Avenue: westerly side from Route #1 Bypass bridge to Boyd Road.

Section 7.708: DEFINITION

Construction sites shall mean and include any private or public property upon which repairs to existing buildings, construction of new buildings, or demolition of existing structures is taking place. It shall also include areas upon which repairs, reconstruction, or additions are being made to existing streets and public ways within the City of Portsmouth and shall include the construction of new streets, roadways, the repair, reconstruction, or addition of new bridge or overpass surfaces and shall also include those areas where backfilling is being performed and will include travel to and from areas where fill material is being obtained or disposed of.

Section 7.709: CONDITION OF CONSTRUCTION SITES

The property owners, whether they be public or private, and the prime contractors in charge of any construction site as defined in this ordinance shall maintain the construction site in such a manner that litter, cement, plastic, building materials, or any other construction materials will be prevented from being carried by the elements to adjoining premises or to roadways within the construction site or to roadways on which construction vehicles travel for the purpose of obtaining or dumping any type of construction material. All litter or any other type of construction material as defined above shall be picked up at the end of each work day and placed in such containers as will prevent the material from being carried by the elements to adjoining premises or roadways.

Section 7.710: VEHICLES DROPPING CONTENTS ON STREETS

It shall be unlawful for any person, company, or business to transport in any vehicle or by any other means or manner, any loose material or articles likely to sift, fall, spill, or be blown about on any public street, alley, or other public way within the City of Portsmouth. In the event of any of the contents of such vehicles being blown, scattered, or dispersed in any way upon any public street, alley, or other public way or place within the City, the person in charge of said vehicle shall immediately gather up or cause to be gathered up any such blown or scattered material. In the event that such material cannot be gathered up in a reasonable manner, then such person in charge of said vehicle shall cause the area to be cleaned by the use of such other means as may be required to clean the area.

Section 7.711: COVERING OF VEHICLE LOADS REQUIRED

It shall be unlawful for any person, business, or company transporting any materials mentioned in the above sections to transport any vehicle load without a cover to prevent the contents of said load to sift, fall, spill, or be blown about on any public street, alley, or other public way within the City of Portsmouth.

Section 7.712: PENALTY

Any person, business or company violating any provision of this Article VII shall be fined up to \$100 for each offense. A separate offense shall be deemed to be committed for each day in which a violation occurs or continues to occur except as follows:

- A. The penalty for parking on a sidewalk in the Central Business District pursuant to Section 7.315 shall be \$25.00 per violation.

ARTICLE VIII: HAZARDOUS MATERIALS

Section 7.801: LIQUEFIED PETROLEUM, LIQUEFIED NATURAL GAS, METHYL METHACRYLATE, OR ANY FLAMMABLE LIQUID (AS DEFINED BY THE NATIONAL FIRE PROTECTION ASSOCIATION)

ROUTES TO BE TAKEN: Unless there is some type of emergency existing and there is no practical alternative, a motor vehicle which

- A. is designed to transport 4,000 or more gallons of liquified petroleum, liquified natural gas, methyl methacrylate, or any flammable liquid as defined by the National Fire Protection Association; and
- B. contains liquified petroleum, liquified natural gas, methyl methacrylate, or any flammable liquid as defined by the National Fire Protection Association, or the vapor fumes of any;

must be operated over only the following routes and in accordance with all State and Federal regulations on the transportation of hazardous materials:

- 1. Interstate 95;
- 2. Spaulding Turnpike (Route #16);
- 3. Route #1 Bypass between Portsmouth Traffic Circle and Interstate Bridge;
- 4. Route #101 (west of Interstate 95)
- 5. Barberry Lane and that portion of Islington Street and Greenland Road necessary to connect Barberry Lane to Interstate 95 by the most direct route.

Operating convenience is not a basis for determining whether it is practical to operate a motor vehicle in accordance with this Section.

Section 7.802: LIQUIFIED PETROLEUM, LIQUIFIED NATURAL GAS, METHYL METHACRYLATE, OR ANY FLAMMABLE LIQUID (AS DEFINED BY THE NATIONAL FIRE PROTECTION ASSOCIATION)

PARKING AND STANDING: No motor vehicle described in Section 7.801 shall be parked or left standing within the limits of the City of Portsmouth, except for valid public safety reasons requiring such motor vehicle to be parked or left standing or for refueling of such motor vehicle. Immediately upon completion of refueling or elimination of the public safety reason requiring a stop, such vehicles shall continue on their way.

Section 7.803: INTERPRETATION AND SPECIFIC PERMITS

Section 7.801 and 7.802 shall be interpreted so as to provide the maximum safety to the general public and the burden shall be upon the owner or driver of motor vehicles described in said Sections to justify a deviation from the specific routs or the need for such exceptions to the provisions of Sections 7.801 and 7.802 may be granted by the Portsmouth City Council after hearing with good cause shown.

Section 7.804: RAILROAD TRANSPORTATION OF HAZARDOUS MATERIALS

Unless a special permit is obtained beforehand from the Portsmouth City Council, railroad tank cars which

- A. are designed to transport liquified petroleum, liquified natural gas, methacrylate, or any flammable liquid as defined by the National Fire Protection Association and;
- B. contain liquified petroleum, liquified natural gas, methacrylate, or any flammable liquid as defined by the National Fire Protection Association or vapor fumes of any ?? shall not be parked or stored on tracks within the City of Portsmouth.

Section 7.805: SAFETY PRECAUTIONS CROSSING HIGHWAYS

All trains containing tank cars described in Section 7.804 shall not cross any Class I, IV, and V highway within the City limits of Portsmouth without the presence of electronic signal devices or a flagman in the road to stop traffic.

ARTICLE IX: PENALTIES, FORFEITURES AND SEPARABILITY

Section 7.901: PENALTIES

- A. Any person violating any of the provisions of this Chapter or any rule or regulation made by the Chief of Police pursuant thereto, except the rules and regulations found in Section 7.105 and except those rules referenced in paragraph B, C, D, E, F and G of this provision, shall be subject to a fine or not more than \$300 upon conviction therefore in the Portsmouth District Court.
- B. Notwithstanding any other provision of this Ordinance, any person violating an emergency order issued by the Chief of Police pursuant to Section 7.303 or Section 7.321 shall forfeit to the City of Portsmouth within forty-eight (48) hours of such violation the sum of \$50. In the event that such forfeiture is not made within thirty (30) days of the violation date, then the forfeiture shall be paid to the City of Portsmouth in the amount of \$75. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$100 upon conviction therefore in the 10th Circuit Court, District Division.
- C. Any person receiving more than ten (10) parking violations in one (1) year, July 1 to June 30 inclusive, shall forfeit an additional charge for each subsequent violation in the amount of \$25. In the event that this additional forfeiture of \$25 is not made within thirty (30) days of the date of the violation triggering the \$25 forfeiture, then the forfeiture amount shall become \$50.
- D. Notwithstanding any other provisions of this Ordinance, any person violating the following sections of this Chapter or any rule made by the Chief of Police pursuant thereto, shall forfeit to the City of Portsmouth within thirty (30) days of such violation the amount designated below. In the event that the forfeiture amounts not paid within thirty (30) calendar days of the violation, then the forfeiture shall be the sum listed below. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$100.00 upon conviction.

<u>Section</u>	<u>Parking Violation</u>	<u>Fine Amount Within 30 Days</u>	<u>Fine Amount After 30 Days</u>
7.102, 7.105 (A) (C)	Expired Meter	\$35.00	\$55.00
7.328.1	Utilization of Multiple Spaces	\$25.00	\$50.00
7.315 (A)	Parking Within an Intersection	\$25.00	\$50.00
7.315 (B)	Parked in Crosswalk	\$25.00	\$50.00
7.315 (C)	Parked within 15 feet of a Fire Hydrant	\$25.00	\$50.00

7.315 (D)	Parked Within 15 Feet of Fire Station Driveway	\$25.00	\$50.00
7.315 (E)	Parked Blocking Driveway	\$25.00	\$50.00
7.315 (F)	Parked on Sidewalk	\$25.00	\$50.00
7.315 (G)	Obstructing Traffic During Construction Activity	\$25.00	\$50.00
7.315 (H)	Double Parking	\$25.00	\$50.00
7.315 (I)	Violating Traffic Signs Prohibiting Parking	\$25.00	\$50.00
7.315 (J)	Parked, Wrong Direction	\$25.00	\$50.00
7.316	Back to Curb	\$25.00	\$50.00
7.319	Distance from Curb	\$25.00	\$50.00
7.320	Obstructing Street	\$25.00	\$50.00
7.325	30 Minute Parking	\$35.00	\$55.00
7.326	15 Minute Parking	\$35.00	\$55.00
7.327	Limited Parking - Two Hours	\$35.00	\$55.00
7.329	Limited Parking – Four Hours	\$35.00	\$55.00
7.330	Parked in No Parking Area	\$35.00	\$55.00
7.331	Parking Too Close to Intersection	\$25.00	\$50.00
7.601	Limited Hours Loading Zones	\$35.00	\$55.00
7.602	24-Hour Loading Zones	\$35.00	\$55.00
7.1504	Parking in Fire Lane	\$25.00	\$50.00
7.1603	Resident Only Parking	\$25.00	\$50.00

- E. Notwithstanding any other provision of this Ordinance, the owner or operator of a vehicle unlawfully parked in areas designated as reserved for parking for the walking disabled pursuant to Section 7.1200 shall forfeit to the City of Portsmouth within thirty (30) days of such violation \$250. In the event that the payment of the forfeiture is not made within thirty (30) days of the violation, then the forfeiture shall be in the amount of \$300. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$300 upon conviction therefore in the 10th Circuit Court, District Division.

- F. Overnight Parking - Winter. Notwithstanding any other provisions of this Ordinance, any person violating the provisions of Section 7.321(A) or an emergency snow ban as directed by the Director of Public Works under Section 7.321(B) shall forfeit to the City of Portsmouth within thirty (30) days of such violation the sum of \$35. In the event that payment of such forfeiture amount is not made within thirty (30) days of the violation, then the forfeiture amount shall be \$55. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$100 upon conviction therefore in the 10th Circuit Court, District Division.

- G. Notwithstanding any other provision of this Ordinance, the owner or operator of a vehicle violating the provisions of Section 7.335 (72 hour parking restrictions) or 7.1000 (Tow Zone) shall forfeit to the City of Portsmouth within thirty (30) days of such violation \$50. In the event that the payment of forfeiture is not made within thirty (30) days of the violation, then the forfeiture shall be in the amount of \$100. In the event of failure to make such forfeiture, said person shall be subject to a fine of not more than \$150 upon conviction thereof in the 10th Circuit Court, District Division.

Section 7.902: SEPARABILITY

If any provision or part of any provision of this act or the application thereof, to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end, the provisions of this act are declared to be severable.

Section 7.903 SUMMONS ADMINISTRATION FEE

In addition to any fine or penalty otherwise established by this ordinance, any person or entity for whom the City serves a summons for any traffic or parking offense shall also be liable to the City for a summons administration fee in an amount to be set periodically by the City Council pursuant to its normal budget procedures.

ARTICLE X.: TOWING

Section 7.1000: TOW ZONES

- A. Establishment: The City Council may designate as a tow zone, all or any portion of any street, alley, public way, public park, or any municipal parking lot within the City of Portsmouth.
- B. Parking Prohibited: No vehicle shall park or stop nor shall any object be placed within a tow zone.
- C. Posting: Tow zones shall be designated as such by appropriate signs or markers.
- D. Removal of Vehicles or Objects: Any vehicle or object remaining in a tow zone for more than 15 minutes may be removed at the direction of the Chief of Police or the Department of Public Works. Removal of any vehicle or object shall be at the expense and risk of the owner thereof. The Chief of Police may, for good cause, permit a vehicle or object to remain in a tow zone, if in his discretion, such vehicle or object does not impede traffic or adversely affect the health, safety and welfare of the community.
- E. Limited Parking Areas: City Streets
 - 1. Any vehicle or object remaining in the same location in any controlled parking area for more than 24 hours beyond that time limit established for such area may be removed in the manner provided in Section 7.1000 D.
 - 2. Any vehicle or object remaining in the same location in any uncontrolled parking lot for more than 72 hours may be removed in the manner provided in Section 7.1000 D.
 - 3. Any vehicle or object remaining in the same location in any uncontrolled on-street parking space for more than 24hours in the Central Business Districts A and B as bounded and shown on the City of Portsmouth Zoning Map, or more than 72 hours in any other location in the City, may be removed in the manner provided in Section 7.1000 D.
 - 4. Nothing herein shall take precedence over any Ordinance relating to the removal of vehicles interfering with snow removal or emergency operations.

Section 7.1001: TOW ZONES

- A. The following areas are designated as tow zones:
 - 1. Andrew Jarvis Drive (southerly side)
 - 2. Atkinson Street (both sides from State Street to Court Street)

3. Borthwick Avenue (from the Route #1 Bypass 4,118 feet more or less to the intersection of Borthwick Avenue with the northernmost driveway of Liberty Mutual Insurance Company, southerly side)
4. Ceres Street (both sides from Bow Street to Market Street)
5. Chestnut Street (both sides from Congress Street to Porter Street)
6. Congress Street Bus Stop #A1
7. Court Street
 - a. (northerly side from Marcy Street to Pleasant Street with the exception of 121 feet in front of the Court Street Park)
 - b. (southerly side from Pleasant Street to Atkinson Street and the first 118 feet westerly from Marcy Street)
8. District Court House (nine spaces in the parking lot designated as reserved for judges, police and other court personnel between 6:00 a.m. and 5:00 p.m. Monday through Friday)
9. Gates Street (south side from Pleasant Street to Mechanic Street between the hours of 6:00 p.m. and 10:00 p.m. June 15th to August 15th)
10. Hancock Street (southerly side, between Washington and Marcy Streets.)
11. Marcy Street
 - a. (west side from State Street to Pleasant Street between the hours of 6:00 p.m. and 10:00 p.m. June 15th to August 15th)
 - b. (east side from a point 133 feet southeasterly from the intersection with State Street south for a distance of 40 feet)
 - c. (east side from the intersection of State Street to Pleasant Street between the hours of 6:00 p.m. and 10:00 p.m. Memorial Day through midnight Labor Day)
12. Market Square Bus Stop #E1
13. Market Square Fire Lane (a strip 10 feet wide on the easterly side of Market Square starting at a point in the street 27 feet from the easterly curb at the point of intersection of said square and Daniel Street thence running in a southerly direction parallel to the sidewalk on Market Square a distance of 114 feet)
14. Market Street:
 - a. (westerly side from the southerly boundary line of the Moffatt Ladd House running northerly to the intersection of Deer Street)

- b. (easterly side from the intersection of Ceres Street running southerly along Market Street a distance of 224 feet)
 - c. Easterly side of Market Street at a point across from Ladd Street; to total a distance of 29' 5" which constitutes the existing area between No Parking signs during the hours of 6:00 A.M. to 5:00 P.M. Monday through Saturday
15. Mechanic Street (southerly side from Marcy Street to the Pierce Island Bridge)
 16. Penhallow Street (westerly side from the intersection of Custom House Alley and Penhallow Street continuing in a northerly direction for a distance of 45 feet)
 17. Pierce Island Access Road (northerly side from a point 270 feet east of the intersection of Marcy Street and Mechanic Street easterly for a distance of 900 feet and the southerly side from a point 364 feet east of the intersection of Marcy Street and Mechanic Street easterly for a distance of 806 feet)
 18. Porter Street – Both sides between Church Street and Pleasant Street.
 19. Prescott Park (the paved vehicle accessway inside the Dutton Avenue entrance extending approximately 43 feet southerly and 77 feet easterly from said entrance to an area designated for parking)
 20. Prospect Street (northwesterly side)
 21. Sheafe Street (northerly side from the intersection of Sheafe and Penhallow Streets easterly a distance of 61 feet)
 22. Summit Avenue (easterly side)
 23. State Street (northerly side from the intersection of Summer Street running easterly on said State Street a distance of 263 feet)
 24. Washington Street (westerly side from State Street to Court Street and the first 300 feet southerly from Court Street)
 25. Whidden Street (southerly side from Pleasant Street to South Mill Pond)
 26. Taxi Stands (areas designated by Ordinance as taxi stands during the hours in which they are designated to be so used)
 27. All sidewalks, intersections, crosswalks and areas within 15 feet of hydrants or within 20 feet of crosswalks and intersections.
 28. Areas designated as reserved parking for the walking disabled for any vehicle not displaying a license plate, decal or card issued pursuant to RSA 260:18-a.

29. Following Public Parking Lots:
- a. Bridge Street Lot (two spaces)
 - b. Court House Lot (one space)
 - c. High/Hanover Lot (two spaces)
 - d. Library Lot (two spaces)
 - e. Worth Plaza Lot (four spaces)

Section 7.1002: SNOW REMOVAL OPERATIONS (Deleted 10/16/2023)

Section 7.1003: EXCEPTIONS

- A. Buses lawfully parked in Bus Stops #A1 and E1 as per Section 7A.401 will not be towed.
- B. Taxis lawfully parked in Taxi stands during permitted hours.
- C. Vehicles in the process of loading or unloading but in no event shall such vehicles be left unattended or so parked for more than 15 minutes.

Section 7.1004: IMMOBILIZATION OR TOWING OF VEHICLES FOR NON-PAYMENT OF PARKING PENALTIES

A. PURPOSE

Notwithstanding any other provisions of these Ordinances, motor vehicles may be immobilized by an Immobilization Device for non-payment of Parking Violations, in accordance with the following terms and conditions.

B. DEFINITIONS

- 1. **PARKING CLERKS:** The City Manager is hereby authorized to designate one or more Parking Clerks to perform the duties contained in this section and other duties associated with the operation of the Parking Clerk's Office, including but not limited to maintaining parking records, reviewing and rendering decisions on parking appeals, and collecting payment of Parking Penalties.
- 2. **OWNERSHIP OR CONTROL:** The fact that a vehicle which is subject to a Parking Violation is registered in the name of a person, business, or corporation ("Owner"), shall be considered prima facie proof that the Owner was in control of the vehicle at the time of such Parking Violation or that the Owner had authorized the use of the vehicle.
- 3. **IMMOBILIZATION AND TOW RECORD:** The Parking Clerk's Office shall maintain records of all vehicles that individually or in combination with other vehicles owned by the same Owner, have accumulated unpaid Parking Penalties in excess of two hundred and fifty dollars (\$250). The Parking Clerk's Office will send a letter by first class mail to the registered Owner of vehicle(s) listed on the Immobilization and Tow Record if owner vehicle records are available. A vehicle included in the Immobilization and Tow Record is subject to being immobilized

by an Immobilization Device or towed and held in storage pending final resolution of unpaid Parking Penalties.

4. **IMMOBILIZATION DEVICE:** A vehicle boot, wheel clamp, windshield blocking device, or any other apparatus which may be used for the purpose of immobilizing a vehicle listed in the Immobilization and Tow Record.
5. **ILLEGALLY PARKED:** The term "illegally parked" as used in this particular section and all other sections concerning PARKING in the Ordinances of the City of Portsmouth shall mean any vehicle that is subject to a Parking Violation, including but not limited those violations listed in Article IX, Section 7.901 of the Chapter parked in a designated no-parking is and any vehicle included in the Immobilization and Tow Record maintained by the Parking Clerk.
6. **PARKING PENALTIES:** This Chapter sets forth parking and traffic rules and regulations. Violating these parking and traffic rules and regulations subjects the Owner of a vehicle to different forfeitures, penalties, fees and fines. For purposes of this Chapter, all such forfeitures, penalties, fees and fines are referred to collectively as Parking Penalties.
7. **PARKING VIOLATION:** A Parking Violation is any violation of the parking and traffic rules and regulations of the City of Portsmouth.

C. NOTICE

Any vehicle included in the Immobilization and Tow Record shall receive Notice of Immobilization or towing for nonpayment of Parking Penalties. Notice shall be either posted on the vehicle or sent by first class mail at the address listed in state motor vehicle records. The Notice shall include the following:

1. A statement that describes that the Owner has accumulated unpaid Parking Penalties for Parking Violations on the vehicle or other vehicles registered in the Owner's name and failure to resolve all unpaid Parking Penalties within seven (7) calendar days from the date of the Notice will result in immobilization or towing and storage of the vehicle pending such resolution;
2. A reference to the website where the Owner may review records used to comprise the Immobilization and Tow Record;
3. A reference to the website where the Owner may make payment of unpaid Parking Penalties prior to immobilization or towing of the vehicle;
4. A reference to the website where the Owner may make payment of unpaid Parking Penalties prior to immobilization or towing of the vehicle;
5. Contact information for the Parking Clerk's Office; and

6. A statement that the Owner may contact the Parking Clerk's office to arrange a review or hearing to review the information used to comprise the Immobilization and Tow Record before the expiration of the Notice period.

D. REVIEW OR HEARING REQUEST

Prior to immobilization or towing and storage of a vehicle listed on the Immobilization and Tow Record, the Owner may request a review or hearing regarding the information used to comprise the Immobilization and Tow Record by contacting the Parking Clerk's office. Owner may request an online or in person meeting with a Parking Clerk during posted office hours. If, after any review or hearing, the Parking Clerk confirms the information on the Immobilization and Tow Record, and if payment for the outstanding Parking Penalties is not received prior to the Notice period expiring, the vehicle will be immobilized or towed. The decision of the Parking Clerk shall be final, subject only to judicial review.

E. IMMOBILIZATION OR TOWING/STORAGE

Upon the determination that any vehicle which is listed on the Immobilization and Tow Record is parking on any public way or in any municipal lot, and payment of unpaid Parking Violations has not been received by the Parking Clerk prior to the expiration of the Notice period, the vehicle may be immobilized or towed and stored.

F. RELEASE OF IMMOBILIZED OR TOWED VEHICLES; REMOVAL FROM IMMOBILIZATION AND TOW RECORD:

Vehicles may be removed from the Immobilization and Tow Record, released from storage after towing or may have Immobilization Devices removed in the following manner:

1. By order of the Parking Clerk after review or hearing;
2. By payment in full of all Parking Penalties attributed to or arising out of the Parking Violations referenced in the Immobilization and Tow Record;
3. By posting a cash bond with the Parking Clerk's Office in any amount sufficient to make payment in full of all Parking Penalties arising out of the Parking Violations contained in the Immobilization and Tow Record to allow a judicial determination of the violations pursuant to State law;
4. By a judicial determination resolving the Parking Violations in accordance with State law and the payment of any Parking Penalties arising out of such determination; or
5. Payment of all fees and charges incurred by the City for the immobilization, towing and storage of the vehicle.

G. UNAUTHORIZED REMOVAL OF IMMOBILIZATION DEVICE

Any person removing an immobilization device without authority shall be guilty of a violation punishable by a fine of not more than \$1,000.00.

ARTICLE XI: SPEED LIMITS

Section 7.1100: SPEED LIMITS

Where a lower speed is not required for compliance with RSA 265:60 through 265:67, the speed limit of any motor vehicle not in excess of the limit specified in this subsection shall be prima facie lawful, but any speed in excess of the limits specified in this subsection shall be prima facie evidence that the speed is not reasonable and prudent and that it is unlawful.

A. Speed Limit: 5MPH

1. Ceres Street

B. Speed Limit: 10MPH

1. Mt. Vernon Street

C. Speed Limit: 15 MPH

1. Circuit Road
2. Cutts Avenue
3. Daniel Street
4. Market Street (between Deer and Daniel Street)
5. Profile Avenue
6. Rockhill Avenue
7. Russell Street
8. Shaw Road
9. Walker Bungalow Road
10. Weald Road
11. Wedgewood Road
12. Winsor Road

D. Speed Limit: 20 MPH

1. Adams Avenue
2. Aldrich Road
3. Anne Avenue
4. Arthur Road
5. Atkinson Street

6. Austin Street
7. Bartlett Street
8. Broad Street
9. Buckminster Way
10. Cabot Street
11. Cass Street

12. Circuit Road
13. Cleveland Drive
14. Clinton Street
15. Colonial Drive
16. Concord Way
17. Coolidge Drive
18. Cottage Street
19. Crescent Way
20. Decatur Road
21. Dennett Street
22. Doris Avenue
23. Dwight Avenue
24. Echo Avenue
25. Edgewood Road
26. Edward Street
27. Elwyn Road Ext.
28. Essex Avenue
29. F.W. Hartford Drive
30. Falkland Way
31. Farm Lane
32. Fillmore Road
33. Franklin Street
34. Gardner Street
35. Garfield Road
36. Gates Street
37. Georges Terrace

38. Gosport Road
39. Grant Avenue
40. Greenleaf Avenue
41. Greenside Avenue
42. Hall Court
43. Hancock Street
44. Harding Road
45. Harrison Avenue
46. Harvard Street
47. Hillcrest Drive
48. Holly Lane
49. Holmes Court
50. Hoover Drive
51. Howard Street
52. Humphrey's Court
53. Hunking Street
54. Joan Avenue
55. Jones Avenue
56. Leavitt Avenue
57. Leslie Drive
58. Lincoln Avenue
59. Livermore Street
60. Madison Street
61. Manning Street
62. Marcy Street
63. Mason Avenue

- | | | | |
|-----|--------------------|------|---|
| 64. | McClintock Street | 90. | Salter Street |
| 65. | McDonough Street | 91. | Saratoga Way |
| 66. | McKinley Road | 92. | Schurman Avenue |
| 67. | Mechanic Street | 93. | Sheffield Road |
| 68. | Melcher Street | 94. | Sherburne Road |
| 69. | Mill Street | 95. | Simonds Road |
| 70. | Moffatt Street | 96. | South Street (from Ward's
Corner to Blue Fin Market) |
| 71. | Newcastle Avenue | 97. | Stark Street |
| 72. | Newton Avenue | 98. | State Street |
| 73. | Nixon Park | 99. | Sutton Avenue |
| 74. | Odiorne Point Road | 100. | Suzanne Drive |
| 75. | Partridge Street | 101. | Swett Avenue |
| 76. | Peirce Island Road | 102. | T.J. Gamester Avenue |
| 77. | Pickering Street | 103. | Taft Road |
| 78. | Pierce Place | 104. | Taylor Court |
| 79. | Pine Street | 105. | Taylor Lane |
| 80. | Polk Avenue | 106. | Thaxter Road |
| 81. | Porpoise Way | 107. | Thornton Street |
| 82. | Pray Street | 108. | Truman Place |
| 83. | Preble Way | 109. | Tyler Place |
| 84. | Raleigh Way | 110. | Union Street |
| 85. | Regina Road | 111. | Van Buren Avenue |
| 86. | Ricci Avenue | 112. | Victory Road |
| 87. | Richards Avenue | 113. | Walden Street |
| 88. | Richmond Street | 114. | Wallis Road |
| 89. | Robert Avenue | 115. | Walton Street |

116. Washington Street	122. Wilson Road
117. Wentworth Street	123. Witmer Avenue
118. Whidden Street	124. Woodbury Avenue from Dennett Street to Bartlett Street
119. Whipple Court	125. Woodlawn Circle
120. Wibird Street	126. Woodworth Avenue
121. Willard Street	127. Worthen Road

E. Speed Limit: 25 MPH

1. Arthur Brady Drive (fka Omne Road)
2. Borthwick Avenue from Greenland Road to the northern most driveway of Jackson Gray Medical Building.
3. Chevrolet Avenue
4. Dodge Avenue
5. Elwyn Road
6. Greenland Road – between New Hampshire Route 33 and the municipal boundary of Portsmouth and Greenland
7. Islington Street
8. Maplewood Avenue from Woodbury Avenue to Islington St
9. Market Street between the intersection at Nobles Island and Deer Street
10. Middle Road, from Peverly Hill Road to Middle Street
11. Middle Street
12. Osprey Drive
13. Parrott Avenue
13. Peverly Hill Road
14. Portsmouth Boulevard
15. South Street, from Middle Road to Lafayette Road
16. Spinney Road
17. Summit Avenue

18. Woodbury Avenue from Market to Dennett St Intersection

F. Speed Limit: 30 MPH

1. Gosling Road

G. Speed Limit: 35 MPH

1. Borthwick Avenue from northern most driveway of Jackson Gray Medical Building to Route 1 ByPass

2. Market Street (except that portion between the Nobles Island intersection and Deer Street which shall be 25 mph, see Section E and between Deer Street and Daniel Street which shall be 15 mph, see Section C)

ARTICLE XII: PARKING FOR THE WALKING DISABLED

Section 7.1200: PARKING FOR THE WALKING DISABLED

- A. The City Council may designate portions of any street, alley, public way, public park, municipal parking lot or municipal parking facility within the City of Portsmouth as reserved - for parking vehicles displaying special license plates or windshield placards issued to persons with walking disabilities pursuant to state law (“Authorized Vehicles”);
- B. Such reserved parking spaces (“Reserved Parking Spaces”) shall be marked by the international accessibility symbol. Parking spaces that are not marked by the international accessibility symbol are unreserved parking spaces (“Unreserved Parking Spaces”);
- C. Only Authorized Vehicles may park in Reserved Parking Spaces.
- D. It shall not be a defense to a complaint alleging failure to display the required special license plate or windshield placard that the owner or operator neglected to display an otherwise valid special license plate or hanging windshield placard.
- E. Authorized Vehicles parked in Reserved Parking Spaces in parking meter zones are entitled to a three (3) hour free parking session during enforcement hours, 9:00 a.m. through 8:00 p.m. Monday through Saturday, and between 12:00 p.m. through 8:00 p.m. on Sundays. Authorized Vehicles that remain in the Reserved Parking Space after the three (3) hour free parking session has expired shall be considered unlawfully parked and subject to the penalties and enforcement provisions of this Chapter. If the Authorized Vehicle is moved to a different Reserved Parking Space or an Unreserved Parking Space during the hours of enforcement in the same day, it will not be entitled to an additional three (3) hours free parking session.
- F. Authorized Vehicles parked in Unreserved Parking Spaces in parking meter zones are entitled to a three (3) hour free parking session during enforcement hours, 9:00 a.m. through 8:00 p.m. Monday through Saturday, and between 12:00 p.m. through 8:00 p.m. on Sundays. Authorized Vehicles may remain in the same Unreserved Parking Space after the three (3) hour free parking session has expired if the parking meter is paid for a parking session. Authorized Vehicles that fail to pay a parking session after the three (3) hour free parking session has expired shall be considered unlawfully parking and subject to the penalties and enforcement provisions of this Chapter. If the Authorized Vehicle is moved to a Reserved Parking Space or a different Unreserved Parking Space during the hours of enforcement in the same day, it will not be entitled to an additional three (3) hours free parking session.

ARTICLE XIII: REQUIRED EQUIPMENT - SNOWPLOWS

Section 7.1300: EMERGENCY LIGHTS ON SNOWPLOWS

- A. All motor vehicles utilized for the plowing of snow on any premises not owned by the operator of the vehicle shall be equipped with emergency lights. Such emergency lights shall be in accordance with the terms and conditions contained in RSA 266:74 as may be from time to time amended and shall be kept in operation at all times during snow removal operations.
- B. Any person, firm, or corporation found in violation of the terms and conditions of this chapter shall be fined \$50.00.

ARTICLE XIV: REGISTRATION EXEMPTION FOR PRISONERS OF WAR

Section 7.1400: AUTOMOBILE REGISTRATION

The automobile registration fee is hereby waived so as to permit the registration of one motor vehicle owned by a person who was captured and incarcerated for thirty (30) days or more while serving in the Armed Forces in a qualifying war or armed conflict as defined in RSA 72:28, IV, and who was honorably discharged from the service. Any person applying for this waiver must provide the City Clerk or her designee with satisfactory proof of the pre-conditions required by this Ordinance. This ordinance is adopted pursuant to the authority granted in RSA 261:157-a.

ARTICLE XV: EMERGENCY LANES

Section 7.1500: GENERAL LOCATIONS

For places of public assembly, or any non-residential structure with a gross first floor area of over three thousand (3000) square feet, or any building containing more than seven (7) dwelling units, the Fire Chief and Traffic and Safety Committee, upon joint determination that a hazardous or potentially hazardous condition exists or may exist, may request the City Council to establish by ordinance emergency lanes within thirty (30) feet of the above-described buildings. These provisions shall apply to both new and existing buildings and may be reduced by the Fire Chief and Traffic and Safety Committee if a lesser distance is all that is reasonably required or feasible for the provision of access by emergency vehicles.

Section 7.1501: OWNER'S RESPONSIBILITIES

Within established emergency lanes prohibiting parking, the Fire Chief and Traffic and Safety Committee may require words "No Parking - Fire Lane" to be painted and maintained by the owner on the macadam of the way or lot in standard traffic-safety size letters. In conjunction with the painting, the Fire Chief and Traffic and Safety Committee may require the owner to install and maintain signs reading "No Parking - Fire Lane - Tow Zone" in conspicuous places but at a distance of no closer than every fifty (50) feet. Such markings and sign installations shall be accomplished not later than sixty (60) days of written notification by the Fire Chief that they are required and the specifications which are to be followed.

Section 7.1502: SPECIFIC LOCATIONS

A. Emergency lanes are hereby established at the following locations:

1. 95 Albany Street Extension, starting at the southwest corner of the structure known as the Malt House Exchange, northerly four hundred fifty (450) feet, then easterly one hundred sixty-four (164) feet to the southeast corner, eighteen (18) feet in width from the curb.
2. Central Fire Station, 170 Court Street: starting at the northeast corner of the building running one hundred (100) feet southwesterly along Court Street to the southwest corner of the building.
3. 100 Durgin Lane, starting at the easternmost corner of the structure known as ¹Costco Wholesale, northerly one hundred seventy-seven (177) feet and westerly sixty-eight (68) feet from that same corner, eighteen (18) feet in width from the curb.
4. 800 Islington Street, starting at the northeast corner of one of the two structures known as Plaza 800, southerly three hundred ninety-five (395) feet to the southeasterly corner, eighteen (18) feet in width from the curb.
5. City Hall and Police Station, One Junkins Avenue, one hundred ten (110) feet in length, eighteen (18) feet in width from the curb.

