

AGENDA

PARKING and TRAFFIC SAFETY COMMITTEE

8:00 A.M. – May 2, 2019

City Hall – Conference Room A

ON-SITE COMMITTEE: No on-site visit.

I. CALL TO ORDER

II. ROLL CALL

III. ACCEPTANCE OF THE MINUTES

IV. FINANCIAL REPORT

V. PUBLIC COMMENT (15 MINUTES)

This is the time for all comments on any of the agenda items or non-agenda items.

VI. PRESENTATION

No presentation

VII. NEW BUSINESS

(No public comment during Committee discussion without Committee approval.)

A. Install metered parking on Raynes Avenue and Vaughan Street.

Sample Motion: Move to approve metered parking on Raynes Avenue and Vaughan Street, to take effect after the opening of the AC Hotel.

B. Request to renew valet parking license, by the One Hundred Club.

Sample Motion: Move to approve renewal of valet parking license for the One Hundred Club.

VIII. OLD BUSINESS

No old business

IX. INFORMATIONAL

A. Quarterly Accident Report by Police Captain Frank Warchol

B. Portsmouth receives Walk Friendly Community (WFC) designation

C. Notes from PS21 and PTS Committee Walking Tour with Chuck Marohn

D. Streetlight Request Process

E. Market Square brick repair work on sidewalks

F. PTS Open Action Items

X. MISCELLANEOUS

A. Discussion of Parking Principles Review meeting

XI. ADJOURNMENT

Unaudited

Percentage of Fiscal Year Complete 75.00%
--

Preliminary
Totals Thru
March 31, 2019

	Total	Budgeted	% of Budget
FY 19			
Parking Meter Fees	2,404,700.77	3,200,000.00	75%
Meter Space Rental	86,580.00	90,000.00	96%
Meter In Vehicle	100,239.00	110,000.00	91%
High Hanover Transient	1,736,003.40	2,400,000.00	72%
High Hanover Passes	1,171,890.00	1,645,500.00	71%
Foundry Place Transient	35,869.01	337,500.00	11%
Foundry Place Passes	112,170.00	126,700.00	89%
HH Pass Reinstatement	3,035.00	2,500.00	121%
Vaughan St Parking Facility	0.00	-	0%
Foundry Pass Reinstatement	1,095.00	-	0%
Parking Violations	560,729.55	727,742.00	77%
Immobilization Administration Fee	7,350.00	15,000.00	49%
Summons Admin Fee	225.00	3,000.00	8%
Total FY 19	6,219,886.73	8,657,942.00	72%

	BUDGETED	
	6,245,637	72% Transfer to Parking Fund
	2,412,305	28% Funds Remaining in Gen Fund

VII.A. Install metered parking on Raynes Avenue and Vaughan Street.

Raynes Avenue

Vaughn Street

Market/Harover Parking Lot

915 total , HHPF HC spaces 18

Bank of America Parking Lot

Worth/Vaughn Mall Parking Lot

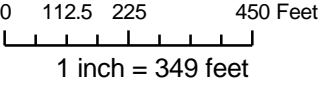
Bridge St Parking Lot

Parrott Ave Parking Lot

South Mill Pond Parking Lot

Library Parking

Masonic Parking Lot



**LICENSE AGREEMENT
FOR THE ONE HUNDRED CLUB**

The City of Portsmouth (hereinafter "City"), a municipal corporation with a principal place of business of 1 Junkins Avenue, Portsmouth, New Hampshire 03801, for good and valuable consideration as set forth herein, hereby grants this non-exclusive, revocable license to The One Hundred Club with a principal place of business at 100 Market Street, Portsmouth, NH 03801 (hereinafter "Licensee") pursuant to the following terms and conditions:

1. **Area of License:** The City authorizes Licensee to use the loading zone on Hanover Street as shown on the attached Exhibit 1.
2. **Use:** Licensee may make use of the Licensed Area for the purpose of Licensee's parking valet service activities. Such activities are subject to the following conditions:
 - The hours of operation of the valet service are 6:00 p.m. to 12:00 a.m. Monday through Saturday.
 - No vehicles receiving valet services may be parked in municipal spaces (metered, garage or otherwise).
 - There shall be no stacking of vehicles in adjacent parking spaces.
 - This license is non-exclusive and the loading zone will remain available for commercial loading purposes and for such additional purposes as the City may authorize or license.
 - Licensee will represent clearly and consistently that it is a private company and that the municipality is not responsible for any damage or loss to vehicles or property.
3. **Signage:** This License Agreement also authorizes Licensee's use of the existing signage in place on Hanover Street as shown in Exhibit 1.
4. **Term:** This license shall commence upon the execution of this Agreement and terminate on June 30, 2019. This License may be renewed for an additional term upon the joint approval of the Parking and Traffic Safety Committee and the City Manager.
5. **Payment Terms:** Licensee will make payment of an annual fee to the City in the amount of \$500.00 which represents the cost of the valet parking permit fee. No other payment is required. Payment is due upon the execution of this Agreement and shall be made to the City of

Portsmouth and directed to the City Parking Clerk at 1 Junkins Avenue, Portsmouth, NH. Failure to make the required payment when due may result in the termination of this Agreement at the City's option.

6. **Indemnification:** Licensee agrees to indemnify and hold harmless the City of Portsmouth for any and all property damage, bodily injury or personal injury which arises as a result of its use of the Licensed Area. This obligation survives termination or revocation of this Agreement.
7. **Insurance:** At all times during the use and exercise of this license, Licensee agrees to maintain comprehensive general liability insurance covering its operation under this license in an amount not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Such insurance shall name the City of Portsmouth as an additional insured. Licensee agrees to maintain Garage Keepers insurance in the amount of \$100,000 per occurrence for the term of this Agreement. Certificates indicating the existence of these insurances shall be maintained on file at all times during the license period with the Parking and Transportation Division of the City of Portsmouth Public Works Department.
8. **Maintenance of Area:** Licensee will maintain the Licensed Area in neat and orderly fashion during Licensee's hours of use. The Licensee shall take such measures as may be necessary to maintain pedestrian and vehicular safety during use of the Licensed Areas for its valet service.
9. **Damage:** Licensee agrees to take reasonable steps to remedy promptly any damage to the Licensed Area caused by the Licensee's activities. The City may elect to accept reasonable reimbursement from the Licensee in lieu of remedy.
10. **Compliance With Other Laws:** This Agreement does not relieve Licensee from compliance with any other local, state or federal laws or regulations or conditions imposed by any local board. Failure to abide by any local, state or federal laws or regulations may, at the City's discretion, result in revocation.
11. **Revocation:** The City may terminate this Agreement or any provision contained in this Agreement on 72 hours written notice provided to Licensee if the public interest requires such termination, in which case all fees paid by Licensee shall be returned on a pro-rata basis. This Agreement may be revoked or suspended immediately without notice by the City for cause, e.g. violation of the terms of this license, in which case, all fees paid by Licensee shall remain the property of the City.

Dated this 1st day of October, 2018

City of Portsmouth

By: 
John P. Bohenko
City Manager

Pursuant to vote of the City Council
of June 18, 2018.

Dated this 25 day of September, 2018.

