

Appendix 4.

Detailed Recommendation Tables

NON-INFRASTRUCTURE PRIORITIZATION CRITERIA	High	Med	Low
	3	2	1
<p>Safety Scores in this criteria rate each recommendation's impact on safety of walking and biking conditions. Programs such as safety education or speed enforcement received a high rating. Maintaining signage and infrastructure to current standards received medium ratings. Recommendations with no direct relationship to safety received a low score.</p>	Direct impact on safety	Indirect impact on safety	Little impact on safety
<p>Equity Scores for equity reflect each recommendation's impact on vulnerable or choice-limited users. Vulnerable users include children, seniors, or people with disabilities who may be slower, have mobility, or sensory limitations. Choice-limited users include people who have limited transportation options due to financial, geographic, or physical constraints. Recommendations such as Safe Routes to School or snow clearance received high scores; recommendations that indirectly address equity such as increasing transportation choices received medium scores; recommendations with little direct impact on equity received a low score.</p>	Primary focus is vulnerable or choice-limited users	Indirect impact for vulnerable or choice-limited users	Little impact for vulnerable or choice-limited users
<p>Feasibility Feasibility scores reflect organizational or technical barriers to implementation. A high scoring recommendation can be completed with the lead department's existing technical capacity, such as updating street signage. A medium score requires outside technical assistance or organizational coordination between jurisdictions or public-private collaborations. A low score requires both technical assistance and coordination between multiple parties.</p>	No known organizational or technical barriers	Either an organizational or technical barrier (but not both)	Both organizational and technical barriers
<p>Opportunity Opportunity scores reflect the recommendation's alignment with existing programs or projects. A high score indicates that the recommendation already exists and should be promoted or continued, such as special biking events (Portsmouth Criterium). A medium score indicates a planned recommendation, such as walk audits, or previously implemented program, such as public forums on Complete Streets. A low score indicates a recommendation for a new, unplanned program or policy.</p>	Existing program or policy	Planned or previously implemented program or policy	No known existing or planned program or policy
<p>Lifecycle Cost Lifecycle costs reflect the recommendation's implementation and maintenance costs. A high score requires mainly labor to implement and maintain, such as conducting bike counts. A medium score requires mainly capital to implement and maintain, such as "Watch for Bikes" taxi decals. A low score requires both labor and capital expenditures to implement and maintain, such as adding countdown pedestrian signals at all signalized intersections.</p>	Requires mainly labor to implement and maintain	Requires mainly capital expenditures to implement and maintain	Requires both labor and capital expenditures to implement and maintain

Priority	Recommendation	Average Score	Weighted Safety/Equity	Safety	Equity	Feasibility	Opportunity	Cost	5 Es	Lead Jurisdiction	Associated City Department/Office	Frequency
Education												
High	Provide bicycle safety classes for children. Schools should offer bicycle safety courses as part of the Safe Routes to School program or through other programming. Courses should instruct children how to ride a bicycle, complete a bicycle safety check, safe riding skills, and the rules of the road.	2.4	3.6	3	3	2	1	3	Education	City	School Dept	Ongoing
High	Provide bicycle safety classes for adults. Classes should include education on safe riding skills, bicycle safety checks, rules of the road for bicyclists, and bicycle facilities and infrastructure.	2.4	3.4	3	2	3	1	3	Education	Community	Planning Dept	Ongoing
Med	Provide education and training to staff on bicycle and pedestrian planning and engineering. These may include online or in person training from Association of Pedestrian and Bicycle Professionals, Pedestrian and Bicycle Information Center, American Planning Association, Institute of Transportation Engineers, or other organizations.	2.4	3.2	2	2	3	2	3	Education	City	Planning Dept	Ongoing
Med	Provide education and ongoing training to law enforcement personnel on bicycle and pedestrian rights and responsibilities. These may include online or in person training from Association of Pedestrian and Bicycle Professionals, Pedestrian and Bicycle Information Center, American Planning Association, Institute of Transportation Engineers, or other organizations.	2.0	2.8	2	2	2	1	3	Education	City	Police Dept	Ongoing
Med	Provide bike maintenance classes for kids and adults. Bicycle maintenance classes provide basic skills to casual riders to maintain bicycles for transportation and recreation, making bicycling accessible to more people.	2.2	2.8	2	1	3	2	3	Education	City	Planning Dept	Ongoing
Med	Develop informational brochure on bicycling rules and responsibilities. These brochures can be distributed to realtors/ businesses/ schools/ City departments to provide information and education about bicycle facilities, laws, and safe riding.	2.0	2.8	2	2	3	1	2	Education	City	Planning Dept	Once
Encouragement												
High	Promote Safe Routes to School program. Safe Routes to School participation can take the form of organizing annual walk events (such as International Walk to School Day), data collection, walking school buses, bike trains, walking and biking curricula, and monthly walk to school events.	2.6	3.8	3	3	2	2	3	Encouragement	City	School Dept	Ongoing
Med	Apply for Walk- and Bike- Friendly Community designations. Walk- and Bike-Friendly Community designations can be earned from the League of American Bicyclists and the Pedestrian and Bicyclist Information Center.	2.4	3.2	2	2	3	2	3	Encouragement	City	Planning Dept	Ongoing
Med	Promote/ Expand Commuter Choice Program. Businesses should be asked through development agreements or voluntary programs to promote commuting options for employees. Programs may include incentives for walking and biking, a guaranteed ride home program, flexible hours, or other programs to encourage employees to include walking or biking in their commutes. Businesses can join the new Smart Commute Seacoast TMA to take advantage of their emergency ride home program and other tools and resources.	2.2	3.0	2	2	1	3	3	Encouragement	Community		Ongoing
Med	Review City ordinances related to bicycle registration and parking. Ordinances should encourage bicycling and protect bicycles and bicyclists rather than discourage use.	2.0	2.8	1	3	2	1	3	Encouragement	City	City Council	Once
Med	Organize regular walking groups. The Senior Services Center holds regular walking groups for seniors. The City and other organizations should expand walking groups around other demographics, geographic location, or interests (e.g. mom & baby, Pease lunchtime walks, Strawberry Banke weekly walks, seniors walk with kids to school).	2.2	2.8	1	2	2	3	3	Encouragement	Community	Planning Dept	Ongoing
Low	Consider accommodations for other non-motorized modes on downtown streets and sidewalks. City ordinances may be modified to permit skateboards, scooters, and other nonmotorized vehicles on sidewalks in downtown Portsmouth, as appropriate for non-motorized mode speeds	1.8	2.4	1	2	2	1	3	Encouragement	City	Planning Dept	Once
Low	Organize special biking events. These may include the popular Portsmouth Criterium, a cyclovia event (where streets are closed to vehicular traffic), midnight bicycle rides, Bike to Work day, or other events that celebrate biking encourage participation, and enhance the visibility of bicycling	1.8	2.4	1	2	2	3	1	Encouragement	Community	Planning Dept	Seasonal