6. Seybolt Building, One Junkins Avenue, one hundred three (103) in length, eighteen (18) feet in width from the curb.
7. -581 Lafayette Road, starting at the northwest corner of the structure known as Canad Cinemas, around the entire perimeter of the structure back to the northwest corner, eighteen (18) feet in width from the foundation of the structure.
8. 599 Lafayette Road, starting at the northwest corner of the structure known as Bowl A Rama, southerly two hundred forty-five (245) feet, eighteen (18) feet in width from the curb.
9. 775 Lafayette Road, starting at the northwest corner of the structure known as Lafayette Plaza, six hundred eighty (680) feet to the southwest corner, eighteen (18) feet in width from the curb.
10. 2422 Lafayette Road, starting at the northeast corner of the structure known as Southgate Plaza, three hundred sixty-two (362) feet westerly, then five hundred (500) feet southerly to the southeast corner, eighteen (18) feet in width from the curb.
11. 2460 Lafayette Road, starting at a point fifty-five (55) feet north of the northeast corner of the building known as Wal-Mart, southerly two hundred ninety (290) feet, skipping over ten (10) handicapped parking spaces, starting again and continuing southerly one hundred and ten (110) feet to the southeast corner, then westerly sixty-one (61) feet, eighteen (18) feet in width from the curb.
12. 1500 Lafayette Road, starting at the northeast corner of the structure known as the Market Basket, southerly six hundred thirty-eight (638) feet to the southeasterly corner, eighteen (18) feet in width from the curb.
13. 1465 Woodbury Avenue, starting at the southwest corner of the structure known as Marshall's Mall, nine hundred (900) feet northerly to the northwest corner, eighteen (18) feet in width from the curb.
14. 1801 Woodbury Avenue, starting at the southwest corner of the structure known as BJ's Wholesale Club, northerly one hundred eighty (180) feet; then easterly seventy-three (73) feet from that same corner, eighteen (18) feet in width from the curb. (1811 Woodbury Ave Deleted 2/22/94)
15. 1981 Woodbury Avenue, starting at the southwest corner of the structure known as Staples Plaza, easterly one hundred forty (140) feet; then northerly two hundred thirty-two (232) feet to the northwest corner, eighteen (18) feet in width from the curb.
16. 1600 Woodbury Avenue, starting at the northeastern corner of the front face of the structure known as Durgin Square, southerly and curving along the front face of the structure seven hundred eight (708) feet, to the southeastern corner, eighteen (18) feet in width from the curb.

Section 7.1503: PROHIBITIONS

No motor vehicle may be parked either attended or unattended in any established emergency lane.

Section 7.1504: PENALTIES

- A. Any vehicle left in a duly marked emergency lane may be removed at the direction of the Chief of Police. Removal of any vehicle shall be at the expense and risk of the owner thereof.
- B. Notwithstanding any other provision of this Chapter, any person, firm or corporation violating any provision of this Chapter, shall forfeit to the City the sum of \$25. In the event that such sum is not paid within thirty (30) days of the violation, then the person, firm or corporation shall forfeit to the City the sum of \$50. In the event of failure to make such forfeiture, said person, firm or corporation shall be subject to a fine of not more than \$100 upon conviction therefore in the Portsmouth District Court.

ARTICLE XVI: RESIDENT ONLY PARKING

Section 7.1601: GENERAL STATEMENT

In addition to any other regulations or restrictions which may be placed upon the parking of vehicles on the following streets, the parking of vehicles at these locations shall be limited on Monday through Friday, excluding legal holidays, between the hours of 6:00 a.m. and 6:00 p.m., to vehicles which are registered to persons who reside or entities which are located in the City of Portsmouth.

Section 7.1602: LOCATIONS

- A. Hanover Street – both sides between Brewster Street and Bridge Street
- B. Pearl Street – Easterly side of Pearl Street, from a point ninety feet (90') north of Islington Street to the corner of Pearl Street and Hanover Street.

Section 7.1603: PENALTY

Whoever violates, or permits or allows anyone in control of their vehicle to violate, this ordinance shall forfeit to the City of Portsmouth the sum of twenty-five dollars (\$25.00). In the event that payment of such forfeiture amount is not made within thirty (30) days of the violation, forfeiture shall be in the sum of fifty dollars (\$50.00). In the event of failure to make such forfeiture the violator shall be subject of a fine of not more than one hundred dollars (\$100.00) upon conviction of the violation in the Portsmouth District Court.

ARTICLE XVII: MOPED REGULATIONS

Section 7.1701: DEFINITION

“Moped” shall mean a motor-driven cycle whose speed attainable in one mile is 30 miles per hour or less; if an internal combustion engine is used, the piston displacement shall not exceed 50 cubic centimeters and the power-driven system shall not require the operator to shift gears.

Section 7.1702: PARKING

Mopeds may park on public sidewalks, provided that they are not parked in a manner that:

- A. Impedes the flow of motor vehicle traffic on roadways or the normal and reasonable movements of pedestrian traffic, including but not limited to crosswalks, sidewalks, and building entrances.
- B. Prevents or impedes the operation of or access to a parking meter, parking pay station, traffic control device.
- C. Hinders or restricts access to handrails or ramps.
- D. Hinders, obstructs or impedes the movement of a legally parked motor vehicle.
- E. Mopeds shall not be secured to or parked against a tree.
- F. At no time shall a moped be secured or parked against a fire hydrant or monuments.
- G. At no time shall mopeds be left unattended on private property without the consent of the owner or legal tenant.
- H. Mopeds may park on a public way or on public property for a maximum consecutive time period of 72 hours except in an area signed and otherwise designated for long-term parking.

Section 7.1703:

A moped parked on a sidewalk shall display a license plate identifying the vehicle as a moped, or shall display a permit issued by the City of Portsmouth identifying the vehicle as complying with the definition of a moped as defined in Section 7.1701.

Section 7.1704: PENALTY

Whoever violates, or permits or allows anyone in control of their moped to violate this ordinance, shall forfeit to the City of Portsmouth the sum of twenty-five dollars (\$25.00). In the event that payment of such forfeiture amount is not made within thirty (30) days of the violation, forfeiture shall be in the sum of fifty dollars (\$50.00). In the event of failure to make such forfeiture the violator shall be subject of a fine of not more than one hundred dollars (\$100.00) upon conviction of the violation in the Portsmouth District Court.

ARTICLE XVIII: ELECTRIC VEHICLE CHARGING STATION AND ELECTRIC VEHICLE PARKING SPACES REGULATIONS

Section 7.1801: DEFINITION

“Electric Vehicle” shall mean a vehicle which uses one or more electric motors for propulsion.

“Electric Vehicle Charging Station” shall mean infrastructure that supplies electric energy for recharging Electric Vehicles.

“Electric Vehicle Charging Station Parking Space” shall mean parking spaces adjacent to Electric Vehicle Charging Stations that are signed as designated for the exclusive use of Actively Charging Electric Vehicles.

Section 7.1802: LOCATION OF ELECTRIC CHARGING STATIONS AND ELECTRIC CHARGING STATION PARKING SPACES

Electric Vehicle Charging Stations will be located in the High Hanover Parking Garage, the Foundry Parking Garage and the City Hall Lower Lot. Signage for Electric Vehicle Charging stations will be highly visible in color and use similar markings as No Parking, No Standing, and Loading Zone Signage.

Section 7.1803: USE OF ELECTRIC CHARGING STATIONS AND ELECTRIC CHARGING STATION PARKING SPACES

A person with an Electric Vehicle may use an Electric Vehicle Charging Station. The cost of electricity will be a component of the parking fees charged and those components may change to reflect priorities and programs that encourage Electric Vehicle adoption. These parking fees associated with charging will be paid using mobile device technology. These parking fees shall be established by the City’s Fee Committee. No Electric Vehicle that is not actively charging will remain at an Electric Vehicle Charging Station Parking Space for more than thirty minutes.

Section 7.1804: PENALTY

Any person who violates the provisions of Article XVIII shall be guilty of a violation and subject to a fine of \$25.00. The Chief of Police or the Department of Public Works shall be authorized to remove, cause to be removed, or to be towed to a garage, any vehicle found in violation of the above named Article, said towing and removing to be at the owner’s expense.

ARTICLE XIX – SHARED ACTIVE TRANSPORTATION

Section 7.1901: PURPOSE

The purpose of this ordinance is to deal with the emerging concept of Shared Active Transportation in which various types of small, wheeled vehicles such as electric scooters and bicycles are made available specifically for shared-use by the public. In particular, this ordinance is adopted to protect against the public safety hazards and visual distractions created by the indiscriminate placement of vehicles utilized in Shared Active Transportation on the streets, sidewalks and public areas of the City.

Section 7.1902: SHARED ACTIVE TRANSPORTATION

For the purpose of this ordinance Shared Active Transportation shall refer to the concept by which various types of small, wheeled vehicles are made available for shared-use by the general public by a Shared Active Transportation Provider. The vehicles used in Shared Active Transportation (shared vehicles) may include, but shall not be limited to bicycles, e-bicycles, scooters and e-scooters. Excluded are vehicles subject to registration by the State of New Hampshire Department of Motor Vehicles.

Section 7.1903: PARKING OF UNATTENDED SHARED VEHICLES

Unattended shared vehicles may only be parked on streets, sidewalks or other City property in the following areas:

- a. Areas specifically designated and marked by the City for the parking of shared vehicles, such as bike corrals, bike racks, or other locations that are designated by the City for parking of shared vehicles.
- b. Areas in which a Shared Active Transportation Provider has received a license from the City Council pursuant to the processes for the creation of sidewalk encumbrances for the purpose of parking shared vehicles.
- c. Areas authorized by written contract with the City of Portsmouth.

Section 7.1904: ENFORCEMENT

If any shared vehicle is found unattended in violation of the provisions of this ordinance by any City official, then;

- a. If the vehicle has identification indicating the owner of the vehicle and has a telephone number or an e-mail address for that owner, then the owner shall be contacted and given two (2) hours to properly park the vehicle.

- b. If the vehicle does not contain the ownership information described above, or if two (2) hours has passed since the owner has been notified that the vehicle is improperly parked, then the City shall remove the shared vehicle from the street, sidewalk or other location of improper parking and secure the vehicle in a location to be determined by the City.
- c. If a shared vehicle is left unattended in a manner which blocks pedestrian or vehicle passage on a sidewalk or street or otherwise creates a public safety hazard it shall be removed immediately.
- d. Whenever a shared vehicle has been removed from the street, sidewalk or public areas by the City it shall not be returned to the owner unless or until:
 - i. The owner has provided satisfactory proof that the person making that request actually owns the shared vehicle; and
 - ii. The owner has paid a fee to the City in compensation for the removal of the shared vehicle, as adopted by the City Council during the annual budget process.
- e. Any shared vehicle that has been removed from the street, sidewalk or other public area in the City and not redeemed as allowed by this ordinance within thirty (30) days shall be disposed of by the City without compensation to the owner.

Section 7.1905: APPEAL

Any determination made by any City official in connection with the enforcement of this ordinance may be appealed to the Parking Clerk who shall have the authority to make a final determination with respect to the issue being appealed.

Section II: MAPS

PARKING LOT MAPS ARE AVAILABLE ONLINE:

<https://www.portsmouthnh.gov/publicworks/parkportsmouth/parking-locations-map-pricing>

**PARK
PORTSMOUTH**



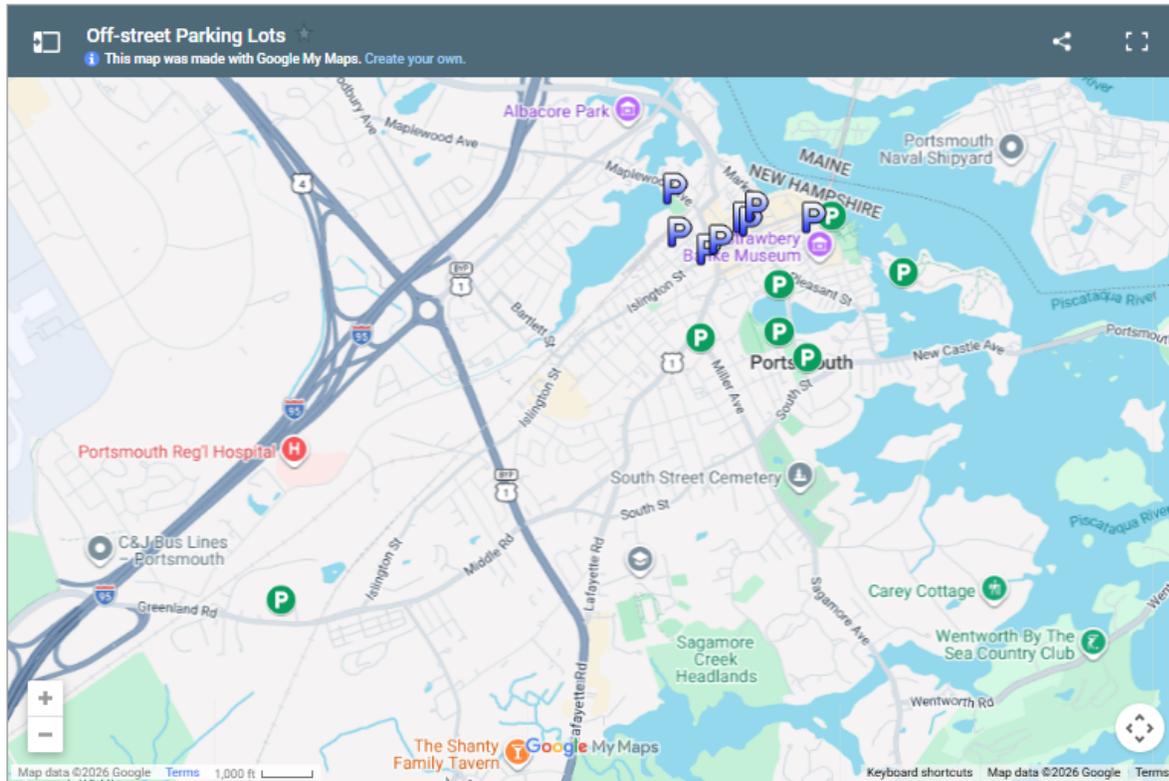
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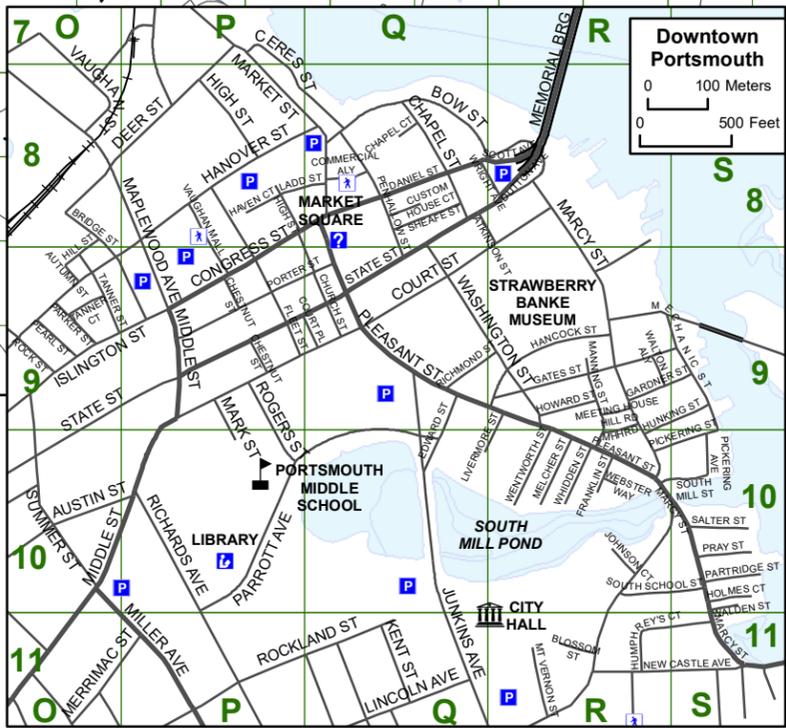
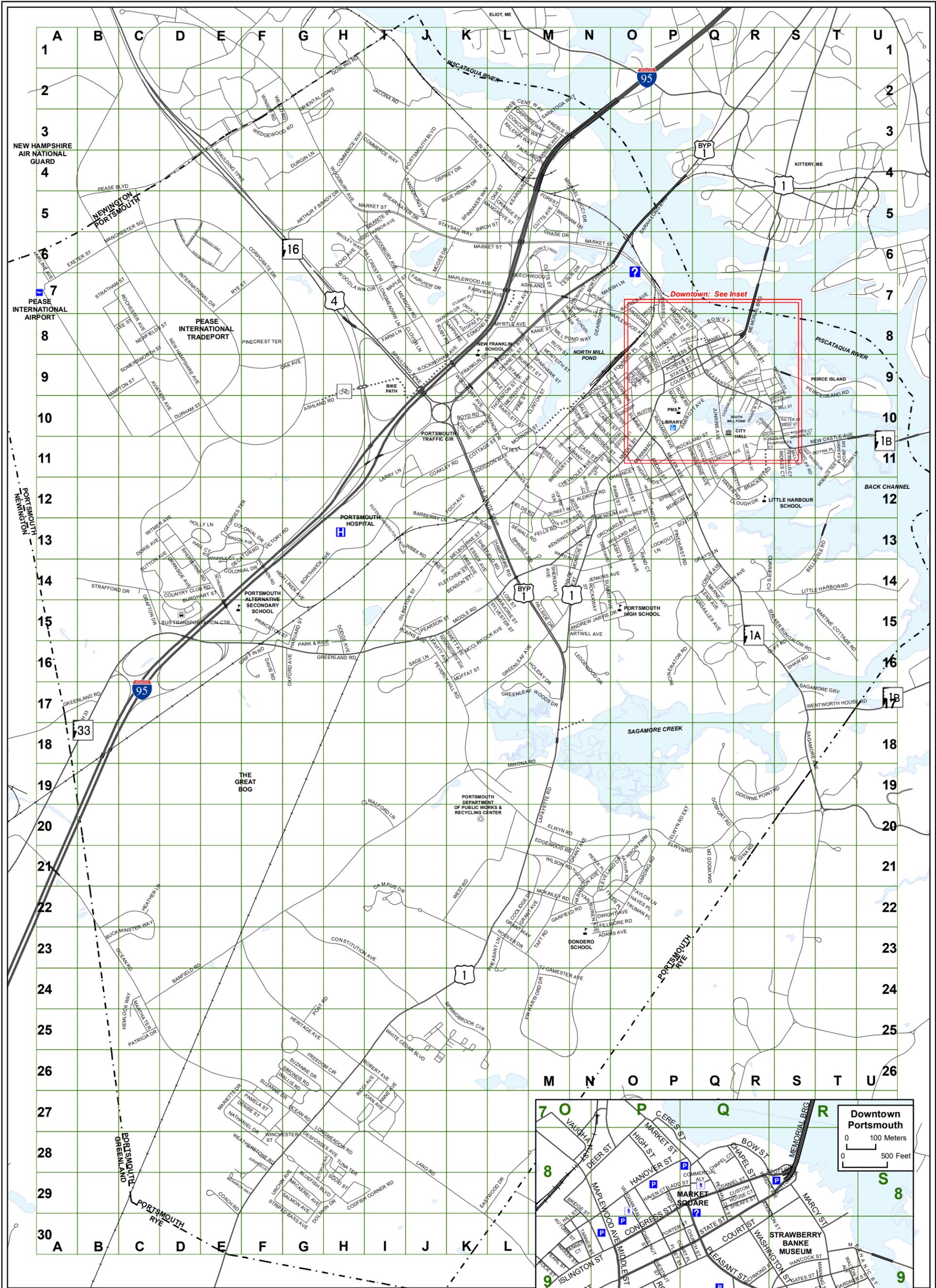
[Pay or Appeal Parking Citations](#) [Parking Info](#) [Locations](#) [Transportation](#) [Contact](#)

[City of Portsmouth](#) > [Public Works Home](#) > [Park Portsmouth](#) > [Parking Locations Map & Pricing](#)

PARKING LOCATIONS MAP & PRICING

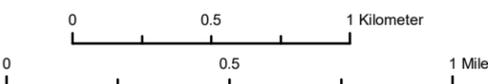
Free Parking Location Lot with parking fee





Portsmouth Street Map

City of Portsmouth, New Hampshire, USA
www.cityofportsmouth.com



This map shows both public and private streets. Inclusion of a street on this map does not indicate acceptance by the City of Portsmouth.
 Map by Portsmouth Department of Public Works, 3 March 2025

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SYLVESTER ST: L15
TAFT RD: L23, M21-23, N21, O20-21
TANNER CT: O9
TANNER ST: O9
TAYLOR LN: N21-22, O21-22
TECHNOLOGY WAY: D5, D6, E5
THAXTER RD: L12, M12-13, N12-13
THORNTON ST: L9-10, M8-9
TJ GAMESTER AVE: M24, N24
TOPAZ PL: K8
TRUMAN PL: O22
TUNA TER: H28-29
TYLER PL: O22
U.S. ROUTE 1 BYP: J10, K9-12, L8-9, L12-15, M7-8, M14-17, N6-7, O6
UNION ST: N10-11, O11-13, P13
URCHIN AVE: F29, G28-29
VAN BUREN AVE: N22-23
VAUGHAN MALL: P8-9
VAUGHAN ST: O7-8
VERDUN AVE: Q14
VERSAILLES AVE: Q14-15
VICTORY RD: F13
VINE ST: J14

WALDEN ST: S10
WALFORD LANE: I20
WALKER BUNGALOW RD: R14-15, S15-16, T16
WALKER ST: M7, N7-8
WALLIS RD: F26, G26-27
WALTON ALY: R9
WARD PL: M13, N13
WASHINGTON ST: Q8-9, R9
WATER ST: R9
WATERFORD PL: M18, N18
WATSON'S LNDG: M6
WBBX RD: I13, J13-14
WEALD RD: F2, G2-3
WEATHERSTONE RD: F28
WEBSTER WAY: R10
WEDGEWOOD RD: F3, G3
WENTWORTH HOUSE RD: S17, T17
WENTWORTH ST: R9-10
WEST RD: J22, K21-23, L20-21
WHIDDEN ST: R10
WHIPPLE CT: E14
WHIPPLE ST: L9
WHITE CEDAR BLVD: I25, J25-26, K25-26
WHOLEY WAY: H6, I6
WIBIRD ST: O11-13
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WILLOW LN: O12, P12
WILSON RD: L21, M21, N21
WINCHESTER ST: F27-28, G27-28
WINSOR RD: F3
WINTER ST: O10
WITMER AVE: C13, D13
WOODBURY AVE: G2-4, H4-5, I5-7, J7-9, K9-10, L10
WOODLAWN CIR: H6-7, I7
WOODWORTH AVE: J15, K15-16
WORTHEN RD: F14

Street Map



City of Portsmouth, New Hampshire

Section III: POLICIES

CITY OF PORTSMOUTH
CITY COUNCIL POLICY No. 2013 – 01

COMPLETE STREETS POLICY

WHEREAS, an objective of the City of Portsmouth’s 2005 Master Plan is to “ensure that all transportation projects in Portsmouth provide for full consideration of all modes (automobile, truck, bicycle, pedestrian, transit) in their design, as appropriate;” and

WHEREAS, the City Council recognizes that in support of this objective it will be beneficial to provide guidance to City Boards, Committees and Departments as to project planning, design standards, implementation and monitoring;

NOW THEREFORE, the City Council adopts the following policy:

I. VISION

Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.

II. CORE COMMITMENT

Definition

“Complete Streets” means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across as street.

All Users and Modes

The City of Portsmouth will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein.

Planning

The City will incorporate Complete Streets principles into the City’s Master Plan, area plans, transportation plans, the Zoning Ordinance and Site Plan Review Regulations, standards and specifications documents, and other plans, manuals, rules, regulations and programs as appropriate. Implementation of projects supported by adopted plans shall be a priority under this policy.

Projects and Phases

The City of Portsmouth will approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are

not limited to: planning, programming, design, right-of-way acquisition, construction engineering, construction, reconstruction, operation and maintenance.

Complete Streets principles will be applied on all new City projects and privately funded developments, and incrementally on existing streets through a series of small improvements and activities over time.

Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the City of Portsmouth.

It is understood that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other roadway users.

Exceptions

Complete Streets principles will be applied in all street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances contained below. Even under the conditions outlined below, a project's impact will be evaluated for the effect it would have on the usefulness of the street for all users, now and in the future, and the ability to implement other adopted plans in the future.

- 1 Where pedestrians and bicyclists are prohibited by law from using the facility.
In this case, alternative facilities and accommodations shall be provided within the same transportation corridor, and the ability to reasonably and conveniently cross the facility will be part of the facility design and construction.
- 2 Where existing right-of-way does not allow for the accommodation of all users.
In this case alternatives shall be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities.
- 3 Where the cost of establishing walkways or bikeways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.
- 4 Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.
- 5 Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.
- 6 Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes. However, all temporary detours shall comply with temporary traffic control requirements of the Manual of Uniform Traffic Control Devices.

- 7 Ordinary public works or utility maintenance activities, including, but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines, installation or repair of fire hydrants, installation or repair of private utility fixtures.

Exclusive of exceptions 6 and 7 above, any determination that a project that will not meet Complete Streets principles based on the above exceptions will have said determination reviewed and confirmed by City Council.

III. BEST PRACTICES

Design Guidance and Flexibility

The City shall follow accepted or adopted design standards and use the best and latest design standards available, including:

- American Association of State Highway and Transportation Officials (AASHTO)
 - *Guide for the Development of Bicycle Facilities* (4th Edition, 2012)
 - *Guide for the Planning, Design and Operations of Pedestrian Facilities* (2004)
- American Planning Association (APA)
 - *Complete Streets: Best Policy and Implementation Practices* (2010)
- American Planning Association (APA) & American Society of Civil Engineers (ASCE)
 - *U.S. Traffic Calming Manual* (2009)
- Federal Highway Administration (FHWA)
 - Manual of Uniform Traffic Control Devices (MUTCD)
 - PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- Institution of Transportation Engineers (ITE)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010)
 - *Neighborhood Street Design Guidelines* (2010)
- National Association of City Transportation Officials (NACTO)
 - *Urban Bikeway Design Guide* (2nd Edition, 2012)
 - *Urban Street Design Guide* (2013)
- U.S. Architectural and Transportation Barriers Compliance Board (the Access Board)
 - *Accessible Rights-of-Way: A Design Guide*
- Active Transportation Alliance
 - *Complete Streets Complete Networks: A Manual for the Design of Active Transportation*

Context Sensitivity

The implementation of this Policy shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such.

Performance Measures

Complete Streets should be continuously evaluated for success and opportunities for improvement. This policy encourages the regular evaluation and reporting of progress through the following performance measures:

- User data – bike, pedestrian, transit and traffic
- Crash data

- Use of new projects by mode
- Compliments and complaints
- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built
- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted
- Number of exemptions from this policy approved

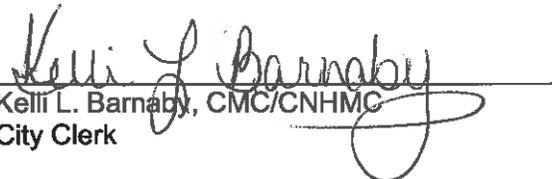
IV. IMPLEMENTATION

The City views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1. The Planning Department, Department of Public Works, and other relevant departments, agencies or committees shall incorporate Complete Streets principles into the City's Master Plan, the Pedestrian and Bicycle Master Plans, and other appropriate plans, and other manuals, checklists, decision trees, rules, regulations, and programs as appropriate.
2. The Planning Department and Department of Public Works shall review current design standards, including subdivision and site plan review regulations, to ensure that they reflect the best available design guidelines, and effectively implement Complete Streets.
3. When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
4. City staff shall identify current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.
5. The City shall promote project coordination among City departments and agencies with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
6. The Planning Department shall make an annual report to the City Council showing progress made in implementing this policy.

This policy shall take effect upon the passage by the City Council.

Adopted by the Portsmouth City Council on: October 7, 2013.


Kelli L. Barnaby, CMC/CNHMC
City Clerk

CITY OF PORTSMOUTH
CITY COUNCIL POLICY No. 01-2017

COMPLETE STREET DEMONSTRATION PROJECT POLICY

WHEREAS, a core commitment of the City's Complete Street Policy is to incorporate Complete Street principles into the City's Master Plan, area plans, transportation plans, the Zoning Ordinance and Site Plan Review Regulations, standards and specifications documents, and other plans, manuals, rules, regulations and programs as appropriate.

WHEREAS, City staff have been working with the Parking & Traffic Safety Committee to develop a Neighborhood Traffic Calming Program that provides a process and guidance for considering and implementing a variety of traffic calming measures in response to neighborhood concerns and requests.

WHEREAS, the City Council recognizes that it will be beneficial to enable non-municipal groups and organizations, hereby known as Project Sponsors, to undertake demonstration projects in public rights-of-way;

NOW THEREFORE, the City Council adopts the following policy:

I. DEFINITIONS

Demonstration Project

A demonstration project is a short-term street or sidewalk design project that is designed in accordance with the City's Complete Street Policy and/or Walk and Bicycle Friendly Community Policies.

Project Sponsor

A project sponsor is the entity applying for permission to implement a demonstration project. A project sponsor may be an individual, group, or business entity that has the ability to satisfy the requirements included herein.

II. SITE REQUIREMENTS, CLEARANCE AND ACCESS

(1) Demonstration projects may only be located in the public right-of-way on roads under City jurisdiction.

(2) Project shall be located on a road with a speed limit that is 30 MPH or less.

(3) Projects shall be designed to minimize interference with access to and service of public utilities, utility covers, valves, building standpipes, fire hydrants, and other services and operations located within or accessed from the public right-of-way.

(4) Projects should not block or limit driveway access, unless the driveway owner specifically permits use of their driveway for the demonstration. Such permission must be illustrated by a letter of support.

(5) Demonstration Projects shall maintain or improve the existing level of accessibility to individuals with disabilities per the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

(6) Demonstration projects shall not be located in proximity to ongoing construction projects within the public right-of-way.

(7) No street or public right-of-way shall be blocked for project installation unless specifically allowed by the Portsmouth Department of Public Works (DPW).

III. FUNDING

(1) The Project Sponsor shall be responsible for all related project materials and elements. In some scenarios, the City of Portsmouth may provide funding or in-kind support to benefit the project, but financial support from the City is not guaranteed or required.

IV. COMMUNITY SUPPORT

(1) Demonstration projects must demonstrate community support from property owners/businesses in the impacted area adjacent to the project site. Support must be demonstrated through individual letters or petition.

(2) The Project Sponsor must provide individual letter(s) of support from any property owners/businesses whose property access will be impacted by the demonstration.

V. PERMITTING AND NOTIFICATION

(1) Initial Project Request: Project Sponsor shall submit initial project request at least 3 months from the desired implementation date. DPW will review the proposal and confirm compliance with applicable laws/regulations. DPW will also review to determine that the Demonstration Project will have minimal impact on access to and service of public utilities, utility covers, valves, building standpipes, fire hydrants, and other services and operations located within or accessed from the public right-of-way. Once receiving initial approval from the DPW, the Project Sponsor shall revise materials in response to DPW feedback and submit a demonstration project application.

(2) Project Application: The Project Sponsor shall submit a complete permit application to DPW a minimum of 2 months before desired implementation date. If DPW determines the application to be complete, the Public Works Director shall review the application and make a recommendation for approval or denial to the City Manager.

(3) Project Approval: Once receiving a recommendation, the City Manager may grant or deny the project permit or refer the application to the City Council. At any time during the project application and approval process, the project may be referred to the Parking & Traffic Safety Committee for input.

(4) Upon receiving permit approval, the Project Sponsor shall notify all households and businesses within 300' of the proposed project location at least 7 days before the planned installation date, via a flyer or letter.

(5) Any temporary changes to on-street parking will be subject to review and approval by the Department of Public Works Parking Division.

(6) The Project Sponsor shall post a project information sign at the project site for the duration of the project. The sign shall be reviewed and approved by DPW.

VI. STEWARDSHIP

(1) The Project Sponsor shall comply with all applicable traffic laws or other relevant city or state laws or ordinances. DPW will identify any concerns related to compliance with applicable laws and ordinances when reviewing the Project Sponsor's initial project request.

(2) The Project Sponsor shall designate a primary contact person who can be reached by the City 24/7 for the duration of the project in case of emergencies or unexpected issues/concerns. This person must be available for a site inspection once the project has been installed, and must be willing and able to troubleshoot should adjustments be necessary.

(3) The Project Sponsor is responsible for any property damage that occurs as a direct result of the demonstration project.

(4) The Project Sponsor is required to submit a certificate of insurance that meets city insurance requirements and that names the city as certificate holder as well as an additional insured for the duration of the event. In cases where the City is a co-sponsor of the proposed project, the City may waive the insurance requirement.

(5) The Project Sponsor shall remove all elements/features of the Demonstration Project and restore the project site to its original conditions by the end of the permit period. If the Project Sponsor fails to remove the project and its various elements within the agreed time frame, the City will do so at the expense of the Project Sponsor, and Partner may be considered ineligible to lead future Demonstration Projects. If an emergency situation requires the City to remove or damage parts of the project before the end of the permit period, the City will not be held liable for damages to the project elements.

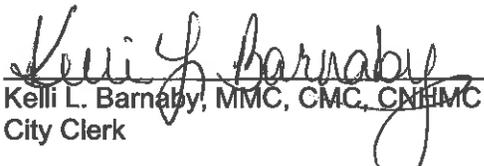
(6) The Project Sponsor shall communicate with affected neighbors and attempt to resolve any concerns that may arise during the project's duration. The Project Sponsor shall notify DPW about any concerns raised during the project's duration.