The One Hundred Club


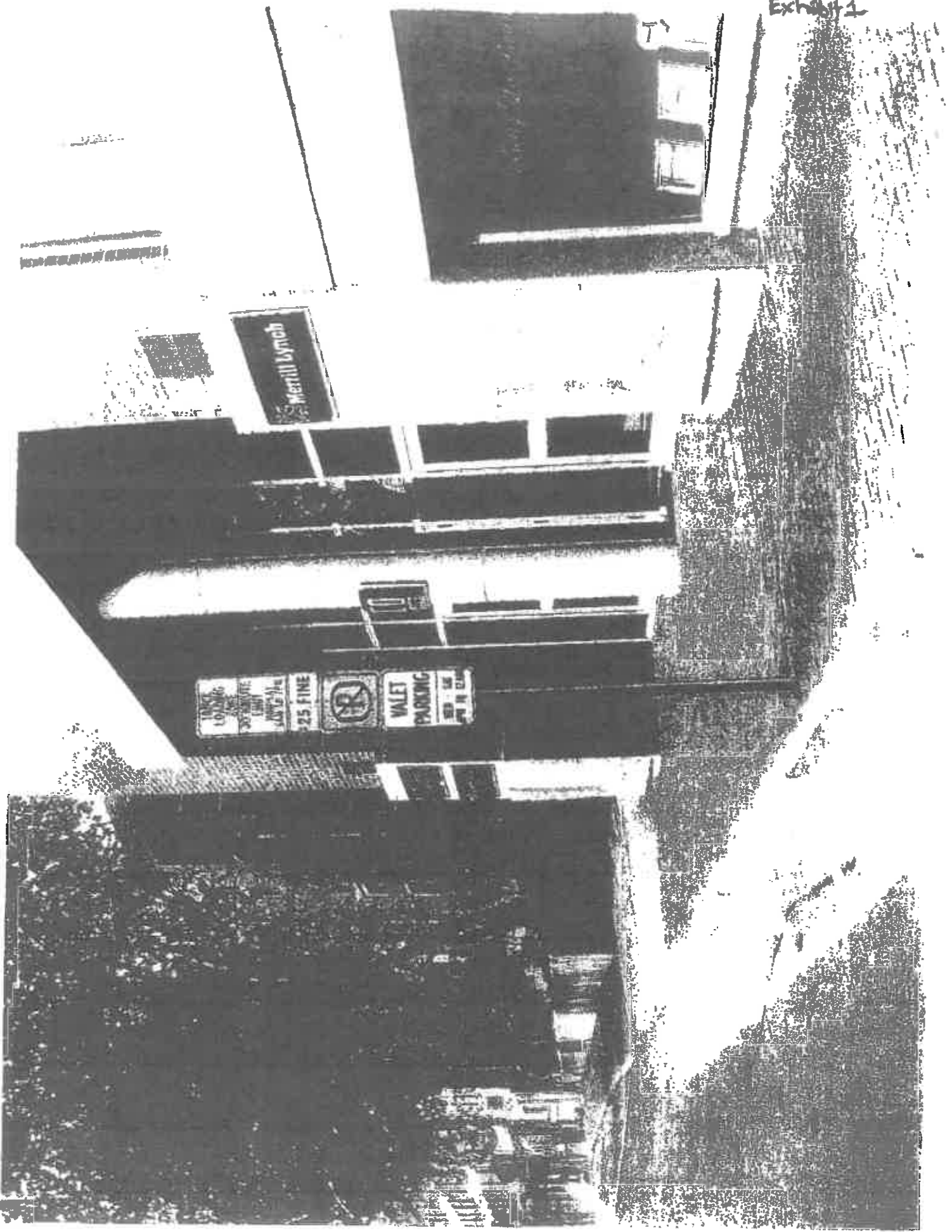
By: 
Print Name: Neil Gibb
Its Duly Authorized: President

Exhibit 1



**Parking and Traffic Safety Committee
Quarterly Accident Report
1st Quarter 2019**

Vehicle			
	2019	2018	2017
January	86	124	12 months of data
February	89	76	
March	85	93	
April		69	
May		108	
June		99	
July		92	
August		120	
September		99	
October		106	
November		94	
December		72	
Total	260	1152	1154

Pedestrian				
	2019	2018	2017	2016
January				6 months of data
February				
March	3	3	1	
April				
May				
June		1	2	
July				
August				
September		1	3	
October				
November				
December		7	6	
Total	3	12	12	5

Bicycle				
	2019	2018	2017	2016
January				6 months of data
February				
March	0	0	0	
April				
May				
June		0	0	
July				
August				
September		2	2	
October				
November				
December		1	1	
Total	0	3	3	3

Parking and Traffic Safety Committee
Description of Events for Pedestrian and Bicycle Accidents in 2019

Quarter	Type	Location	Notes
2019 1st Qtr.	Pedestrian	Mirona Road	Vehicle was rounding a corner of a building in a parking lot on Mirona Rd. Pedestrian (legally blind), walked into the path of the vehicle as it rounded the corner. Driver did not see the pedestrian until it was too late. Pedestrian suffered a minor leg injury.
	Pedestrian	Islington Street	Pedestrian was walking outbound on Islington St. in the right hand travel lane near the Bartlett St. intersection when a vehicle passed him and brushed his leg and damaged his cart housing his belongings. Pedestrian suffered minor leg injuries. Vehicle was never located.
	Pedestrian	Plaza 800	Pedestrian was struck by a vehicle pulling into a parking space at Plaza 800. Ground was covered in a film of light snow. When the driver applied the brakes pulling into a spot, the vehicle slid into the pedestrian. Pedestrian suffered a knee injury and transported themselves to the hospital to get checked out.

**Portsmouth receives Silver Walk Friendly Community designation
April 16, 2019**

[The Walk Friendly Communities program \(WFC\)](#) has awarded Portsmouth with its Silver Level Walk Friendly accreditation due to the City's work in prioritizing pedestrians and creating safer, comfortable and inviting places to walk. Other communities recognized this year by WFC include San Francisco, California, who received Platinum Level, and Cedar Rapids, Iowa and Lakeland, Florida, who received Bronze Level.

WFC is a national recognition program developed to encourage cities and towns across the United States to develop and support walking environments with an emphasis on safety, mobility, access and comfort. Sponsored by FedEx and managed by the University of North Carolina Highway Safety Research Center (HSRC), the program distinguishes communities leading the way in walkability and seeks to share their stories to inspire other communities to move towards their own innovative solutions. In the ten years since the program began, it has recognized 73 cities across 32 States with Walk Friendly designations.



“We’re thrilled to celebrate ten years of Walk Friendly Communities by welcoming new cities and towns to the program,” said Dan Gelinne, WFC program manager. “It is especially encouraging to see such impressive programs from a wide range of community sizes.”

With a population of just under 22,000 people, Portsmouth is the smallest Silver Level Walk Friendly Community, devoting more energy and staff time to pedestrian issues than many other larger communities. This includes a wide scope of policies, plans and infrastructure improvements that include the:

- [Walk Friendly Community Policy](#);
- [Bicycle and Pedestrian Plan](#);
- [Complete Streets Program](#); and
- [Safe Routes to School Program](#).

“Receiving this designation by WFC validates the success of implementing our various plans and guidelines over the past several years,” said Planning Director Juliet Walker. “We’re proud of our work in increasing nonmotorized safety and access, and encouraging more active transportation overall. Our team is excited to build on this momentum with future projects such as the [North Mill Pond Greenway](#), ongoing [Market Street gateway](#) improvements and much more.”

About the WFC Program

Walk Friendly Communities awards designations from bronze to platinum to participating communities with a commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans, and policies. Modeled after the League of American Bicyclists’ “Bicycle Friendly Communities,” WFC is the first program to highlight walkability initiatives and programs. At the core of the WFC program is a comprehensive web-based assessment tool that evaluates community walkability and pedestrian safety related to engineering, education, encouragement, enforcement, evaluation, and planning. The assessment tool is intended to both evaluate conditions for walking and

provide communities with specific feedback and ideas for improving walkability. WFC is sponsored by FedEx and maintained by the UNC Highway Safety Research Center. It is supported by the Pedestrian and Bicycle Information Center (PBIC), which is funded by the U.S. Department of Transportation.

Note: This document should be used for preparation and planning uses only—do not submit it to Walk Friendly Communities staff as a completed application.