Low	Organize regular biking groups. Two bike shops host regular recreational biking groups. These should be publicized and expanded as a way to introduce new people to bicycling and increase the visibility of bicycling in Portsmouth.	2.0	2.4	1	1	2	3	3	Encouragement	Community	Planning Dept	Ongoing
Low	Include walking, biking, and transit directions on business websites and brochures. These directions will help people, especially those not familiar with Portsmouth, know their transportation options and will increase the visibility of walking and biking in Portsmouth.	1.8	2.4	1	2	2	1	3	Encouragement	Community		Ongoing
Low	Install bike racks on all Coast buses. Continue program of rack installation and maintenance. Bring racks to community events for people to try out and learn how to use.	1.8	2.4	1	2	2	2	2	Encouragement	COAST	Planning Dept	Ongoing
Low	Create bench, planter, and other amenity program for retail districts in Portsmouth. Benches, drinking fountains, planters, etc. make walking more comfortable and appealing. These can be provided by businesses individually or coordinated as a street furniture program.	1.6	2.4	1	3	2	1	1	Encouragement	City		Ongoing

Priority	Recommendation	Average Score	Weighted Safety/Equity	Safety	Equity	Feasibility	Opportunity	Cost	5 Es	Lead Jurisdiction	Associated City Department/Office	Frequency
Low	Develop biking and walking map. This can be an online map or printed map showing bike routes, distance between major destinations, sites of interest, transit stops, and other amenities such as public restrooms and water fountains.	1.6	2.2	2	1	3	1	1	Encouragement	City	Planning Dept	Ongoing
Low	Provide bike valet service at events. Volunteers can valet bicycles to temporary parking for events, helping reduce overflow of bicycle parking and illegal bicycle parking, and helping to increase the visibility of bicycling.	1.8	2.2	1	1	3	1	3	Encouragement	Community	Planning Dept	Ongoing
Low	Expand bus routes and frequency. Increasing transit service enables more walking and biking trips by expanding destinations accessible by foot and bike and by providing an alternate means for a return trip if necessary.	1.4	2.2	1	3	1	1	1	Encouragement	COAST	Planning Dept	Ongoing
Low	Develop bike friendly business program. Commute Smart TMA or Seacoast should organize its own program or encourage businesses to apply for an existing bike friendly recognition program (such as the League of American Bicyclists Bike Friendly Business program). These programs recognize businesses that offer programs and amenities to employees to encourage bicycling or walking to work, such as financial incentives, bicycle parking, and office shower facilities.	1.8	2.2	1	1	3	1	3	Encouragement	Community		Ongoing
Low	Organize special walking events. Special walking events may include holiday or seasonal themed walks with businesses, walking challenges (distance over time), Walk to Work Days, International Walk to School Day, or other events that encourage people of all ages and abilities to walk.	1.6	2.0	1	1	2	3	1	Encouragement	Community	Planning Dept	Seasonal
Med	Create bike parking ordinance for new developments. New developments should be encouraged or required to provide bicycle parking onsite. Refer to the APBP guide to bike parking.	2.0	2.6	1	2	2	2	3	Encouragement	City	Planning Dept	Once
Low	Develop bike benefit program for shoppers. This program would provide stickers for bike helmets that entitle bicycle riders to discounts from local retailers. Bike benefit programs may also include special hours on bike event days or special events promoting biking to retail.	1.6	2.0	1	1	2	1	3	Encouragement	Community		Ongoing
Low	Organize Open Street events. Streets are closed to traffic and open to the community for exercise, recreation, shopping, and general enjoyment during open street events. These events are an opportunity to include walking and biking education and build visibility for walking and biking programs. Events may be organized by community members and work with the Planning Department to server as a liaison to other city departments.	1.4	1.8	1	1	2	2	1	Encouragement	City		Annual
Enforcement												
Med	Revise crash reporting procedures. Crash reports should be modified to include more accurate information about pedestrian, bicyclist, and motor vehicle precrash maneuvers and crash conditions. This data can help the City to identify the countermeasures for specific types of crashes or locations.	2.2	3.2	3	2	2	1	3	Enforcement	City	Police Dept	Once
Med	Install speed feedback signs. Speed feedback signs can be temporary or permanent. They should be placed near school zones or locations that have high incidence of excessive speeds based on a police records or a speed study.	2.2	3.2	3	2	2	2	2	Enforcement	City	Police Dept	Ongoing
Med	Adopt a progressive ticketing program aimed at drivers and bicyclists. Progressive ticketing programs employ warnings and education before ticketing as a means to educate road users about traffic laws, new facilities, and safe habits.	2.0	2.8	3	1	2	1	3	Enforcement	City	Police Dept	Ongoing
Low	Use the Bicycle and Pedestrian Master plan for project and development review. Compare all proposed capital projects and development reviews to the infrastructure recommendations in the Bicycle and Pedestrian Master Plan for opportunities to implement recommendations.	1.8	2.4	2	1	2	1	3	Enforcement	City	Planning Dept	Ongoing
Engineering												
High	Require traffic management plans during construction to provide for pedestrian and bicycle travel. The City should review traffic management plans for signs and detours that maintain pedestrian and bicyclist access around construction zones.	2.6	3.8	3	3	2	2	3	Engineering	City/StateDOT	Public Works Dept	Once
High	Organize volunteer snow clearance program. A volunteer snow clearance program recruits community groups, schools groups, sports teams, or community service minded individuals to assist with snow clearance activities. These groups can supplement the City's snow clearance program, focus on routes to transit, or on off-street paths.	2.4	3.6	3	3	2	1	3	Engineering	Community	Planning Dept	Seasonal
High	Update pedestrian and bicycle design standards for signalized crossings. Consider countdown signals for crossings, which increase pedestrian safety by informing pedestrians of remaining crossing time and reducing the number of pedestrians still in the crosswalk when opposing traffic receives a green light.	2.4	3.6	3	3	3	2	1	Engineering	City	Public Works Dept	Ongoing
High	Complete transit access study focused on the siting and conditions of transit stops. Transit stops should be accessible to disabled persons and connect to sidewalks. Stop locations should be audited for crosswalks and warning signage to improve the visibility and safety of pedestrians using the transit stop.	2.2	3.4	3	3	1	1	3	Engineering	COAST	Planning Dept	Ongoing
High	Inspect condition of sidewalks, side paths, and pedestrian ramps as part of Pavement Condition review. Incorporate pedestrian and bicycle infrastructure data points into regular maintenance assessments. Data collected in GIS compatible formats can be cross-checked with the Bicycle and Pedestrian Master Plan.	2.4	3.4	2	3	3	1	3	Engineering	City	Public Works Dept	Ongoing

Priority	Recommendation	Average Score	Weighted Safety/Equity	Safety	Equity	Feasibility	Opportunity	Cost	5 Es	Lead Jurisdiction	Associated City Department/Office	Frequency
High	Improve snow clearance procedures. Snow clearance activities should be modified to improve access to pedestrian ramps and crosswalks at intersections and to improve access to pedestrian activation buttons. Snow clearance activities should remove all snow and ice from the sidewalk / crosswalk surfaces as ice and even thin layers of snow cause hazards, especially for people with limited mobility.	2.4	3.6	3	3	3	2	1	Engineering	City	Public Works Dept	Seasonal
Med	Inspect and restripe bicycle and pedestrian facilities annually. Pavement markings generally require restriping every 3-5 years to maintain visibility. Pedestrian and bicycle markings should be incorporated into existing inspection programs.	2.2	3.2	3	2	3	2	1	Engineering	City	Public Works Dept	Annual