(7) The Demonstration Project permit shall be revocable by the Public Works Director if the project no longer meets the intent of the approved Demonstration Project proposal.

(8) All Project Sponsors shall collect data and monitor use of the demonstration project using methods approved by DPW in advance of the project's implementation. A report, including a summary of the data collected, the raw data collected, and an evaluation of the effectiveness of the project, shall be provided to the DPW at the conclusion of the project.

This policy shall take effect upon the passage by the City Council.

Adopted by the Portsmouth City Council on: May 1, 2017


Kelli L. Barnaby, MMC, CMC, CNMCMC
City Clerk

CITY OF PORTSMOUTH
CITY COUNCIL POLICY No. 2013 – 02

BICYCLE FRIENDLY COMMUNITY POLICY

WHEREAS, a goal of the City of Portsmouth’s 2005 Master Plan is to “provide for safe and convenient bicycle and pedestrian circulation throughout the City;” and

WHEREAS, in support of that goal, an objective of the Master Plan is to “incorporate and formalize bicycle/pedestrian needs into city transportation planning, policies and ordinances;” and

WHEREAS, the City Council recognizes that increasing bicycle use can:

- Improve the environment by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.
- Reduce traffic congestion by shifting short trips out of single occupancy motor vehicles. This will also make our City more accessible for public transport, walking, essential car travel, emergency services, and deliveries.
- Save lives by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users.
- Increase opportunities for residents of all ages to participate socially and economically in the community, regardless of income or ability.
- Boost the economy by creating a community that is an attractive destination for residents, tourists and businesses.
- Enhance recreational opportunities, especially for children, and further contribute to the quality of life in the community.
- Improve the health and well being of the population by promoting routine physical activity.

NOW THEREFORE, the City Council adopts the following policy:

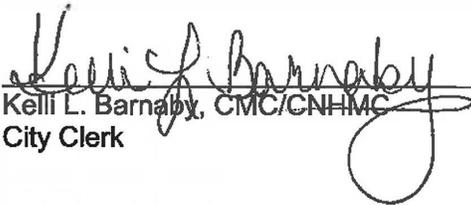
Accommodating bicycles and improving safe bicycle travel shall be integrated into municipal decision-making, practices and processes in order to:

1. Provide safe and convenient bicycle access to all parts of the community through a network of on-and off-street facilities, low-speed streets, and secure parking.
2. Establish information programs to promote bicycling for all purposes and to communicate the many benefits of bicycling to residents and businesses.

3. Make the City a model employer by encouraging bicycle use among its employees.
4. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community.
5. Educate all road users to share the road and interact safely.
6. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
7. Promote intermodal travel between public transport and bicycles.

This policy shall take effect upon the passage by the City Council.

Adopted by the Portsmouth City Council on: October 7, 2013.


Kelli L. Barnaby, CMC/CNHMC
City Clerk

CITY OF PORTSMOUTH
CITY COUNCIL POLICY No. 2013 – 03

WALK FRIENDLY COMMUNITY POLICY

WHEREAS, the City Council recognizes the benefits of walking as a key element of a healthy, efficient, socially inclusive and sustainable community, and

WHEREAS, all people should be able to walk safely and to enjoy high quality public spaces in the City of Portsmouth anywhere and at anytime; and

WHEREAS, the City Council is committed to reducing the physical, social and institutional barriers that limit walking activity;

NOW THEREFORE, the City Council adopts the following policy:

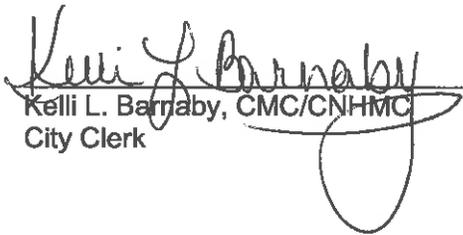
Municipal decision-making, practices and processes shall be carried out in order to further the following objectives:

- Provide clean, well-lit sidewalks free from obstruction, and with sufficient opportunities to cross roads safely and directly;
- Ensure seating is provided in outdoor public spaces in quantities and locations that meet the needs of all users;
- Provide protection for pedestrians from weather and climate elements with landscaping and facilities as appropriate (for example shade or shelter);
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot;
- Build and maintain high-quality networks of connected, functional and safe walking routes between residential areas and local destinations;
- Provide an integrated, extensive and well-equipped public transportation service with vehicles which are fully accessible to all potential users and public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information;
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforcement of road traffic laws;
- Maintain reduced motor vehicle traffic speeds in residential areas, shopping areas, around schools, and in other areas with a high frequency of pedestrian traffic;

- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians;
- Ensure that facilities designed for cyclists and other non-motorized modes do not compromise pedestrian safety or convenience;
- Involve all relevant agencies at all levels to recognize the importance of supporting and encouraging walking and to encourage complementary policies and actions;
- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives.

This policy shall take effect upon the passage by the City Council.

Adopted by the Portsmouth City Council on: October 7, 2013.


Kelli L. Barraby, CMC/CNHMC
City Clerk

BLUE RIBBON COMMITTEE ON TRANSPORTATION POLICY

REPORT TO THE CITY COUNCIL



Blue Ribbon Committee on Transportation Policy

Kenneth E. Smith, City Council, Chair

Brad Lown, City Council

Paige Roberts, Planning Board

Eric Gregg, Economic Development Commission

Cliff Sinnott, Rockingham Planning Commission

Bill Lyons, Transportation Professional

Rick Chellman, Transportation Professional

April 10, 2013

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BACKGROUND AND COMMITTEE CHARGE

The Blue Ribbon Committee on Transportation Policy was re-established by Mayor Spear in August 2012 with a sunset date of April 15, 2013. At that time, the Committee was charged to develop policies, principles and positions for the City's approach to transportation, including but not limited to:

- Public transportation options
- Access for bicycle and pedestrian travel
- Parking availability and access
- Control/management of traffic
- Travel routes through the City
- "Complete Streets" / Sustainable Design

The committee was comprised of the following members: Councilor Ken Smith (Chair), Councilor Brad Lown, Bill Lyons, Rick Chellman, Paige Roberts, Cliff Sinnott and Eric Gregg.

The Committee held its first meeting in September 2012 and met monthly through April 2013.

KEY TOPICS DISCUSSED

Over the course of six meetings, the Committee heard presentations from staff and others on the following topics, and discussed how these topics might be included in transportation policies for the City of Portsmouth:

- Transportation policies and strategies contained in the 2005 Master Plan, and considerations for the 2015 Master Plan (in progress)
- "Complete Streets" policies
- Planning for bicyclists and pedestrians
- Sustainable transportation
- Street classifications and design standards
- "Green Streets" and Low Impact Development (LID)
- Traffic calming
- The interaction between land use policies and transportation
- Public transportation
- Regional coordination in transportation planning and funding

The following sections summarize the information presented and discussed, and identify the related policy recommendations presented later in this report.

MASTER PLAN TRANSPORTATION POLICIES AND STRATEGIES¹

Under NH state law, the Planning Board is required to prepare and periodically amend and update a Master Plan – a set of goals, objectives and strategies that together guide development in the City. The City updates its Master Plan every 10 years, and the Planning Board and City Council adopted the last Master Plan update in 2005. In February 2013 the Planning Department began the process of developing the next update, which will be under way for the next two years. The City’s Master Planning process begins with the completion of an Existing Conditions and Trends report that compiles current available data on the topics covered in the Master Plan; presents growth projections; and identifies key issues that the City should address in the coming decade. The Master Plan then presents a Vision statement, Goals and Objectives, and an Implementation Program. The Plan is organized around topical areas that include: Land Use, Housing, Economic Development, Transportation, Community Facilities and Services, Natural Resources and Open Space, Natural Hazards and Emergency Management, Recreation, and Cultural and Historic Resources. As with the rest of the Master Plan, the Transportation goals, objectives, and strategies overlap with other topical areas. The Master Plan demonstrates how transportation systems both shape and are shaped by the City’s historical and future growth and development.

Transportation priorities identified in the 2005 Plan focused on increasing walkability, providing a range of transportation options, and resolving parking issues. Transportation-related policies and strategies addressed four key areas: infrastructure, regulations and standards, public transit, bicycle and pedestrian systems, and parking.

The Committee reviewed the 2005 Master Plan Implementation Program, which included 56 transportation-related strategies, and discussed the status or progress made on each strategy. The Committee discussed how the Committee’s recommendations can support and inform the Master Plan update. The Committee also considered whether priorities have shifted since 2005 and discussed the benefits of providing performance measures or other indicators to gauge whether a strategy has been successfully implemented.

Many of the topics covered in subsequent meetings of the Committee were included in the 2005 Master Plan recommendations.

Related Recommendations (see Committee Recommendations section)

1. Integrate transportation goals into land use planning and management by updating the Master Plan, which will include an update of transportation data and baseline information and a revision of transportation goals, objectives, and strategies.
8. Track progress and measure effectiveness of strategies to support transportation goals.

¹ Appendix C: Item 1

COMPLETE STREETS²

Complete Streets are streets that are safe, comfortable, and convenient for travel for everyone – motorists, pedestrians, bicyclists, and public transportation riders. They incorporate safe and accessible pathways. They are designed to be context appropriate.

The transportation-related objectives in the 2005 Master Plan included a Complete Streets statement, and the Planning Board’s site plan review regulations were revised in January 2012 to incorporate a Complete Streets policy statement.

The Committee discussed Complete Streets concepts and principles and considered the relationship to other transportation policies, such as improving bicycle and pedestrian accommodations, calming traffic, implementing street design standards, and supporting sustainability.

The Committee reviewed a Complete Streets Policy drafted by the Planning Department for the City. In adopting this policy, the City would commit to following nationally recognized street design standards and reference best practices in street management.

Related Recommendation (see Committee Recommendations section)

2. Support creation of Complete Streets through adoption of a Complete Streets Policy.

BICYCLE/PEDESTRIAN PLANNING³

In addition to the Master Plan, bicycle and pedestrian recommendations are included in the City’s Safe Routes to School Action Plan (2010), which focuses on strategies to encourage students in grades K through 8 to walk or bicycle to school. Bicycle and pedestrian planning is also supported in the Transportation Vision report produced by Sustainable Portsmouth in 2011.

The Committee considered the benefits of completing a Bicycle/Pedestrian Master Plan which would:

- Take a comprehensive inventory of all of the City’s bicycle and pedestrian accommodations;
- Evaluate how well the City is serving bicyclist and pedestrian needs;
- Prioritize and schedule improvements on a system-wide basis.

A Bicycle/Pedestrian Master Plan can help to guide capital investments and identify additional funding options. The Plan would be a tool for coordinating city-wide projects, policies, and programs related to active transportation. This Plan would also provide a way for the City to evaluate and measure progress towards improving bicycle/pedestrian amenities.

Related Recommendation (see Committee Recommendations section)

3. Improve the City’s walkability and bikability and expand bicycling and pedestrian infrastructure connections throughout the City and the region by creating a bicycle/pedestrian master plan, ongoing participation in Safe Routes to School programs, Bicycle Friendly and Walk Friendly Community Designations.

² Appendix C: Item 2

³ Appendix C: Item 3

SUSTAINABLE TRANSPORTATION⁴

The grassroots Sustainable Portsmouth group has produced a five-year plan that outlines strategies to help the City achieve sustainability goals (balancing economy, environment, and equity) by supporting sustainable transportation policies and positions. The plan acknowledges that achieving sustainable transportation requires partnerships with the public sector that plans and invests in transportation as well as private sector businesses either operating transportation or directly involved in transportation. The plan envisions a future where public transit, walking, and biking play significant roles in the Portsmouth's transportation system.

Sustainable transportation was also the focus of the report, *Bridging Our Communities*, which was produced as an outcome of the Regional Transportation Dialogue in 2012 organized by Portsmouth Listens and Sustainable Portsmouth.

Adopting a system-based approach to transportation is a way to incorporate sustainable principles into transportation planning and management. A systems-approach envisions individual transportation components as part of a regional, inter-connected, and balanced system that includes facilities for driving, public transit, walking, biking, and parking.

The Committee discussed the use of indicators and baseline measurements presented in the plans as a means of gauging whether or not specific actions are effective and have the desired impact. The Committee also discussed the importance of regional collaboration to achieve shared transportation goals.

Related Recommendations (see Committee Recommendations section)

2. Support creation of Complete Streets that are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.
3. Improve the City's walkability and bikability and expand bicycling and pedestrian infrastructure connections throughout the City and the region.
5. Improve the efficiency, convenience, and affordability of regional public transportation facilities and services.
7. Provide sufficient parking to support a balanced multi-modal transportation system.
8. Track progress and measure effectiveness of strategies to support transportation goals.

STREET CLASSIFICATIONS AND DESIGN STANDARDS⁵

Functional street classification systems use a hierarchy based on vehicle movement and property access. These systems are used to design roads that support different speeds, volumes, and types of traffic. Roads are classified as urban or rural first and then by whether they are a collector, arterial, or local. In addition, arterials are classified as minor or principal arterials. Arterial roads are those with highest speeds, longer trips and accommodate the greatest number of trips and all types of motorized vehicles. Collector roads provide a balance between access and mobility – speeds are a little slower, trips are a little shorter, and there are a moderate number of access points (side roads or driveways). Local streets provide easy access to individual properties (high number of access points) and generally have slow speeds and shorter travel distances.

⁴ Appendix C: Items 4-6

⁵ Appendix C: Item 7

In conventional classification systems, the functional street classes are used to recommend values for lane width, posted speeds, geometric design, and intersection design.

Currently, the City does not have a city-specific functional classification for its streets, other than what is defined by the New Hampshire Department of Transportation using the conventional (federal) system of classifying roads as arterials, collectors and local streets. As an example, Woodbury Avenue is classified as a minor arterial. Woodbury Avenue is interconnected with and provides access to principal arterials.

Within the local street network there is great variety of design due to historical development patterns. The Portsmouth Subdivision Regulations provide minimum standards for new streets based on land uses (residential, commercial, industrial).

The Committee discussed some of the shortcomings of the current street standards:

- Apply only to new streets;
- Provide no guidance for retrofits of existing streets and related improvements (e.g. street trees, street furniture, traffic controls, bike and pedestrian facilities);
- May not reflect current related City practices such as the Public Works Department's roadway and sidewalk construction design standards and the City Council's policy related to sidewalk materials.

“Complete Streets” standards add additional criteria beyond the traditional classifications, considering the character of the street and street frontage, accommodations for all types of users (both vehicular and non-vehicular), in addition to adjacent land uses and traffic volumes (see section on Traffic Calming below).

Various cities including Charlotte, San Francisco, Seattle and New York City, have adopted their own local street design standards. Some of the standards give guidelines on movement, context and land use. Others stress right-of-way improvements and travel-way guidance.

The Committee discussed the benefits of providing street design standards that are appropriate to the local context and that incorporate traffic calming (see section on Traffic Calming below).

Related Recommendations (see Committee Recommendations section)

2. Support creation of Complete Streets that are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.
4. Provide context-sensitive guidance on street design and management including development of a local street classification system and updating of street design standards.

GREEN STREETS⁶

“Green Streets” is an approach to street design that serves environmental sustainability goals. It often refers to Low Impact Design (LID) techniques which address drainage and stormwater runoff issues.

Optimal stormwater management looks beyond simply removing rainfall as quickly as possible (which risks negative environmental impacts associated with both stormwater quality and quantity). Instead it focuses on efforts to retain and treat – or even eliminate – runoff at the source through cost-effective green infrastructure.

Sustainable features of Green Street design include reducing the amount of pavement by narrowing the road width or incorporating pervious surfaces, maximizing pavement reflectivity, incorporating landscaping that helps treat stormwater at the source, accommodating low-emission travel modes.

The Committee discussed recent and existing development projects and recent street improvement projects in the City that have incorporated low impact design techniques and that this can also have the added benefit of reducing infrastructure costs in some cases.

Related Recommendation (see Committee Recommendations section)

- | |
|--|
| 4. Provide context-sensitive guidance on design of streets that consider environmental impacts and include standards for landscaping and managing stormwater quality and quantity. |
|--|

TRAFFIC CALMING⁷

As defined by the Institute of Transportation Engineers, “traffic calming” involves implementing physical measures to control traffic speeds or volumes. It does not include non-structural measures such as speed limits, enforcement, and driver education.

Different types of traffic calming address volume control and speed control. Volume control is primarily related to restricting access such as with full street or partial (or one-way) closures, by constructing median barriers or forced-turn islands that prevent traffic from certain movements when approaching an intersection. Speed control may involve vertical deflection (e.g. speed humps), textured pavements, and horizontal deflection (e.g. roundabouts), and road or lane narrowing.

The Committee discussed the advantages and disadvantages of these different types of controls for pedestrians and bicyclists and the added challenges for street maintenance that some of these measures present. The Committee also considered the benefits of using these types of controls as opposed to relying on stricter traffic enforcement. The Committee also discussed the possibility of converting existing one-way streets in certain areas of the downtown and whether that had potential to improve circulation and calm traffic.

⁶ Appendix C: Item 8

⁷ Appendix C: Item 9

Related Recommendations (see Committee Recommendations section)

2. Support creation of Complete Streets that are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.
4. Provide context-sensitive guidance on street design and management including development of a local street classification system and updating of street design standards.

LAND USE POLICIES⁸

Areas where land use and transportation interact include the road network and the area along the roadway. The adjacent land uses will influence the type of vehicle and non-vehicle travel and the design of the roadway. The manner and degree of pedestrian accommodations will be influenced by the types of adjacent land uses and the dimensional characteristics of the built environment. The manner and degree to which bicycle are accommodated are influenced by the type and capacity of the road network. The location and routing of public transit is influenced by the context of the land uses and populations they are intended to serve.

The Committee discussed how land use policies can influence which transportation modes people choose. For example, the proximity of employment centers to transportation networks will influence mode choice and demand. The design and siting of buildings can determine how pedestrians and/or bikes are accommodated. Parking requirements can influence how buildings are sited and where different types of land uses are located. In addition, the committee discussed how parking supply and demand is impacted by land uses and can also be a factor in transportation mode choices.

Related Recommendation (see Committee Recommendations section)

1. Integrate transportation goals into land use planning and management.
7. Provide sufficient parking in the downtown to support a balanced multi-modal transportation system.

TRANSPORTATION DATA / INDICATORS⁹

Transportation data includes information on transportation mode choices, traffic counts, accident locations, and planned infrastructure improvements. This data comes from a variety of local, state, and federal agencies as well as private sources.

The Committee discussed the challenges of gathering reliable and up-to-date data regarding transportation mode choices and preferences. Tracking data on a consistent and regular basis is important for determining the impact of transportation policies and projects.

Related Recommendation (see Committee Recommendations section)

8. Track progress and measure effectiveness of strategies to support transportation goals.

⁸ Appendix C: Item 10

⁹ Appendix C: Item 11

PUBLIC TRANSPORTATION¹⁰

Public transportation available in Portsmouth consists primarily of bus service. Bus routes include COAST and Wildcat regional fixed routes, COAST's seasonal downtown service, intercity service from C&J Trailways and Greyhound, senior/paratransit transportation provided by COAST, and a City partnership with the Mark Wentworth Home.

COAST (Cooperative Alliance for Seacoast Transportation) was established and incorporated as a non-profit in 1981 and was established as an independent public agency by the NH legislature in 1985. COAST is overseen by a Board of Directors that includes representatives from the City of Portsmouth and other communities in the service region. COAST services are funded through federal and local public funds as well as through farebox and advertising revenues.

Fixed-route service in Portsmouth includes COAST's regional Routes 2 and 7, COAST's local "trolley" service (Routes 40/41), and Wildcat Transit's regional Route 4. COAST Route 2 provides service between Portsmouth and Rochester and has an annual ridership of 169,000. COAST Route 7 provides service between the Portsmouth Transportation Center, the Fox Run Mall and Greenland, Newmarket, Stratham, and Exeter and has an annual ridership of about 9,000. COAST Routes 40 and 41 operate within Portsmouth city limits and provide service between the downtown, Pease Tradeport, and along Lafayette Road, with a combined annual ridership of about 121,900.

COAST recently started a pilot project (the Clipper Connection) that provides express service for the commuter population heading to and from the Portsmouth Naval Shipyard and the businesses of Pease Tradeport. These routes operate only during morning and afternoon peak hours.

Paratransit (ADA) services provided by COAST include a reduced fare on fixed routes as well as reservation-based service for eligible riders within $\frac{3}{4}$ a mile of a fixed bus route.

Senior transportation is provided through a City partnership with the Mark Wentworth Home. The service is reservation based and operates 4 days a week.

Wildcat Transit's Route 4 connects from downtown Portsmouth to UNH and is free for students and faculty.

The communities served by COAST provide a local annual funding contribution that helps to support the fixed route and paratransit services. Each community's share of local funding is calculated using a blended average of four factors: population residing within one-half mile of bus routes, employment within one-half mile of bus routes, weekly service miles provided within the community, and number of riders boarding within the community.

In addition to the local match for the regional fixed route and paratransit services, Portsmouth also shares the costs for the Downtown Trolley (which operates in the summer months) as well as the Vintage Christmas Trolley (which operates during the month of December). The cost of Routes 40 and 41 are shared between the City and the Pease Development Authority.

¹⁰ Appendix C: Item 12

The Portsmouth Transportation Center is owned by the NHDOT and operated by C&J Trailways. COAST buses stop at this location as well. Greyhound provides intercity service out of downtown Portsmouth with a stop at the High Hanover Parking Garage.

The Committee discussed the rising costs of public transportation as well as the opportunities for increasing revenues and ridership. It is important for the City and regional transportation providers to continue to collaborate to provide multi-modal transportation alternatives. The Committee also considered how public transportation facilities are integral components of a sustainable transportation system, which also includes parking, bicycle lanes and paths, pedestrian areas, rail, as well as bridges and roads.

Related Recommendations (see Committee Recommendations section)

- | |
|---|
| <ol style="list-style-type: none">5. Provide efficient, convenient, affordable, and accessible local and regional public transportation facilities and services.6. Provide leadership for regional collaboration to improve connections between local and regional transportation systems. |
|---|

REGIONAL COORDINATION¹¹

Regional transportation infrastructure includes the federal and state highway systems, rail, and airports. Within Portsmouth at present, active rail is exclusively used for freight and there are no immediate plans to add passenger rail service. Amtrak provides passenger service out of Dover and Exeter, and C&J Trailways buses provide connections from Portsmouth to those locations. Passenger airlines do not currently operate out of Portsmouth, although the Pease Airport terminal is equipped for passenger service.

Portsmouth is part of an Urbanized Area (UZA) as defined by the Census Bureau following the conclusion of each decennial census. UZAs are Census-designated areas consisting of a central core and adjacent densely settled territory that together contain at least 50,000 residents. Within UZAs, transportation projects that utilize federal funding are coordinated through a “metropolitan transportation planning” process that involves participation from the community level to the state level to determine transportation priorities. Designated Metropolitan Planning Organizations (MPOs) carry out the metropolitan planning process. The Portsmouth region’s designated MPO is the Rockingham Planning Commission. Key elements of the region’s metropolitan planning process include development of a Long Range Transportation Plan (LRTP), updating of a Unified Planning Work Program (UPWP), implementation of the Transportation Improvement Program (TIP), planning for congestion management, monitoring of air quality, and Travel Demand Modeling.

The criteria currently used by the MPO to evaluate regional transportation priorities consist of:

- | | |
|-------------------------------------|--------------------------------|
| Project Feasibility & Readiness | Mobility (multimodal) |
| Accessibility (multimodal) | Congestion |
| Safety | Preservation of Infrastructure |
| Land Use/Transportation Integration | |

¹¹ Appendix C: Item 13

The Committee discussed the importance for ongoing regional collaboration as well as the challenges presented by decreasing state and federal funding for transportation infrastructure.

Related Recommendation (see Committee Recommendations section)

- | |
|--|
| 6. Provide leadership for regional collaboration to improve connections between local and regional transportation systems. |
|--|

COMMITTEE RECOMMENDATIONS

GOALS

- Provide a transportation network that is safe and accessible for all people and all transportation modes.
- Design transportation infrastructure that supports economic vitality and is sensitive to community and environmental context.
- Provide affordable and convenient options for all transportation modes.

GUIDING PRINCIPLES AND STRATEGIES

1. Integrate transportation goals into land use planning and management.

Strategies

- Incorporate the recommendations of this report into city-wide land use planning in order to maximize the opportunities presented by redevelopment to achieve the City's transportation goals
- Update the Master Plan to address the recommendations of this report:
 - Update transportation data and baseline information to address issues identified in this report.
 - Revise transportation goals, objectives, and strategies to reflect relevant recommendations of this report.
- Revise site plan review and subdivision regulations to implement relevant recommendations of this report including improvements to access management, connectivity and circulation.

2. Support creation of Complete Streets that are designed to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.

Strategies

- Adopt a Complete Streets policy (see recommended resolution in Appendix A, item 1).
- Ensure that the design of transportation projects on public streets within the City, including those funded and managed by NHDOT and private parties as well as by the City, are consistent with the Complete Streets policy.
- Consider designation of key transportation corridors leading into the downtown in which to focus investments in pedestrian, bicycle, and transit components.
- Evaluate the feasibility, potential benefits, and cost implications of converting one-way streets in the downtown core to two-way traffic.

3. Improve the City's walkability and bikability and expand bicycling and pedestrian infrastructure connections throughout the City and the region.

Strategies

- Develop a city-wide bicycle and pedestrian plan:
 - Identify bicycle and pedestrian needs and deficiencies;

- Identify and prioritize bicycle and pedestrian facility improvements, including sidewalks, crosswalks, on-road bike lanes, shared use paths and bicycle parking;
 - Develop standards and guidelines for bicycle and pedestrian facilities, including bicycle parking;
 - Develop standards for bicycle signage on roadways, such as Share the Road;
 - Estimate implementation costs and identify funding sources, responsibilities and phasing.
- Pursue designation as a Bicycle Friendly Community
 - Adopt a Bicycle Friendly Communities Action Plan (see Appendix A, item 2).
 - Submit application for Bicycle Friendly Communities Designation in 2014.
 - Pursue designation as a Walk Friendly Community
 - Adopt a Walk Friendly Communities Action Plan (see Appendix A, item 3).
 - Submit application for Walk Friendly Communities designation in 2014.
 - Continue active participation in Safe Routes to School Program to encourage and facilitate students to walk or bike to and from school.
 - Work with Rockingham Planning Commission / Metropolitan Planning Organization to develop appropriate connections between bicycle routes in the City and regional bicycle and recreational trail routes, including the New Hampshire Seacoast Greenway and future Hampton Branch rail-to-trail.
4. Provide context-sensitive guidance on design of streets that considers abutting land uses, neighborhood character, and environmental impacts.

Strategies

- Develop a local classification system for City streets.
 - Develop design standards for each street class including street and travel lane widths, accommodations for bicycles and transit, sidewalks, intersections and landscaping.
 - Continue to develop and implement innovative standards for managing stormwater quality and quantity.
5. Provide efficient, convenient, and affordable regional public transportation facilities and services.

Strategies

- Work with public transit providers to eliminate service redundancies and increase efficiencies, increase public transit ridership, and improve public transit infrastructure.
- Continue ongoing collaboration with COAST including exploring opportunities for new services.
- Work with COAST to ensure acceptable access to and from transit stops and the adjacent sidewalk networks for passengers that are mobility impaired.

6. Provide leadership for regional collaboration to improve connections between local and regional transportation systems.

Strategies

- Continue active representation and participation in Rockingham Planning Commission metropolitan transportation planning process including priority-setting for State and Federal investments in the regional transportation system.
- Continue active representation and participation in inter-community and inter-state transportation projects.
- Provide opportunities to inform and engage community members in planning for regional transportation projects.

7. Provide sufficient parking in the downtown area to support a balanced multi-modal transportation system.

Strategies

- Ensure that development and redevelopment projects implemented in the Central Business District are consistent with the City Council's Guiding Principles for Parking in the CBD (see Appendix A, item 4).
- Identify opportunities for building and/or expanding public parking structures in the downtown core.

8. Track progress and measure effectiveness of strategies to support transportation goals.

Strategies

- Work with regional and state partners including Rockingham Planning Commission, Seacoast Commuter Options Transportation Management Association, NHDOT, COAST and Commute Green NH to collect and analysis data on transportation choices and practices.
- Develop a set of indicators related to transportation initiatives to measure success.

GUIDING PARKING PRINCIPLES FOR CENTRAL BUSINESS DISTRICTS

(Approved by the Portsmouth City Council on March 19, 2012)

Overall Principles: A balanced mix of retail [restaurant, office, and residential uses is key to downtown vitality.

A downtown parking supply that is convenient, viable and central to downtown destinations is key to the short-term and long-term health of the City's retail, restaurant and office economy.

1. Insuring an adequate supply of parking for retail/restaurant and office users in the downtown is primarily a City responsibility.
2. Parking for new downtown residential development is primarily a private responsibility with residents wanting convenient parking right where they live.
3. We need to plan for future reuse, redevelopment and full occupancy of buildings in the Central Business Districts. If it is too difficult, expensive or unpleasant to find parking, retail/restaurant/cultural destination customers may prefer to visit elsewhere and offices may prefer to locate elsewhere.
4. The City should strive to play a lead role in developing and managing parking facilities:
 - Parking management and supply decisions are interconnected and a comprehensive, unified approach to decision-making is needed.
 - The value of private parking facilities should be recognized as a resource. These resources are not part of the public parking supply under the City's long-term control and opportunities to manage private lots are limited.
5. Address peak parking demand needs in order to avoid perfect Friday/ Saturday night storm when residents/ customers can't find parking:
 - Manage parking at the garage (for example, flat rate pricing for special events).
 - Increase the supply of convenient parking.
6. Parking should support economic development including businesses (office, retail, restaurant) and visitors/customers.
7. The parking garage should be priced and managed so that it has high occupancy more frequently (improve utilization of what we've got).
8. The primary reason for parking revenues is to be able to provide an adequate supply of safe, convenient parking. Pricing structures should be simple and easy for customers to understand.
9. Parking management strategies should recognize that there is a difference between the needs of long-term parkers who may be more likely to use the garage or use parking immediately adjacent to downtown, and short-term parkers running a quick errand.

10. Price and manage more desirable on street parking spaces to favor users who are highly motivated to use them. Give customers and residents the option to stay and pay.
11. Information on parking options should be easily accessible to parking users, including through technology options.
12. Parking planning should take a comprehensive, sustainable and big picture approach by taking a broad range of costs and benefits into account when making decisions.
13. All parking resources should place value on aesthetics, security, accessibility and user information.
14. Consider ways to incentivize use of "remote parking".
15. Surface parking lots should be located at the periphery of the downtown and should not be allowed to create a "dead zone" barrier to comfortable pedestrian movement.
16. Parking management programs should take into consideration hospitality industry workers.
17. Incentives for residents should be provided at the parking garage, but shouldn't compromise best practices.
18. Parking resources should be provided to support downtown activity (streets are for people as well as cars) and should therefore be designed and located in such a manner that recognizes the following:
 - Parking resources should enhance not detract from — downtown vitality, walkability and the pedestrian experience;
 - Parking resources should accommodate pedestrians (bump-outs, plazas), bicycles (bike parking) and transit (space to pull over);
 - Parking structures should be incorporated into the commercial streetscape; and
 - The needs of an aging population should be taken into account when it comes to parking.
19. Parking strategies should be revenue neutral.
20. Parking management plans should recognize the short-term parking needs of retail and hospitality industry for loading zones.
21. Encourage public transit and other transportation modes, but recognize strong customer/resident preference for personal vehicle use as well as very limited regional public transit infrastructure.

Revised Principles as of 09/07/2023

Statement #1: The City of Portsmouth will ensure an adequate supply of public parking for both short-term and long-term parkers downtown associated with commercial land uses and institutions through the development of policy, programs, and infrastructure as needed.

Statement #2: Parking for long-term overnight uses such as downtown residences or hotels is primarily a private responsibility.

Statement #3: Parking management plans should consider impacts from future reuse, redevelopment, and full occupancy of buildings in the Downtown Districts (the urban core). When implementing these plans, the City should be guided by all of the principals of this document and take reasonable steps to ensure that a lack of parking is not a barrier to entry for new businesses, tenants, institutions, or developers seeking to locate in downtown Portsmouth.

Statement #4: The City should strive to play the lead role in developing and managing parking facilities in the urban core:

- Parking management and supply decisions should incorporate a holistic approach which considers impacts on the downtown parking, development, mobility, and walking environments as well as municipal development and fiscal policy in addition to addressing issues specific to a particular area or development.
- The value of private parking facilities should be recognized as a resource wherever possible and private parking property owners should be encouraged to make their facilities available to the general public where it benefits public interests. These resources are not part of the public parking supply under the City's long-term control and opportunities to manage private lots are limited.

Statement #5: The City should design policies and programs that address regular peak parking demand needs in order to avoid regular times when residents/customers cannot find parking. These programs and policies should include, but not be limited to:

- Managing peak parking demand to balance parking supply and demand across the downtown.
- As needed, increasing the supply of publicly available, convenient parking.
- Mitigating peak hour demand through the promotion of alternative modes of transportation.

Statement #6: Parking should support economic development of commercial land uses (including but not limited to office, retail, and restaurant) and accommodate institutional employees, customers, residential visitors, and tourists.

Statement #7: Parking policies and programs should recognize the differences in needs between long-term and short-term parkers and include incentives which encourage use of off-street public parking facilities for long-term parkers seeking less expensive accommodation and promote availability for short-term parkers seeking proximity for quick errands.