To submit an application, you must create an account at
assessment.walkfriendly.org

CONTENTS

INSTRUCTIONS.....	2
COMMUNITY PROFILE	2
STATUS OF WALKING.....	6
PLANNING.....	7
EDUCATION & ENCOURAGEMENT.....	17
ENGINEERING	20
ENFORCEMENT	26
EVALUATION	29
ADDITIONAL QUESTIONS.....	32

INSTRUCTIONS

Purpose of the Walk Friendly Communities (WFC) Assessment Tool

The purpose of this tool is twofold; it serves to both recognize existing walkable communities and to provide a framework for communities seeking to improve their walkability. This tool recognizes communities that have achieved high levels of walking and low rates of pedestrian crashes, while also recognizing communities that are making progress in achieving these two goals through policies, projects, and programs. Recognizing that there are many ways to achieve these outcomes, the range of questions in this tool attempts to capture the variety of factors that affect walkability.

There are several benefits of completing this form. First, the WFC assessment tool contains information and resources to assist agencies in improving walking conditions for your community. Through the questions and resources in this form, communities will be able to identify areas of needed improvement and use the tools to develop specific solutions. Completing this form also requires collaboration between government agencies, private not-for-profits, and the private sector, thus building stronger relationships in your community. Another advantage of this tool is that it creates a great internal resource for communities by documenting all walking-related programs, projects, and policies in one place. Most communities will be surprised by the amount they are already doing for walkability. Finally, submitting the assessment to the Pedestrian and Bicycle Information Center (PBIC) for scoring provides the opportunity for your community to be recognized with a designation of bronze, silver, gold, or platinum, in terms of conditions for increased and safer walking. This designation has many benefits of promoting walkability both within your community and through friendly competition with other cities.

Completing the WFC Assessment Tool

Most of the information requested for completion of this assessment tool can be soundly estimated or is relatively easy to find. The information needed to complete this assessment will likely come from a variety of municipal, county, and school district agencies and departments including the police, planning, public works, and engineering departments, and the local transit service provider. Other information that is requested may be most easily provided by local nonprofit organizations, advocacy groups, elected officials, or even a simple internet search. It is likely that the transportation agency will take the lead in this effort, but it will be important to coordinate across agencies when filling out this application. In some cases one department, such as the city or town's engineering department, will be able to complete an entire section. In other cases, it will make the most sense to have agencies or individuals, like a local Safe Routes to School task force or coordinator, answer certain questions.

How to Answer Questions

There are several different types of questions included in this assessment tool. We have described them here to clarify how each one should be answered.

For some questions, this assessment tool asks about your municipality's plans, policies, projects, and programs. In those cases, please include a link (web address) or attachment to those documents if possible. If the question requests a brief description, please summarize the policy, activity, or process in your own words. If a concise summary already exists, you may link to that summary or use that description. Include in your summary a description of the nature, scope, and results of the policy, program, or project in question.

Several questions request a substantial amount of information. Frequently, the checklists and examples are meant to act as a prompt or to jog the applicant's memory, rather than to indicate that any municipality should be implementing all the measures listed. Please be detailed in your responses and answer the questions to the best of your ability. Open-ended questions such as those asking for descriptions of measures do not have a word limit on the electronic application.

Some questions are simple yes/no or checkbox questions. In those cases, please check the appropriate box and include a hyperlink or attachment to the most up-to-date version of any requested ordinance, policy, plan, or relevant document. Attachments must be in RTF, PDF, or Word DOC format.

Though this assessment tool is meant to be comprehensive, we recognize that each community is unique. Every city and town will have its own unique set of challenges and opportunities, so each will have a different approach to pedestrian issues. Accordingly, each section concludes with a question that offers applicants the opportunity to describe or elaborate on anything that your community is doing that may not have been addressed in the other questions.

What to Look For

When answering these questions please think broadly. Do any state or national programs (not directly implemented by you) have a positive impact in your community? Are there policies administered by other local departments that may affect the walking environment? Are there private organizations or advocacy groups doing work in your community?

When completing this assessment tool, please be certain to mention any evidence-based programs or approaches your community is using, any in-depth or ongoing programs or activities, and any specific efforts to create a community-wide culture of walking. This assessment tool seeks to learn how communities are supporting walking and pedestrian safety and how well those efforts are working. Therefore, please describe both the nature of your policies, programs, and projects as well as any outcome or evaluation of those approaches.

Criteria and Scoring

This assessment tool is divided into eight sections:

- Community Profile
- Status of Walking
- Planning

- Education & Encouragement
- Engineering
- Enforcement
- Evaluation
- Additional Questions

All sections will be scored, including bonus points from the additional questions. The scoring system will be based on percent and scores are assigned based on the number of questions in the section, the depth of information required in those questions, and the potential impact on walkability of the content addressed in each question. Some cities may be at an advantage for certain questions; however, these same cities will be negatively impacted by other questions. For example, an older city like Cambridge, MA, has very narrow streets thus impacting sidewalk width and buffers, but it has a high connectivity index and land use mix.

Except for the Community Profile section, none of the questions in the application require a response. Communities are, however, encouraged to respond to as many questions as they possibly can.

COMMUNITY PROFILE

This section provides applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic makeup of the community can help explain the challenges and opportunities that the community faces when planning for walking.

1 Contact Information

Name of Community:	City of Portsmouth
Mayor or top official (include title):	Jack Blaylock, Mayor
Mayor's Phone:	603-431-2000
Community Contact Name:	Peter Stith
Position/Employer:	Principal Planner
Contact Address:	1 Junkins Ave
City:	Portsmouth
State:	NH
Zip:	03801
Phone/Fax:	603-610-4188
Email:	pmstith@cityofportsmouth.com
Website:	https://www.cityofportsmouth.com/

2 Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:	Juliet Walker
Contact Person Department:	Planning Department

How many hours are spent per year in this capacity?	200
Is this person also the bicycle coordinator?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:	Eric Eby, Transportation & Parking Engineer Peter Stith, Principal Planner
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Do you have a Pedestrian Advisory Committee, Ped/Bike Council, or other venue for citizen input?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please provide the name of the Chair and their contact information: Click here to enter text.	
Do you have an independent pedestrian advocacy organization?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide the name and contact information: http://ps21.info/about-us/ Jonathan Sandberg jfsandberg@yahoo.com	
Has your Mayor signed the International Charter for Walking¹ or a similar pledge to improve the conditions for walking in your community?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If so, please provide details: Click here to enter text.	

3 Community Profile*

Population:	21,796
Area of municipality (sq mi):	16.83
Population density:	1395
Park land (sq mi):	~.13

Age Distribution

% under 20:	17
% age 20-64:	64.6
% age 65-84:	14.5
% over 85:	2.9

¹ www.walk21.com/charter/

STATUS OF WALKING

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

1 According to the 2010 Census, what percentage of residents used the following modes for their commute to work?

Walking	581
Bicycling	39
Public transit	179
Single-occupant vehicles	9485
Carpool	752

Please also provide the latest walking percentage of commuting to work from the 5-year estimates of the American Community Survey.

	2006-2010	2010-2014
Walking	624	821
Public transit	175	186

If your community conducts its own travel counts, please include a link, attachment (RTF, PDF, or word document), or description of those count results.

Web Link or Attachment:	Attachment
Count Results Description:	
Click here to enter text.	

2 How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

	Year 1 2018	Year 2	Year 3	Year 4	Year 5
Number of Pedestrian Motor Vehicle Crashes	11	13	14	10	3
Number of Pedestrian Injuries	7	8	11	9	2
Number of Pedestrian Fatalities	0	0	0	0	0

3 Long-term trends

What long-term trends in walking volumes and pedestrian/motor vehicle crashes has your community observed? Even though rates of walking and bicycling commuting continues to increase in Portsmouth, crashes have not increased.

PLANNING

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering, and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs, and resources a municipality will require to meet your community's needs.