Med	Extend Complete Streets, Walk-friendly, and Bike-Friendly ordinances to a minimum of five years. The current policies require re-adoption annually which threatens continuity.	2.2	3.0	2	2	2	2	3	Engineering	City	Planning Dept	Once
Med	Provide portable ramps to accommodate wheelchairs over raised/inaccessible doorways. Macro Polo, a specialty grocery store in Portsmouth, uses a portable ramp to provide access for people in wheelchairs over the raised threshold in its doorway. Portable ramps are a low-cost way to provide wheelchair access.	2.2	3.0	1	3	2	3	2	Engineering	Community		Ongoing
Med	Organize volunteer path maintenance events. The City or other organization should organize volunteers to conduct seasonal maintenance on off-road paths. Maintenance may include trash pickup, sweeping, cleaning of vandalism, and reporting areas in need of more serious maintenance.	2.2	3.0	3	1	3	1	3	Engineering	City/State		Seasonal
Med	Coordinate with COAST to conduct spot improvements at transit stops. Improvements may include upgrading signage, installing shelters or seating, lighting, route maps, and schedules.	2.0	3.0	2	3	2	2	1	Engineering	COAST	Planning Dept	Annual
Med	Require installation of wheel guards on heavy vehicles. Wheel guards prevent bicyclists from being pulled under the wheels of heavy vehicles in a crash. The City should retrofit vehicles operated by the City or under contract with the City, such as waste removal, construction or maintenance vehicles.	2.0	2.8	3	1	3	1	2	Engineering	City	Public Works Dept	Ongoing
Med	Require restoration of all pedestrian and bicycle pavement markings after street utility repairs. Include pavement markings as part of inspection list for utility repairs. Supply pavement marking plans with street opening permits.	2.2	2.8	2	1	3	2	3	Engineering	City	Public Works Dept	Ongoing
Med	Update pedestrian and bicycle signage and markings to current standards. The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on retroreflectivity, messaging, location, and color for pedestrian and bicycle signage and markings. Current edition is 2009.	2.0	2.8	2	2	3	2	1	Engineering	City	Planning Dept	Ongoing
Med	Include on- and off-road bicycle facilities in maintenance programs. Bike lanes and off road paths should be cleared of debris and snow, year-round. Bicycle facilities should be added to street sweeping and snow clearance programs.	1.8	2.6	3	1	2	2	1	Engineering	City	Planning Dept	Once
Low	Install public bike maintenance stations. Public maintenance stations allow bicyclists to fill tires with air and complete minor repairs. These stations offer convenience to bicyclists and increase the visibility of bicycling in the community.	1.8	2.4	2	1	3	1	2	Engineering	City	Public Works Dept	Ongoing
Low	Develop mobile or online application to report issues to the City. A mobile app allows citizens to report maintenance needs such as potholes, sidewalk cracks, missing curb ramps snow clearance, bike parking requests, or other infrastructure issues that impact walking and biking. An app can help the City track work orders and target maintenance to high-demand locations.	1.4	2.2	2	2	1	1	1	Engineering	City	Public Works Dept	Once
Low	Create shared parking ordinance. The City should implement shared parking allowances. This policy will optimize parking supply in existing surface lots and improve the pedestrian environment by fostering more pedestrian friendly land-use and scale.	1.8	2.2	1	1	2	2	3	Engineering	City	Planning Dept	Once
Low	Install bicycle and pedestrian wayfinding. Bicycle and pedestrian wayfinding should include navigation to popular destinations, time and/or distance to destination. This should be integrated with Citywide wayfinding plan for all transportation modes.	1.6	2.0	1	1	3	2	1	Engineering	City	Planning Dept	Ongoing
Low	Create a bicycle parking program. The City should create a bike parking request system and install new bike racks and bike parking corrals in areas of high demand.	1.4	1.8	1	1	2	2	1	Engineering	City	Public Works Dept	Annual
Evaluation										Evaluation		
High	Collect bicycle and pedestrian crash data annually. The City should collect data bicycle and pedestrian crashes. Crash reports should be modified to include information specific to pedestrian and bicycle crashes (see recommendation regarding crash reports.) Law enforcement may need training on new procedures.	2.6	3.6	3	2	3	2	3	Evaluation	City	Planning Dept	Annual
High	Establish a standing pedestrian and bicycle advisory committee. A bicycle and pedestrian advisory committee can assist the City in evaluating and sustaining walking and biking policies and programs.	2.6	3.6	2	3	3	2	3	Evaluation	City	Planning Dept	Ongoing

Priority	Recommendation	Average Score	Weighted Safety/Equity	Safety	Equity	Feasibility	Opportunity	Cost	5 Es	Lead Jurisdiction	Associated City Department/Office	Frequency
Med	Review and update the Bicycle and Pedestrian Master Plan every two years. The plan will require updates as conditions change over time.	2.4	3.2	2	2	3	2	3	Evaluation	City	Planning Dept	Every two years
Med	Collect and analyze bike counts. The City should complete annual counts of bicyclist volumes at key locations throughout the City to track bicycle use.	2.4	3.2	2	2	3	2	3	Evaluation	City	Planning Dept	Annual
Med	In accordance with the Complete Street policy, provide an annual report on the impact of same policy. Audit complete projects and note the frequency and type of exemptions.	2.4	3.2	2	2	3	2	3	Evaluation	City	Planning Dept	5 years
Med	Conduct walking audits annually. A walking audit is a method to determine if neighborhoods or specific routes meet walkability criteria, such as safety, connectivity, accessibility, comfort, cleanliness, and maintenance. Walk audits should be completed near schools or other high demand locations	2.4	3.2	1	3	3	2	3	Evaluation	City	Planning Dept	Annual
Med	Review recommended spot improvements and bike boulevards for potential near-term trial improvements. Some recommendations may be candidates for temporary or low-cost interim improvements. This will allow the City to try out recommendations before construction funding is available.	2.2	3.0	3	1	3	1	3	Evaluation	City	Planning Dept	Ongoing
Low	Establish a vehicle miles travelled (VMT) reduction target. The City should set a target VMT reduction percentage by a specific date. This will provide a benchmark for the Complete Streets policy. VMT may be measured by AADT	1.8	2.2	1	1	3	1	3	Evaluation	City	Planning Dept	5 years
Low	Establish bicycle/pedestrian mode share goals. The City should set target mode shares for walking and biking. Modeshare can be tracked through census data or local surveys.	1.8	2.2	1	1	3	1	3	Evaluation	City	Planning Dept	5 years
Low	Conduct a feasibility study for bike share. Bike share programs can increase bicycle mode share, provide an amenity to visitors, and complement existing transit.	1.4	2.0	1	2	1	1	2	Evaluation	City	Planning Dept	Once

INFRASTRUCTURE PRIORITIZATION CRITERIA	High	Med	Low
	3	2	1
<p>Safety Scores in this criteria rate each recommendation's impact on safety of walking and biking conditions. Separated bicycle facilities on high volume streets received a high rating. Adding signed routes for bicycling on appropriate streets received medium ratings. Recommendations with a minor impact on safety received a low score.</p>	Serious safety issue	Moderate safety issue	Minor safety issue or does not address safety
<p>Connectivity Scores in this criteria rate each recommendation's impact on completing gaps and improving the connectivity of the streets and paths throughout the city. High ranking scores address high demand connections or connections with few alternative routes. Medium-ranked recommendations improve minor connections within the bicycle or pedestrian network. Low scoring recommendations do not significantly improve the city's nonmotorized network.</p>	Critical connection in city or regional bicycle or pedestrian network	Minor connection in city or regional bicycle or pedestrian network	Not a significant component of the city or regional bicycle and pedestrian network