Statement #8: Any parking plan should recognize that the primary reason for collecting parking revenues is to provide city-wide benefits through an adequate supply of secure and attractive public parking assets;

a diverse transportation network; and vibrant and welcoming walking environment. Parking fee and fine structures should be transparent, logical, and easy to understand.

Statement #9: Information on parking and transportation options should be easily accessible to citizens, businesses, and visitors, using both traditional media and new technologies.

Statement #10: Parking planning, policy and program development should adopt a comprehensive approach that considers environmental and financial sustainability; the range of costs and benefits of all decisions; and places a premium on aesthetics, security, user information, accessibility to users of all abilities, and ease of navigation and use.

Statement #11: All public parking assets should be designed and maintained to be aesthetically pleasing and integrated to the surrounding streetscape, well-lit, clean, in good repair, accessible to users of all abilities, and easy to navigate and use.

Statement #12: Parking planning and policy development should promote the use of sustainable, multimodal transportation options whenever feasible. This includes remote parking as necessary and needed.

Statement #13: Parking management policy and programs should take into consideration the downtown workforce and the full range of needs for different kinds of workers.

Statement #14: Parking planning, policies, and programs should prioritize curb management techniques to address loading, commercial, and parking needs equitably, and incorporate "Complete Streets" principles which include but are not limited to:

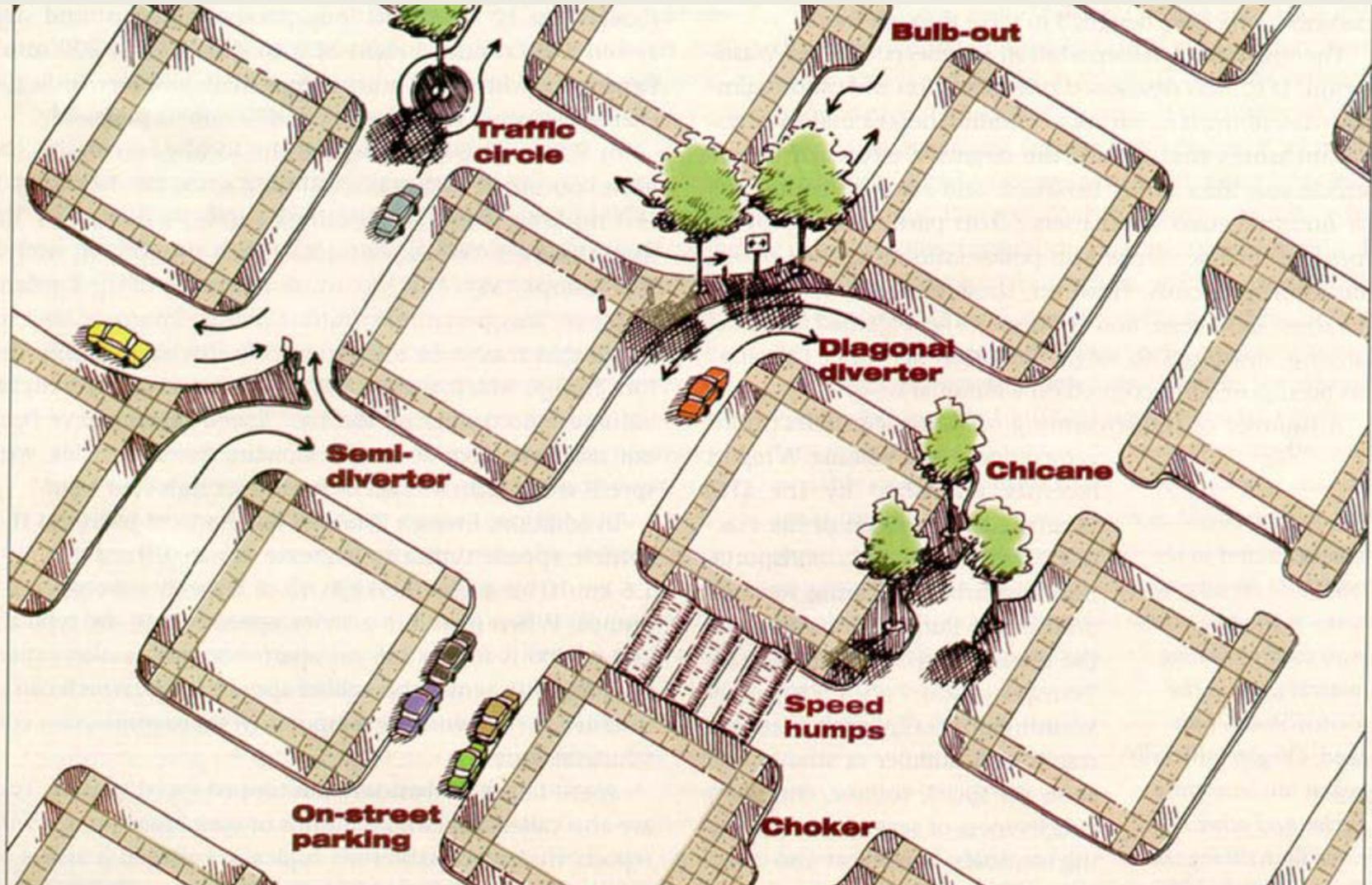
- Enhancing downtown walkability and local aesthetics.
- Parking facility design which includes elements to support sustainable and multimodal transportation.
- The needs of individuals with ambulatory challenges.

Statement #15: The public parking system, and the policies or programs influencing its operation, should be self-supporting and able to cover operating costs and debt service obligations without subsidy from the City's General Fund or other municipal sources.

Statement #16: Parking plans, programs, and policies should seek to encourage the use of public transit, walking, and bicycling, but recognize the limited infrastructure and preference for personal transportation options.

Section IV: PRESENTATIONS

Neighborhood Traffic Calming



Parking & Traffic Safety Committee

Proposed Neighborhood Traffic Calming Process

- ❖ Phase 1 -- Preliminary assessment
 - Speed monitoring
 - Traffic Counts
 - Traffic study

Proposed Neighborhood Traffic Calming Process

- ❖ Phase 2
 - Physical Traffic Calming Measures
 - Short-term / interim – “pilot”
 - Long-term – Capital Improvement Program
 - Non-infrastructure Traffic Calming Measures

Types of Non-Infrastructure Traffic Calming Measures

- ❖ Street Signs / Pavement Markings
(MUTCD compliance required)
- ❖ Speed Trailer
- ❖ Enforcement
- ❖ Parking Management

Types of Physical Neighborhood Traffic Calming Measures



Vertical Deflections

- Speed hump
- Speed table
- Speed cushion
- Raised crosswalk
- Raised intersection



Horizontal Deflections

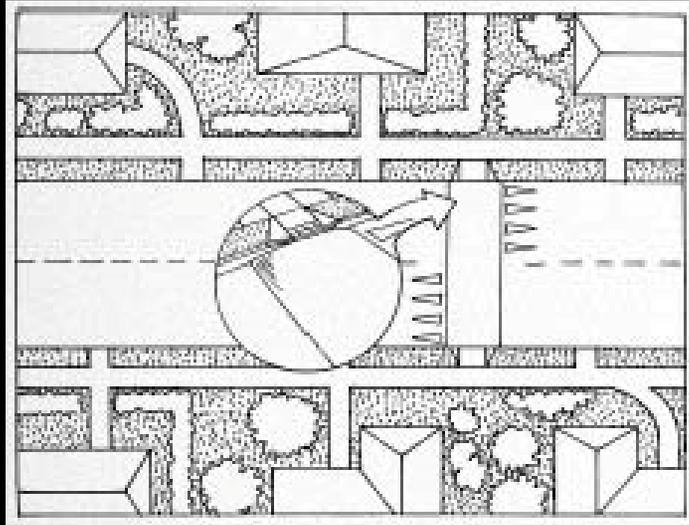
- Neighborhood Traffic circle
- Curb extension / bulb out
- Chicane
- Median Island



Physical Obstructions

- Semi-diverter
- Diagonal diverter
- Street closures
- Median island

Vertical Deflection – Speed Hump



Pros	Cons
Effective in slowing traffic on low speed / low volume roads	Inappropriate for emergency response routes and transit routes
Moderate cost for installation and maintenance	Additional training required for snow removal operators
Minimal impact on bicyclists and motorcyclists, except at high speeds	May impact road drainage

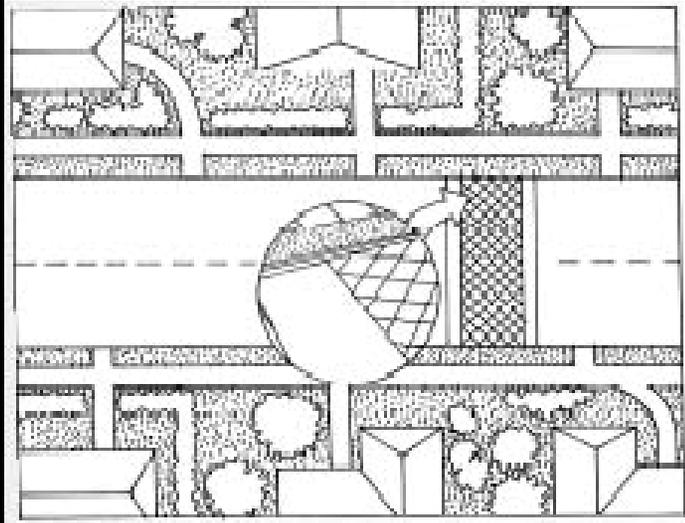
Vertical Deflection – Speed Cushion



Pros	Cons
Effective in reducing traffic speeds and volumes on local streets	Presents challenge for snow removal operations
Minimal impact on emergency response times	
Low cost to implement	

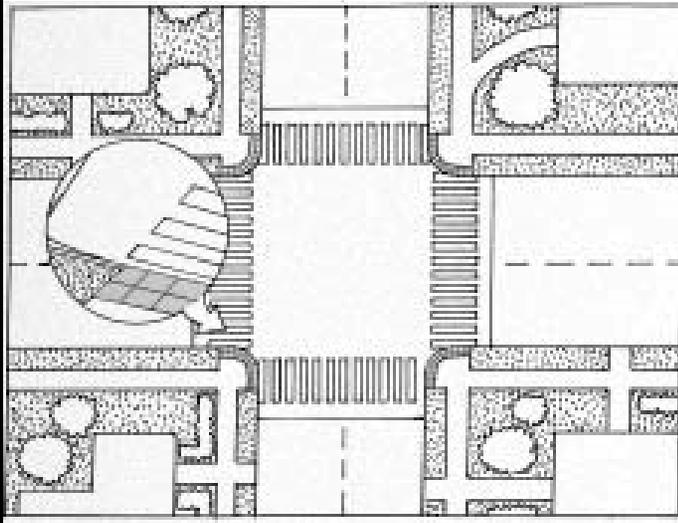
Vertical Deflection – Speed Table

Speed Table / Raised Crosswalk



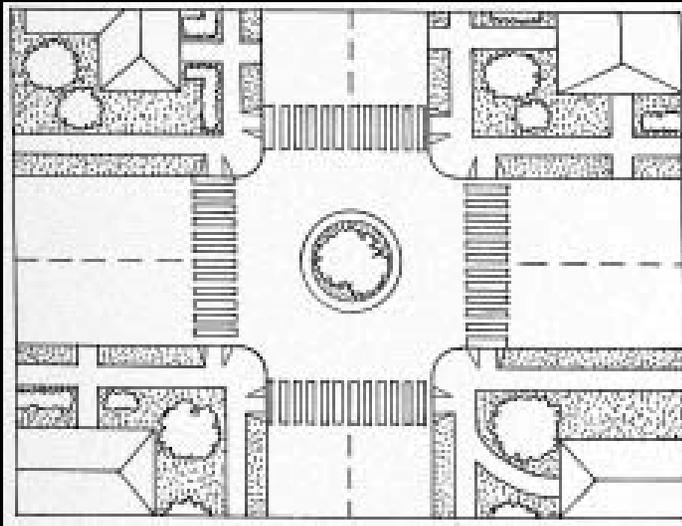
Pros	Cons
Effective in slowing traffic speeds on local and collector roads	Not ideal for major emergency response routes and transit routes
Moderate cost for installation and maintenance	Additional training required for snow removal operators
Minimal impact on bicyclists and motorcyclists, except at high speeds	May impact road drainage

Vertical Deflection – Raised Intersection



Pros	Cons
Reduce vehicle-ped conflicts by improving visibility for pedestrians	Higher cost to construct and maintain
Minor reduction in travel speeds from all approaches	May delay emergency response
Suitable for local streets with high pedestrian volumes	

Horizontal Deflection Neighborhood Traffic Circle

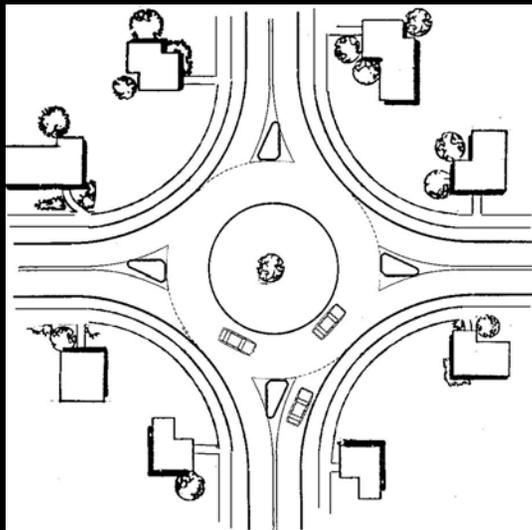


Pros	Cons
Reduces speeds	May be challenging for emergency vehicles and large trucks turning left
Reduces the number of conflict points at an intersection	May require removal of on-street parking in vicinity of intersection
Can enhance the neighborhood	Moderate cost to construct and maintain

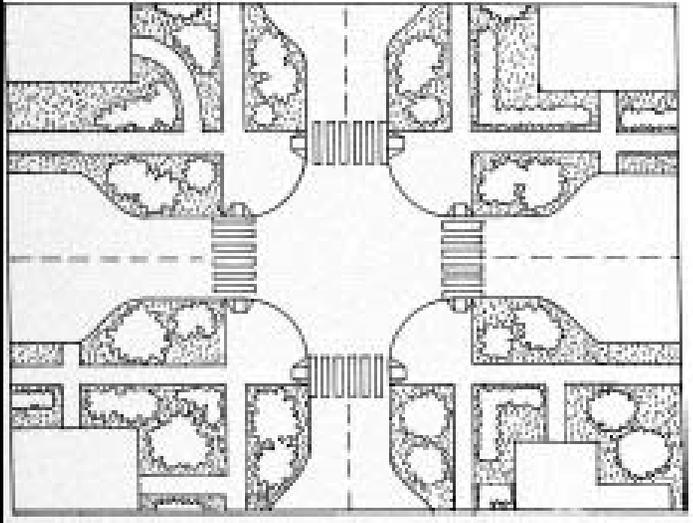
Neighborhood Traffic Circle



Roundabout



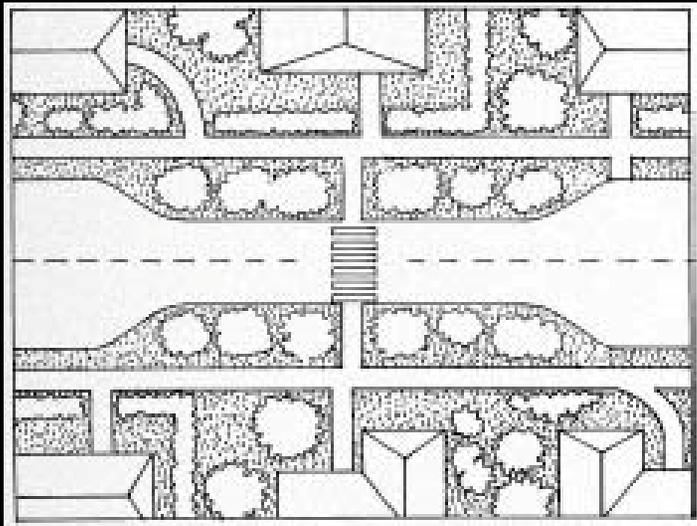
Horizontal Deflection Curb Extension / Bulb Out



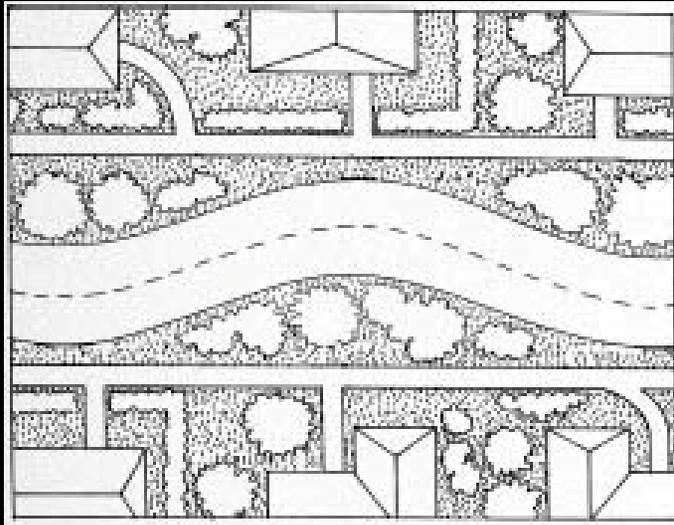
Pros	Cons
Improves pedestrian visibility and reduces crossing distance	Additional training required for snow removal operators
May reduce travel speeds	May require removal of on-street parking in vicinity of intersection
Slows right-turning vehicles	Difficult to accommodate bicycle lanes
Moderate costs to implement and maintain	

Horizontal Deflection Curb Extension/Bulb Out

Choker

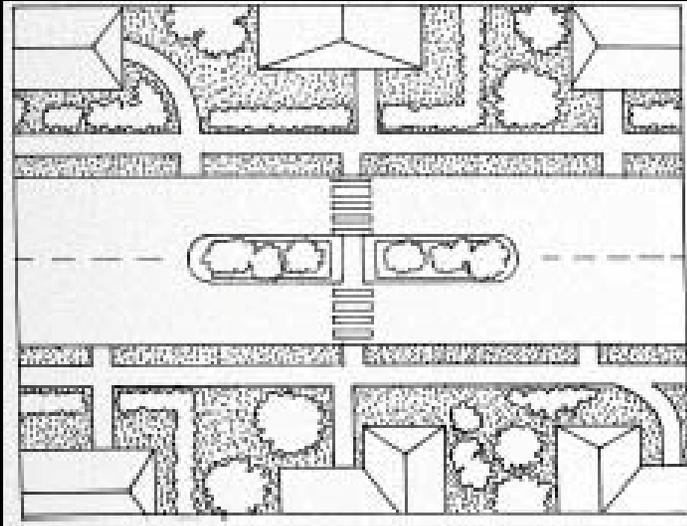


Horizontal Deflection -- Chicane



Pros	Cons
Reduce vehicle speeds and may reduce traffic volumes	Will result in loss of on-street parking
Provide opportunities for streetscaping	Additional training required for snow removal operators
	Not suited for high truck traffic routes

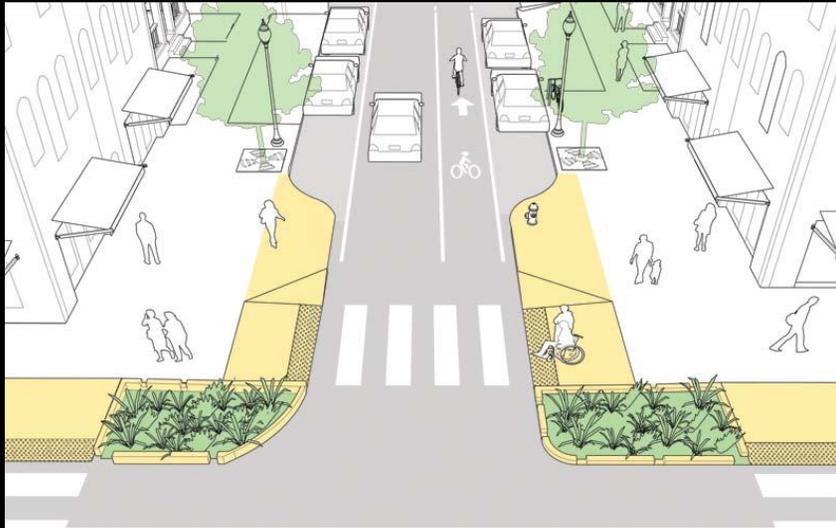
Horizontal Deflection – Median Islands



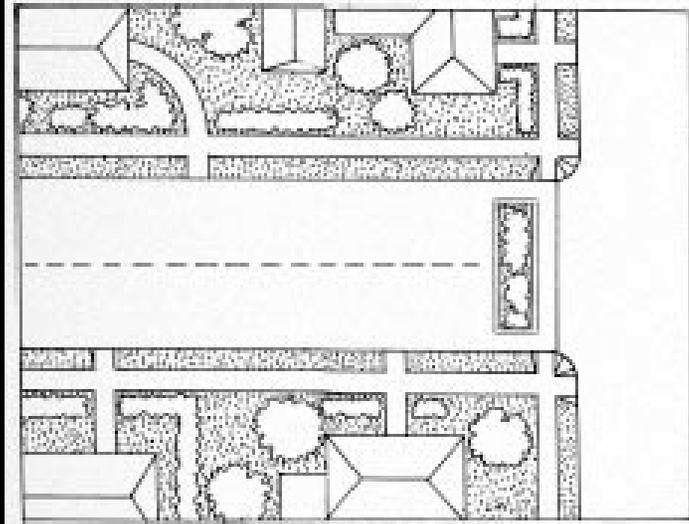
Pros	Cons
May reduce vehicle speeds if lanes are narrowed	May result in loss of on-street parking in vicinity of island
Provide opportunities for streetscaping	
Can reduce pedestrian crossing distance for wider roads	

Horizontal Deflection

Gateway

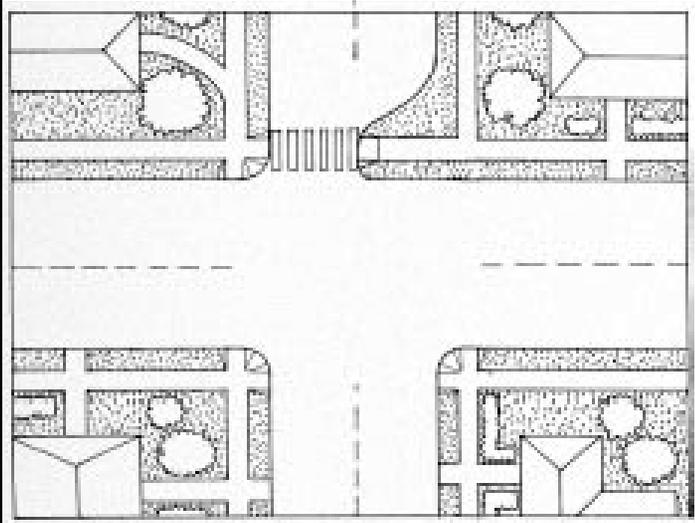


Physical Obstructions -- Full Closure



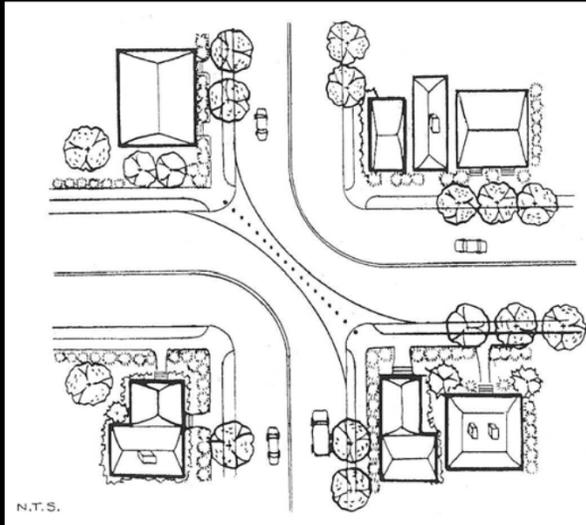
Pros	Cons
Reduce cut-through traffic without impacting bike and ped access	Obstructs emergency access, unless designed with mountable barriers
May reduce speeds	Restricts access for residents
Provide opportunities for streetscaping	May shift traffic to other nearby streets

Physical Obstructions – Half Closure



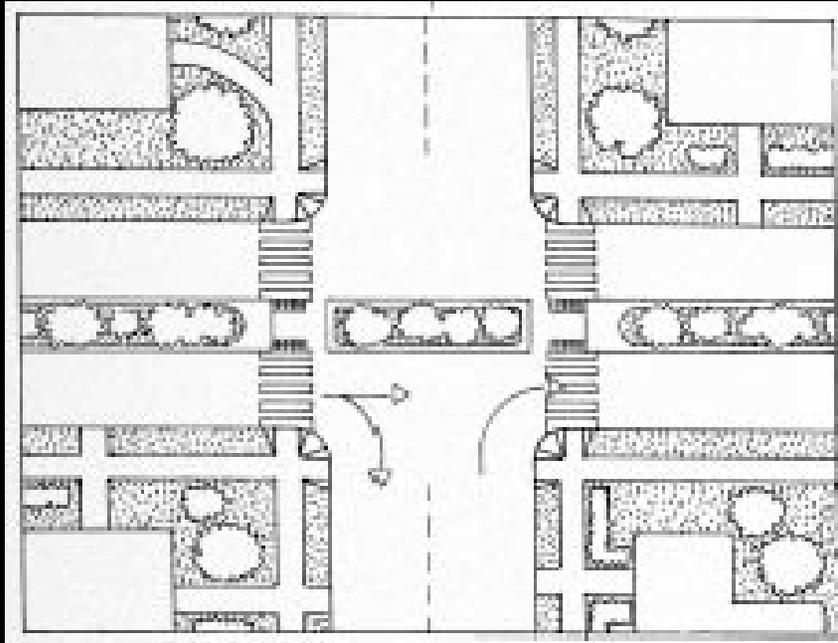
Pros	Cons
Reduce cut-through traffic without impacting bike and ped access	Can be difficult to control violations
May lower travel speeds	May require loss of on-street parking in vicinity of closure
Provision for emergency access	Reduces access for neighborhood residents
Provide opportunities for streetscaping	May divert traffic to neighboring streets

Physical Obstructions – Diagonal Diverter



Pros	Cons
Reduce traffic volumes without impacting bike and ped access	May divert traffic to neighboring streets
Eliminates intersection conflict points	May inconvenience neighborhood residents
Provide opportunities for streetscaping	Delays emergency access
May reduce speeds	

Physical Obstructions – Median Barrier



Pros	Cons
Reduces cut through traffic volumes on local streets while still allowing bike and ped access	May divert traffic to other neighborhood streets
Reduces number of conflict points	May affect emergency access
Potential to add streetscaping	

Next Steps

- ❖ Develop a public request form
- ❖ Add guidance/program info on City website

The screenshot shows the Seattle.gov website header with the Mayor's name, a search bar, and a menu. Below the header is the Department of Transportation section, including a navigation menu with categories like SERVICES, PROJECTS, PLANNING, RESOURCES, EVENTS, NEWS, and SITE INDEX. The main content area features a sidebar with a list of links: Neighborhood Traffic Operations Home, Frequently Asked Questions, 20 MPH Zones, Traffic Circle Program, Typical Traffic Circle Design, and Traffic Calming Program. The main article is titled "Neighborhood Traffic Operations: Traffic Calming Program" and includes a "Share This" button. The text describes a pilot program in 2015 where 20 MPH zones were implemented in five areas, and notes that SDOT focuses on streets with the highest speeds and no curbs.

Traffic Calming Request Form

What is traffic calming? The goal of traffic calming is to make streets safer for people to bike, walk and drive. Making physical changes to the roadway, such as horizontal shifts (curb extensions, chicanes) and vertical shifts (raised crosswalks and intersections), helps reduce speeding and enhances the quality of life by making the street more comfortable for all users. If you would like to get a copy of our Traffic Calming Brochure for a more detailed description of traffic calming and the various tools and techniques available, please call (617) 349- 4655 or email traffic-calming@cambridgema.gov. To see pictures of completed traffic calming projects, visit our website at www.cambridgema.gov/~envirotrans/trafcalm/index/html.

Traffic Calming Request Form Directions: Please fill out this form, then mail to the City of Cambridge Community Development Department (address on back). This form can also be filled out online by going to the traffic calming section of our website (see address above). By using this form you will help us assess the type of issues or concerns you are having with a street in your neighborhood. We will then gather additional data, such as crash records and speed studies. This information, together with any related roadway work schedules, will help us prioritize your request among others we've received.

- Name** _____ **Date** _____
Address _____
Email _____ **Phone (day)** _____ **(night)** _____
Best way to be reached during the day is: phone / email (circle one)
- Please list the street(s)/ location that concerns you most:** _____

- What time of day do the concerns you have seem most noticeable?** _____

- Please check each item that applies to the street(s) listed above:**
 Speeding Difficult to cross street Lack of courtesy to cyclists
 Cars parked too close to corner Difficult to bike Drivers not yielding to pedestrians
 Other (please describe): _____

- Are you aware of others who live on the street who share your concerns?**

Update on Related Requests

- ❖ Elwyn Road Sidewalk Request
- ❖ Aldrich Road Traffic Speeds and Volume
- ❖ Radar Speed Signs
- ❖ Eliminating Center Lines on selected roads

Section V: REPORTS

PARKING UTILIZATION DATA IS AVAILABLE ONLINE

LINK:

<https://www.portsmouthnh.gov/publicworks/parkportsmouth/parking-utilization-study>

PARKING UTILIZATION STUDY

View the [StoryMap](#) for more detailed information



CITY OF PORTSMOUTH

COMPLETE STREETS DESIGN GUIDELINES



WHAT ARE COMPLETE STREETS?

“Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.”

- City of Portsmouth Complete Streets Policy (2013)

Introduction

“Complete Streets” means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across all public streets.

These guidelines are intended for use by the City of Portsmouth, private developers and residents as a reference for how to accommodate all users on existing and future city streets. Each street in the city is categorized along a spectrum of complete street classes, each with its own user priorities, specifications, and design options.

The application of complete streets won't happen on all streets immediately. Complete streets principles will be applied on all new City projects and privately funded developments, and incrementally on existing streets through a series of small improvements and activities over time.

POLICY BACKGROUND

A **City of Portsmouth 2005 Master Plan** objective is to “ensure that all transportation projects in Portsmouth provide for full consideration of all modes (automobile, truck, bicycle, pedestrian, transit) in their design, as appropriate.”

In 2013, the City of Portsmouth advanced this objective, by adopting a **Complete Streets Policy** (Resolution 2013-01), with the bold vision: “Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.”

The **2014 Portsmouth Bicycle and Pedestrian Plan** built upon this vision, mapping pedestrian and bicycle priority network connections, and included a toolkit of design solutions to provide accommodations for all users.

These **2017 Complete Streets Guidelines** take the vision further, formalizing a classification scheme, identification of design options, and articulation of user needs for every street in the City of Portsmouth.

How to Use This Guide

The City of Portsmouth Complete Street Guidelines present the fundamental design elements and dimensions for creating a complete street. Each street classification is presented in a standard layout, for easy access to critical information. Refer to the annotated pages below to understand what details are provided.

Street Classification and Description

A photo and description of how the street fits into the City of Portsmouth transportation and land use context.



Street Classification Map

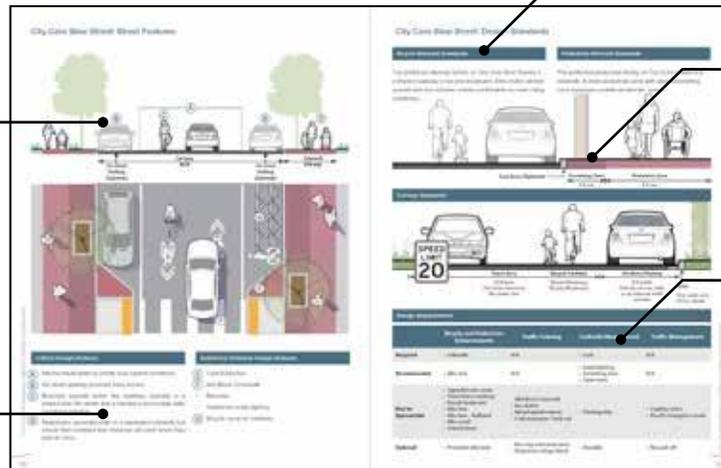
A mapped identification of which streets in the city fit the classification.

Typical Application

Key attributes of where the street classification is most appropriate

Typical Cross Section

A graphic representation of a potential version of the street type. Even within classifications, street layouts may vary.



Pedestrian/Bicycle Network

Standards related to meeting bicycle and pedestrian travel needs.

Cartway Standards

Standards related to the paved cartway, including recommended operating speed.

Street Features

Specific street features which may be required for a certain street type, a high priority, appropriate in limited circumstances, not required, or not at all appropriate for each street classification/typology.