1 Pedestrian Plan

Has your community adopted a pedestrian plan or pedestrian safety action plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please provide a link or attachment of the action plan. https://www.cityofportsmouth.com/planportsmouth/bicycle-pedestrian-plan	
If yes, what year was the plan adopted?	2014, Updated 2019
How does this plan interact with or relate to your other planning documents? Referenced in other plans and documents (Master Plan, CIP).	
What performance indicators or other techniques does your community use to monitor completion? Detailed recommendation table and GIS database	

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, what is the target walking share?	Click here to enter text.
Does the plan have a safety goal (such as the reduction in pedestrian crashes)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, what is the target crash reduction?	Improve safety along streets and sidewalks, at intersections, street crossings and transit stops.
Does the plan include any other benchmarks or performance indicators?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If so, please describe: NA	

<p>What elements of the plan are complete? (Indicate what percent of the plan is complete, if possible.)</p> <p>13% complete and that includes sidewalks improvements, bike lanes, crosswalk improvements, addition of pedestrian signals and traffic signals.</p>

Rationale:

2 ADA Transition Plan

Has your community adopted an ADA Transition Plan for the public right of way?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If so, please provide a link or attachment of the plan: Click here to enter text.	

If yes:

What year was it adopted?	Click here to enter text.
Has the ADA Transition Plan been updated?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, what year?	Click here to enter text.
Does the ADA Transition Plan address curb ramps and sidewalks?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>Explain:</p> <p>Click here to enter text.</p>	
Does the ADA Transition Plan address street crossings and signals?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>Explain:</p> <p>Click here to enter text.</p>	
<p>Who is responsible for the implementation of ADA Transition Plan?</p> <p>Click here to enter text.</p>	
Is your transition plan being implemented?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Explain: Click here to enter text.	
How is the ADA Transition Plan work funded? Click here to enter text.	
There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the state DOT transition plan being implemented?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Explain: Draft Plan that is scheduled to be adopted soon.	

3 Complete Streets

Has your community adopted a Complete Streets policy or ordinance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide a link or attachment of the document: https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program	

Who is responsible for the implementation of the Complete Streets Ordinance? Planning Department, Department of Public Works	
How is Complete Streets work funded and implemented? (i.e. is it routinely funded as part of the project, funded with other set-aside funds, etc.?) Public & private sources	
What challenges or barriers does your community face in implementing the Complete Streets policy? Existing right-of-ways that are narrow; cost of establishing facilities would be disproportionate to the need	
Identify the most recent three non-freeway roadway widening projects and describe how your Complete Streets policy was implemented (or why it was not) :	
Project #1	Outer Maplewood Ave. Complete Street Project. From Dennett Street to Woodbury section of Maplewood Avenue that includes full reconstruction of road and will include complete street provisions.
Project #2	Market Street Gateway Corridor Improvement Project. This project enhanced pedestrian and bicycle movement along this corridor, connecting neighborhoods to the downtown area while easing traffic stress. Landscaping, lighting, re-striping travel lanes and addition of bike lanes and new sidewalks were all part of the improvements made in this project.
Project #3	Middle Street Bike Route. – On-road bike route along Middle Street from the High School to the Downtown area. Included lane narrowing, bike lane and additional striping for bike boxes and buffering.

4 Public Input

<p>Please briefly describe how public input is included and used in municipal plan development.</p> <p>In general, public meetings, workshops and/or visioning sessions are held to gather input during development of a plan to solicit comments and input from the public. When public hearings are held the public has an opportunity to provide comments and input.</p>
<p>Please briefly describe the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process of reviewing ongoing projects and new development.</p> <p>City Staff is responsible for implementing the Bike/Ped Plan and related walk friendly and complete streets policies. The site plan approval process includes public hearings with the Technical Advisory Committee and the Planning Board. The public can comment during these hearings. The Technical Advisory Committee ensures development plans provide the required pedestrian and bicycle infrastructure including, but not limited to, sidewalks, bicycle paths and pedestrian amenities such as benches and trees.</p>
<p>Please briefly describe how you assure that specific populations (like individuals with disabilities or low income groups) are included in the public input process.</p> <p>The majority of public meetings are streamed live for those who cannot attend in person. Archived meetings are available to watch on the City's YouTube channel. Regularly work with Senior Services Coordinator to ensure the senior populations are involved in projects. Steering Committee for Bike Ped Plan that included senior citizen representation.</p>
<p>Please briefly describe how your community works with coalitions, advocates, and other departments and agencies to ensure that pedestrians are considered in all projects and documents.</p> <p>Collaborate with PS21, a walking and biking coalition and the Senior Services Coordinator.</p>
<p>Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).</p> <p>Website Link: Click here to enter text.</p>

5 Sidewalks

<p>Does the city have a policy requiring sidewalks on both sides of arterial streets?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>On both sides of collector streets?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Policy link: . http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf http://www.planportsmouth.com/completestreet_policy.pdf</p>	
<p>Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy) Sidewalk funds link: http://files.cityofportsmouth.com/files/planning/CIP19-24.pdf CIP Project Numbers TSM-95-PW-64, TSM-15-PL-52</p>	
<p>Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

Explain:

Site Plan Regulations have standards for sidewalk design and location. The Zoning Ordinance also requires sidewalks in certain locations as part of their development.

6 Connectivity

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide a link or attachment of the policy or ordinance: http://www.planportsmouth.com/wfc_policy.pdf http://www.planportsmouth.com/completestreet_policy.pdf	
If yes, please provide information on the coverage area of this policy (e.g. downtown, certain districts, entire city): Entire city.	
If applicable, please describe an example a project that restored or improved the street grid. Market Street Gateway Corridor Improvement Project. This project enhanced pedestrian and bicycle movement along this corridor, connecting neighborhoods to the downtown area while easing traffic stress. Landscaping, lighting, re-striping travel lanes and addition of bike lanes and new sidewalks were all part of the improvements made in this project.	

7 Trails

Do you have a trails plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
How many miles of trails (paved/hard surface/natural) currently exist in your community?	10, 95% natural and 5% hard surface.
How many miles of trails are included in your current planning documents?	10
Please describe destinations (schools, shopping offices, etc.) that are accessible by the trail in your community: Foot trails to all schools.	
Please provide a link or attachment of relevant plan, if available: http://planportsmouth.com/PULA_complete_final.pdf https://view.publitas.com/city-of-portsmouth/portsmouth-master-plan-adopted-2-16-2017/page/1	
Is it routine policy to build trails and paths with all new and major re-developments?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is it required through zoning regulations?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are incentives provided to encourage trail construction?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If so, please provide a link or attachment of the policy or ordinance: From City Zoning Ordinance: 10.5B73.20 Public Realm Improvements: All public realm improvements used for a density bonus shall be recommended in plans adopted by the City of Portsmouth including but not limited to the Master Plan, Bicycle and Pedestrian Plan, and Capital Improvement Program. Eligible improvements include the following: 1) Design and construction of an off-road trail or path that is at least equal to the linear public street frontage of the site and expands the Portsmouth Bicycle and Pedestrian Network consistent with the Portsmouth Bicycle and Pedestrian Plan. The trail or path shall be Article 5B Gateway	

Neighborhood Mixed Use Districts As Amended Through August 20, 2018 5B-25 located on or adjacent to the project's building lot or development site, except as provided in (4) below.

8 Public Transportation

Is your community served by public transportation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If so, please list the agencies and whether they are city, regional, or both. COAST – Cooperative Alliance for Seacoast Transportation; Wildcat Transit – UNH; C&J Trailways; Greyhound Bus Service. Local Senior transportation.	

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or ½ mile of a rail station:	8,000				
Hours of operation for transit service:					
Weekday:	6 am – 9 pm	Saturday:	7 am – 9:45 pm	Sunday:	No service

Average off-peak headway on bus routes:	59 minutes if only weekdays included. 1 hour and 19 minutes if all service including Saturday included.
Average peak period bus headway:	33 minutes
Average off-peak headway on train routes:	None
Average peak period headway on train routes:	None
Percent of bus stops that are wheelchair accessible:	Click here to enter text.
What route planning and/or trip information is provided for transit passengers (e.g. real-time arrival information, online trip planning, etc.)?	Online trip planning, information on bus stop signs, customer service by phone, website information. Real Time bus arrival and location information will be coming in the next month but is not here yet.
Please describe your transit stop improvement process. Include information on bus stop location guidance and the use of safety and accessibility audits, crash data, and boarding/alighting data to plan system changes and improvements.	Bus stop improvements are rare and are typically done at locations where pursued by the city or where highest ridership occurs. There are not formal processes in place.