<p>Equity Scores for equity reflect each recommendation's impact on vulnerable or choice-limited users. Vulnerable users include children, seniors, or people with disabilities who may be slower or have mobility or sensory limitations. Choice-limited users include people who have limited transportation options due to financial, geographic, or physical constraints. Recommendations for facilities near schools or neighborhoods with high populations of low-income or elderly residents received high scores; recommendations that indirectly address equity such as improving visibility for pedestrians at crosswalks received medium scores; recommendations with little direct impact on equity received a low score.</p>	Primary focus is vulnerable or choice-limited users	Indirect impact for vulnerable or choice-limited users	Little impact for vulnerable or choice-limited users
<p>Feasibility Feasibility scores reflect organizational or technical barriers to implementation. A high scoring recommendation can be completed with the lead department's existing technical capacity, such as updating street signage. A medium score requires outside technical assistance or organizational coordination between jurisdictions or public-private collaborations. A low score requires both technical assistance and coordination between multiple parties.</p>	No known organizational or technical barriers	Either an organizational or technical barrier (but not both)	Both organizational and technical barriers
<p>Capital Improvement Plan Capital Improvement Plan scores reflect the projected timeframe of the recommendation. A high score indicates that the recommendation is in the City's Capital Improvement Plan or routine maintenance and scheduled to begin in the next three years. A medium score indicates the recommendation is in the City's Capital Improvement Plan, a planned standalone project, or routine maintenance and is scheduled to begin in over three years. A low score indicates a recommendation for a new, unplanned project.</p>	Aligns with existing program or project in next 3 years	Aligns with planned program or project in over 3 years	No related or planned initiative
<p>Lifecycle Cost Lifecycle costs reflect the recommendation's implementation and maintenance costs.</p>	Low cost to implement and maintain	Medium cost to implement and maintain	High cost to implement and maintain

Project ID	Sub-Project ID	Project Type	Area	Priority	Project Name	Project Description	Streets	Limit From	Limit To	Weighted Score	Safety	Connectivity	Equity	Feasibility	Capital Improvement Plan	Lifecycle Cost
1	4	Bike/Ped	Lafayette	High	Hampton Branch Trail, Phase 2	Major regional trail connection, existing CIP project, pending State acquisition of former rail ROW. Trail provides long distance route from Hampton to Portsmouth.	Hampton Branch Trail	Greenland Line	NH33	3.8	3	3	3	2	2	1
1	31	Spot	Greenland/Borthwick, Lafayette	High	Hampton Branch Trail, Phase 2	Trail access location	Hampton Branch Trail	Banfield Rd	NA	3.8	3	3	3	2	2	1
1	32	Spot	Greenland/Borthwick, Lafayette	High	Hampton Branch Trail, Phase 2	Trail access location	Hampton Branch Trail	Ocean Rd	NA	3.8	3	3	3	2	2	1
2	4	Bike/Ped	Lafayette	Low	Hampton Branch Trail connection at Ocean Rd	Widen sidewalk with reconstruction to create low-stress sidepath connection from Hampton Branch Trail to Lafayette Rd.	Ocean Rd	Lafayette Rd	Hampton Branch Trail	2.8	2	2	2	1	1	3
3	1	Bike	Lafayette	Low	On-road route to Rye	Shared-lane markings provide guidance for experienced cyclists on constrained roadway.	Lang Rd	Rye Line	Lafayette Rd	2.7	2	2	1	3	1	2
4	1	Bike	Lafayette	Low	Hampton Branch Trail connection at Heritage Ave	Bike lane retrofit on Heritage Ave. Long term, boardwalk/path connection from Heritage Ave at Banfield Rd directly to trail on undeveloped land.	Heritage Ave	Lafayette Rd	Banfield Rd	2.3	1	2	1	3	1	2
5	4	Bike/Ped	Lafayette	High	Hampton Branch Trail connection at Constitution Ave	Sidepath with reconstruction in existing ROW - mostly undeveloped land.	Constitution Ave	Hampton Branch Trail	Lafayette Rd	3.8	3	3	3	1	1	3
6	4	Bike/Ped	Lafayette	Med	Lafayette Rd alternative connection to Walmart	Bike lanes and sidewalks two sides on West Rd. Short sidepath connection to signed route on Water Country service road. New path connection punches through to Walmart parking lot from Constitution Rd.	Walmart Path, Water Country Rd, West Rd	Constitution Ave	Walmart Sidewalk	3.5	3	3	2	1	1	3
7	4	Bike/Ped	Lafayette	High	Lafayette Rd Complete Street reconstruction	Based on NHDOT existing Rte 1 corridor study, construct sidepaths on each side of road in available ROW. No alteration of existing traffic patterns necessary.	Lafayette Rd	Rye Line	Andrew Jarvis Dr	4.2	3	3	3	2	2	3
7	31	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and actuated signal to cross Lafayette Rd. Safe route to Portsmouth Early Education Program (PEEPS).	Lafayette Rd	Campus Dr	NA	4.2	3	3	3	2	2	3
7	32	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals to all legs of intersections with sidepath reconstruction.	Lafayette Rd	Elwyn Rd	NA	4.2	3	3	3	2	2	3
7	33	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Existing intersection improvement. Add ADA-compliant crosswalks and pedestrian signals with construction of sidepath.	Lafayette Rd	Heritage Ave	NA	4.2	3	3	3	2	2	3
7	34	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals with construction of sidepath and extension of Longmeadow Rd.	Lafayette Rd	Ocean Rd	NA	4.2	3	3	3	2	2	3
7	35	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals on traffic lights with sidepath construction. Remove slip lanes on White Cedar Blvd with reconstruction of Lafayette Rd.	Lafayette Rd	White Cedar Blvd	NA	4.2	3	3	3	2	2	3
7	36	Spot	Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals to all legs of intersections with sidepath reconstruction.	Lafayette Rd	Wilson Rd	NA	4.2	3	3	3	2	2	3
8	1	Bike	Lafayette	Med	Elwyn Park traffic calming	Bike boulevard with traffic calming at key intersections slows drivers and provides connection to Dondero School.	Harding, Rd., Hoover Dr, F.W. Hartford Dr, T.J. Gamester Dr.,McKinley Rd	Lafayette Rd	Elwyn Rd	3.5	2	2	3	2	2	3
8	2	Ped	Lafayette	Med	Elwyn Park traffic calming	Sidewalk with traffic calming at key intersections slows drivers and provide connection to Dondero School.	Harding Rd, Van Buren Rd, Filmore Rd, Adams Ave, Taft Rd, Wilson Rd	Adams Ave	Elwyn Rd	3.5	2	2	3	2	2	3
8	31	Spot	Lafayette	Med	Elwyn Park traffic calming	Add curb extensions for pedestrian visibility.	Filmore Rd	Van Buren Ave	NA	3.5	3	2	2	2	2	3
8	32	Spot	Lafayette	Med	Elwyn Park traffic calming	Add curb extensions for pedestrian visibility.	McKinley Rd	Van Buren Ave	NA	3.5	3	2	2	2	2	3
10	4	Bike/Ped	Greenland/Borthwick, Lafayette	High	Low-stress connection to YMCA and neighborhoods	Existing CIP project. Sidepath with acquired ROW to create critical north-south connection between Middle Rd and Lafayette Rd. Sidewalk on one side from Lafayette to Mirona Rd.	Peverly Hill Rd	Lafayette Rd	Middle Rd	4.2	3	3	3	1	3	3
11	3	Spot	Lafayette	High	Elwyn Rd Improvements	Add actuated signal, and ADA-compliant crosswalks with sidepath construction on Elwyn Rd.	Elwyn Rd	Harding Rd	NA	3.8	3	3	3	1	1	3
11	4	Bike/Ped	Lafayette	High	Elwyn Rd Improvements	Sidepath on north side of Elwyn Rd. Coordinate with Forestry Center for potential placement inside Forestry Center property from Lafayette Rd to Harding Rd. Major reconstruction with potential parcel acquisition or easements from Harding Rd to Rye Line.	Elwyn Rd	Lafayette Rd	Rye Line	3.8	3	3	3	1	1	3
12	3	Spot	Lafayette, South	High	Sagamore Rd Complete Street reconstruction	Add pedestrian signal at intersection. Add ADA-compliant crosswalks on south and east legs of intersection with construction of sidewalk on south side of South St.	Sagamore Ave	South St	NA	4.2	3	3	3	1	3	3
12	4	Bike/Ped	Lafayette, South	High	Sagamore Rd Complete Street reconstruction	Existing CIP project. Bike lanes and sidewalk one-side from South St to Rye provide a route into and out of town and connections to high demand route on Rte 1B.	Sagamore Rd	South St	Rye Line	4.2	3	3	3	1	3	3