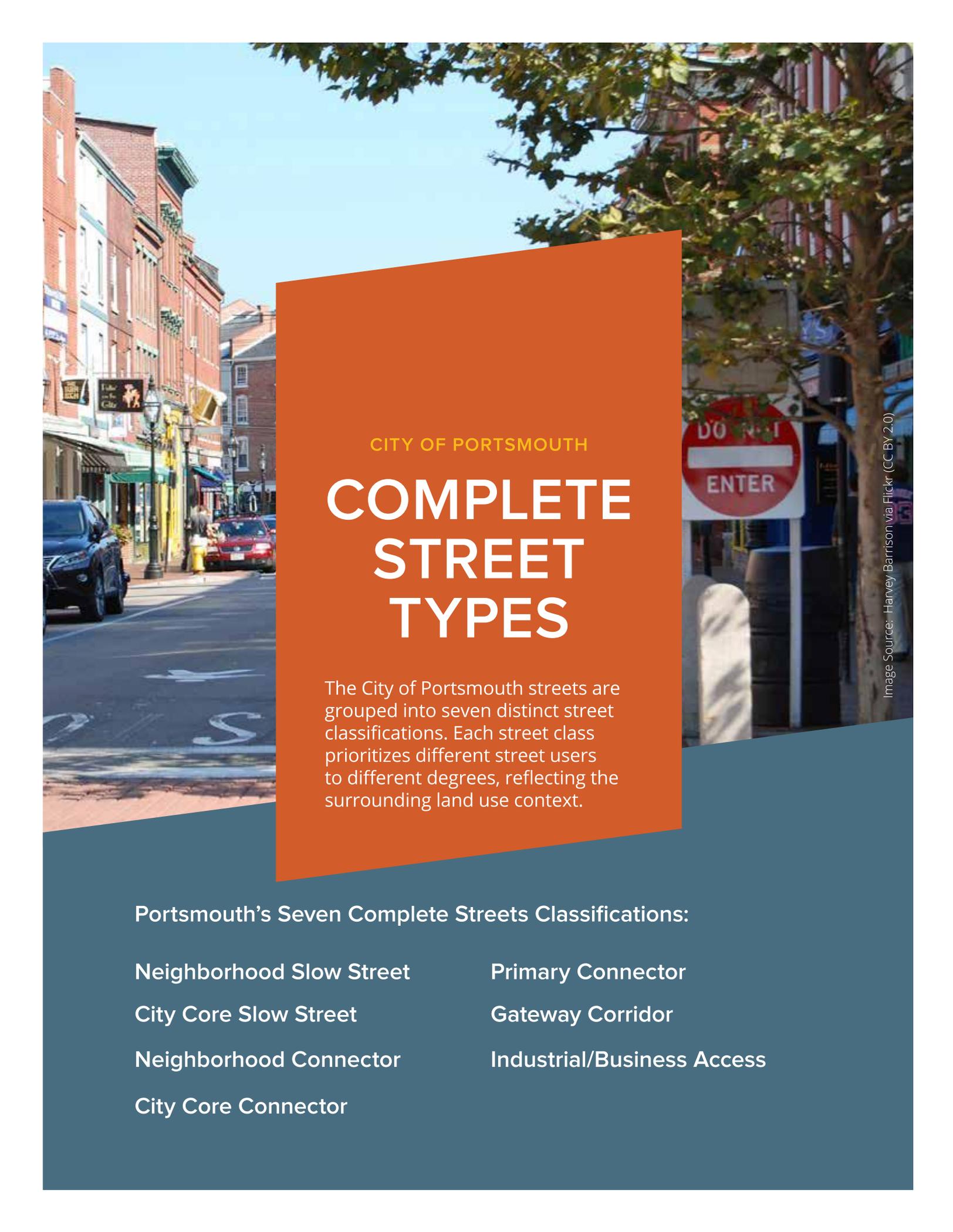
Design Features

A list of design features applied on this street class, some of which are identified on the illustration above.

Terminology and Street Elements

The City of Portsmouth Complete Street Guidelines are built on local and national guidelines, and apply standard traffic engineering tools and designs. Key street features recommended in these guidelines are described below. For more specific details about the tools, facilities and design elements referred within, refer to the **2014 Portsmouth Bicycle and Pedestrian Plan**, the **2012 AASHTO Guide for the Development of Bicycle Facilities**, the **2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities**, and the **2012 NACTO Urban Bikeway Design Guide**.

Design Element	Description
Bicycle Boulevard	A low-speed, low volume roadway intended for use by bicyclists. These streets may include traffic calming and access restrictions to maintain a bicycle compatible environment.
Bicycle Corral	An array of bicycle racks, located within an on-street parking space.
Bicycle Rack	A durable, secured fixture, used to lock bicycles to for short-term parking
Bike Lane	A painted travel lane for the exclusive use of bicyclists.
Buffered Bike Lane	A bike lane with an adjacent painted buffer, providing additional space between bicyclists and motor vehicles.
Bus pull-off	A bus stop located to allow transit vehicles to fully exit moving travel lanes when loading and unloading passengers.
Cartway	The paved roadway surface, from roadway edge or curb to the opposite roadway edge or curb.
Chicanes	A series of curb extensions which creates horizontal deflection of motor vehicles to encourage motorists to maintain a desired slow speed.
Curb extension / bulb out	An extension of the sidewalk into an on-street parking lane, intended to expand pedestrian space, reduce crossing distances, and improve visibility of pedestrians.
Mid-Block Crosswalk	A marked crosswalk located away from an intersection.
Pedestrian Refuge Island	A median island in the center of the roadway to offer pedestrians a place to stop. These reduce crossing distances for pedestrians by allowing them to cross each travel direction independently.
Raised speed reducer	A device that creates vertical deflection of motor vehicles to encourage motorists to maintain a desired slow speed.
Separated Bike Lane	A wide bike lane, physically separated from motor vehicles with a vertical element such as a curb.
Shared Lane Markings	A roadway marking used on roads without bike lanes to indicate the presence and desired use by bicyclists.
Shared Street	A low-speed, low volume street where bicyclists, pedestrians and motorists all operate within the cartway, with no separate bike lanes or sidewalks.
Sidepath	A shared use path traveling adjacent to a roadway for use by bicyclists and pedestrians.
Sidewalk Furnishing Zone	The space between the cartway and where pedestrians walk. Signs, utilities and mailboxes are placed in the furnishing zone. The furnishing zone may be landscaped with plantings or paved in areas with increased pedestrian activity.
Yield Street	A low-speed, low-volume street where the cartway is too narrow for approaching motor vehicles to pass each other without slowing or yielding.

A photograph of a city street with brick buildings, trees, and a 'DO NOT ENTER' sign. The image is used as a background for the title and introductory text.

CITY OF PORTSMOUTH

COMPLETE STREET TYPES

The City of Portsmouth streets are grouped into seven distinct street classifications. Each street class prioritizes different street users to different degrees, reflecting the surrounding land use context.

Portsmouth's Seven Complete Streets Classifications:

Neighborhood Slow Street

City Core Slow Street

Neighborhood Connector

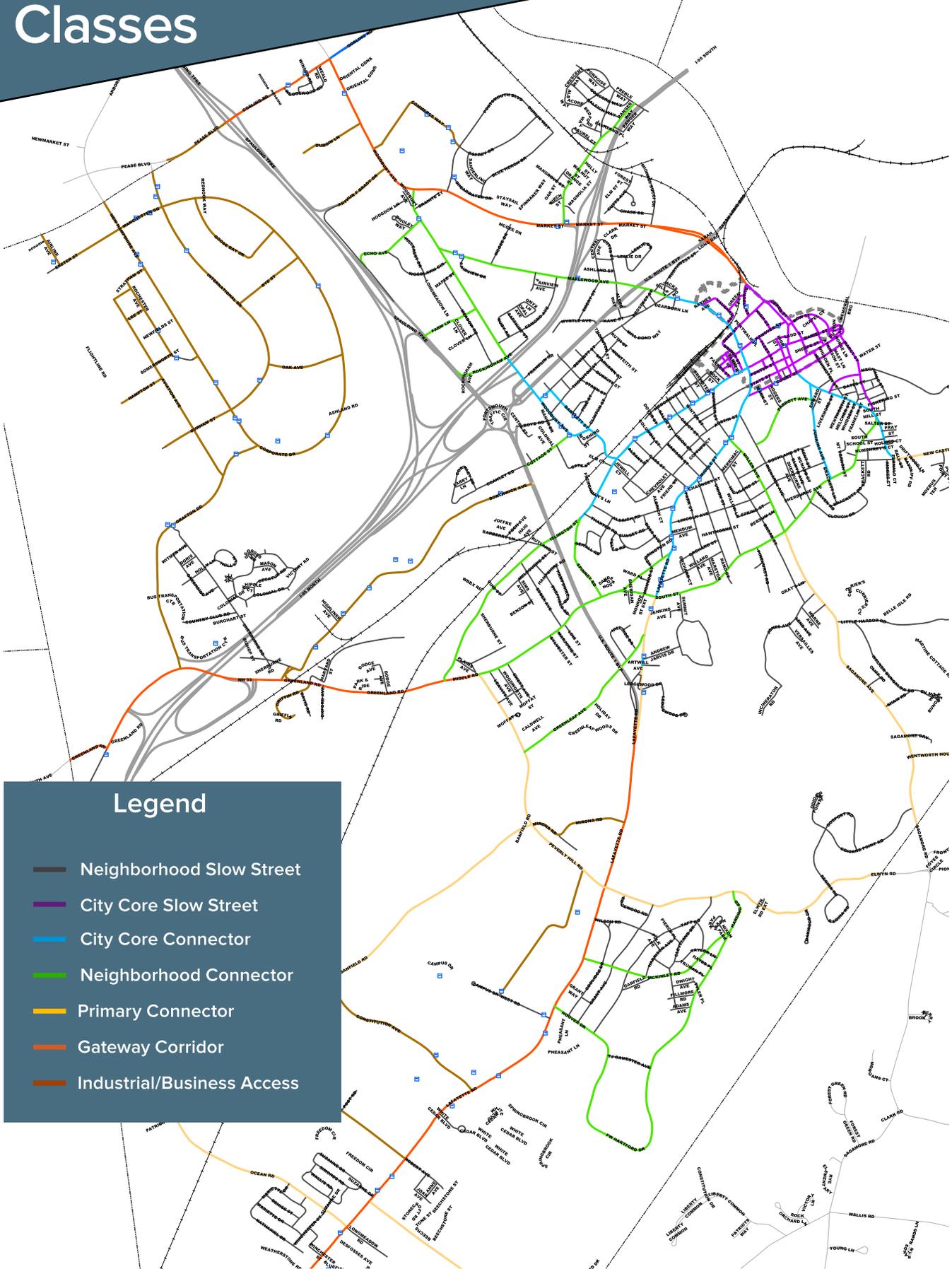
City Core Connector

Primary Connector

Gateway Corridor

Industrial/Business Access

Complete Street Classes



Legend

- Neighborhood Slow Street
- City Core Slow Street
- City Core Connector
- Neighborhood Connector
- Primary Connector
- Gateway Corridor
- Industrial/Business Access

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.

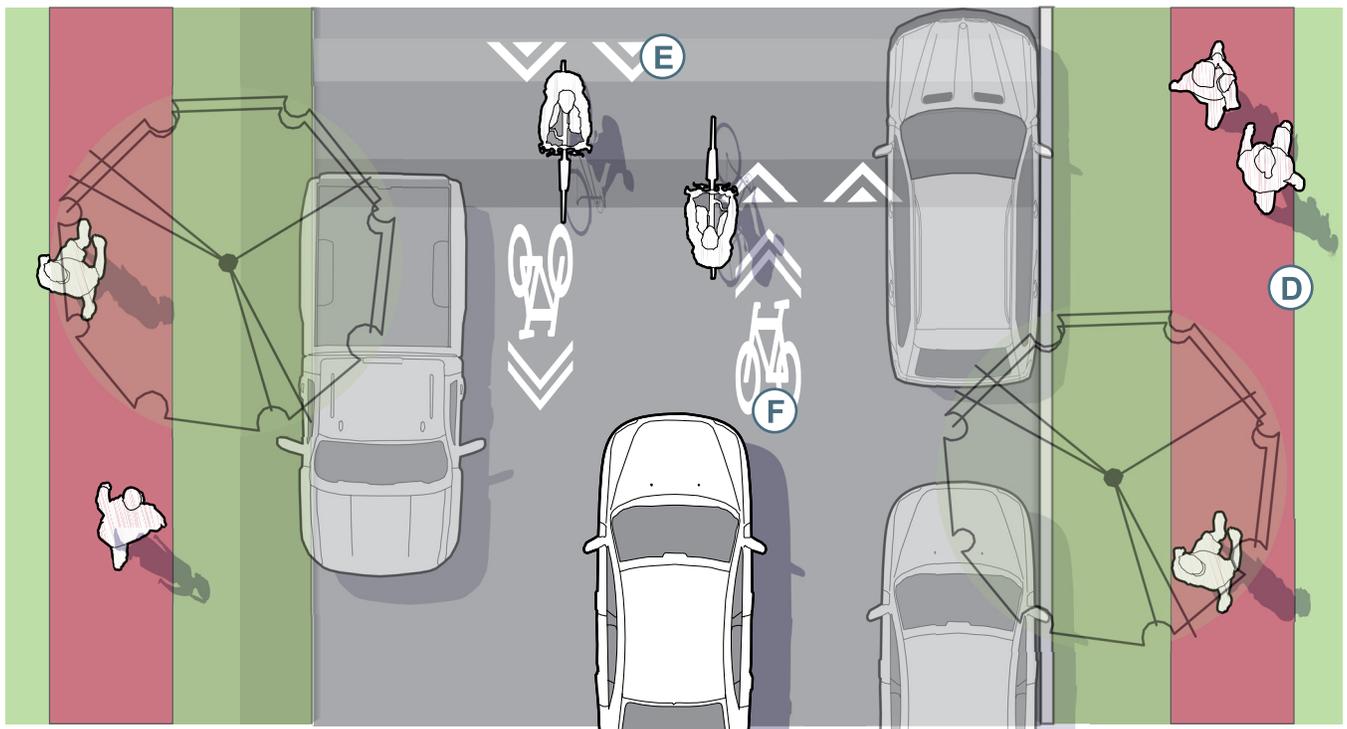
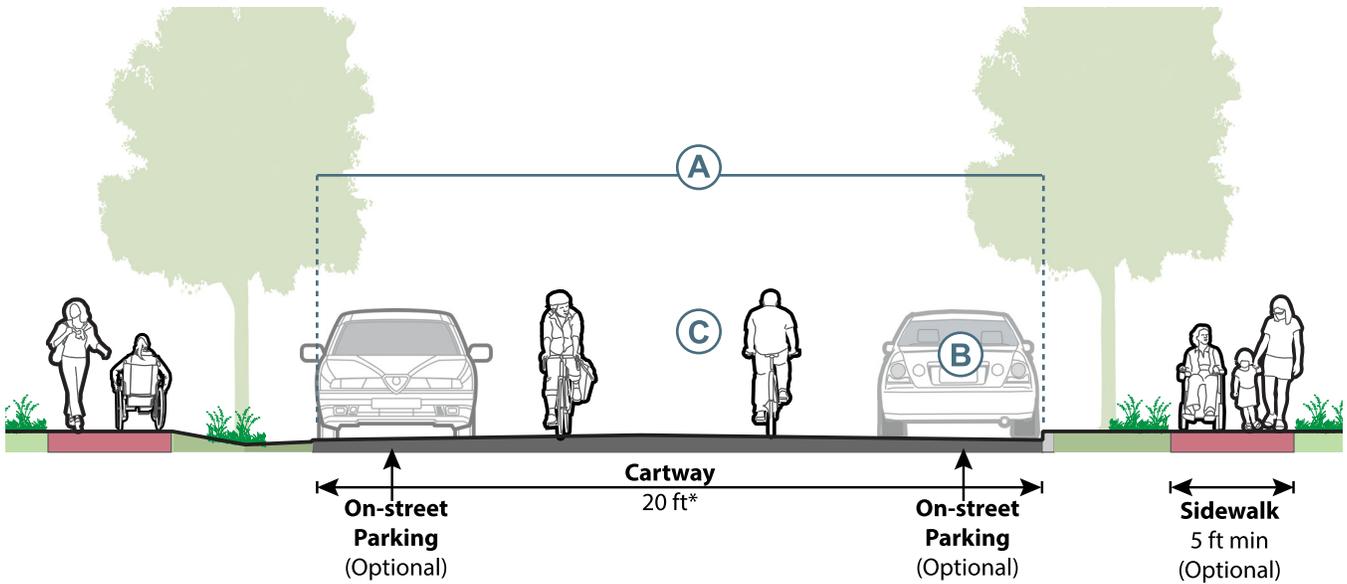


When neighborhood slow streets are a part of a connected walking or bicycling network, street crossings must be enhanced for comfort and safety.

Neighborhood Slow Street



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.

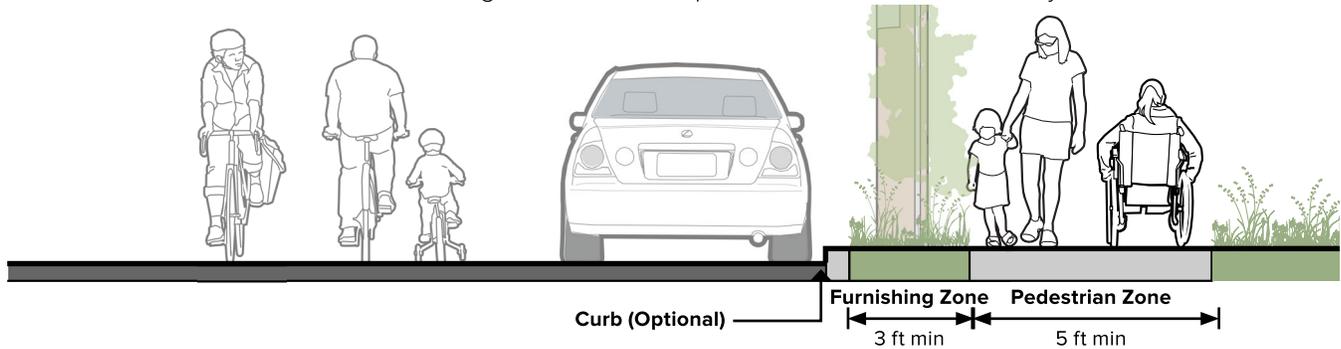
Neighborhood Slow Street: Design Guidelines

Bicycle Network

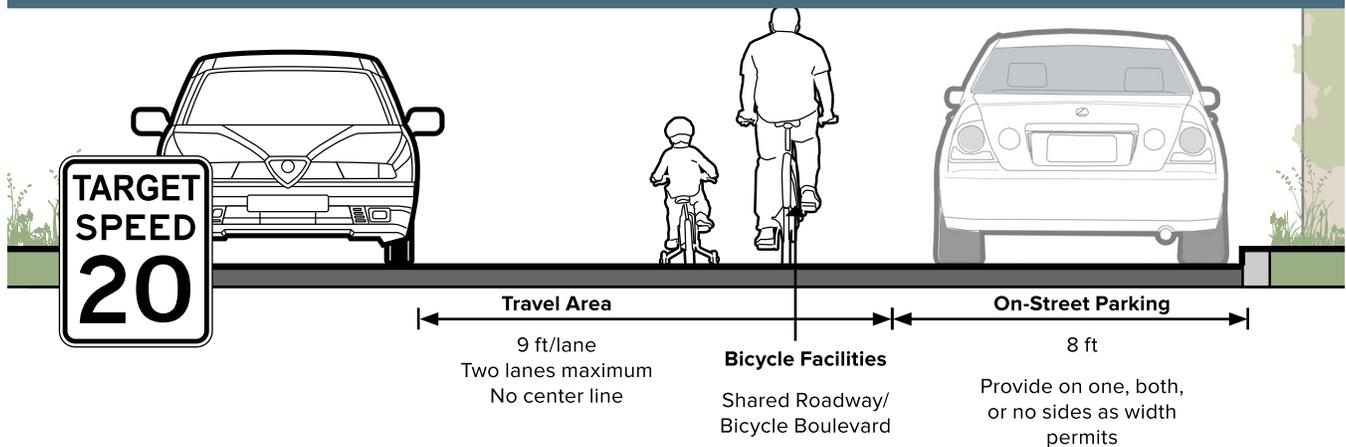
The recommended bikeway on Neighborhood Slow Streets is a **bicycle boulevard, shared street, or signed bike route**. Slow motor vehicle speeds and low volumes create comfortable on-road riding conditions.

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)

Street Class:

City Core Slow Street

City Core Slow Streets provide for short distance, low speed trips within the Downtown commercial business district. Motorists on these streets are occasionally downtown residents but more typically visitors. In consequence the street design encourages slow speed interactions with bicyclists and crossing pedestrians.

These streets provide on-street parking to allow for convenient access to businesses, and to help mitigate driving speeds. City Core Slow Streets prioritize bicyclists and crossing pedestrians.



Image Source: David Wilson via Flickr (CC BY 2.0)

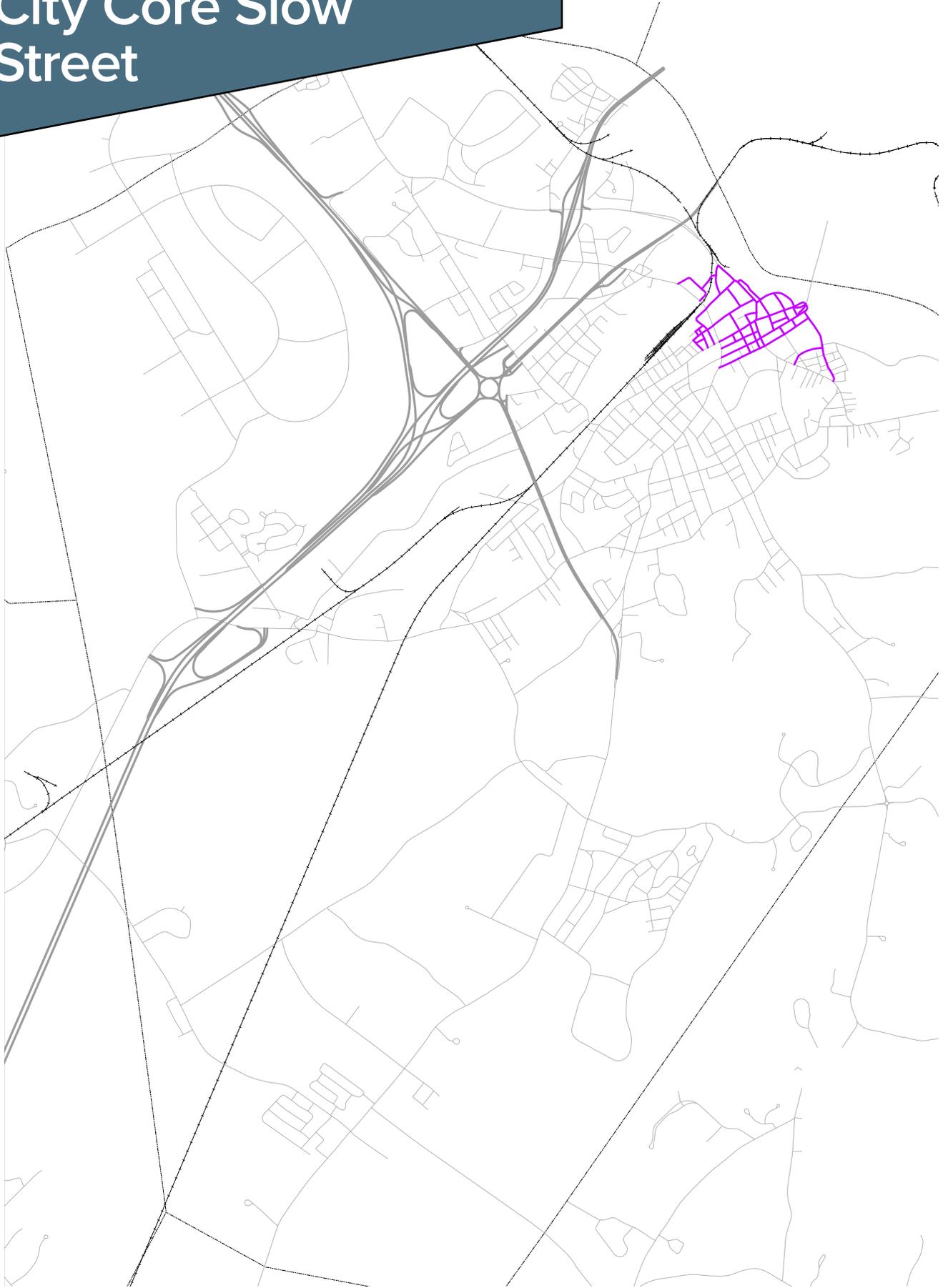
Typical Application

- Local streets in the downtown district.
- Prioritizes pedestrian and bicyclist users and motor vehicle parking over motor vehicle traffic.
- Designs vary widely, based on one-way operation, parking configuration, and adjacent commercial land uses.

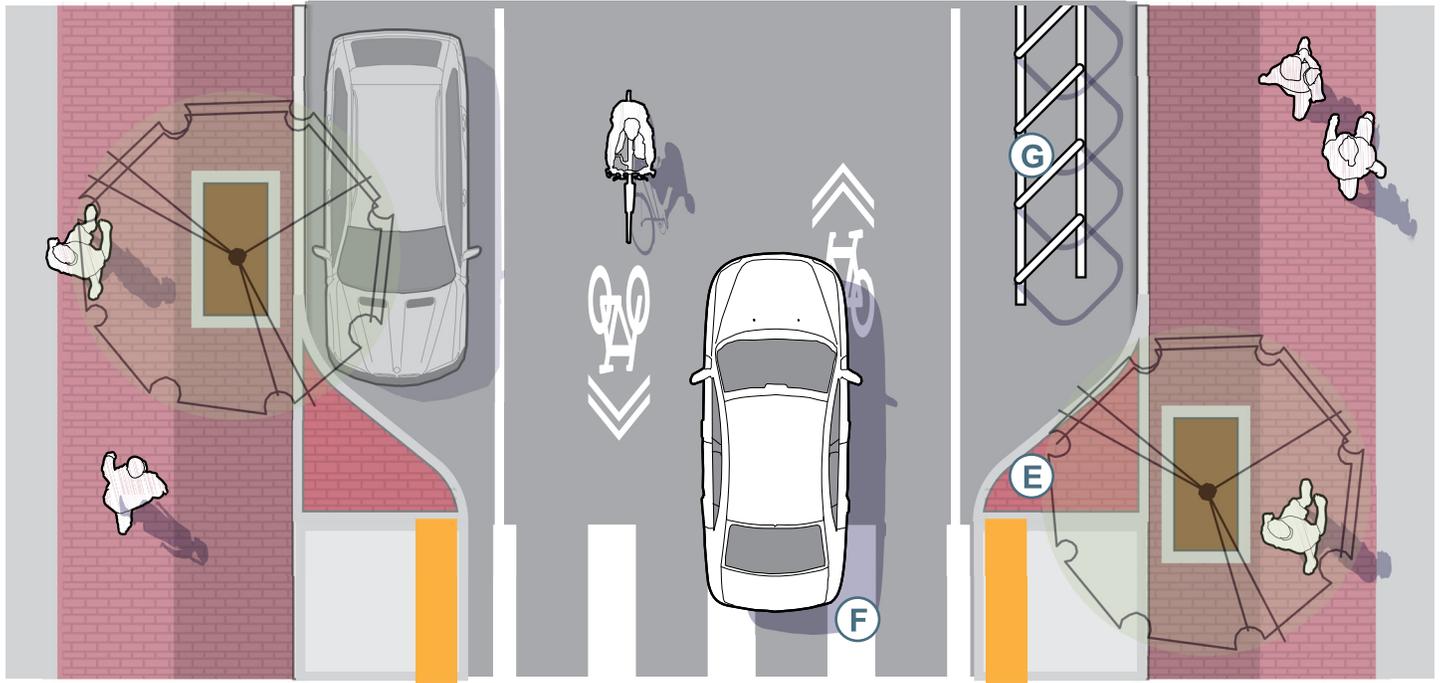
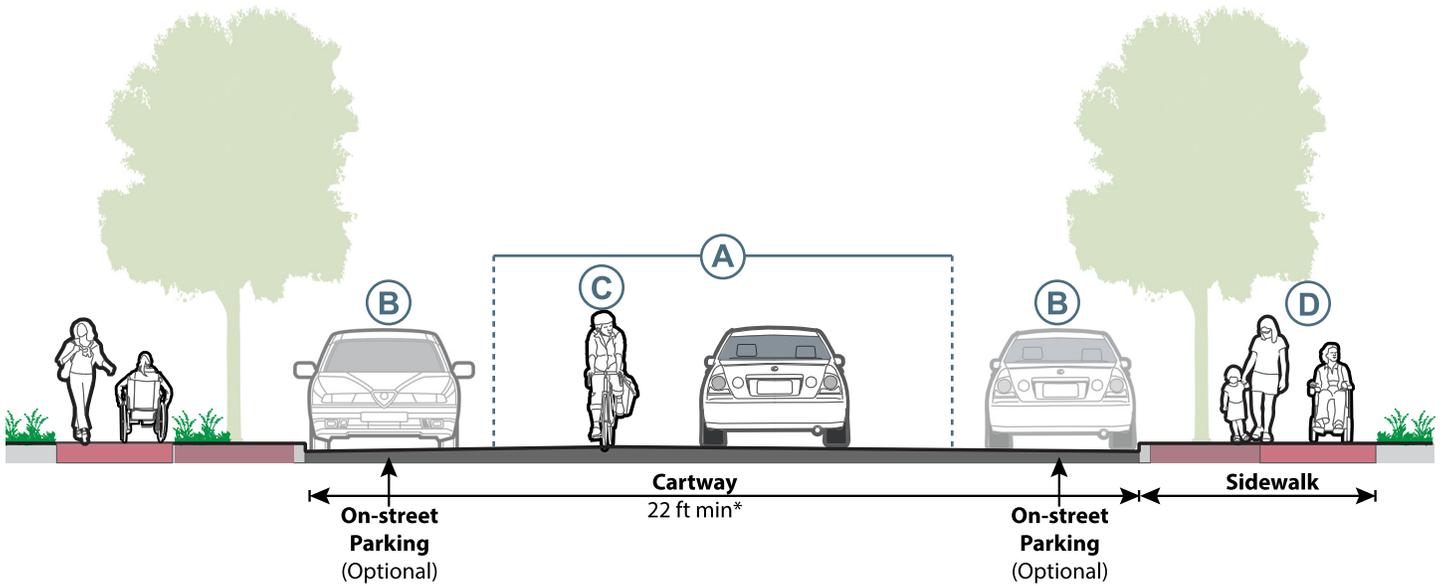


A bike corral provides a large number of bicycle parking spaces without impacting usable sidewalk space.

City Core Slow Street



City Core Slow Street: Common Street Features



Critical Design Features

- A** Narrow travel lanes to create slow-speed conditions.
- B** On-street parking provides easy access.
- C** Bicyclists operate within the roadway, typically in a shared lane. No center line is marked to encourage safe, courteous passing.
- D** Pedestrians generally walk on a separated sidewalk, but should feel confident that motorists will yield when they wish to cross.

Additional Potential Design Features

- E** Curb Extension
- F** Mid-Block Crosswalk
 - Benches
 - Pedestrian scale lighting
- G** Bike corral on roadway

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

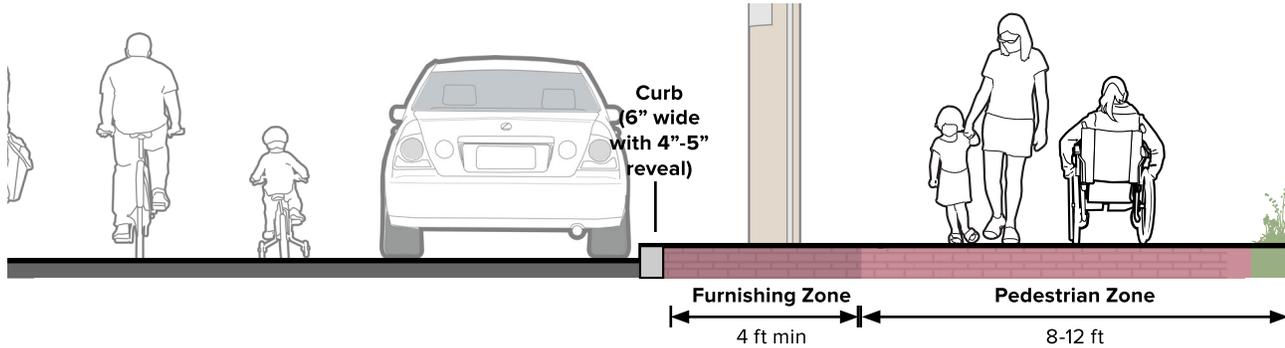
City Core Slow Street: Design Guidelines

Bicycle Network

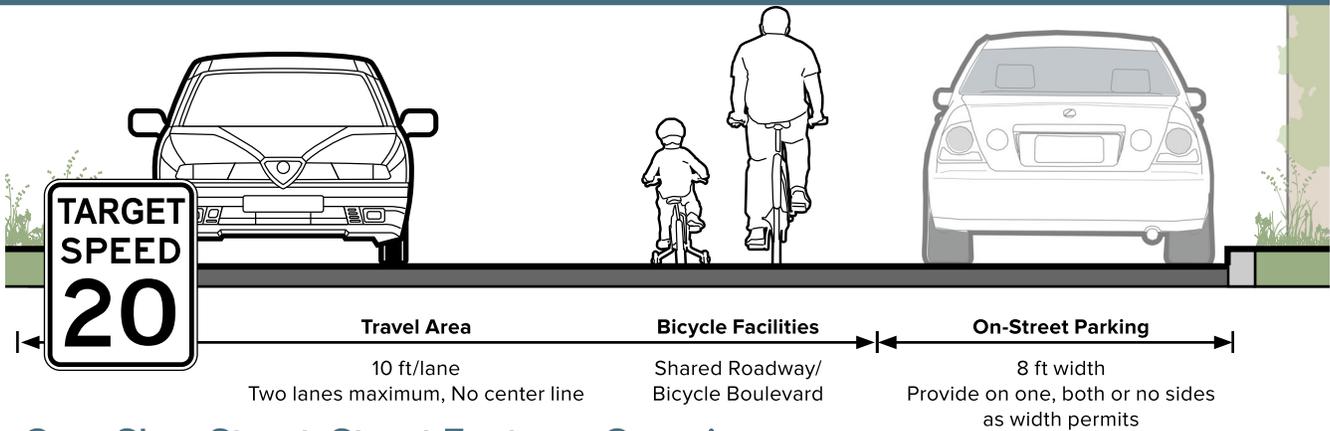
The recommended bikeway on City Core Slow Streets include **shared lane markings** or a **bicycle boulevard**. Slow motor vehicle speeds and low volumes create comfortable on-road riding conditions. In rare contexts, **buffered** or regular **bike lanes** may be appropriate.