9 Parking

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used.

Maximum parking standards or absence of minimum parking standards	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to standard: http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf	
Description of standards (including when and where these are used):	

Section 10.1112.50 If 21 or more spaces are required, the maximum number allowed is 120% of the minimum required. This standard is required city wide.

Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to location requirements: http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf	
Description of requirements (including when and where these are used): City wide, no parking is allowed between principal building and the street.	

Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to size/design requirements: http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf	
Description of requirements (including when and where these are used): Section 10.1113 and is required city wide.	

Shared parking allowances <i>Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to allowances: http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf Section 10.1112.60 Shared Parking	
Description of allowances (including when and where these are used): When a mix of uses are on the same lot, they may use shared parking per the table in Section 10.1112.60.	

Priced public parking	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to prices: https://www.cityofportsmouth.com/publicworks/parkportsmouth/parking-rates	
Description of priced parking (including when and where these are used): The city has 2 garages that charge 1.00/hr. and 1.50/hr. with free parking on Sundays for residents. Metered parking is found throughout the city, with different rates depending on the location. High Occupancy zones include the following rates \$2/hr., max stay 3-4 hrs., while other zones charge \$1.50/hr. and allow a longer stay.	

Parking cashout incentives <i>Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost that employers bear to provide free parking to employees.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Link to incentives: Click here to enter text.	

Description of incentives (including when and where these are used):

[Click here to enter text.](#)

Remote parking and/or park and ride

Yes No

Link to remote parking:

<https://www.cityofportsmouth.com/publicworks/parkportsmouth/shuttle-bus>

Description of remote parking (including when and where these are used):

Bus shuttle runs from May – September, Friday (4 pm – 1 am), Saturday (12 pm -1 am) and Sunday (1 pm – 11 pm).

Other

Yes No

Link to other approach: senior transportation shuttle**Description of other approach (including when and where these are used):**

[Click here to enter text.](#)

Infill/Density

Approximately what percentage of development in the last five years has been infill?

95

How many [LEED-ND²](#) projects have been developed (or are pre-qualified) in your community?

[Click here to enter text.](#)

What measures does your community use to encourage dense, mixed-use development? (check all that apply)**Secondary or accessory dwelling units are permitted**

Definition: These units are self-contained apartments on an owner occupied single-family lots.

Yes No

Link to measure:

<http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf>

Section 10.814

Description of measure (including where it is permitted):

Section 10.814 of the zoning ordinance. One ADU is permitted on any lot containing a single-family dwelling unit in residential zoning districts through a Conditional Use Permit granted by the Planning Board.

Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Yes No

Link to measure:

<http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf>

Description of measure (including where it is permitted):

² <http://www.usgbc.org/leed/nd>

Section 10.640 Downtown Overlay District. Ground floor uses shall consist entirely of nonresidential principal uses. This overlay encompasses the majority of the downtown area of Portsmouth.

<p>Density bonuses to developers are provided for providing amenities that enhance walkability and livability <i>Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Link to measure: <http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf>

Description of measure (including where it is permitted):
 Section 10.5A46 Incentive overlay Districts are in the Downtown area; 10.5B72 Density bonus incentives are in the Gateway districts.

<p>Form-based or design-based codes are used <i>Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Link to measure:
<http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf>

 Article 5A & 5B

Description of measure (including where it is permitted):
 The purpose of Article 5A is to encourage development that is compatible with the established character of its surroundings and consistent with the City’s goals for the preservation or enhancement of the area. This is accomplished by providing a range of standards for the elements of development and buildings that define a place. Permitted in the downtown zoning districts.
 The purpose of Article 5B is to implement and support the goals of the City’s Master Plan and Housing Policy to encourage walkable mixed-use development and continued economic vitality in the City’s primary gateway areas, ensure that new development complements and enhances its surroundings, provide housing stock that is suited for changing demographics, and accommodate the housing needs of the City’s current and future workforce.

<p>Neighborhood school siting policies</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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Link to measure: Click here to enter text.

Description of measure (including where it is permitted):
 Click here to enter text.

What other incentives are provided for infill developments (please describe):
 Click here to enter text.

Please describe the planning efforts in your community to preserve and strengthen your urban structure. Examples could include downtown or historic area revitalization efforts or infill and intensification efforts in centers, nodes, districts, and along corridors.
 The Historic District is established to preserve the architectural and historic resources of the City of Portsmouth; to foster its architectural and historic character and its sense of place; to conserve property

values; to strengthen the local economy; and to promote the use of the District for education, pleasure and welfare of residents and visitors.
 Incentive Overlay districts allow for modifications to allow certain development standards to be modified such as height and footprint, if the development provides community space or workforce housing.
 The Gateway zoning provides incentives for density or increased building height and footprint if the development provides workforce housing and/or public realm improvements.

10 Design

Please select and briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment.

<input checked="" type="checkbox"/> Lighting:	http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf http://planportsmouth.com/application/SitePlanReviewRegs_160915.pdf
<input checked="" type="checkbox"/> Trees and plantings:	http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf http://planportsmouth.com/application/SitePlanReviewRegs_160915.pdf
<input checked="" type="checkbox"/> Street furniture:	http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf http://planportsmouth.com/application/SitePlanReviewRegs_160915.pdf
<input checked="" type="checkbox"/> Community identifiers (e.g. gateways, banners, public art):	Wayfinding plan https://www.cityofportsmouth.com/planportsmouth/wayfinding-plan
<input checked="" type="checkbox"/> Other features and amenities (e.g. façade design requirements, public restrooms, pavement design):	Article 5A, 5B & HDC http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf
Please provide a link or attachment of the ordinance or policy that addresses these features: http://files.cityofportsmouth.com/files/planning/ZoningOrd-180820.pdf http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf	

11 Other planning policies

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

Walk Friendly Community Policy – Adopted October 2013. Policy that recognizes the importance of walking and providing an environment with clean, safe, well-lit pedestrian

facilities. Reduce traffic speeds in areas with high pedestrian activity and actively encourages walking as part of our daily lives. http://www.planportsmouth.com/wfc_policy.pdf

EDUCATION & ENCOURAGEMENT

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate, or reward walkers and other users of the public right-of-way. It also asks the question, “Do your efforts result in a safe walking environment?” Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes. Motorists who are educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk.

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

1 Safe Routes to School

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

<p>Walk to School Day/Week <i>Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Description: Annual walk to school day. Provide maps for suggested routes to school.</p>	
<p>Walking Wednesdays or other walking events <i>Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>Description: Click here to enter text.</p>	
<p>Walkability audits or SRTS maps <i>Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Description:

<https://www.cityofportsmouth.com/planportsmouth/portsmouth-safe-routes-school-programs>
Maps to guide parents and students with preferred walking routes to schools.

Walking School Bus

Definition: From [National Center for Safe Routes to School](#): A group of children that walk or bicycle to school together accompanied by one or more adults.

 Yes No
Description:

[Click here to enter text.](#)

Student safety patrol

Definition: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

 Yes No
Description:

[Click here to enter text.](#)

Tracking system to count the number of children walking to school
 Yes No
Description:

Periodic classroom surveys.

Other (please describe)
 Yes No
Description:

Walk/Bike Safety Education Workshops in coordination with Portsmouth Police Department.

Please estimate the number of schools in your communities that participate in the following:

Ongoing SRTS program:	4
Special walk to school events only:	4
No walk to school or SRTS activities:	1
Total number of elementary and middle schools in your community:	3 Elementary, 1 Middle, 1 K-8 private school

Please provide the following information for the Safe Routes to School contact person in your community:

Contact Person and Title:	Jillian Harris, Planner I
Contact Person Department:	Planning Department
How many hours are spent per year in this capacity?	25

Please describe your most recent Safe Routes to School grant:

Walk Audit and base maps for all schools, Infrastructure Assessment for each school and SRTS Action Plan

2 Education and Training

Please describe any education and training programs directed at your staff that are related to pedestrian awareness, safety, or design in your municipality. Please include in this description

the nature, frequency, scope, number of attendees, source materials, and results of these programs.