13	4	Bike/Ped	Lafayette, South	High	Elwyn Rd Alternative Route	Shared-use path through Urban Forestry Center connecting to Gosport Rd/Odiome Point partially through existing utility easement. Signed bicycle route on Gosport Rd/Odiome Point to connect to Sagamore Rd.	Urban Forestry Center easement, Gosport Rd, Odiome Point	Elwyn Rd	Sagamore Rd	3.8	3	3	3	1	1	3
14	3	Spot	Lafayette, South	High	Safe Route to High School	Add ADA-compliant crosswalk for crossing at Jones Ave.	Sagamore Ave	Jones Ave	NA	4.2	3	3	3	2	2	3

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14	4	Bike/Ped	Lafayette, South	High	Safe Route to High School	Shared-use path on unconstructed ROW at Jones Ave and bike boulevard on Jones Ave to Broad St. Sidewalks on two-sides on Jones Ave to Broad St. Bike lanes on Andrew Jarvis Dr.	Jones Ave, Summit Ave, High School Connector, Andrew Jarvis Dr	Broad St	Andrew Jarvis Dr	4.2	3	3	3	2	2	3
15	1	Bike	South	Low	Broad St bike boulevard	Bike boulevard with traffic calming at key points on Broad St and Highland St from Jones Ave to Middle St. Low-stress alternative to Sagamore Ave. Forms connection to high school with Jones Ave.	Jones Ave, Broad St	Sagamore Ave	South St	3.0	2	2	3	2	1	1
16	1	Bike	Downtown/West End, South	Med	Cabot St, Highland St, Broad St bike boulevard	North-south neighborhood route to Hampton Branch Trail. Bike boulevard with traffic calming in conjunction with Broad St bike boulevard.	Cabot St, Highland St, Broad St	South St	Portsmouth-Newington Branch Rail with Trail	3.3	3	2	2	2	2	2
16	3	Spot	Downtown/West End, South	Med	Cabot St, Highland St, Broad St bike boulevard	Add activated signal on Middle St to clear traffic between Cabot St and Highland St enabling low-stress crossing for bike boulevard users.	Middle St	Cabot St	Highland St	3.3	3	2	2	2	2	2
16	3	Spot	Downtown/West End, South	Med	Safe Route to St. Patrick School	Add ADA-compliant crosswalks to all legs of intersection.	Austin St	Cabot St	NA	3.3	3	2	2	2	2	2
17	1	Bike	Lafayette, South	High	Lafayette Rd/Middle St bike lanes	Existing CIP project. Primary north-south connection. Buffered bike lanes from Andrew Jarvis Dr to Wibird St. Consolidate parking to one side in this low-use residential area. Add bike lanes and shared-lane markings from Wibird St to Congress St.	Lafayette Rd, Middle St	Andrew Jarvis Dr	Congress St	4.2	3	3	3	2	3	2
17	2	Ped	Lafayette, South	High	Lafayette Rd/Middle St improvements	Add sidewalk on one side on Lafayette Rd to connect existing sidewalks on Lafayette Rd and Greenleaf Ave to high school.	Lafayette Rd	Greenleaf Ave	South St	4.2	3	3	3	2	3	2
17	3	Spot	Downtown/West End	High	Lafayette Rd/Middle St improvements	Construct curb extensions with ADA-compliant crosswalks.	Middle St	Richards Ave	NA	4.2	3	3	3	2	3	2
18	1	Bike	Greenland/Borwick, Lafayette, South	Low	Connection to Portsmouth Plains Field	Bike lanes on Middle Rd from Lafayette Rd to park. Shared-lane markings on South St for additional connection. Parking removal may be necessary on some blocks where off-street parking already exists.	Middle Rd, South St	Middle St, Lafayette Rd	Peverly Hill Rd	2.8	2	2	2	2	1	2
19	3	Spot	Greenland/Borwick	High	Hampton Branch Trail Connection at Middle Rd	Remove existing crosswalk and replace with ADA-compliant crosswalk perpendicular to roadway with extension of existing sidewalk on Middle Rd. Add pedestrian countdown signal. Consider decrease of turning radii on Peverly Hill Rd.	Middle Rd	Peverly Hill Rd	NA	4.2	3	3	3	3	3	1
19	4	Bike/Ped	Greenland/Borwick	High	Hampton Branch Trail Connection at Middle Rd	Widen existing sidewalk on south side of Portsmouth Plains Field for sidepath connection from Peverly Hill Rd to Hampton Branch Trail. Provide sidepath connection through future athletic fields with parking access for trail users.	Middle Rd, Portsmouth Plains	Peverly Hill Rd	Hampton Branch Trail	4.2	3	3	3	3	3	1
20	4	Bike/Ped	Greenland/Borwick	High	Hampton Branch Trail Connection at NH 33	Provide trail link to existing sidewalk at NH 33 overpass. Widen existing sidewalk for sidepath from trail to Greenland Rd. Reconstruct sidewalk on Greenland Rd. Bike boulevard on Greenland Rd requires traffic calming near intersection with NH 33 to provide low-stress connection to Borwick Ave over existing pedestrian bridge.	NH 33, Greenland Rd	Hampton Branch Trail	Borwick Ave	4.0	3	3	3	2	1	3
21	1	Bike	Greenland/Borwick	Med	Borwick Ave improvements	Buffered bike lanes with travel lane narrowing (lane diet) on Borwick Ave from Greenland Rd to Hospital. Bike lanes on Borwick Ave east of hospital. Some road widening in existing ROW may be required east of the Hospital.	Borwick Ave	Route 1 Bypass	Route 33	3.5	2	3	3	1	1	3
21	2	Ped	Greenland/Borwick, North	Med	Borwick Ave improvements	Add sidewalk on one side near hospital to connect to existing sidewalk network. Add sidewalks on two sides on approach to Route 1 Bypass to provide ADA-compliant bus stops in front of hotel. Road widening necessary in existing ROW.	Borwick Ave	Portsmouth Regional Hospital	Route 1 Bypass	3.5	2	3	3	1	1	3
21	31	Spot	Greenland/Borwick, North	Med	Borwick Ave improvements	Add ADA-compliant crosswalks and pedestrian signals with sidewalks on all legs of intersection.	Route 1 Bypass	Borwick Ave	NA	3.5	2	3	3	1	1	3
21	32	Spot	Greenland/Borwick, North	Med	Borwick Ave improvements	Add midblock ADA-compliant crosswalk and warning signage for bus stop crossing.	Borwick Ave	Route 1 Bypass	NA	3.5	2	3	3	1	1	3
22	3	Spot	Downtown/West End, Greenland/Borwick	Med	Portsmouth-Newington Branch Rail with Trail	Add trail crossing and access point to bike boulevard on Cabot St.	Portsmouth-Newington Branch Trail	Cabot St	NA	3.3	3	3	2	1	2	1
22	4	Bike/Ped	Downtown/West End, Greenland/Borwick	Med	Portsmouth-Newington Branch Rail with Trail	Construct shared-use path alongside active rail line to complete major regional connection from Hampton Branch Trail to proposed sidepath on Market Street.	Portsmouth-Newington Branch Rail with Trail	Barberry Ln	Market St	3.3	3	3	2	1	2	1
23	4	Bike/Ped	Downtown/West End	High	Maplewood Ave Complete Street reconstruction	Existing project. Reduce the number of travel lanes to calm traffic and add bike lanes from Congress St to rail crossing. Widen sidewalks and add curb extensions wherever feasible.	Maplewood Ave	Congress St	Rail Crossing	3.8	3	3	2	2	3	2
23	31	Spot	Downtown/West End	High	Maplewood Ave Complete Street reconstruction	Existing project. Add curb extensions with sidewalk widening on Maplewood Ave where feasible.	Maplewood Ave	Deer St	NA	3.8	3	3	2	2	3	2
23	32	Spot	Downtown/West End	High	Maplewood Ave Complete Street reconstruction	Existing project. Add curb extensions with sidewalk widening on Maplewood Ave where feasible.	Maplewood Ave	Hanover St	NA	3.8	3	3	2	2	3	2
23	33	Spot	Downtown/West End	High	Maplewood Ave Complete Street reconstruction	Existing project. Add concurrent signal phasing and curb extensions with sidewalk widening on Maplewood Ave where feasible.	Maplewood Ave	Congress St	NA	3.8	3	3	2	2	3	2
24	1	Bike	North	Med	Maplewood Ave improvements	Existing project. Add buffered bike lanes with restriping on Maplewood from Edmond Ave to Central Ave in conjunction with bike boulevards on connecting streets.	Maplewood Ave	Central Ave	Edmond Ave	3.7	2	2	3	3	3	2

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24	4	Bike/Ped	North	High	Maplewood Ave improvements	Existing project. Add bike lanes and sidewalks on one side for high demand route. Reconstruction or addition of sidewalk on 1-side necessary where already existing. Road reconstruction possible within existing ROW. Utility coordination necessary.	Maplewood Ave	Dennett St	Woodbury Ave	3.8	3	3	3	1	1	3
24	31	Spot	North	High	Maplewood Ave improvements	Study narrowing turning radii at intersection. Add ADA-compliant crosswalks with addition of curbed sidewalk on south side adjacent to truck stop.	Maplewood Ave	Cutts St	NA	3.8	3	3	3	1	1	3
24	32	Spot	North	High	Maplewood Ave improvements	Study narrowing turning radii at intersection. Add ADA-compliant crosswalks.	Maplewood Ave	Route 1 Ramp	NA	3.8	3	3	3	1	1	3