Pedestrian Network

Sidewalks are required on City Core Slow Streets. A wide pedestrian zone with paved furnishing zone maximizes usable pedestrian space. In some cases, where streets may lack sidewalks, create a **shared street** where pedestrians walk in the cartway.



Cartway



City Core Slow Street: Street Features Overview

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

Street Class:

City Core Connector

City Core Connector streets provide a transition from higher speed streets into the slower downtown and neighborhood context. Two travel lanes and on-street parking send subtle cues to road users of a change in character, and naturally result in slower speed operation. Traffic speeds and volumes create the need for striped bicycle lanes to accommodate cyclists. Where space is limited, shared lane markings may be necessary.



Typical Application

- Collector streets, leading people in and out of the downtown.
- Emphasizes connections from neighborhoods to downtown, and prioritizes user movement over user access.
- Should balance motor vehicle use with bicycle and pedestrian access.

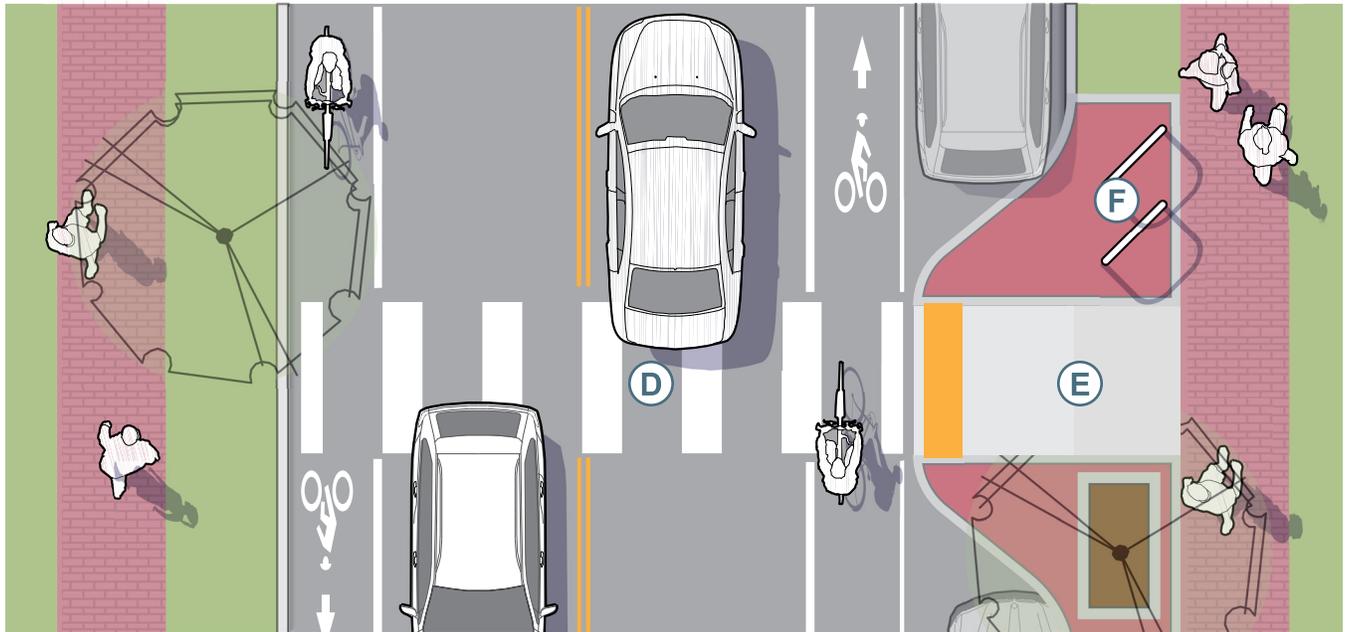
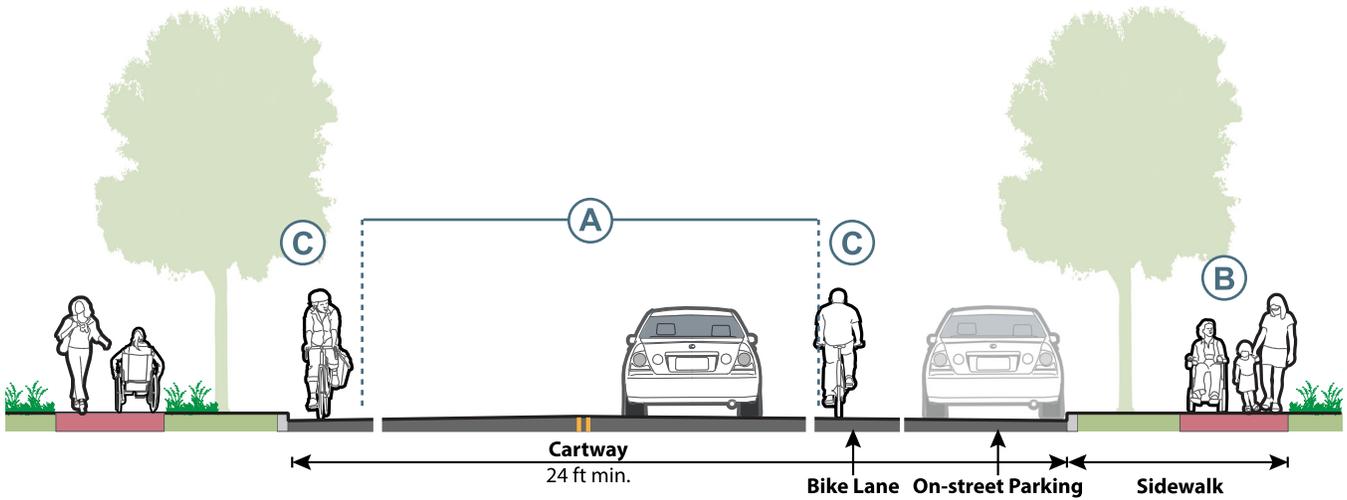


Complete Streets improvements will be coming to Middle Street in the near future.

City Core Connector



City Core Connector: Typical Street Features



Critical Design Features

- A** A maximum of two travel lanes.
- B** Pedestrians walk on a separated sidewalk.
- C** Striped bicycle lanes are a high priority.
 - On-street parking is a high priority.

Additional Potential Design Features

- D** Mid-block crosswalks allow pedestrians to reach destinations on both sides of the street.
- E** Curb extensions may enhance pedestrian crossings.
- F** Bike racks are beneficial in front of businesses.

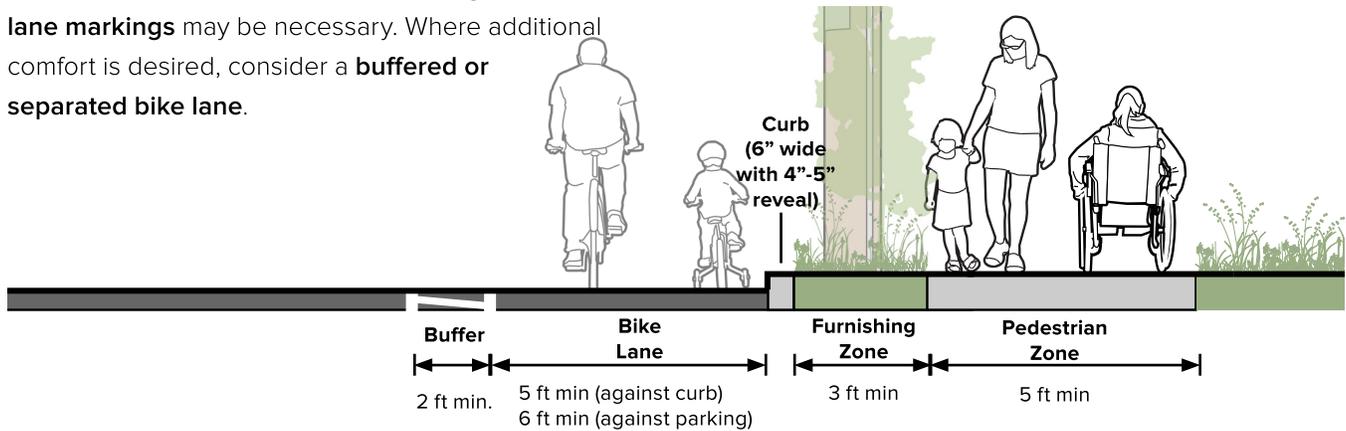
City Core Connector: Design Guidelines

Bicycle Network

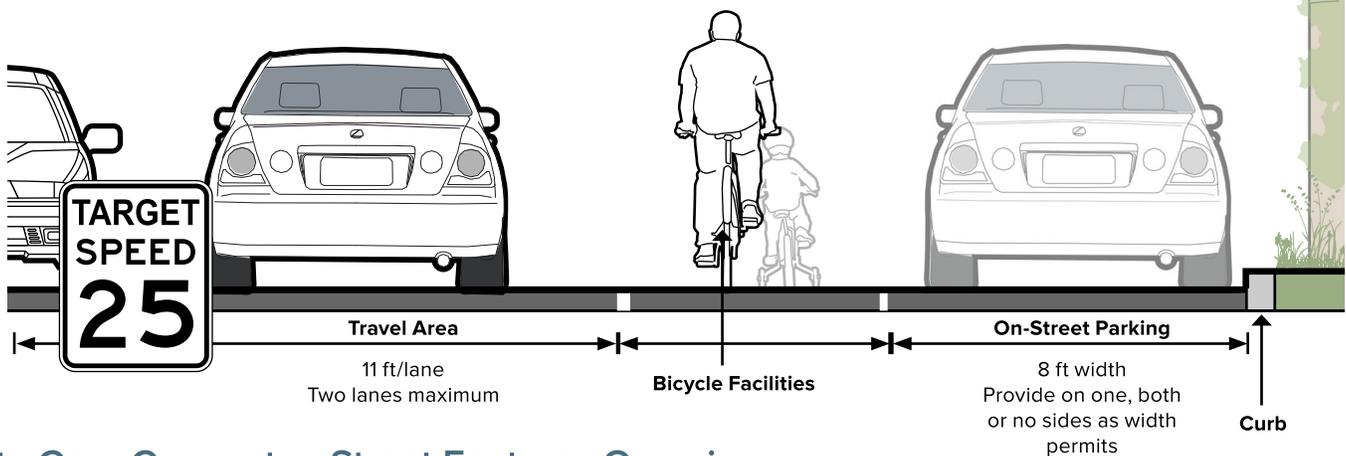
The recommended bikeway on City Core Connector streets is a **bike lane**. In constrained segments, **shared lane markings** may be necessary. Where additional comfort is desired, consider a **buffered or separated bike lane**.

Pedestrian Network

Sidewalks are required on City Core Connector streets.



Cartway



City Core Connector: Street Features Overview

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

Street Class:

Neighborhood Connector

Neighborhood Connectors bring residents to and from their Neighborhood Slow Street to other parts of the city or region. They provide an opportunity for road users to transition between the higher-speed Primary Connector and Gateway Corridors to the low-speed character of the neighborhood.

The street design emphasizes smooth traffic flow and dedicated space for bicyclists.



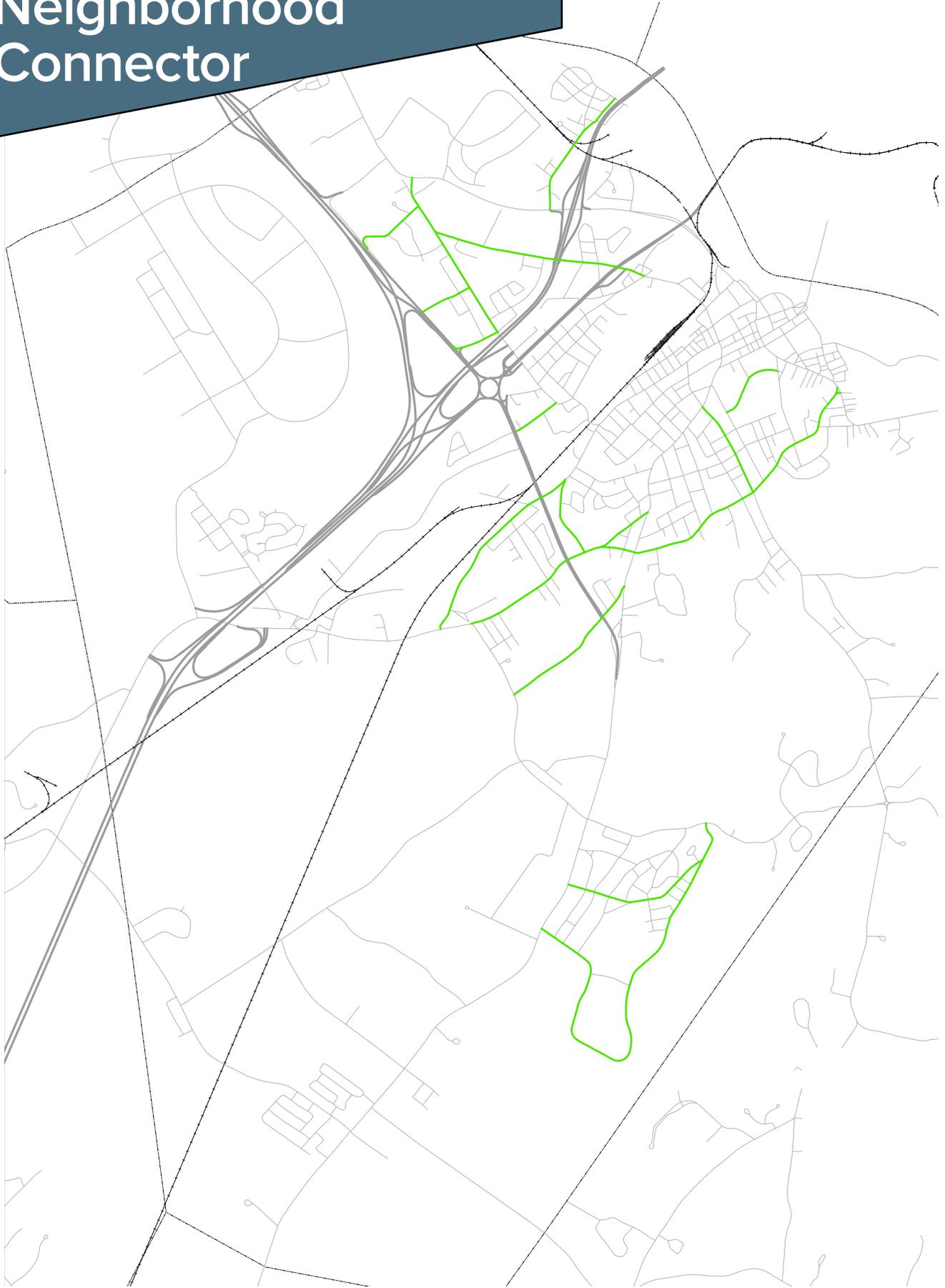
Typical Application

- Collector streets which link neighborhoods to each other and to arterial streets.
- Emphasizes motor vehicle movement, but may serve important bicycle and pedestrian connections where demand exists.

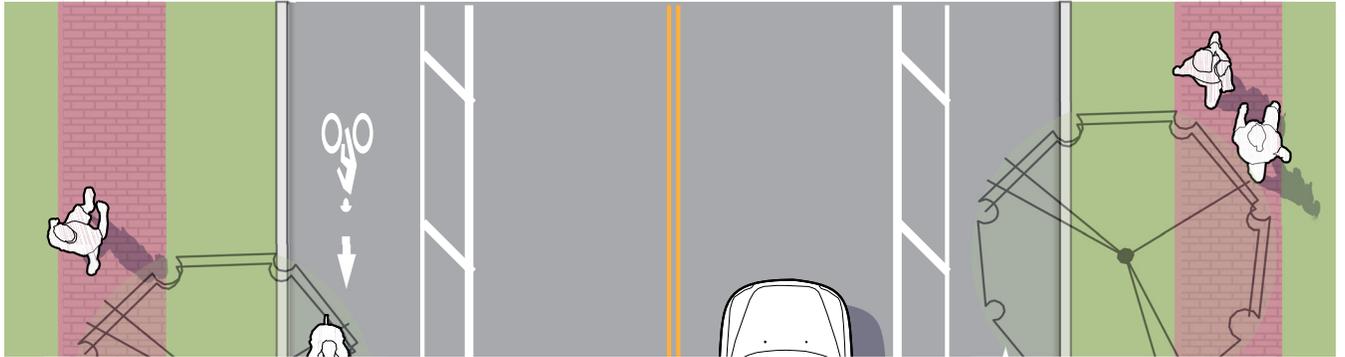
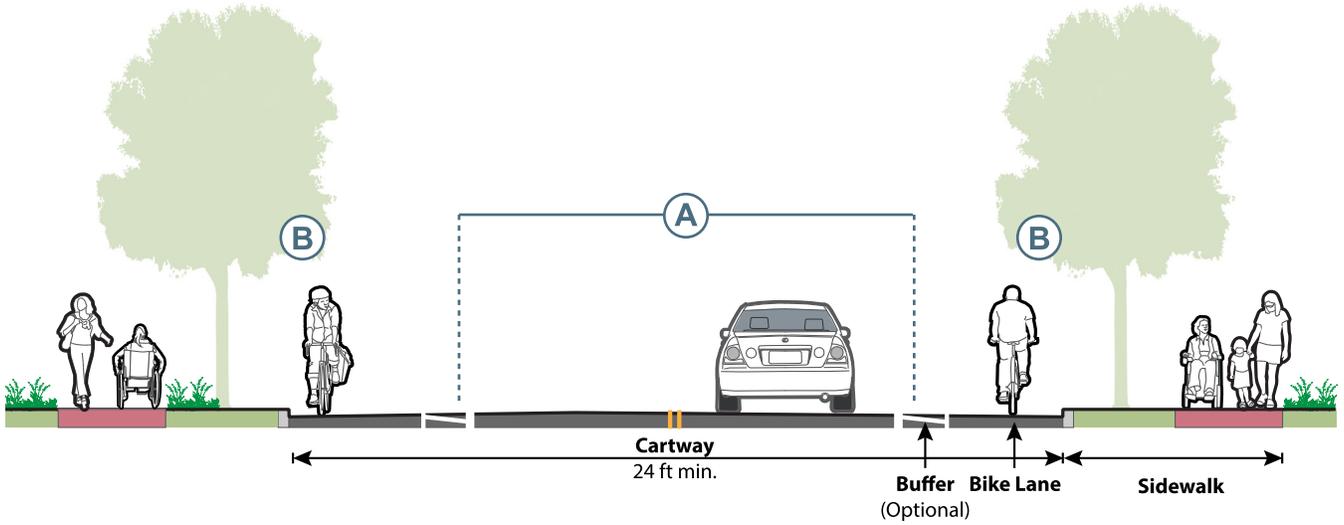


On street parking may be appropriate in areas with adjacent land uses.

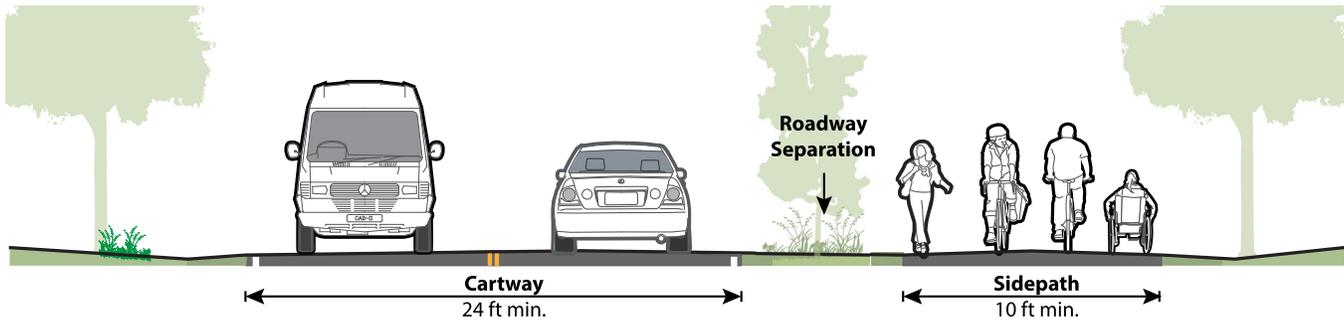
Neighborhood Connector



Neighborhood Connector: Typical Street Features



Neighborhood Connector: Sidepath Alternative



Critical Design Features

- A** Two travel lanes, marked with a center line marking.
- B** Bicycle facilities are preferred.
 - Pedestrians walk on a separated sidewalk.

Additional Potential Design Features

- A sidepath may replace on-street facilities and sidewalks.
- A planting strip to support street trees and landscaping in the furnishing zone is a high priority.

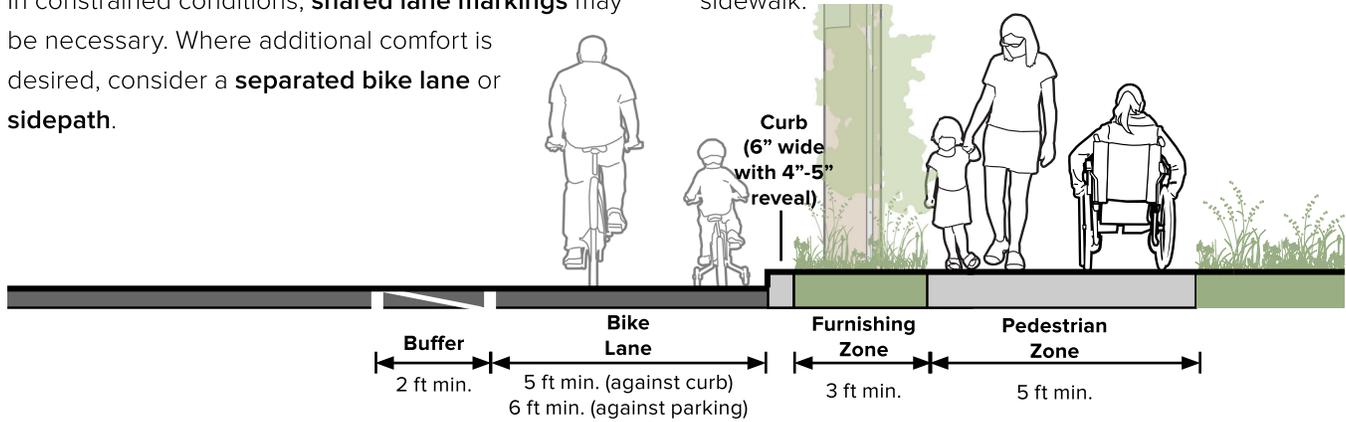
Neighborhood Connector: Design Guidelines

Bicycle Network

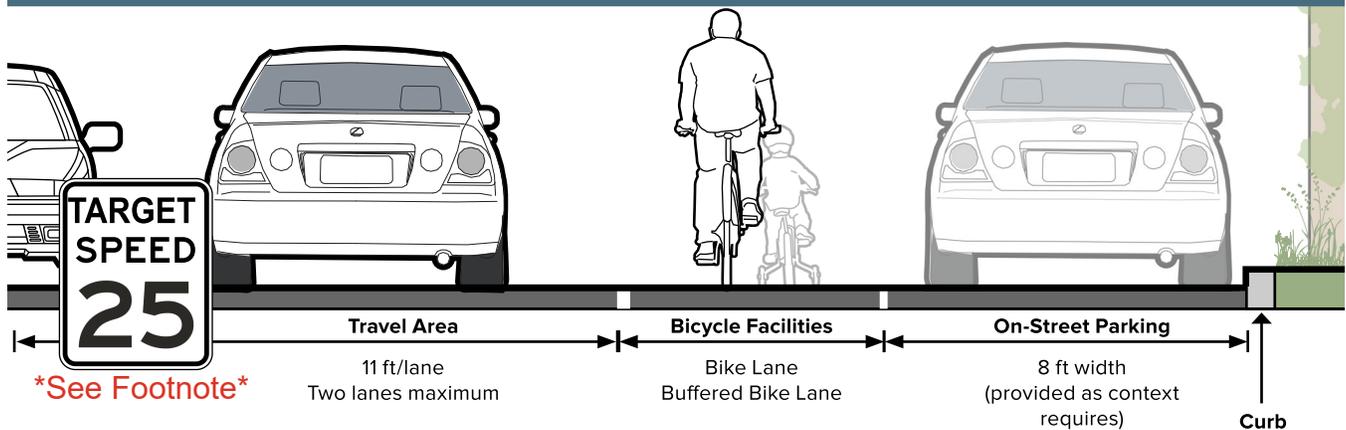
The recommended bikeway on a Neighborhood Connector street is a **bike lane** or **buffered bike lane**. In constrained conditions, **shared lane markings** may be necessary. Where additional comfort is desired, consider a **separated bike lane** or **sidepath**.

Pedestrian Network

Sidewalks are required on Neighborhood Connector streets. A **sidepath** may be provided in place of a sidewalk.



Cartway



Neighborhood Connector: Street Features Overview

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

*Target speed amended from 30 MPH to 25 MPH by PTS, May 2022

Street Class:

Primary Connector

Primary Connectors emphasize efficient travel between other connector and corridor streets. Turn lanes may be provided at intersections to keep traffic flowing smoothly. Dedicated bicycle facilities are considered a high priority.



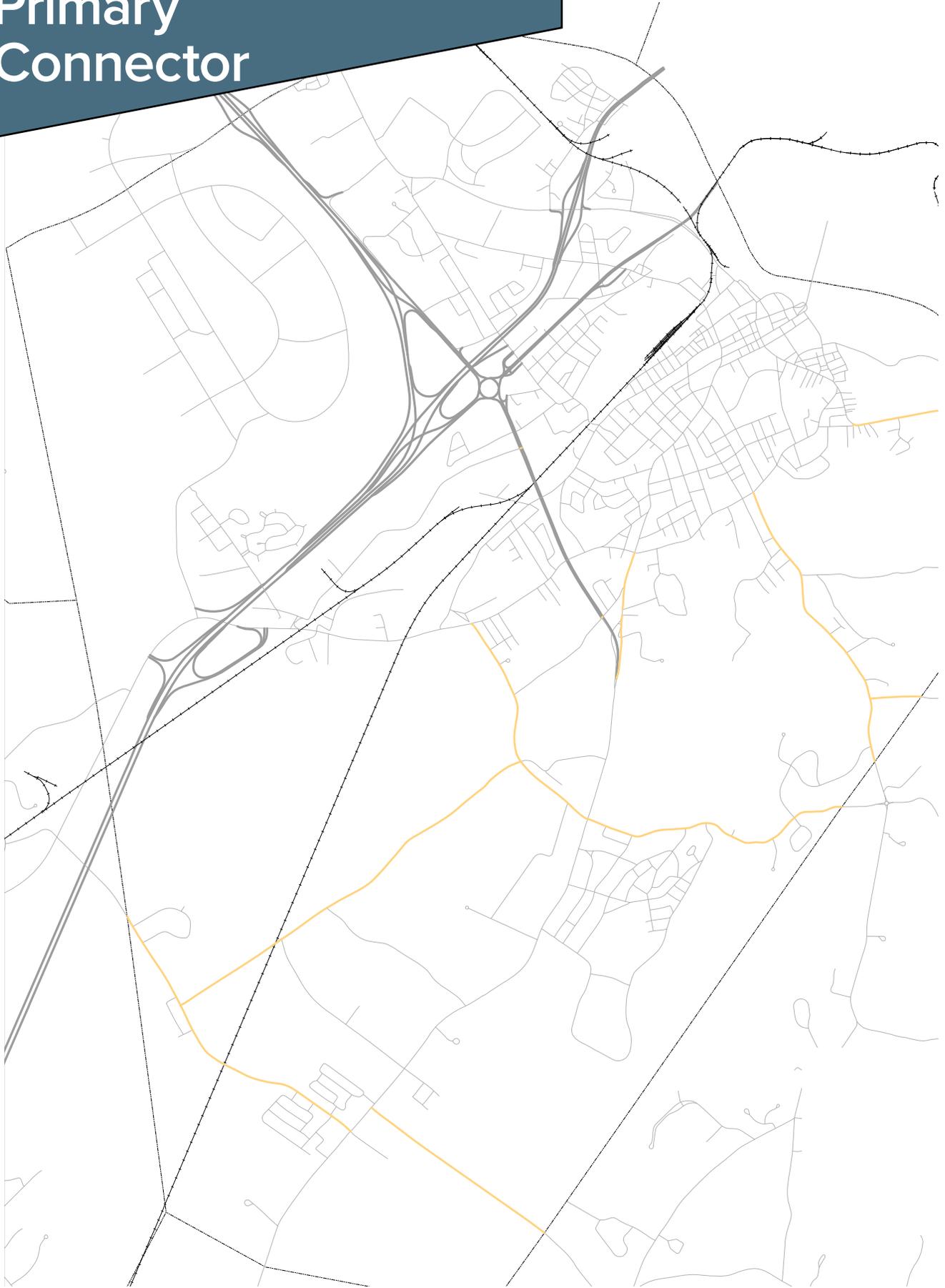
Typical Application

- Motor vehicle movement is prioritized, but bicycle facilities may be useful for providing multimodal access to job centers and other commercial destinations.

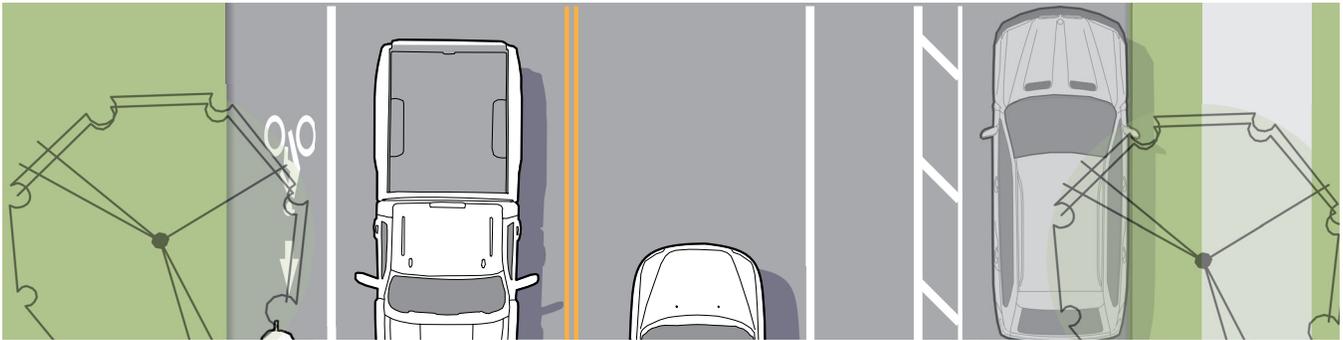
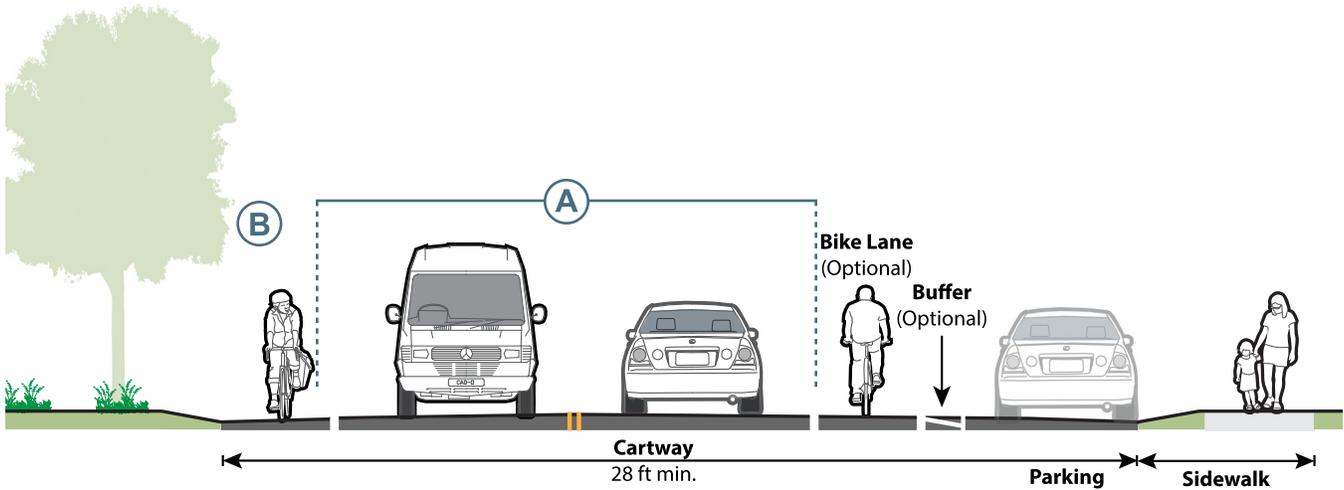


Despite higher speed and volumes, streets such as Elwyn Road can still accommodate a wide range of non-motorized users.