Engineering: Click here to enter text.
Planning: Click here to enter text.
Law enforcement: Click here to enter text.
School staff: Click here to enter text.
Public officials: Click here to enter text.
Other (e.g. public health professionals): Click here to enter text.

3 Campaigns

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

Public service announcements to encourage safe walking and driving	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Link to relevant material: Click here to enter text.	
Description: Click here to enter text.	

Public health campaigns related to walking	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Link to relevant material: Click here to enter text.	
Description: Click here to enter text.	

Walk to work events	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Link to relevant material: http://commutesmartseacoast.org/tracker/join	
Description: In May, there is a commuter challenge between local businesses, organizations and government offices to bike, walk or carpool to work.	

Other (please describe):	<input type="checkbox"/> Yes <input type="checkbox"/> No
Link to relevant material: Click here to enter text.	

Description:

[Click here to enter text.](#)

4 Tours, Guides & Maps

Please check and briefly describe any walking tours, guides, or maps that are available (online or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

Walking maps (e.g., neighborhoods maps, school route maps, city-wide maps, trails and greenways, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Link to relevant material: <https://www.cityofportsmouth.com/city/maps-portsmouth>

Description:
Site has various maps of Portsmouth with sights and information

Wayfinding and route signs for pedestrians	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Link to relevant material: <https://www.cityofportsmouth.com/planportsmouth/wayfinding-plan>

Description:
Wayfinding Plan page with information on signs and locations. The program is an effort to create a standardized signage plan that identifies the appropriate wayfinding messages, types and locations using a uniform design.

5 Open Streets

Please briefly describe any ciclovia/Sunday Parkways/Open Streets or similar events in your community that are specifically intended to encourage walking. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available.

[Click here to enter text.](#)

6 Other Education or Encouragement Programs

Please briefly describe any other education or encouragement programs affecting walking in your community.

[Click here to enter text.](#)

ENGINEERING

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

1 Sidewalk Design

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

Sidewalks at least 5' wide in residential areas, 10'-30' in commercial zones	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Required buffer zone between sidewalk and street	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Level and continuous sidewalks at driveways so that driveways do not look like roadways	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Sidewalk design link: http://files.cityofportsmouth.com/files/dpw/PortsmouthCompleteStreetsGuideJuly2017.pdf	

2 Sidewalk mileage

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

	Arterial	Non-Arterial
Sidewalks on both sides	Unable to distinguish	24
Sidewalks on one side	Unable to distinguish	35.8
Paved shoulders \geq 4'	Unknown	unknown

Please enter the following information about your road network:

What is the mileage of your total road network?	105 miles
How many miles of sidewalks are in your pedestrian master plan?	77
How many miles of new sidewalk did you construct last year?	0.25
How many miles of sidewalk did you construct in the last three years?	0.7
How many miles of sidewalk do you plan to construct in the next three years?	2

3 Sidewalk and curb ramp inventory

Describe the following inventories and update processes for your community:

Sidewalk inventory: Complete inventory of municipal assets. Updated annually as projects are completed. Includes conditional assessment.
Curb ramp inventory: Complete location inventory of municipal assets. Basic attributes.
Street lighting:

Complete city wide inventory of municipal assets.

Please describe your community's sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed.

<http://files.cityofportsmouth.com/publicworks/SidewalkReport.pdf>

What is the annual line item for sidewalk maintenance in your community's budget?

25,000

Estimate the percent of intersections that have ADA accessible ramps on all four corners.	75%
Estimate the percent of sidewalks that need to be repaired or replaced.	55%
Does your community have a program to install curb ramps?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
How many ramps are installed per year?	Click here to enter text.
How many ramp installations are planned for next year?	Click here to enter text.
Does your community have a program to repair and replace broken sidewalks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
How many locations (or linear feet) were fixed last year?	8 locations
How many repairs are planned for next year?	8 locations
Is there a method for residents to report missing or broken sidewalks and curb ramps?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please explain the process (e.g. online complaint form):	
Online platform for reporting to public works department.	
https://www.cityofportsmouth.com/publicworks/portsmouth-click-n-fix	

4 Bridges

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

	Number
Bridges (excluding freeways)	12
Bridges with pedestrian provisions on at least one side	11
Pedestrian overpasses (or bridges)	3
Pedestrian underpasses	Click here to enter text.

Identify the last three bridges built (or major reconstruction) in your community. Do the bridges provide pedestrian provisions on at least one side?

Bridge #1	Stark Street - yes
Bridge #2	Maplewood Avenue - yes
Bridge #3	Sagamore Avenue - yes

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side? Yes – Woodbury Ave bridge.

[Click here to enter text.](#)

5 Pedestrian Signaling

Does your community maintain a pedestrian signaling system?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available. Install crosswalks, pedestrian signals, and curb extensions.</p> <p>https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program</p>	
Link: Click here to enter text.	
<p>Description: The City has upgraded the pedestrian signals at most locations to provide WALK time countdown heads. We have also added APS buttons at several locations.</p>	
Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>If yes, when and where? Click here to enter text.</p>	
<p>Please describe any passive pedestrian detection (e.g. video, microwave) in your community. Click here to enter text.</p>	
Approximately what percentage of intersections have accessible pedestrian signals with audible walk indications?	35
Approximately what percentage of intersections have pushbutton-integrated accessible pedestrian signals with audible and vibrotactile indications?	35
What is the average walk speed used to determine signal timing?	3.5
Do you use right-turn-on-red restrictions?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>If yes, when and where? On Maplewood Ave and Middle Street downtown, when pedestrian button is pushed.</p>	
Do you use Leading Pedestrian Intervals?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>If yes, when and where? Downtown</p>	
What is your maximum cycle length in your downtown?	120
What is your maximum cycle length in your community?	120
What speed is traffic progress for in downtown?	25
What is the longest pedestrian crossing that you have?	100
<p>What is the policy on displaying Walk signals (e.g. >12 seconds or 25% of cycle length)? At least 7 seconds</p>	
What percentage of intersections have countdown signals?	65

6 Crosswalks

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available. Add curb extensions, crosswalks and pedestrian signalized lighting to make cars aware of pedestrians crossing the street.

Link to policy or ordinance:

<https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program>

Description:

Click here to enter text.

How are marked crosswalk locations selected?

Based on number of pedestrians crossing and requests from residents.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

High Visibility

Please describe your crosswalk inventory and update process:

Click here to enter text.

Are crosswalk markings regularly maintained?

Yes No

Describe:

DPW repaints most crosswalks annually.

Are [in-road stop/yield signs](#)³ used?

Yes No

If yes, how are these locations selected?

Requests from residents or business, review by Traffic Engineer

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

Yes No

Describe:

Click here to enter text.

Are there other pedestrian safety practices being used at crosswalks?

Bump outs, warning signs

Are pedestrian hybrid beacons and rectangular rapid flash beacons used? Please describe when are where (e.g. in close proximity to schools, bus stops, trail crossings, etc.):

Yes, at some school crossings

7 Roadway Design

Does your community design and build its own roadways?