26	4	Bike/Ped	North	Low	Maplewood Ave to Market St Connection	Signed route on Central Ave and Cutts St. Construct Sidewalks on two sides fo Central Ave and Cutts St from Maplewood Ave to Ashland St. Widen existing sidepath from Central Ave to Market St. Provide accommodation for bicyclists to cross to proposed sidepath on north side of Market at I-95 on-ramp signal.	Central Ave, Market St Connector	Maplewood Ave	Market St	2.0	1	1	1	2	1	3
27	1	Bike	North	Low	Albacore Museum access	Existing project. Add bike lanes on Albacore Museum Access Rd. to deliver visitors to museum via proposed sidepath on Market St. and future bike lanes on Sarah Mildred Long Bridge. Signalized crossing at Market street required.	Albacore Museum Access Rd	Market St	Albacore Museum Access Rd	2.8	3	2	1	1	1	3
27	2	Ped	North	Low	Albacore Museum access	Existing project. Add sidewalk on north side of Albacore Museum Access Rd. to deliver visitors to museum via proposed sidepath on Market St. Signalized crossing at Market street required.	Albacore Museum Access Rd	Market St	Albacore Museum Access Rd	2.8	3	2	1	1	1	3
28	3	Spot	North	Low	Maplewood Ave to Market St and Spinnaker Pt shortcut	Explore feasibility of signal installation for users to cross to proposed path on north side from McGee Dr.	Market St	McGee Dr	NA	2.7	1	3	1	2	1	3
28	4	Bike/Ped	North	Low	Maplewood Ave to Market St and Spinnaker Pt shortcut	Signed route on McGee Dr and short sidepath connection to proposed sidepath on Market St. Signalized bike/pedestrian crossing of Market St required.	McGee Dr	Maplewood Ave	Market St	2.7	1	3	1	2	1	3
29	1	Bike	North	Low	Hislop Park access	Bike Lanes on Kearsarge Way from Market St to Mangrove St. Shared-lane markings direct bicyclists to Hislop Park in constrained ROW.	Kearsarge Way	Market St	Preble Way	3.0	2	2	2	3	1	2
30	1	Bike	North	Low	Commerce Way business access	Bike lanes on Portsmouth Blvd and Commerce Way from Market St to Woodbury Ave.	Commerce Way, Portsmouth Blvd	Market St	Woodbury Ave	3.0	3	2	1	1	2	3
30	2	Ped	North	Low	Commerce Way business access	Existing project. Sidewalks on two sides on Commerce Way with reconstruction.	Commerce Way	Portsmouth Blvd	Woodbury Ave	3.0	3	2	1	1	2	3
31	4	Bike/Ped	North, Downtown/West End	High	Market St Gateway reconstruction	Existing project. Wide sidewalk on north side of Market St and bike lanes on both sides.	Market St	I-95	Russell St	3.8	3	3	2	1	3	3
31	31	Spot	North, Downtown/West End	High	Market St Gateway reconstruction	Add actuated signal and ADA-compliant crosswalks to connect proposed sidepath on north side of Market St to Albacore Museum. Crossing should be wide enough to accommodate bicyclists.	Market St	Albacore Museum Driveway	NA	3.8	3	3	2	1	3	3
31	32	Spot	North, Downtown/West End	High	Market St Gateway reconstruction	Remove splitter island on Russell St. Narrow roadway of Russel St and decrease turning radius from Market St. Add ADA-compliant crosswalks and pedestrian signals.	Market St	Russell St	NA	3.8	3	3	2	1	3	3
33	1	Bike	Downtown/West End	Low	Market Street Gateway connection	Shared-lane markings connect Market St sidepath to downtown.	Market St	Russell St	Hanover St	2.7	1	3	1	3	1	2
34	1	Bike	Downtown/West End	Low	Downtown connectivity	Shared-lane markings on Bow St and Chapel St.	Bow St, Chapel St	Penhallow St	Daniel St	2.0	1	1	1	3	1	2
35	1	Bike	Downtown/West End	Med	Memorial Bridge, Scott Ave existing facility upgrade	Non-standard bike lane striping from Memorial Bridge reconstruction project to be restriped according to standard designs.	Scott Ave, Harbour Pl, State St, Dutton Ave	State St	Daniel St	3.5	3	3	1	3	2	2
35	3	Spot	Downtown/West End	Med	Memorial Bridge, Scott Ave existing facility upgrade	Stripe dashed green bike lane through this wide intersection to provide guidance to bicyclists and motorists.	Scott Ave	Daniel St	NA	3.5	3	3	1	3	2	2
36	1	Bike	Downtown/West End	Low	Existing facility upgrade	Bike lanes on Daniel St where shared-lane markings currently exist.	Daniel St	Bow St	Market Square	2.7	1	3	1	3	1	2
37	3	Spot	South	Low	Strawberry Banke Museum connection	Add ADA-compliant crosswalks and curb ramps consistent with shared street design for continuous travel across Hancock St on Washington St.	Hancock St	Washington St	NA	2.2	1	1	3	1	1	1
37	4	Bike/Ped	South	Low	Strawberry Banke Museum connection	Shared-street from State St to Hancock St provides more comfortable space for bicyclists and pedestrians. Narrow sidewalks on this historic street are not ADA-compliant. Signed Route from Pleasant St to Hancock St directs bicyclists on existing low-stress street	Washington St	Pleasant St	State St	2.2	1	1	3	1	1	1
38	4	Bike/Ped	Downtown/West End, South	Low	Court St bike boulevard, Washington St shared street	Bike boulevard from Middle St to Washington St provides low-stress alternative and completes E-W bike route with State St bike boulevard. Shared street from Washington St to Marcy St with raised intersection on Marcy St. Connection to Museum and Prescott Park.	Court St	Middle St	Marcy St	3.0	3	3	1	2	1	1
38	31	Spot	Downtown/West End, South	Low	Court St bike boulevard, Washington St shared street	Construct raised intersection with shared street on Court St for bicyclist- and pedestrian-prioritized connection to and from park and museum.	Marcy St	Court St	NA	3.0	3	3	1	2	1	1
38	32	Spot	Downtown/West End, South	Low	Court St bike boulevard, Washington St shared street	Remove southern leg of intersection. Construct park in front of church with reclaimed roadway space.	Court St	Middle St	NA	3.0	3	3	1	2	1	1
39	1	Bike	Downtown/West End	Med	State St bike boulevard downtown connectivity	Bike lanes on Fleet St from State St to Court St connect to bike boulevard on Court St. Contraflow bike lane on State St from Middle St to Fleet St required to make connection to overall route. Travel lane reduction, removal of splitter island, and bike signal may be required.	State St, Fleet St	Middle St	Washington St	3.2	1	1	3	3	3	3
39	3	Spot	Downtown/West End	Med	State St bike boulevard downtown connectivity	Add bike signal with installation of contraflow bike lane on State St to move bicyclists through intersection of Middle Rd and State St in the reverse direction of motor vehicle traffic.	State St	Middle St	NA	3.2	1	1	3	3	3	3
39	3	Spot	Downtown/West End	Med	State St bike boulevard downtown connectivity	Remove splitter island on State St to facilitate installation of contraflow bike lane and direct westbound crossing of Middle Rd.	State St	Middle St	NA	3.2	1	1	3	3	3	3
40	1	Bike	Downtown/West End	High	State St bike boulevard	Bike boulevard with traffic calming at key locations forms east-west route to downtown.	State St, Cass St, Albany St, Brewery Ln, Jewell Ct	Islington St	Middle St	3.8	3	3	3	2	2	1
40	2	Ped	Downtown/West End	High	State St bike boulevard	Add sidewalks to one side on Jewell Ct from Islington St to Brewery Ln. Add sidewalks to one side on Albany St from Brewery Ln to Cass St. Widen sidewalks on Brewery Ln.	Albany St, Brewery Ln, Jewell Ct	Bartlett St	Islington St	3.8	3	3	3	2	2	1
40	3	Spot	Downtown/West End	High	State St bike boulevard	Install ADA-compliant crosswalk perpendicular to roadway.	State St	Winter St	NA	3.8	3	3	3	2	2	1
41	3	Spot	South	Low	North-south connection to Little Harbour School	Construct curb extensions with ADA-compliant crosswalks on north side for visibility of pedestrians leaving park.	Rockland St	Leary Field Path	NA	2.8	1	2	3	2	2	1
41	4	Bike/Ped	South	Low	North-south connection to Little Harbour School	Bike boulevard on Rogers St and Elwyn Ave. Widen existing path in Leary Field. Utility coordination may be required.	Elwyn Ave, Leary Field Path, Rogers St	South St	Court St	2.8	1	2	3	2	2	1
42	1	Bike	South	Med	Lincoln Ave bike boulevard	Bike boulevard with traffic calming at key locations forms important east-west neighborhood route and connection to Little Harbour School.	Lincoln Ave, Park St, Mendum Ave	Middle St	Junkins Ave	3.5	3	2	3	2	2	1
42	3	Spot	South	Med	Lincoln Ave bike boulevard	Add actuated signal at Miller Ave to enhance safety of crossing.	Lincoln Ave	Miller Ave (Rte 1A)	NA	3.5	3	2	3	2	2	1