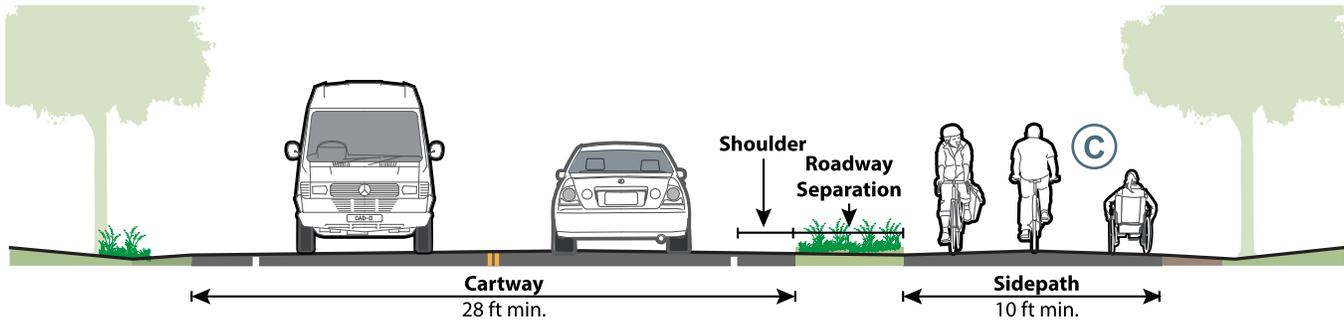
Primary Connector



Primary Connector: Typical Street Features



Primary Connector: Sidepath Alternative



Critical Design Features

- A** Two travel lanes.
- B** Bicycle facilities are preferred.

Additional Potential Design Features

- C** A sidepath may replace on-street facilities and sidewalks.
 - Turn lanes at intersections promote traffic flow.

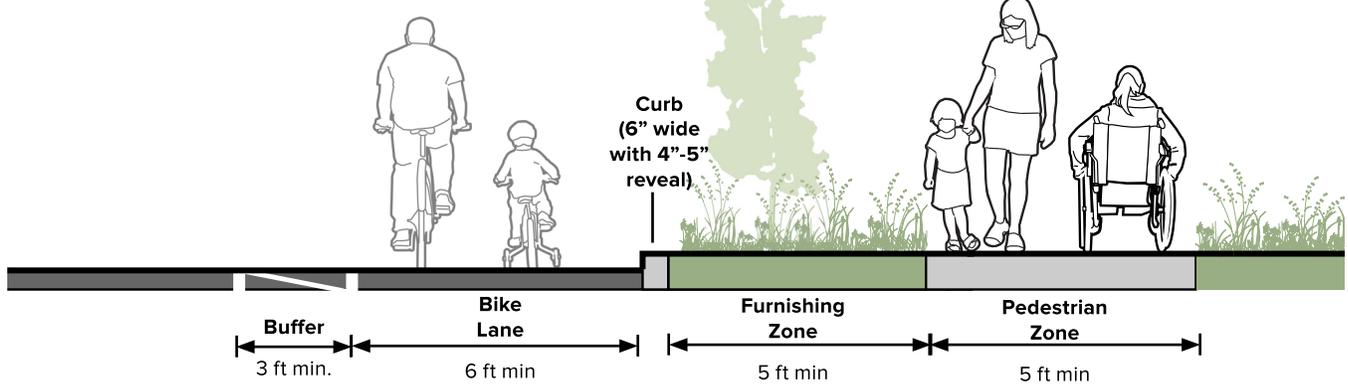
Primary Connector: Design Guidelines

Bicycle Network

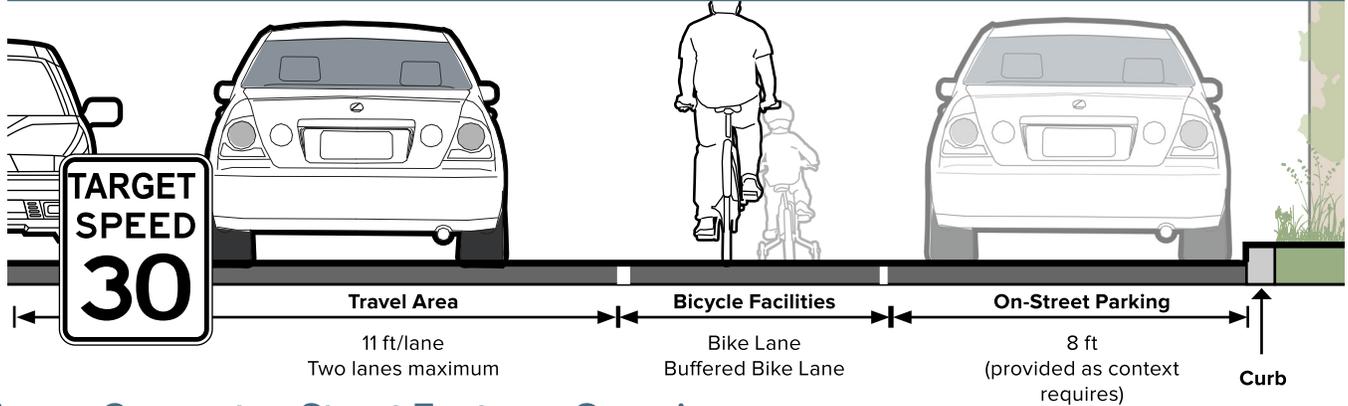
The recommended bikeway on a Primary Connector street is a **bike lane** or **buffered bike lane**. Where additional comfort is desired, consider a **separated bike lane** or **sidepath**.

Pedestrian Network

On Primary Connector streets, pedestrians will walk on **shoulders** in the absence of sidewalks. Provide **sidewalks** or a **sidepath** where pedestrian facilities are desired and/or appropriate.



Cartway



Primary Connector: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
Required	N/A	N/A	• Shoulder	• Center Line Striping (double yellow)
High Priority	• Bike lane • Buffered bike lane	N/A	N/A	N/A
Appropriate in Limited Circumstances	• Sidepath • Separated bike lane • Sidewalks	• Mid-block crosswalk • Raised speed reducer • Pedestrian refuge island • Curb extension / bulb out	• On-street parking • Curb • Planting strip • Street lighting • Furnishing zone • Street trees	• Priority emergency route • Truck route
Not Required	• Bike racks	• Bus pull-off • Bus shelter	N/A	N/A
Not Appropriate	• Signed bicycle route • Shared lane markings • Bicycle boulevard • Bike corral • Shared street	• Chicanes • Yield street	• Median planting strip	• Loading zones

Street Class:

Gateway Corridor

Gateway Corridors are the higher-speed entrance/exit roadways to and from the City of Portsmouth. The street is configured with 2-4 lanes for traffic flow, as their primary function is the efficient movement of motor vehicles. Sufficient accommodations should be made for pedestrians, bicyclists and transit users along these routes where they are expected.



Typical Application

- To provide high speed and high volume connections to freeways.
- Serve as transitions between auto-only freeways, and multimodal connector streets.

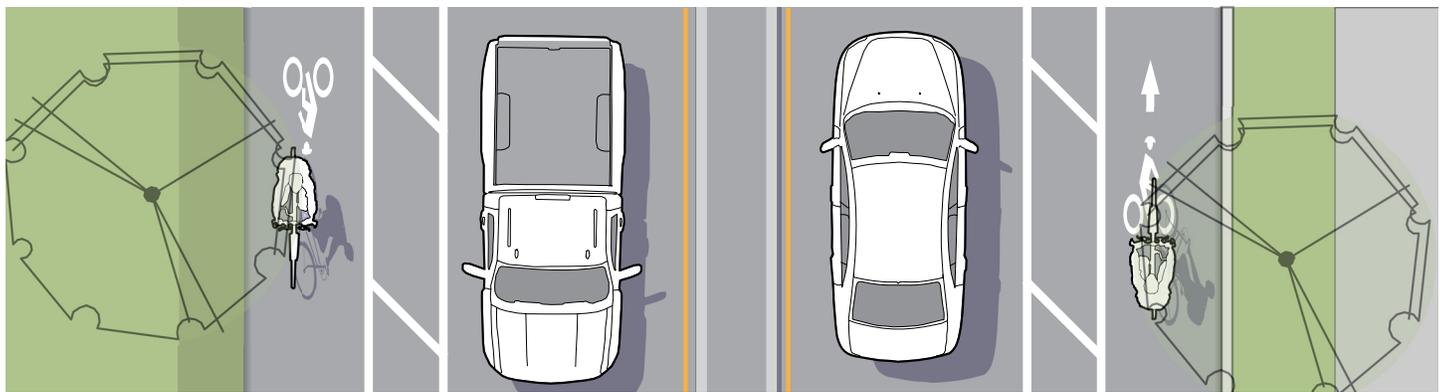
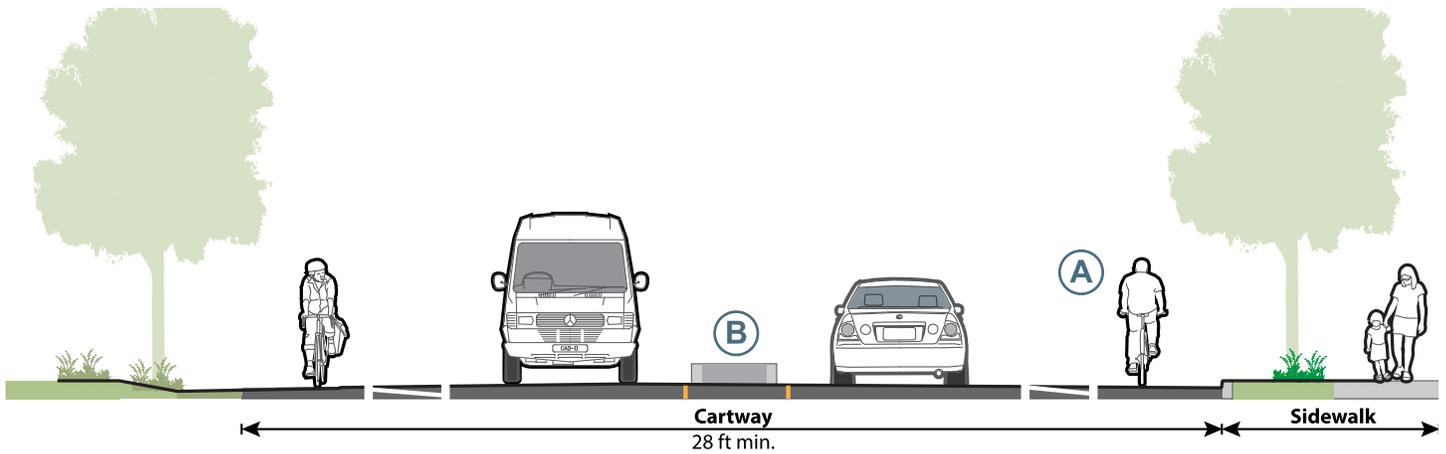


Medians can allow for enhanced pedestrian crossings.

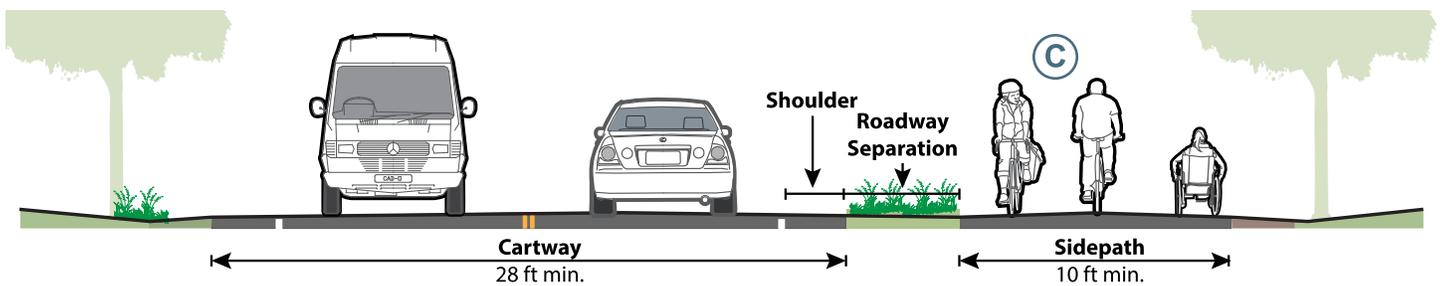
Gateway Corridor



Gateway Corridor: Typical Street Features



Gateway Corridor: Sidepath Alternative



Critical Design Features

- (A)** A separated bike facility, such as buffered bike lanes or a sidepath, is preferred.
- (B)** Medians (with a median planting strip where space is available).
 - No on-street parking.
 - Bus pull-outs and shelters.

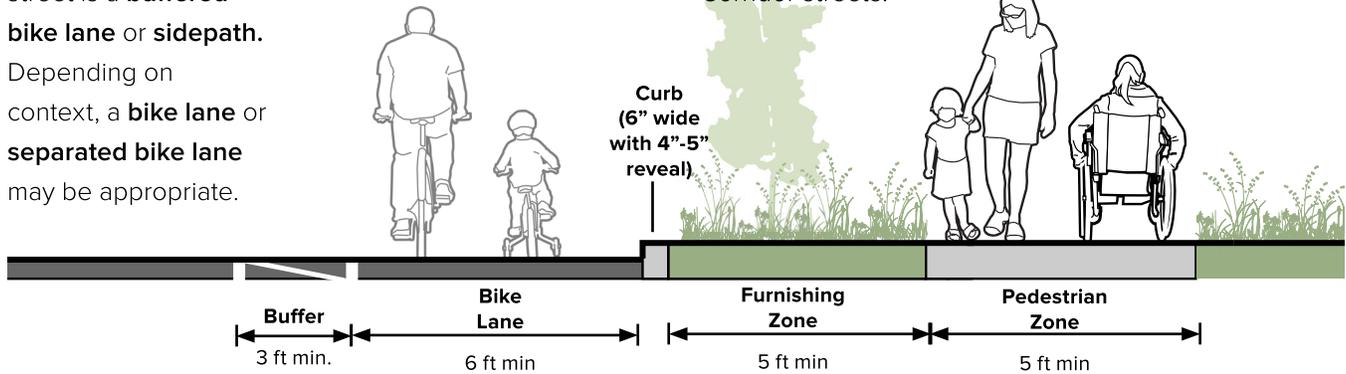
Additional Potential Design Features

- (C)** A sidepath may replace on-street facilities and sidewalks.
 - A median can enhance safety and aesthetics.
 - Turn lanes at intersections promote traffic flow.

Gateway Corridor: Design Guidelines

Bicycle Network

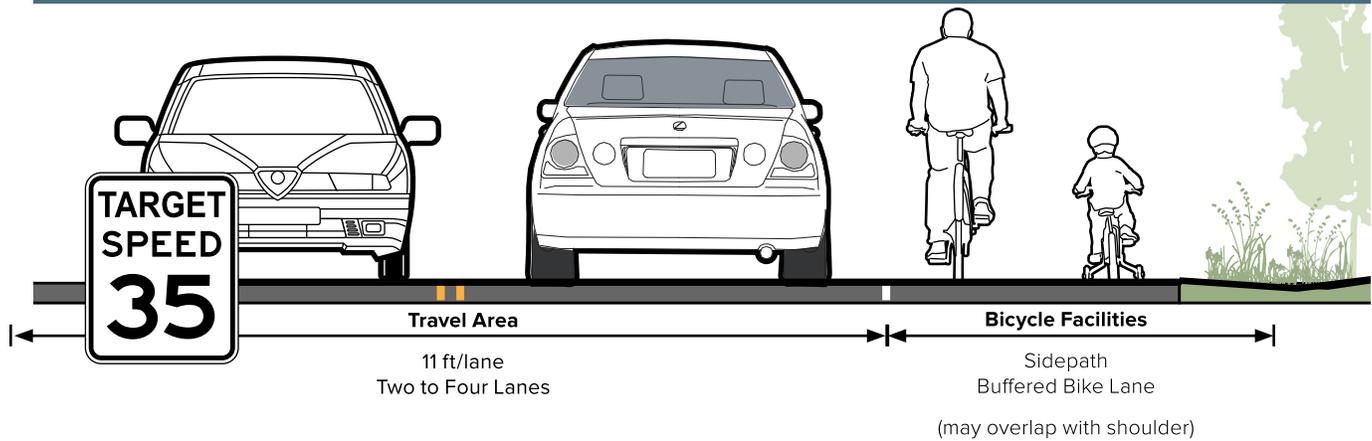
The recommended bikeway on a Gateway Corridor street is a **buffered bike lane** or **sidepath**. Depending on context, a **bike lane** or **separated bike lane** may be appropriate.



Pedestrian Network

Sidewalks or **Sidepaths** are recommended on Gateway Corridor streets.

Cartway



Gateway Corridor: Street Features Overview

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

Street Class:

Industry/Business Park Access

Industry/Business Park Corridors provide access to major employment centers. These streets have a significant transportation connectivity function and serve as a destination for commercial activity. Roadway priorities should be balanced among motor vehicles, transit, bicyclists and pedestrians. The accommodation of large trucks should be a design consideration in primarily industrial areas.

These streets tend to be auto-oriented, and separated bicycle and pedestrian facilities are necessary to create a comfortable walking and bicycling environment.



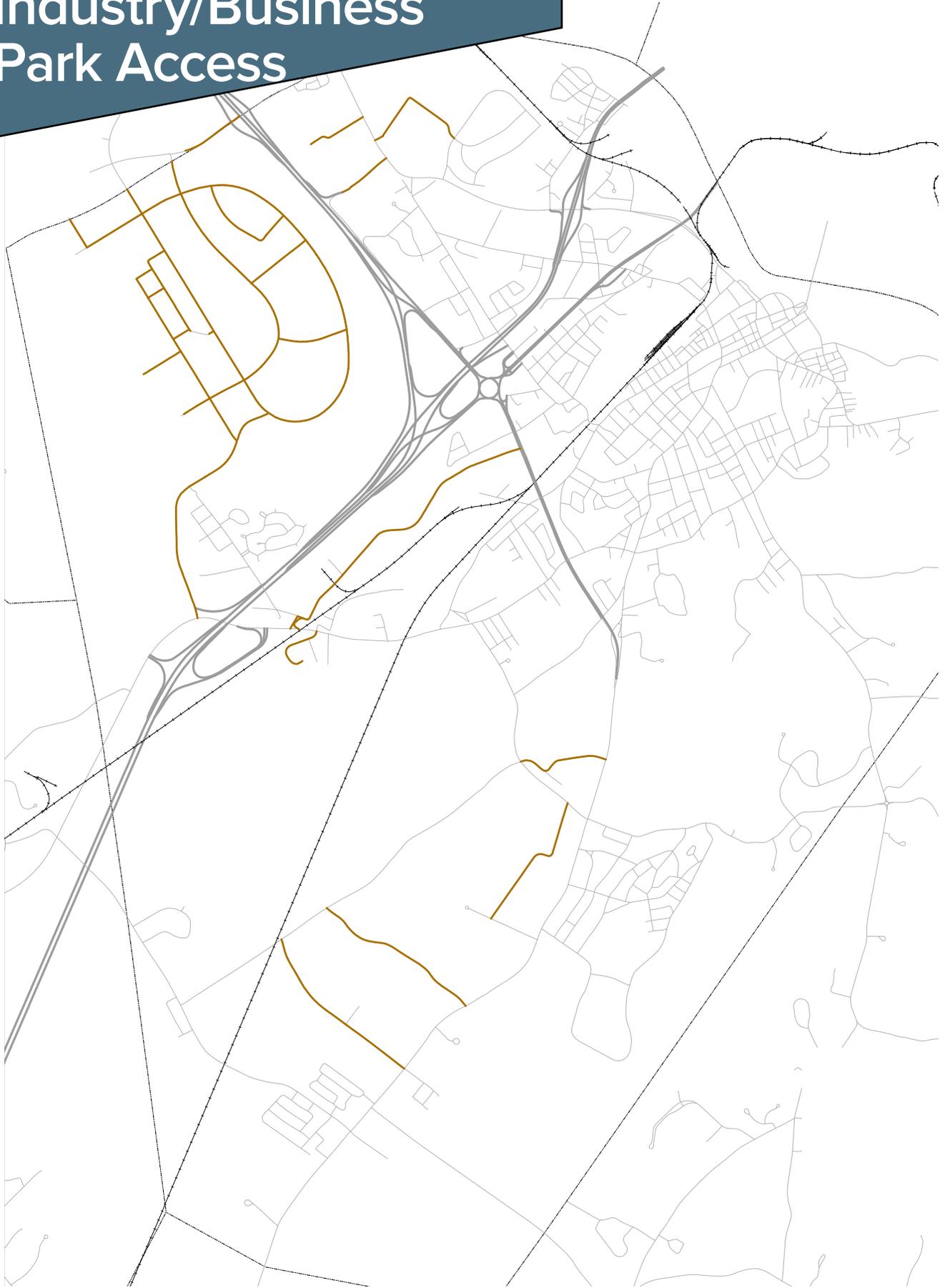
Typical Application

- Serves freight and commercial vehicle activity areas.
- May serve pedestrian and bicycle activity where businesses are in close proximity and adequate facilities are provided.

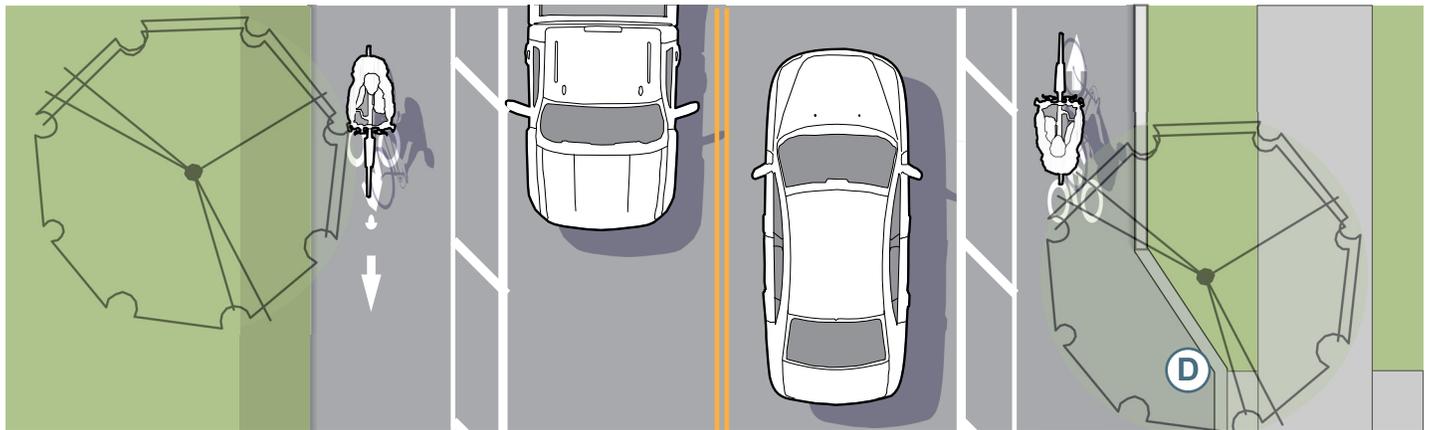
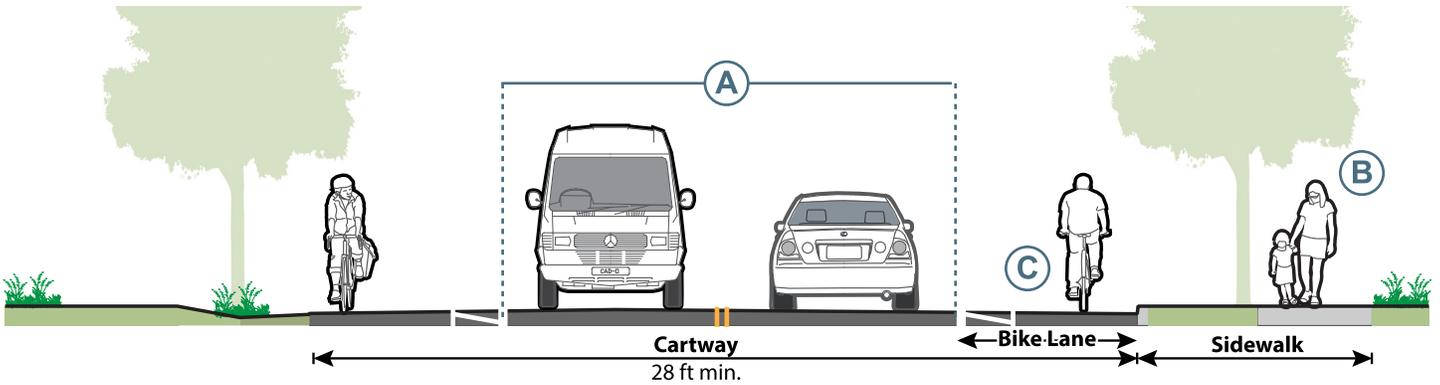


Heritage Ave is a typical example of this roadway typology in Portsmouth.

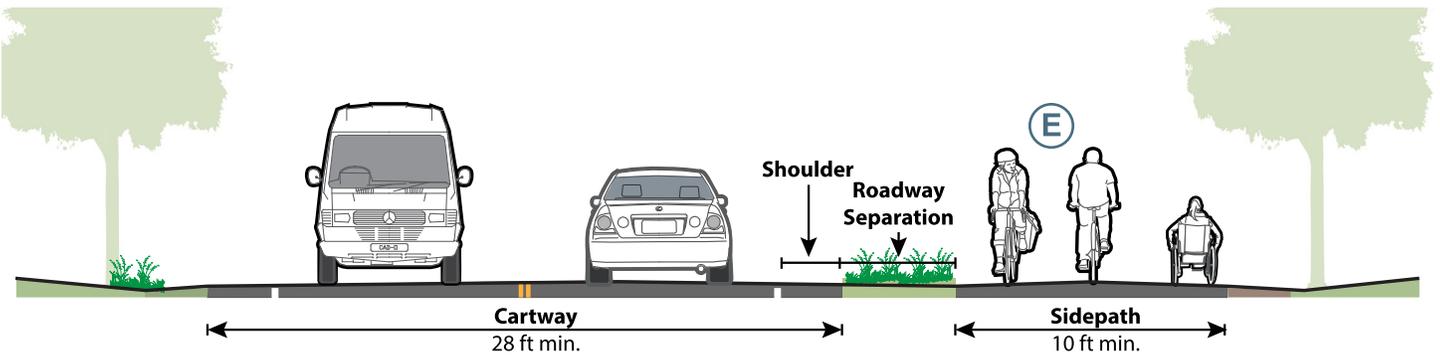
Industry/Business Park Access



Industry/Business Park: Typical Street Features



Industry/Business Park: Sidepath Alternative



Critical Design Features

- (A)** Appropriate roadway design for designated truck routes.
- (B)** Sidewalk should be provided in the vicinity of business park clusters to connect to transit and other businesses.
- (C)** Buffered or separated bike lanes are preferred.
- (D)** Bus pull-outs and shelter.

Additional Potential Design Features

- (E)** A sidepath may replace on-street facilities and sidewalks.
 - A median can enhance safety and aesthetics.
 - Turn lanes at intersections promote traffic flow.

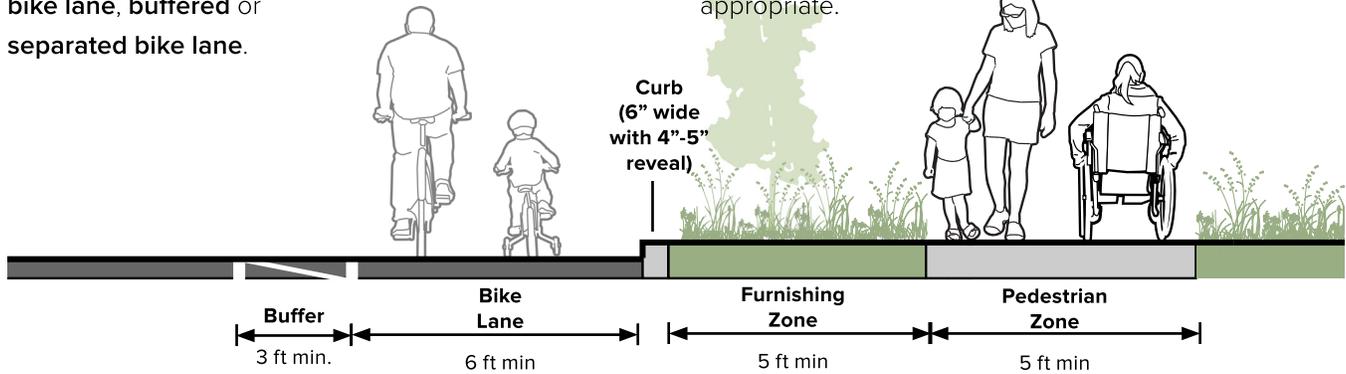
Industry/Business Park: Design Guidelines

Bicycle Network

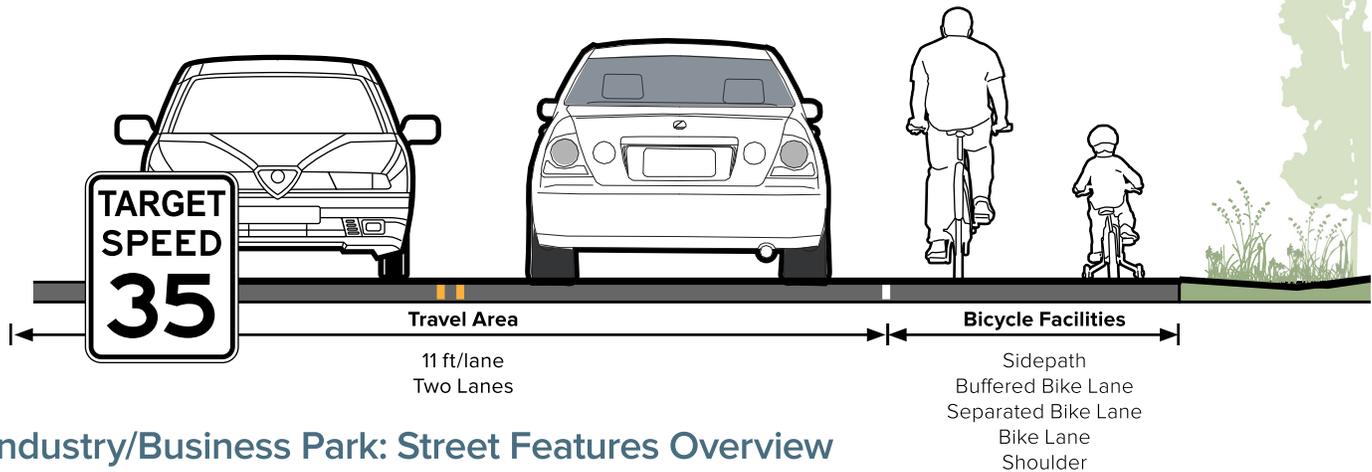
No bikeway is required on Industry/Business Park Access streets. Where appropriate, consider **sidepath**, **bike lane**, **buffered** or **separated bike lane**.

Pedestrian Network

Sidewalks are recommended on Gateway Corridor streets. A **sidepath** may also serve pedestrians where appropriate.



Cartway



Industry/Business Park: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
Required	N/A	N/A	• Shoulder	• Center Line Striping (double yellow)
High Priority	• Sidewalks	• Bus pull-off • Bus shelter	N/A	• Priority emergency route • Truck route
Appropriate in Limited Circumstances	• Sidepath • Bike lane • Buffered bike lane • Separated bike lane	• Mid-block crosswalk • Pedestrian refuge island	• Curb • Planting strip • Street lighting • Furnishing zone • Street trees • Median planting strip	N/A
Not Required	• Bike racks	• Curb extension / bulb out	N/A	N/A
Not Appropriate	• Signed bicycle route • Shared lane markings • Bicycle boulevard • Bike corral • Shared street	• Raised speed reducer • Chicanes • Yield street	• On-street parking	• Loading zones

Section VI: REFERENCE MATERIALS



U.S. Department of Transportation
Federal Highway Administration

ROAD BUSINESS



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Vol. 6 No. 1

March, 1991



Above: At first glance, Stark, New Hampshire looks like a typical small New England town with a historical covered bridge... From left to right are Joe Dennehy, Cindy Boivin, and Bob Fink.

On The Road In New Hampshire

High technology at a low price drives the small northern town of Stark

The town of Stark is a charming little town in the northern part of New Hampshire. It got its start in 1774 and last year they had five marriages and seven new babies born. At first glance an outsider might not think much more about Stark. However, if you were to look a little deeper you would find a degree of creativity and

ambition surpassing some of the best -- and they don't just work hard... they work smart.

For less than \$3,000 Stark automated their town. They use an \$80 program (Checks & Balances) to handle all of their vendor and payroll checks. The same program provides financial reports when needed and it includes a built in rolodex of vendors -- "One entry does it all!" They have a \$99 program (Form Finisher) to handle all of their titles and car registrations. They're able to manage all of their tax needs and respond quickly and easily to the State with necessary revenue and appropriation reports by using a program they developed themselves. Their general business needs such as letters and mailings are all handled with a word processing package (WordStar). And now, with minimum cost software available from the Technology Transfer Center, Stark is beginning to extend computer automation into their public works operation.

About three years ago one of Stark's selectman, Joe Dennehy, realized that the way the town was doing business was inefficient "both in terms of time and accuracy." His answer was to computerize some of their basic administrative activities. "I knew just enough about computers to know that anything was possible," said Joe. He new something else also, he new that a lot could be accomplished for only a small amount of capital.

After buying one small desk-top computer system and couple of software packages Stark was is business. "Some towns spend \$50,000 to \$100,000 and end up with a nightmare," mentioned Bob Fink, town tax collector. "A complete computer

continued on p. 3

Facts About Controlling Traffic

Some important considerations to make before making changes in signing

There seems to be a misconception among the general public that if there is a situation with which they are not pleased, the solution is a new regulation. This way of thinking even spills over into traffic control. More and more, local traffic authorities and government officials are faced with demands from the public to use signing to solve traffic situations that they perceive as problems. This article is directed to those who may be called upon to address such

continued on p. 2

— ALSO IN THIS ISSUE —

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- Training is a MUTCD Standard ___ 3
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situations.

Listed below are five of the most common requests by the general public as ways to provide traffic control. The following information, compiled by the Traffic Improvement Association of Oakland County, Bloomfield Hills, Mich., should be considered before any changes in signing are implemented.