Yes No

³ http://mutcd.fhwa.dot.gov/htm/2009/part2/fig2b_02_longdesc.htm

What geometric features are being used to ensure or improve pedestrian access, safety and convenience? In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

<p>Are median crossing/refuge islands used? Is there a standard or typical roadway that these are used on? How many have been installed in the last three years (on new roadways or retrofits)? Are any more planned?</p>
<p>Link to island policy: https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program</p>
<p>Description: Yes, on major arterials. One was installed in 2018 and two are planned to be installed in 2019.</p>
<p>Do you routinely install curb extensions? How many have been installed in the last three years? Are any more planned? 2 within the last 3 year. More are planned as outlined in Bike/Ped Plan.</p>
<p>Link to curb extension policy: https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program</p>
<p>Description: Click here to enter text.</p>
<p>What is the standard curb radius (10', 15', 20', 25' 30', 35') for local, collector, and arterial streets?</p>
<p>Link to curb radius policy: https://www.cityofportsmouth.com/publicworks/transportation/complete-streets-program</p>
<p>Description: Only when streets are reconstructed. None have been installed in the past three years but two are planned for 2019.</p>
<p>What other geometric design features are implemented for pedestrian safety?</p>
<p>Link to other design features:Click here to enter text.</p>
<p>Description: High Visibility Crosswalks, Pedestrian activated signals.</p>
<p>Has your community taken initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections? No</p>
<p>Link to bus stop policy:Click here to enter text.</p>
<p>Description: Click here to enter text.</p>
<p>Please describe your community's use of multi-modal level of service in the 2010 Highway Capacity Manual.⁴ Please include information on standards, goals, and the hierarchy of pedestrian/transit/bicycle/vehicular LOS used to evaluate and design streets and intersections in your community.</p> <p>Click here to enter text.</p>

8 Traffic Calming

⁴ <http://hcm.trb.org/>

Please briefly describe your community’s traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Link to calming practices document: http://files.cityofportsmouth.com/files/planning/NTCP_Outline.pdf
Description of practices: Physical practices include the following measures: Gateway Treatments, Median island, Curb extension, Chicane, Choker, Traffic circle, Speed hump, Speed cushion, Raised crosswalk, Raised intersection, Parking Management.
Please describe any recent road diets: Market Street Gateway, Middle Street and Sagamore Avenue
Please describe your traffic calming methods including typical treatments and site selection and prioritization: Speed feedback signs, bike lanes, sidewalk widening
What is the maximum speed limit at traffic signals in your community? 35
Do you have school zones and reduced speed limits? Please describe: yes
What is the posted speed of the majority of the arterial roads in your community? 20
What is the posted speed of the main roads in your downtown? 20

9 Other Engineering Projects or Policies

Please briefly describe any other engineering projects or policies affecting walking in your community. Click here to enter text.

ENFORCEMENT

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

1 Traffic Safety Officer

Does your community have a traffic safety officer within the Police Department?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does your community have a traffic safety division/unit within the Police Department?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does your community have police patrols on foot or bike?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If so, please describe (include the number of officers that are bike patrol certified). 7 officers certified to patrol on a mountain bikes.	
Please estimate the number of patrol officers and amount of time that is devoted to responsibilities concerning pedestrian laws and safety. By way of traffic grants, we dedicate at least one officer a month for about 8 months in a 4 to 6 hour block of time enforcing pedestrian laws and safety.	

2 Targeted Enforcement

Does your community use the following targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways? Indicate which of these elements, if any, are part of the enforcement program.

Targeted pedestrian crossing operations (e.g., use of plain-clothed “decoy pedestrian” officers to enforce motorist yielding laws) <i>Definition: From www.pedbikeinfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe the extent and frequency of the operation (include how sites are selected): Click here to enter text.	
Media campaigns regarding enforcement	<input type="checkbox"/> Yes <input type="checkbox"/> No
Please describe media activities and frequency: We use Facebook, Instagram and Twitter to push our safety messages out. These platforms are used weekly.	
Speed feedback signs	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe the frequency of use (include how sites are selected): Speed sign usage occurs frequently more so on roadways where the PD receives complaints about vehicle volume and vehicle speed.	
DUI checkpoint operations	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe the extent and frequency of operations (include how sites are selected): Click here to enter text.	
Targeted speed enforcement	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe the extent and frequency of the operations (include how sites are selected): Speeding is the #1 quality of life complaint in our city. Targeted speed enforcement occurs throughout the city.	
Progressive ticketing	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

<i>Definition: From www.pedbikeinfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.</i>	
Please describe when and why progressive ticketing processes are deployed. Click here to enter text.	
Emergency call boxes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe the extent of sites and how they are selected: Emergency call boxes at this time are only located in the newly opened Foundry Place Parking Garage. These have been newly installed and a plan is in place to put them online shortly.	
Other	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe: Click here to enter text.	

3 Citation

Please list the number of citations given in the past year for the following infractions:	
a. Failure to yield to pedestrians:	4
b. Parking on sidewalks or too close to intersections or crosswalk:	0
Does your community use photo enforcement technology that targets speeding and/or red light running?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If so, please describe the extent of the program and how long it has been in place. Click here to enter text.	

4 Crossing Guards

<p>Please briefly describe your community’s policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.</p> <p>In general, crossing guards are assigned to areas where conditions exist that could impact the safety of students. Some of the factors considered are: frequency and speed of traffic, places where large numbers of students cross regularly to get to school, reduced driver visibility (due to hills or curves) related to places where students cross, traffic volumes at school pickup and drop off areas, etc. In addition to crossing guards, the city has also installed either blinking, button-operated crossing signs or flexible pedestrian paddles at selected high-traffic crosswalks to increase visibility and safety.</p> <p>While most crossing guards only get involved in stopping traffic when they are crossing students, several of our guards also have to get involved in traffic control. Locations where there is a need for this include the Summit Ave. exit at Portsmouth High School and the Richards/Parrott intersection near the Portsmouth Library. In these two locations if crossing guards were not allowed to control traffic, backups during school start and stop times would clog city streets for extended periods. At the Summit Ave. entrance to the high school, even with traffic direction, vehicles have been backed up on South St. as far back as Richards and Elwynn St. to the east.</p> <p>Crossing guards are equipped with the necessary “to-code” red stop signs and hi-vis rain and cold-weather gear including reflective gloves. During the winter when days are short and light levels are low they have the option of using supplied LED lighted wands.</p>
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They receive on-site crossing guard annual refresher training from the city's primary loss insurer NH Primex. New hires receive a two-week on the job training with myself or one of our veteran crossing guards at the stop where they will be assigned and they have access to an online recording of an annual training session on YouTube.

We currently have 11 crossing guards some of whom have multiple stops during the day. The recent change in school times has presented some challenges in regard to crossing guard scheduling particularly in the morning when all the schools start at relatively the same time. If there is a callout of a guard in the morning, I generally have to fill in as there are no spares to use as substitutes.

At this point in time there are no law enforcement strategies other than reporting vehicles that disregard crossing guard instructions, but only when it is safe to write down a plate number.

From time to time, police details observe traffic at the various crossing guard locations.

Provide a link or attachment of any relevant policies, if available: [The online training session may be found at the following link: https://youtu.be/6sedejCCI3E](https://youtu.be/6sedejCCI3E)

5 Department Cooperation

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe: The city has a 9 member Parking, Traffic & Safety Committee that meets twice a month, once for site reviews and once for the actual public meeting	
Does your community use crash and/or fatality data to identify problem areas and potential solutions?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe: Yes, we use crash data to determine problem areas as they relate to possible traffic issues	
Does your community use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) to understand the overlap between high-crime areas and traffic safety concerns?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If so, describe any DDACTS training you have undertaken and/or the process you use to prioritize traffic safety in relation to other police interests: Click here to enter text.	

6 Other Enforcement

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

[Click here to enter text.](#)

EVALUATION

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem

identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

1 Pedestrian Counts/Surveys

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe (including when the program began, frequency of counts, number of sites, counter/surveyor training or recruitment, etc.): Conducted annually through recruitment of volunteers.	

2 Evaluation of Pedestrian Areas

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe when and where used: For New Franklin School walkability audit.	
Pedestrian Intersection Safety Index	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe when and where used: Click here to enter text.	
Pedestrian Level of Service (LOS) tools	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please describe when and where used: Maplewood Ave Complete Street Design.	
Pedestrian Road Safety Audit Guidelines and Prompt Lists or other audit instruments	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe when and where used: Click here to enter text.	
Health Impact Assessments	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe when and where used: Click here to enter text.	
Smart Growth Scorecards	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe when and where used: Click here to enter text.	
Web-based or smartphone applications for resident feedback and input	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe applications: Click here to enter text.	
Other Evaluation Tools	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please describe: Click here to enter text.	