43	3	Spot	Downtown/West End	Low	Neighborhood connection to Hampton Branch Trail	Add actuated signal with ADA-compliant crosswalks to make low-stress crossing for bike boulevard.	Middle St.	Mendum Ave	NA	2.8	1	2	3	2	2	1

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43	4	Bike/Ped	Downtown/West End	Low	Neighborhood connection to Hampton Branch Trail	Bike boulevard completes connection from Lincoln Ave bike boulevard to Islington/Hampton Branch Trail. Add sidewalks on two sides where not existing. In conjunction with bike boulevard project to make bike/pedestrian priority street.	Thaxter Rd, Boss Ave, Lawrence St	Islington St	Middle St	2.8	1	2	3	2	2	1
44	1	Bike	Downtown/West End, Greenland/Borhwick	Med	Hampton Branch Trail connection via Islington St	Add bike lanes from Barberrly Ln to Thaxter Rd with consolidation of parking to one side where an abundance of off-street parking exists.	Islington St	Barberrly Ln	Thaxter Rd	3.2	2	3	2	2	1	2
44	2	Ped	Downtown/West End, Greenland/Borhwick	Med	Hampton Branch Trail connection via Islington St	Add sidewalk on south side of Islington St bridge over Route 1 per reconstruction project currently in progress.	Islington St	Barberrly Ln	Thaxter Rd	3.2	2	3	2	2	1	2
45	4	Bike/Ped	Downtown/West End	Low	Connection from Middle Rd to Islington St	Existing CIP project. Add sidewalks to one-side of Spinney Road. Add shared-lane markings for project extent.	Spinney Rd	Islington St	Middle Rd	2.7	2	2	1	3	1	2
46	1	Bike	Greenland/Borhwick	Low	Hampton Branch Trail connection from South Rd	Bike boulevard with traffic calming to discourage cut-through vehicular traffic.	Barberrly Ln, Sheffield Rd, Melbourne St, Rutland St	Hampton Branch Trail	Middle Rd	2.8	1	2	2	3	1	3
47	3	Spot	Greenland/Borhwick	Med	Islington neighborhood access	Narrow intersection, remove slip lane on Barberrly Ln to simplify crossing.	Barberrly Ln	Islington St	NA	3.2	1	3	3	1	1	3
47	4	Bike/Ped	Greenland/Borhwick	Med	Hampton Branch Trail to Hospital Connection	Add signed bicycle route and sidewalk one side on Barberrly Ln from Islington St to end. Use existing easement and ROW acquisition to construct shared-use path to Borhwick Ave. Alternative connection to WBBX Rd. to Borhwick Ave path connection.	Barberrly Ln, Hampton- Borhwick Path Connector	Borhwick Ave	Islington St	3.2	1	3	3	2	1	2
48	1	Bike	Downtown/West End, North	Med	North-south connection to Islington St	Consolidate parking to one side north of Woodbury Ave and add bike lanes. Shared-lane markings complete the tight connection under the rail bridge. Shared-lane markings from Bartlett St to Thaxter Rd provide additional connectivity.	Bartlett St, Islington St	Thaxter Rd	Dennett St	3.2	3	2	2	2	1	2
49	3	Spot	North	High	Cate St connectivity	Allow pedestrian and bicycle access through gates at all times, short term, before Cate St relocation. Do not allow plowed snow to block access in winter.	Cate St	NA	NA	4.0	3	3	3	1	2	3
49	4	Bike/Ped	North	High	Cate St connectivity	Add bike lanes and sidewalks on two sides of Cate St and relocated Cate St to be constructed with ROW acquisition or easement and redesign/reconstruction of Cate St.	Cate St, Relocated Cate St	Bartlett St	Route 1 Bypass	4.0	3	3	3	1	2	3
50	1	Bike	Greenland/Borhwick, Pease	Med	Route to Pease	Bike lanes on Sherburne Rd and Greenland Rd. Signed route on Sherburne Rd north of Country Club Rd. directing users to Grafton Rd Trail/Pease	Sherburne Rd, Greenland Rd	Borhwick Ave	Grafton Dr Trail	3.7	3	3	3	2	1	1
50	21	Ped	Greenland/Borhwick, Pease	Med	Route to Pease	Reconstruct sidewalks on Greenland Rd currently in disrepair. Move unsafe crosswalk from corner of Greenland Rd and Borhwick Ave to a more visible location. Remove slip lane from NH 33, extend path from pedestrian bridge and add 90 degree crossing at improved intersection.	Greenland Rd	Sherburne Rd	Harvard St	3.7	3	3	3	2	1	1
50	22	Ped	Greenland/Borhwick, Pease	Med	Route to Pease	Add sidewalk on one side of Sherburne Rd where non-existent for improved connectivity.	Sherburne Rd	Country Club Rd	Grafton Dr Trail	3.7	3	3	3	2	1	1
50	32	Spot	Greenland/Borhwick, Pease	Med	Route to Pease	Existing crosswalk forces pedestrians to cross road where vehicles have limited sight lines. Remove existing crosswalk, extend sidewalk on south to Greenland Rd intersection and replace crosswalk there (with intersection realignment).	Borhwick Ave	Greenland Rd Pedestrian Bridge	NA	3.7	3	3	3	2	1	1
50	33	Spot	Greenland/Borhwick, Pease	Med	Route to Pease	Add actuated signal and ADA-compliant crossing for bicycle and pedestrian trail access.	Grafton Dr	Sherburne Rd	NA	3.7	3	3	3	2	1	1
50	34	Spot	Greenland/Borhwick, Pease	Med	Route to Pease	Remove right-turn slip lane from Greenland Rd turning on to Borhwick Ave. Slip lane complicates intersection and allows motorists to turn at high speeds.	Borhwick Ave	Greenland Rd	NA	3.7	3	3	3	2	1	1
51	4	Bike/Ped	Pease	High	Grafton Dr Trail Connectivity	Shared-use path on closed portion of Country Club Rd to Grafton Dr. Shared-use path shortcut from Country Club Rd to Transportation Center through utility corridor.	Grafton Dr	Country Club Rd	NA	4.0	3	3	3	1	2	3
51	31	Spot	Pease	High	Grafton Dr Trail Connectivity	Add actuated signal and ADA-compliant crossing for bicycle and pedestrian trail access.	Grafton Dr	Country Club Rd	NA	4.0	3	3	3	1	2	3
51	32	Spot	Greenland/Borhwick, Pease	High	Grafton Dr Trail Connectivity	Add ADA-compliant crosswalks, to cross pedestrians to existing sidewalk on east side in order to cross bridge.	Sherburne Rd	Country Club Rd	NA	4.0	3	3	3	1	2	3
52	4	Bike/Ped	Pease	Med	Greenland route to Pease/downtown	Connect existing paths with sidepath on south side of Corporate Dr. Reconstruct and widen existing asphalt sidewalks to meet sidepath standards.	Corporate Dr	Grafton Dr Trail	Ashland Rd Shared-use Path	3.7	3	3	2	2	1	3
53	4	Bike/Ped	Pease	Med	Pease improvements	Sidepath from Ashland Rd to New Hampshire Ave for low-stress commuter access. Reconstruct and widen existing sidewalks to meet sidepath standards.	Corporate Dr, Manchester Sq	Ashland Rd Shared-use Path	New Hampshire Ave	3.5	3	3	2	1	1	3
54	4	Bike/Ped	Pease	Med	Pease improvements	Sidepath from New Hampshire Ave to Airport for low-stress access. Reconstruct and widen existing sidewalks to meet sidepath standards.	Exeter St	New Hampshire Ave	Airport	3.5	3	3	2	1	1	3
55	3	Spot	Pease	High	Pease improvements	Add ADA-compliant crosswalk for bus stop access with installation of sidewalk or sidepath on both sides of road.	New Hampshire Ave	Stratham St	NA	3.8	3	3	3	1	1	3
55	4	Bike/Ped	Pease	High	Pease improvements	Sidepath from Pease Blvd to existing trail on Grafton Dr for low-stress commuter access. Reconstruct and widen existing asphalt sidewalks to meet sidepath standards.	New Hampshire Ave	Pease Blvd	Grafton Dr Trail	3.8	3	3	3	1	1	3
56	4	Bike/Ped	Pease	Med	Pease improvements	Sidepath from Ashland Rd to New Hampshire Ave for low-stress commuter and business access. Reconstruct and widen existing sidewalks to meet sidepath standards.	International Dr	Corporate Dr	New Hampshire Ave	3.5	3	3	2	1	1	3
57	4	Bike/Ped	Pease	Med	Pease improvements	Sidepath from Corporate Dr to Pease Blvd for low-stress commuter access. Reconstruct and widen existing sidewalks to meet sidepath standards.	International Dr	Corporate Dr	Pease Blvd	3.5	3	3	2	1	1	3
58	4	Bike/Ped	Pease	Med	Pease to Woodbury Ave connection	Sidepath on south side of Pease Blvd to Spaulding Tpk exit ramps.	Pease Blvd	Gosling Rd, Spaulding Tpk	New Hampshire Ave	3.5	3	3	1	2	2	3
59	3	Spot	North	High	Pease to Woodbury Ave connection	Add actuated pedestrian signal near Winsor Rd with ADA-compliant crosswalk.	Pease Blvd	Winsor Rd	NA	3.8	3	3	3	1	1	3
59	4	Bike/Ped	North	High	Pease to Woodbury Ave connection	Remove travel lane and/or median for two-way cycle track on south side of road from Woodbury Ave to Spaulding Tpk ramps. Install sidewalks on both sides in conjunction with cycle track reconstruction.	Gosling Rd	Woodbury Ave	Pease Blvd, Spaulding Tpk	3.8	3	3	3	1	1	3