A signal will cut accidents at our intersection, right?

Traffic signals do not always prevent injuries and can actually increase the number of accidents and severe injuries. When used incorrectly, there is a decrease in right angle collisions but an increase in total accidents, especially rear-end collisions. And with a signal installed, pedestrians may be lulled into a false sense of security.



In deciding whether or not a signal will be an asset or a liability, traffic engineers must consider the following:

1. Does the number of vehicles on intersecting streets create confusion or congestion?
2. Is the traffic on the main street so heavy that drivers on the side street try to cross when it is unsafe?
3. Does the number of pedestrians crossing a busy main street cause confusion, congestion or hazardous conditions?
4. Does the number of school children crossing the street require special controls for their protection? If so, is a traffic signal the best solution?
5. Will the installation of a signal allow for continuous, uniform traffic flow with a minimum number of vehicle stops?
6. Does the intersection's accident history indicate that a signal will reduce the possibility of a collision?

Traffic engineers compare the existing conditions against nationally accepted minimum standards established after many years of studies throughout the country. At intersections where standards have been

met, signals generally operate effectively with good compliance. Where not met, compliance is generally reduced resulting in additional hazards.

In a nut shell, a properly placed traffic signal improves the flow and decreases accidents. An unnecessary signal can be a source of danger and annoying to all who use the intersection.

Maybe a stop sign will slow traffic on our street!

Stop signs installed in the wrong place for the wrong reason usually create more problems than they solve. One common misuse of stop signs is to arbitrarily interrupt traffic, either by causing it to stop or by causing such an inconvenience that motorists will find an alternate route. Studies show that stop signs installed for use as speed breakers do slow traffic in the immediate vicinity of the stop sign but actually increase speed in the area between the stop signs.

At the right place and under the right conditions, a stop sign tells drivers and pedestrians who has the right of way. Nationally recognized standards have been established to determine when stop signs should be used. These standards take into consideration, among other things, traffic speed and volume, sight distance, and the frequency of traffic "gaps" that allow safe vehicle entry or pedestrian crossing. Most drivers are reasonable and prudent. But, when confronted with unreasonable restrictions, they frequently violate them and develop a general contempt for all traffic controls - often with tragic results.

Why not lower speed limits to reduce hazards in our area?

An unrealistically low speed limit can actually lead to accidents. Here's why:

1. Many studies conducted over several all parts of have shown driver's fluenced appearance roadway vailing



decades in the country that a speed is in-more by the of the and the pre-traffic con-

ditions than it is by the posted speed limit.

2. Some drivers will obey the lower posted speed while others will feel it is unreasonable and simply ignore it. This disrupts the uniform flow of traffic and increases accident potential between the faster and slower drivers.

3. When traffic is traveling at different speeds, the number of breaks in traffic to permit safe crossing is reduced. Pedestrians also have a greater difficulty in judging the speed of approaching vehicles.

Speed limits should always be based on traffic engineering surveys, which include analysis of roadway conditions, accident records and the prevailing speed of prudent drivers.

Won't a "Children at Play" sign help protect our kids?

At first consideration, it might seem that this sign would provide protection for youngsters playing in a neighborhood. It doesn't.



Studies done in cities where such signs were widely posted in residential areas show no evidence of having reduced pedestrian accidents, vehicle speed or legal liability. In fact, many types of signs installed to warn of normal conditions in residential areas failed to achieve the desired safety benefits.

Further, if signs encourage parents with children to believe they have an added degree of protection -- which signs do not and can not provide -- a great disservice results.

Obviously, children should not be encouraged to play in the roadway. The "children at play" sign is a direct and open suggestion that it is acceptable to do so. Federal standards discourage the use of "children at play" signs.

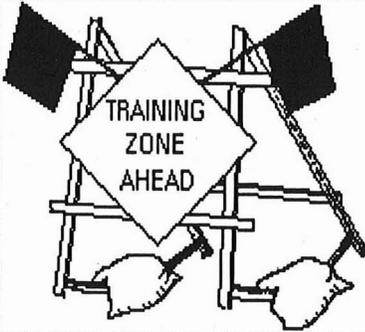
Specific warnings for schools, playgrounds, parks and other recreational facilities are available for use where clearly justified.

continued on p. 4

Did You Know?

Training is a MUTCD standard

Everyone should be familiar with the Manual on Uniform Traffic Control Devices (MUTCD) – if by chance you're not familiar with this publication give us a call and we'll assist you in getting a copy. As you know, the MUTCD has been adopted by the state of New Hampshire – please note that the state has printed an addendum to the MUTCD which supersedes specific standards (i.e. the size of a stop sign)... we can help you get a copy of this book also.



Complying with MUTCD standards is your best defense in a liability case. Likewise, non-compliance just about assures that you will experience an unfavorable verdict. When reading your manual keep in mind the words SHALL, SHOULD, and MAY.

- **SHALL** – indicates a *mandatory condition*. Where certain requirements in the design or application of the device are described with a “shall” stipulation, it is mandatory when an installation is made that these requirements be met.
- **SHOULD** – indicates an *advisory condition*. Where the word “Should” is used, it is considered to be advisable usage, recommended but not mandatory (i.e. you better have a pretty good reason for not doing it).
- **MAY** – indicates a *permissive condition*. No requirement for design or application is intended.

In Part VI, Construction and Maintenance, under 6A-6 Training, the MUTCD states the following:

Each person whose actions affect maintenance, construction, utility, and incident management zone safety – from the upper-level management personnel

*Controlling Traffic...
continued from p. 2*

Some Communities use speed bumps, why can't we?

The speed bump is an increased hazard to the unwary, a challenge to the dare devil, a disruption of the movement of emergency vehicles, the cause of an undesirable increase in noise, and a real problem to snow removal.

In Michigan, courts have held public agencies liable for personal injuries resulting from faulty design. Because of this, speed bumps have been rejected as a standard traffic control device on public streets in Michigan.

Also, testing of various designs have demonstrated the physical inability of a speed bump to control all types of light-weight and heavy-weight vehicles. The driver of a softsprung sedan is actually encouraged to increase speed over a bump that may cause other motorists to lose control.

The control of speeding in residential neighborhoods is a widespread concern that requires persistent law enforcement efforts, not speed bumps.

The above article came from the KS T² Center's, KUTC Newsletter, Vol.12, No.4, 11/90. For more information on signing and standards in New Hampshire consult your MUTCD or call the New Hampshire Technology Transfer Center at 1-800-423-0060. ●

through field personnel – **SHOULD** receive training appropriate to the job decisions each individual is required to make. Only those individuals who are qualified by means of adequate training in state traffic control practices and have a basic understanding of the principles established by applicable standards and regulations, including those of the MUTCD, should supervise the selection, placement, and maintenance of traffic control devices in work and incident management areas.

Keep your eyes open for T² training on work zone safety. We are developing a course in cooperation with NHMA-PLIT. The course will expose you not only to the different traffic control devices required in a work zone but to the everyday management and on-the-job decisions you may have to face. Even if you attended our last work zone seminar/workshop this one will be worth your while. ●

Quick and Easy Pothole Repair

Using fabric to keep a patch in place



Jerry Erickson of Oregon Highway's Region 2 District 3 (Newberg) has been using special types of fabrics such as Petrotac and Polyguard in temporary patching of potholes. To Jerry, a temporary patch is anything lasting up to two years.

He has had excellent results with this simple four-step procedure:

- (1) Fill the pothole as completely as possible with standard premix.
- (2) Wheel roll the premix to compact.
- (3) Cover the premix filled area with a layer of fabric extending about 3" beyond the edges of the patched area.
- (4) Wheel roll fabric.

A 2-1/2" deep pothole repaired this way eight months ago in an area of high traffic volume (30,000 ADT) has not required attention. Jerry is enjoying similar success at a dozen other locations and is looking at other uses for the fabrics.

Sometimes Jerry gets a chance to go back and make a more permanent patch. All he has to do is pave right over the temporary patch made with the fabric. The real advantage of using these types of fabric when patching is that they help to keep the patch material in the hole and prevent moisture from entering.

Jerry is now looking at other uses for these fabrics. Six months ago, he placed fabric over a badly alligatored area. The Fabric-covered area held together while adjacent areas continued to deteriorate.

The above article was edited from, Oregon Roads, Oregon Technology Transfer Center Newsletter, Winter 1988. ●

Where to Place Marked Crosswalks? It Depends!

Crossing roads is dangerous. Motorists must slow or stop to enable safe pedestrian traffic. Marked crosswalks are one way to provide pedestrians the right of way. Improperly placed, however, they can put pedestrians at great risk.

MUTCD Section 3B.17 has specific standards and recommendations for marking crosswalks. (See page 11 to obtain a copy of the MUTCD.) Less clear is where to place them. This article will discuss the factors to consider in these decisions. It draws from a recent FHWA report of pedestrian injuries at intersection and midblock locations.

What is a Marked Crosswalk?

A "marked" crosswalk has lines of paint, thermoplastic, tape, or other material. The lines themselves legally define a crosswalk. At intersections, laws define a crosswalk whether or not marked. A crosswalk is that part of an intersection that connects sidewalks on opposite ends of a road. If there is a sidewalk on only one side, the crosswalk is in line with it to the other side.

Principally markings, but also other devices, help pedestrians and motorists define where crosswalks exist. Motorists expect to drive at the posted speed between intersections. They look for cars more than pedestrians at intersections. The MUTCD and state rules require marking other traffic control devices to alert drivers of crosswalks. (See *Road Business*, Fall 2001, p.1-2.) Whether or not they are marked, motorists are legally compelled to stop at intersection crosswalks. Some pedestrians walk on unmarked crosswalks expecting motorists to abide by that definition. When motorists don't, pedestrians get hurt.

The FHWA study also shows that pedestrians are often hurt at marked crosswalks. They guide pedestrian to the best place to cross. They show motorists and pedestrians that a legal crosswalk exists at a particular location. Where to place them depends on many factors.

The Factors

As expected, researchers found that pedestrian injuries were fatal or more serious on roads above 35 mph than below it. Unexpected *Road Business*, Fall 2002, Vol. 17, No. 3

was the finding that speed limit was not a significant factor for crash frequency. The following factors did influence pedestrian crash rate.

Pedestrian and motorist differing definitions of a crosswalk.

Whether the crosswalk is marked or unmarked.

Vehicle traffic volume.

Pedestrian traffic volume.

Number of vehicle travel lanes.

Other treatments, such as curb extensions, raised crossing islands, traffic and pedestrian signals, roadway narrowing, enhanced overhead lighting, and traffic calming measures.

Recommendations for Marked Crosswalk

Agencies should use marked crosswalks with the "other treatments" described above. Cities and towns should consider marked crosswalks for the following conditions.

- Where vehicular traffic, when stopping for a stop sign or red light, might block pedestrian traffic. (Also note the location of the stop line; see *Road Business*, Summer 2002, p.6-7.)
- At non-signalized street crossing locations in designated school zones.

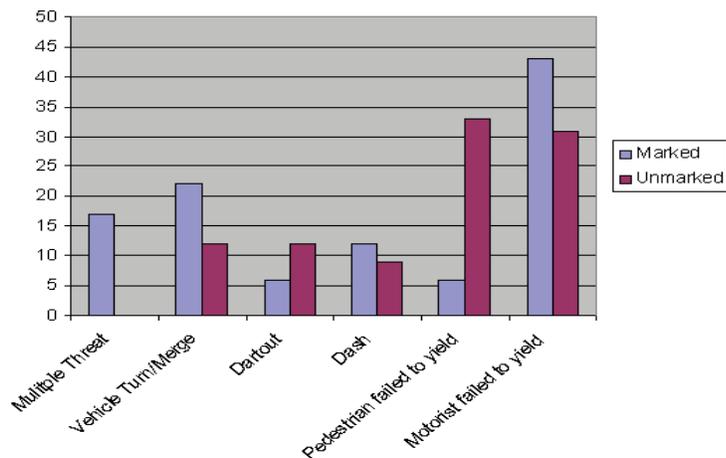
At other non-signalized locations, many of the above factors influence pedestrian crash frequency. Municipalities should, therefore, seek assistance of a traffic engineer. Properly placed, marked crosswalks increase pedestrian safety and mobility. Improperly placed, the municipality has placed pedestrians at risk of serious, at times fatal, risk.

Source:



Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines.
FHWA-RD-01-075, Federal Highway Administration, McLean VA
March 2002

Are Marked Crosswalks Safer?



Marked crosswalks are thought to increase visibility and therefore, pedestrian safety. But do they in every case? This article shares the results of a University of North Carolina study to determine how marked crosswalks affect pedestrian safety where there is not a signal or stop sign. These are called uncontrolled crossings.

Study Objective and Methods

The five year study, compared pedestrian crash data at marked crosswalks and unmarked crossing areas at uncontrolled intersections. Data were collected from 2,000 sites (half marked) in 30 cities. Marked crosswalks were compared with nearby unmarked crossing. Many of the marked and unmarked crosswalks were at opposite sides of the same intersection. Data were not collect at school crossing.

To compare safety between marked and unmarked crosswalks, data was collected on traffic volume, pedestrian exposure, number of lanes, median type, speed limit, and other variables. Crash causes were also examined (see above).

The Results

Results indicate no difference in pedestrian safety between marked and unmarked crosswalks at uncontrolled locations under the following conditions:

- Two lane roads;
- Multi-lane roads without raised medians and average daily traffic volume below 12,000;
- Multi-lane roads with raised medians and average daily traffic volume below 15,000.

Surprisingly, there was a significant increase in crashes on roads with marked (versus unmarked) crossings under the following conditions:

- Multi-lane roads without raised medians and average daily traffic volume about 12,000;
- Multi-lane roads with raised medians and average daily traffic volume above 15,000.

Speed, Lanes, Type of Marking

Speed was not found to be related to crash frequency although 93% of study sites had posted speeds 25 to 30 mph.

Multi-lane crossing had higher crash rates than two-lane crossing. For both marked and unmarked multi-lane crossing, those with raised medians or raised crossing islands had lower pedestrian crash rates than the multi-lane crossings without them.

Type of crosswalk marking pattern (parallel lines, zebra stripes, etc...) had no effect on pedestrian crash rate.

MUTCD Guidelines

The Manual of Uniform Traffic Control Devices (MUTCD) does not give specific guidelines for when marked crosswalks should be used at uncontrolled intersections. Instead, its guidance includes:

- Crosswalk width should not be less than 6 feet;
- Crosswalk marking should be provided at points of pedestrian concentration, such as at loading islands, mid block pedestrian islands, and/or where pedestrians need assistance in determining the proper place to cross the street.

According to the MUTCD, "Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic signals or STOP signs."



Study Conclusions

The report finds that "under no condition was the presence of a marked crosswalk alone at an uncontrolled location associated with a significantly lower pedestrian crash rate compared to unmarked crosswalks." It makes a strong argument for not spending funds to mark crosswalks to improve safety at uncontrolled intersections. However, marked crosswalks are appropriate in a few cases (e.g. selected low-speed, two-lane streets at downtown crossing locations).

The effectiveness of a marked crosswalk increases when coupled with islands. Therefore, measures such as installing pedestrian refuge islands and reducing street crossing distance should be considered instead of or along with crosswalk markings.

Source:
Are Marked Crosswalks Safer? Mass Interchange, Bay State Roads

Exercise helps you think better and faster

If your job requires good judgment and quick thinking, then exercise regularly.

Regular exercise, according to studies, increases brain function. Exercise also reduces anxiety and depression and helps to ward off the mental effects of aging.

A report published in the *Journal of Exercise Physiology* compared fitness scores to state-mandated test scores and found the fittest students had the highest scores on the academic test.

A study of the cognitive consequences of exercise published in the journal *Acta Psychologica* shows that exercise facilitates thinking, especially information processing.

Other research shows that exercise can make the brains of older people act younger. Magnetic resonance imaging before and after six months of aerobic exercise show that the brain activity of older people was similar to that of 20 year olds, according to the University of Illinois.



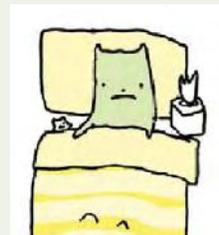
Technology Transfer Center
New Hampshire LTAP at UNH

Sick Time

Does a hacking and sneezing co-worker make you grimace? According to Ron Goetzel, the director of Cornell University's Institute for Health and Productivity, you probably should. Why? It's likely that person is going infect others as well.

Here are a few ways to stay healthy in the office, even when co-workers are not.

- Keep a clean desk, disinfect it every day.
- Clean your desktop tools: phone, mouse and pad, and other items touched regularly.
- Wash hands frequently, for 20 to 30 seconds with soapy water.
- Keep tissues on hand for sneezes and to muffle coughs.
- Stay in good general health. Get enough sleep, eat a healthy diet, and drink lots of liquids.
- Maintain a regimen of cleanliness at all times. People are more contagious before they show symptoms and after their symptoms are gone.



Source:
Cornell local Roads Program, Winter 2006, p. 2
<http://www.seroundtable.com/archives/sick-in-bed-green-small.gif> December 9, 2006

The STOP (R1-1) Sign and Supplemental Devices

Proper Placement, and Only When Necessary, Are Essential



Figure 1. A properly installed STOP(R1-1) sign stop line, and crosswalk.

Motorists must always stop at a STOP (R1-1) sign. Moreover, motorists and pedestrians expect them to stop. Proper placement is essential to inform road users and to preserve respect for the most important of traffic signs. User respect is also maintained by installing STOP signs only when necessary.

This article describes how municipalities should install STOP and supplemental signs and pavement markings. It also discusses using STOP signs to control speed.

First a note about the Manual on Uniform Traffic Control Devices (MUTCD). It governs traffic control devices with standard, guidance, and option statements of practice. In this article the words "shall" or "required" are used for standard statements, "should" or "recommend" for guidance, and "may" or "permitted" for option.

Sign and Marking Installation

Figure 1 shows one of three STOP signs at a T-intersection. It illustrates a properly installed set of traffic control devices.

The STOP sign has the required white on red retroreflective sheeting and standard letters. It is 30 by 30 inches, the required size for conventional roads. It is located on the right side of the traffic lane, and as close as practical to the intersection. The lateral offset (measured from the road or shoulder edge to the near edge of the sign) is 6 feet, the required minimum.

The almost 6 foot mounting height (measured from the pavement edge to the bottom of the sign) exceeds the required 5 foot minimum for "rural districts." The MUTCD requires 7 feet "where parking or pedestrian movements occur" to reduce the risk of pedestrians hitting the sign. In this instance, the sign height and distance off the sidewalk achieves this purpose.

The 3-Way (R1-3) supplemental plaque is required where STOP signs control all approaches. In Figure 1 it is in poor condition and should be replaced. It shall be 12 by 6 inches, white letters on a red background, and retroreflective. It may have a mounted height a foot less than the STOP sign.

The painted stop line is properly installed. It is the required solid white line extending across the approach lane. As recommended it is 12 to 24 inches wide with similar spacing, and is placed where the road user should stop. Being 4 feet in advance of the crosswalk, it conforms to the NHDOT Standard. (Without a marked crosswalk, the stop line should be placed at the desired stopping point, and between 4 and 30 feet from the nearest edge of the intersecting travel way.)

The crosswalk shown is the MUTCD Standard. The crosswalk lines are the required white stripes between 6 and 24 inches wide with similar spacing. They are the recommended 6 feet (at least) in length. (Two other layouts are permitted; see MUTCD Figure 3B-15.)

The crosswalk shown is the MUTCD Standard. The crosswalk lines are the required white stripes between 6 and 24 inches wide with similar spacing. They are the recommended 6 feet (at least) in length. (Two other layouts are permitted; see MUTCD Figure 3B-15.)

The Stop Ahead (W3-1a) sign is required where a STOP sign is not visible for a sufficient distance for motorists to respond. MUTCD Table 2C-4 provides recommended distances. For the 35 mph road in Figures 1 and 2, the recommendation is 150 feet. At that distance the illustrated STOP sign is visible, but the W1-3a is still permitted. With the foliage and unexpected need to stop, the



Figure 2. A properly installed Stop Ahead (W3-1a) sign.

Stop Ahead sign is probably a good idea. The Stop Ahead sign, at 160 foot from the STOP sign, exceeds the recommended warning to motorists.

The W3-1a sign in Figure 2 is of the required size (30 x 30 inches), color (yellow with black and red symbols) and offset (greater than 6 feet). Here too, the 6 foot mounting height is adequate. The MUTCD permits mounting on a utility pole.

This illustrates that more traffic control devices than the R1-1 are usually needed. All devices must be properly installed and maintained for motorist and pedestrian safety.

The STOP Sign as Speed Control

The MUTCD recommends STOP signs only when one of four conditions exists (Section 2B.05). It also states that “STOP signs should not be used for speed control.” The illustrated STOP sign, however, has that purpose. After a car struck a child, residents petitioned for a 20 mph speed zone. The Town Council was reluctant to set such a low speed limit. Instead, it directed the STOP sign be installed.

Municipal officials often face similar decisions. They must balance resident wishes against more effective, but also more expensive, ways to calm traffic. In the Figures 1 and 2 example, residents are generally happy with the STOP sign. Perhaps they don’t appreciate that the road might not be significantly safer with it.

The Institute of Traffic Engineers (ITE) analyzed studies of speed before and after unwarranted STOP signs. They found that motorists

reduced speed only a short distance before such a STOP sign. Midblock speeds decreased slightly on average and in a few cases increase. Within several hundred feet past a STOP sign, many cars travel as fast as if no sign existed. Moreover, as motorists accelerated from the sign, they had reduced ability to stop for an emergency.

Vehicle acceleration also increases air pollution. In addition, overuse decreases motorist respect for this important sign. While the author took the Figures 1 and 2 pictures, 17 cars rolled through the STOP signs; one came to a complete stop. This is consistent with studies that show less than 10 percent of drivers actually stop for unwarranted STOP signs.

Speed humps, rounded raised areas placed across the road, can be effective speed control measures if properly designed and spaced. ITE has a recommended design for a 12-foot long speed hump, 3 to 4 inches high. The design speed is 15 to 20 miles per hour. Shorter humps act like speed bumps, which are no longer used due to many lost liability suits.

Speed hump spacing depends on the desired midpoint speed. For example, a 200 to 250 foot spacing is needed to have an average 20 mph midpoint speed. They cost from \$2000 to \$2500 each.

Speed tables, essentially long speed humps, are usually 22 foot long with a textured material on the flat section. Fire departments usually prefer them to speed humps. They slow the traffic less than speed humps.

Other speed control measures include narrowing parts of the road or deflecting traffic with chokers or islands. Some have been successful, and many have failed. One reason for failure is residential objection. These measures slow traffic by inconveniencing motorists. Residents, who drive the roads frequently, are most inconvenienced.

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Children at Play Signs

Seldom Effective, and Usually Unnecessary and Confusing

Warning signs call attention to unexpected conditions on or adjacent to a road. Conditions might require speed reduction or other actions in the interest of safety. Therefore, sign messages must be clear. *The Manual on Uniform Traffic Control Devices (MUTCD)* the standard for placing traffic signs ensures clear messages. It also emphasizes that drivers must respect traffic signs. This article will focus on Children at Play signs, which are often unclear and drivers tend to disrespect them.



Citizens often demand that Children at Play signs be installed on their street. They argue that the signs will reduce the risk of potentially tragic accidents. There is some merit to their concern. In a NCHRP study of pedestrian accidents, researchers found that over 40 percent of the accidents involved children. Almost two-thirds of those accidents occurred in residential areas other than intersections. The Children at Play sign, however, is rarely an effective solution.

The MUTCD requires that use of warning signs be based on an engineering study or on engineering judgment. Such a study could draw the following conclusions.

1. The Children at Play sign has little effect on driver behavior, which is seldom the cause of accidents. The NCHRP study reported that nearly 80 percent of the collisions involving children resulted from an unsafe or illegal act by the child. From that study, an ITE Traffic Control Devices Handbook author concluded that no traffic control device could be expected to protect a child.
2. Signs give parents and children a false sense of security. By relying on the sign, parents might monitor their children less closely. Children might interpret the sign to mean they can play in the

street. Thus, a Children at Play sign can contribute to the very accidents parents seek to avoid.

3. One Children at Play sign can lead to many such signs throughout a town. Nearly every block has children living on it. As stated in the MUTCD, “The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs.”

4. Installing a Children at Play sign in response a citizen’s request is based on political reasons rather than on sound engineering judgment.

5. Signs need to be maintained. They are expensive to purchase, install, and inspect.

Because they are confusing and fail to meet any recognized criteria for good signing, placing Children at Play signs can open a municipality to tort liability claims.

There are situations where road managers should consider signs to protect children. The MUTCD describes signs for school zones, pedestrian crossings, and playgrounds. It also contains signs for children with disabilities. The MUTCD signing for such areas conveys a clear message to drivers.

Children at Play signs, on the other hand, are usually ineffective, unnecessary, and confusing. For the reasons given above, they should not be used.

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Reducing Traffic Speeds

Speed Limits, Stop Signs, and Physical Road Alterations

Residents often complain that traffic speeds are too high. Lower speeds can reduce accidents, traffic noise, air pollution, and energy consumption. This article describes various ways to slow traffic on existing roads, and their affects.

Speed Limits

Lower Posted Speed Limits reduce traffic speeds only when accompanied by enforcement, speed watch programs, and/or portable speed display signs. Drivers generally ignore posted speed limits if, in their judgment, the speed is not reasonable.

Police Enforcement lowers traffic speeds when police consistently issue tickets. However, cities and towns must commit personnel for a long time. When enforcement ends, drivers will return to the prior speeds.

Residents support and encourage enforcement on “their” street. However, neighborhood speeders are usually the local residents. Community opinion can turn negative when police cite residents.

Speed Watch Programs rely on volunteers to use a radar unit, and record speeds. Some neighborhoods set maximum speeds. Police send letters to those whose speeds exceed these maximums.

Speeds typically go down during the watch, but rise when it ends. Residents often find that no significant problem exists. Even though speeders are usually local residents, they usually perceive these programs positively.

RSAs 262 and 263 restrict a governing body’s authority to set speed limits. Within those restrictions, a speed watch might be a low cost initial phase to slow speeders. Later phases can be the physical road alterations described below.

Portable Speed Display Boards show the speed limit and the driver’s travel speed. Studies show small speed decreases when the device is present. A few studies show increases as the device challenges some drivers to speed. Recorded data can help police target enforcement times.

STOP Signs

Some towns install STOP signs as an immediate, tangible, and inexpensive response to residents’ safety concerns. However, officials should note that STOP signs have some negative affects on safety. Speeds usually decrease only within about 100 feet before and after STOP signs. Drivers reach normal or higher speeds by midblock. While accelerating they take longer to stop for an emergency, such a child running into the street.

STOP Signs tell drivers where they must stop. Drivers tend to roll through “speed control” STOP signs. Many traffic engineers conclude that this disregard for STOP signs carries over to important STOP controlled locations.

For these and other reasons, the MUTCD recommends STOP signs only where engineering judgment indicates certain conditions. In Section 2B.05 it states “STOP signs should not be used for speed control.”

Community reaction is usually mixed. Some view STOP signs as a safety improvement. Others view them as limiting movement where they most frequently drive. In addition, air quality worsens, and fuel consumption and noise increase near STOP signs.

Physical Road Alterations

Street Narrowing is the real or apparent reduction of the pavement width. Towns can narrow a road in several ways.

- Removing pavement surface lowers speeds only where there is a large width reduction. In some areas, reducing widths to less than 28 feet has increased accidents.
- Chokers are curb bulbs or median islands that narrow a street. They lower speeds in their immediate area. After passing them, drivers accelerate to normal speeds. Chokers can increase snow removal costs.

- Pavement markings indicate narrower than actual travel lanes. They rarely reduce speeds. Where pavement marking better defines the travel way, speeds have increased

Pavement removal and chokers are costly.

Some towns include them in street beautification projects. Increased streetlights, landscaping, and activity also tend to slow motorists. Improved crossing point visibility and shorter street crossing time might improve pedestrian safety.

Speed Bumps, Humps, and Tables are raised areas in the roadway surface across the roadway. Speed bumps are 3 to 6 inches high with a length of 1 to 3 feet. Speed humps are 3 to 4 inches high and typically 12 feet long. Speed tables are essentially flat-topped speed humps, usually 22 feet long.

They all slow traffic. However, speed bumps can cause vehicle damage and loss of control. Traffic engineers strongly recommend AGAINST SPEED BUMPS.

Traffic engineers recommend speed humps only on streets where speed limits are 30 mph or less. Nationwide, agencies use speed tables on roads with less than 40 mph speed limits. In some places, fire departments have objected to speed humps, but found speed tables acceptable.

Both affect vehicle speeds along the road length when appropriately spaced. (See ITE, 1999, p. 63) If spacing is too far apart, speed decreases only in the immediate vicinity of the hump or table.

However, speed humps and tables often divert traffic, especially large trucks, to alternate routes. They can be uncomfortable for transit and school bus riders. Because humps and tables slow traffic, they reduce air quality impacts and energy use.

Most people living in the area initially favor speed humps and tables, but some tire of the inconvenience. Some cities require resident petitions and have a clear criterion for speed humps. (See Riverside CA. 1998., pp. 31-33)

Speed humps and tables are geometric design features. Officials should have engineers design their profile and spacing. Properly designed, they have

minimal affect on snowplowing and street sweeping.

Introducing Curves on previously straight alignment can take two different forms:

1. Reconstruct the street with a curved centerline alignment and a uniform roadway width;
2. Introduce chokers or barriers on alternate sides of the street to create a serpentine travel path. Speed changes little at curves if widths are uniform. There is some reduction near chokers and barriers. The closer the spacing the greater the speed reductions.

Engineers should design curves, chokers, and barriers. Vehicle flow and visibility issues can be complex. Pedestrian and bicycle traffic complicates design. Landscaping, often desired in such projects, can create visibility problems.

Speed Reduction and Costs

Police enforcement reduces traffic speeds, but can be expensive. Speed watch programs and display boards are relatively inexpensive but produce mixed and temporary speed reductions. STOP signs are cheap but reduce speeds only near the signs. The MUTCD and traffic engineers discourage their use for speed control.

Even though low cost, street narrowing by pavement marking is ineffective. Chokers and removing pavement surface have mixed effect on speeds. They have more affect when part of a street beautification project.

Properly designed speed humps and tables reduce speeds and have only initial significant cost. Introducing curves are usually even more expensive, and speed reduction depends on many factors.

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Road Business

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Figure 1. An improperly installed Speed Limit Sign (R2-1)

On the Road in New Hampshire

Setting and Posting Speed Limits

Federal and state laws require a technical study to set speed limits. However, in many cities and towns setting speed limits are often political decisions. Also, as shown in Figure 1, some municipalities improperly install speed limit signs. This article describes the rules and accepted process for setting and posting speed limits.

Speed Limit Determination

RSA 265:60 sets speed limits for certain areas. The road in Figure 1 is a “rural residence district” with a statutory speed limit of 35 mph. RSA 265:63 also gives municipalities the authority to modify the statutory speed zones. It and federal laws (MUTCD, 2B.11), however, limit that authority by requiring engineering and traffic studies. A municipality must hire a consultant

unless it has “sufficient staff” to conduct the investigation. That staff must have the time and expertise to consider the many factors in a speed limit study.

- Road characteristics, such as travel surface, shoulder condition, road alignment and sight distance, road and shoulder width, the number of lanes, and passing zones.
- Land use and numbers of driveways.
- The speeds of vehicles, and the “85th percentile speed” (85% of the traffic flows at or below the prevailing speed).
- Safe speed for curves and intersections.
- Parking practices and pedestrian activity.
- Vehicle volume, types, and characteristics.
- Weather and climate.
- Accident frequency and severity for the past 12 months.

Investigators must collect and analyze data for all the factors. The Vermont Local Roads Program’s *Setting Speed Limits* has worksheets for data collection and analysis. (See the UNH T² Center website to view this booklet, or page 9 to order it and applicable RSAs.)

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continued from page 1

Investigators should also consider Advisory Speed Plaques (W13-1). They tell drivers that a lower speed might be necessary at curves, turns, intersections, and other local conditions. Although not enforceable, they add emphasis and information to other warning signs. The MUTCD requires that advisory speeds be determined by an engineering study.

A technically determined speed limit is usually the 85th percentile speed. Especially in modern residential developments, that speed might be dangerous to pedestrians and bicyclist. Lowering speed limits, however, are seldom the best solution. More than 15% of the drivers will then exceed speed limits. Many residents and pedestrians will have a false sense of security. Traffic calming techniques are usually a better solution. (See “Taming Traffic” in *Road Business*, Summer 2001)

Speed Limit Sign Installation

The Speed Limit Sign (R2-1) informs motorists of speeds required by law. The MUTCD requires a Speed Limit Sign be installed

- Where one speed limit changes to another,
- Beyond major intersections and where necessary to remind drivers of the lawful speed,
- At municipal boundaries, and
- Where easily seen by all motorists.

In Figure 1, even without the R2-1 sign, the Horizontal Alignment/Intersection Sign (W1-10) is too low. The bottom of a single sign must be at least 5 feet above the near edge of the pavement. The height must be 7 feet where parking or pedestrian movement occurs. For two signs, mounting height to the bottom of the secondary sign may be one foot less.

The Institute of Traffic Engineers (ITE) recommends that agencies normally erect signs on individual posts. Grouping is appropriate when one sign supplements another. Grouping, if it does not confuse motorists, can reduce roadside obstructions and to save money.

After the Figure 1 picture was taken, the Town decided that the W1-10/R2-1 grouping might be confusing. It replaced the speed limit sign with an Advisory Speed Plaque. It relocated the Speed Limit Sign past the intersection. This meets the general MUTCD standard for location: “Signs requiring different decisions by the road user shall be spaced sufficiently far apart for the required decisions to be made safely.”

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