3 Pre-Post Evaluations

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please explain when this is typically done and provide a recent example: Most recently used on Middle Street bike lanes project. To evaluate the effectiveness of traffic calming measures.	

4 Walk Score

Using [Walk Score](#),⁵ please provide the following information:

	Walk Score
City Hall Walk Score (type the address into the search bar)	72
City Hall Transit Score (scroll down on the results page to see the Transit Score)	NA
Top 10% Walk Score for your community (located at the bottom of the web page)	72
Average Walk Score for your community (type the community name into the search bar)	47

Please provide the Overall Sprawl Score for your community's metropolitan region:	NA
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5 Other Evaluation

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety. Click here to enter text.
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⁵ <http://www.walkscore.com/>

ADDITIONAL QUESTIONS

1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

1. Several existing plans and policies that encourage and promote pedestrian activity and facilities (Bike/Ped Plan, Complete Streets policy, Walk Friendly Policy).
2. The size of the Portsmouth downtown area and surrounding neighborhoods allows one to walk most places easily.
3. The past two Master Plans have included recommendations to support ongoing walkability. This has resulted in zoning measures and other land use regulations that have increased walkability in Portsmouth.

2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

1. Connectivity between the areas outside of the downtown area and surrounding neighborhoods. These areas are in need of trails, sidewalks and other pedestrian facilities to allow people to walk or bike to nearby businesses and connect to the downtown.
2. City Wide ADA Transition Plan.
3. Upgrading of historic brick sidewalks to improve safety in the downtown area.

3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

A Walk Friendly designation will aide in seeking funding through grants or other applications to continue to improve pedestrian facilities in Portsmouth. It will allow for opportunities to provide additional outreach and marketing to residents and tourists that Portsmouth is a city that strongly encourages walking. It will create awareness and help identify areas that need additional safety measures that will enhance or allow pedestrians to walk. The designation will help reinforce not only the existing zoning and land use regulations, but will allow for future regulations and requirements to be adopted that will ensure Portsmouth continues to make walkability a priority.

Notes from PS21 and PTS Committee Walking Tour with Chuck Marohn

Met in Market Square in front of the Portsmouth Athenaeum at 9 am, Thursday, April 4, 2019

Market Square:

- CM noted that speed of vehicles in Market Square seemed ok and did not see a reason to convert to 2-way traffic (unlike State St, which he thought was too fast and could benefit from 2-way traffic).
- CM cautioned against a large scale pedestrian only area. Limited areas for specific periods of time (i.e. side streets along congress Friday-Sunday in the summer) and observe what happens.
- CM felt Market Square would benefit from a Shared Space approach (he referenced 'Poyton Regenerated' <https://www.youtube.com/watch?v=-vzDDMzq7d0>) where all traffic would be given the same level of priority (including walkers and bikers) and regulated hierarchy (e.g. stop signs, crosswalks) would be removed. Likened the movement to walking on the sidewalk with people coming in and out of shops. Naturally slows vehicular traffic moving through. Driving area could be narrowed and more space can be designated for social use, seating, walking etc.
- CM recommended doing a trial in Market Square using lots of plastic chairs that people can move around and observing where they sit. Use these patterns to determine future seating areas.
- CM also recommended finding ways to draw some of density of activity from Market Square and into the neighboring blocks.

'Fat Belly' Square

- CM noted that the intersection itself couldn't really be narrowed, but some type of deflection (rough surface that would deter most vehicles but large trucks and emergency vehicles could drive over, cobblestone was suggested as an example) could be added to slow and direct vehicular traffic. Remove designated pedestrian crossing and allow pedestrians to cross naturally.
- CM also noted that Hanover and Bow Streets could be narrowed before they enter the intersection, which would help reduce vehicle speed through edge friction and create more substantial sidewalk and shorten the length of pedestrian crossings.
- CM felt that 'Fat Belly' Square could be just as strong of a public gathering space as Market Square with some adjustments. He emphasized that good public space does not need to be green space per se.

Questions:

- CM was asked about the best way to get public input. He responded that the best feedback will be from trying something out and seeing how people respond (not just holding public meetings), then adapt and change, build and measure.
- CM was asked about creating seating and gathering space by introducing a parlet. CM felt you would be better served to partner with a restaurant or aligned local business to create sidewalk seating. He felt that it was important that it not come off as a gimmick, but allowing people to see it a true improvement of the urban space -- needs to have a usefulness.
- CM was asked about how to better connect the new parking garage. He suggested taking a group of people and walking the route from the parking garage to downtown and see what people feel is missing (in particular with regards to Jeff Speck's walkability criteria ie. people need: a reason to walk, a safe walk, a comfortable walk, an interesting walk).
- CM was asked about how to deal with the divisiveness that often comes up in the planning process. He recommended 'The Righteous Mind' (and 'The Happiness Hypothesis) by Jonathan Haidt.

PTS OPEN ACTION ITEMS

PTS Meeting Date	Action Item	Vote	Next Step / Report Back Date
4/4/2019	Congress Street at Fleet Street lane use change.	VOTED to allow staff time to investigate the right turn only lane and making Pleasant Street one lane into Market Square.	June 6, 2019
2/7/2019	Middle School traffic pattern and potential one-way flow on Parrott Avenue.	3/7/19 - VOTED to have staff continue monitoring traffic operations and report back. VOTED to refer to staff for report back.	Future Meeting
12/6/2018	Request for parking space in bike lane buffer at 60 Lafayette Road.	2/7/19 - VOTED to table request.	Future Meeting
11/1/2018	Request to remove 10 metered parking spaces on Deer Street between Bridge Street and Maplewood Avenue, to accommodate anticipated traffic from new Foundry Place parking garage.	VOTED to table request to allow time for staff to observe traffic operations along Deer Street after the opening of the garage.	Tabled until new parking garage is generating more traffic
9/6/2018	Request to install curbing and trees along Madison Street near the intersection with Austin Street.	VOTED to have staff collect data, evaluate and report back on parking and traffic on Madison Street.	Future Meeting
5/3/2018	Request for a loading zone between the hours of 9 am and 5 pm, 7 days a week, on Vaughan Street at 3S Artspace.	6/7/18 - VOTED to make no change at this time and revisit after hotel construction is complete. 5/3/18 - VOTED to refer to staff for report back at the next meeting, if possible.	Revisit after hotel construction is completed
2/1/2018	Request to eliminate 2-hour time limit on Islington Street between Cornwall Street and Rockingham Street.	VOTED to table the action item until the new parking garage is operational.	Tabled until new parking garage is operational
12/17/2017	Request for 15-minute space at 33 Deer Street (associated with this action item)	VOTED to review 15-minute spaces to determine the appropriate length of time for short-term spaces.	Will be using traffic cameras to monitor parking when weather permits
11/2/2017	Concerns regarding traffic not yielding to pedestrians in crosswalk on Middle Road at Essex Avenue.	12/7/17 VOTED to increase the visibility of the crosswalk by repainting and lengthening the existing 6 ft. stripes to 8 ft. to make it appear larger to approaching motorists. 11/2/17 VOTED to have staff collect data, evaluate & report back at the next meeting.	When weather permits (2019 project)
10/5/2017	Request to eliminate access to Echo Avenue from Spaulding Turnpike Frank Jones Neighborhood Turnpike connections (Echo Ave & Farm Lane)	2/7/19 VOTED to extend the trial closure of Turnpike exit ramp onto Echo Avenue until the completion of the Woodbury Avenue Bridge.	Review after the Woodbury Avenue Bridge construction is completed
9/7/2017	Request for crosswalk on Grafton Drive at Sherburne Road	10/5/17 - VOTED to have City staff work with PDA to implement pedestrian crossing at intersection of Grafton Drive and Sherburne Road. 9/7/17 VOTED to have staff collect data, evaluate, and report back with a recommendation at next month's meeting. (October Meeting)	Pending PDA funding for project
4/6/2017	Request for Valet Service license on Pleasant Street near Court Street	VOTED to direct staff to report back at a future meeting.	On hold pending site development