60	4	Bike/Ped	North	High	Woodbury Ave Complete Street reconstruction	Cycle track one-way each side for access to shopping and residential areas. Short term, may be street-level with flexible bollard separation; long term, full reconstruction with permanent separation. Lane narrowing and/or travel lane reduction require. Reconstruct and widen sidewalks on two sides for improved and ADA access to shopping and transit. Short term, make all crosswalks ADA-compliant. Long term, reconfigure travel lanes and create vegetated center median to facilitate pedestrian and bicycle crossing.	Woodbury Ave	Market St	Gosling Rd	3.8	3	3	3	1	1	3
60	31	Spot	North	High	Woodbury Ave Complete Street reconstruction	Short term, make all crosswalks ADA-compliant. Ensure that pedestrian signal timing is long enough to accommodate slow crossing speeds. Long term, reconfigure travel lanes and create vegetated center median to facilitate pedestrian and bicycle crossing.	Woodbury Ave	Arthur F Brady Dr	NA	3.8	3	3	3	1	1	3

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60	32	Spot	North	High	Woodbury Ave Complete Street reconstruction	Short term, make all crosswalks ADA-compliant. Ensure that pedestrian signal timing is long enough to accommodate slow crossing speeds. Long term, reconfigure travel lanes and create vegetated center median to facilitate pedestrian and bicycle crossing.	Woodbury Ave	Commerce Way	NA	3.8	3	3	3	1	1	3
60	33	Spot	North	High	Woodbury Ave Complete Street reconstruction	Short term, make all crosswalks ADA-compliant. Ensure that pedestrian signal timing is long enough to accommodate slow crossing speeds. Long term, reconfigure travel lanes and create vegetated center median to facilitate pedestrian and bicycle crossing.	Woodbury Ave	Durgin Ln	NA	3.8	3	3	3	1	1	3
60	34	Spot	North	High	Woodbury Ave Complete Street reconstruction	Short term, make all crosswalks ADA-compliant. Ensure that pedestrian signal timing is long enough to accommodate slow crossing speeds. Long term, reconfigure travel lanes and create vegetated center median to facilitate pedestrian and bicycle crossing.	Woodbury Ave	Market St	NA	3.8	3	3	3	1	1	3
61	4	Bike/Ped	North	High	Market St Gateway connection	Sidewalk completes link from downtown to shopping on Woodbury Ave. Provides residents along Market St connections to downtown and shopping.	Market St	Woodbury Ave	I-95	3.8	3	3	3	1	1	3
62	1	Bike	North	Low	Woodbury Ave connectivity improvements	Signed route on Granite St from existing pedestrian bridge over Market St. Bike lanes through travel lane narrowing (lane diet) on Woodbury Ave from Granite St to Market St.	Woodbury Ave, Granite St	Market St Pedestrian Bridge	Market St	3.0	3	2	1	3	1	2
63	3	Spot	North	High	Woodbury Ave connectivity reconstruction	Realign to single right-of-way, remove northern fork of Maplewood Ave and add pocket park in reclaimed roadway space connecting to existing splitter island.	Maplewood Ave	Woodbury Ave	NA	3.8	3	3	3	1	1	3
63	4	Bike/Ped	North	High	Woodbury Ave connectivity reconstruction	Full reconstruction and road widening within existing ROW permits bike lanes and sidewalks on one-side for high-demand route. Parking reductions may be necessary (off-street residential parking exists).	Woodbury Ave	Rockingham Ave	Granite St	3.8	3	3	3	1	1	3
64	1	Bike	North	High	Downtown to Pease low-stress connectivity improvements	Restripe existing non-standard bike lane as buffered bike lane. Long term, upgrade to cycle track with flexposts or more permanent separation.	Woodbury Ave	Dennett St	Rockingham Ave	4.3	3	3	3	3	3	2
64	3	Spot	North	High	Downtown to Pease low-stress connectivity improvements	Add pedestrian-scale lighting under bridge for visibility at night.	Woodbury Ave	I-95 Ramp	NA	4.3	3	3	3	3	3	2
65	1	Bike	North	High	Downtown to Pease low-stress connectivity improvements	Bike boulevard with traffic calming for low-stress connection to Pease and New Franklin School. Vegetated chicanes and mini traffic circles would slow traffic on this long, straight road.	Dennett St	Maplewood Ave	Woodbury Ave	3.8	3	3	3	2	2	1
65	31	Spot	North	High	Downtown to Pease low-stress connectivity improvements	Add actuated signal to enable low-stress crossing of Woodbury Ave for bicyclists and pedestrians. High volume and speed of vehicular traffic currently creates difficult crossing.	Dennett St	Woodbury Ave	NA	3.8	3	3	3	2	2	1
65	32	Spot	North	High	Downtown to Pease low-stress connectivity improvements	Add curb extensions and ADA-compliant crosswalks with construction of bike boulevard on Dennett St. Safe Route to New Franklin School.	Dennett St	Stark St	NA	3.8	3	3	3	2	2	1
66	4	Bike/Ped	North	Med	Low-stress route from Market St to Pease	Bike boulevard with traffic calming at key locations provide central east-west link from Pease to Market St. Add sidewalk on one side for extent of bike boulevard.	Edmond Ave, Sapphire St, Rockingham Ave	Woodbury Ave	Maplewood Ave	3.2	2	2	3	2	2	1
67	1	Bike	North	Med	Meadow Rd bike boulevard	Signed route and new shared-use path on existing ROW provide low-stress parallel route to Woodbury Ave.	Echo Ave, Farm Ln, Hillcrest Dr, Longmeadow Ln, Meadow Rd, Rockingham Ave, Shared-use path connection	Rockingham Ave	Woodbury Ave	3.2	3	3	2	1	1	1
68	1	Bike	Pease	Low	Pease connectivity improvements	Signed routes on Rye St and Oak Ave connect between proposed sidepaths.	Rye St, Oak Ave	Corporate Dr	International Dr	2.5	2	2	1	1	1	3
68	2	Ped	Pease	Low	Pease connectivity improvements	Add sidewalk on one side where non-existent for improved connectivity.	Rye St, Oak Ave	Corporate Dr	International Dr	2.5	2	2	1	1	1	3
69	1	Bike	Downtown/West End	Low	Russell St and Deer St improvements	Bike lanes with travel lane narrowing (lane diet) on Russell St and Deer St. Shared-lane markings on narrow portion of Deer St from Russells St to Market St.	Russell St, Deer St	Market St	Maplewood Ave	2.0	1	1	1	3	1	2
69	3	Spot	Downtown/West End	Med	Russell St and Deer St improvements	Reduce turning radii to reduce crossing distance, add curb extensions and ADA-compliant crosswalks.	Russell St	Deer St	NA	3.2	2	2	2	3	3	1
70	4	Bike/Ped	Downtown/West End	Med	Pleasant St/Market Square as bike and pedestrian centerpiece	Shared streets on Market St and Market Sq with raised intersections slow motorists and discourage through traffic. Pedestrian-only plaza on Pleasant St from Congress St to State St provides central location for programmed events, restaurants, and retail.	Market St, Pleasant St, Market Sq	State St	Hanover St	3.2	3	3	2	1	1	1
70	31	Spot	Downtown/West End	Med	Pleasant St/Market Square as bike and pedestrian centerpiece	Raised intersection/shared street environment on Market St from Bow St to Hanover St slows motorists and indicates pedestrian priority at a complex intersection. Consider redeveloping parking lot at the corner of Hanover St and Market St or closing access on Market St, reconfiguring, and moving access to Hanover St to simplify intersection.	Market St	Bow St	Hanover St	3.2	3	3	2	1	1	1
70	32	Spot	Downtown/West End	Med	Pleasant St/Market Square as bike and pedestrian centerpiece	Raised intersection/shared street environment on Market Sq from Daniel St to Church St slows motorists and indicates pedestrian priority at a complex intersection with a high volume of pedestrian traffic. Provide well-defined priority space for transit stop and bus traffic.	Market Sq	Daniel St	Church St	3.2	3	3	2	1	1	1
71	1	Bike	Downtown/West End, South	Low	East Coast Greenway connectivity improvements	Shared-lane markings on constrained historic corridor remind motorists that bikes may use the full travel lane. Bike lanes on Pleasant St from State St to Court St provide connection to Court St bike blvd. Convert angle parking to parallel parking and add parallel parking on one-side on that block.	Pleasant St, Marcy St, New Castle Ave	New Castle Line	Porter St	2.7	1	3	1	3	1	2
72	3	Spot	South	High	South St connectivity improvements	Realign and narrow intersection to meet Clough Dr. Add curb extensions.	Clough Dr	South St	NA	4.0	3	3	3	1	2	3
72	1	Bike	South	High	South St connectivity improvements	Bike lanes with reconstruction from Broad St to Clough Dr for school/bike blvd connectivity. Shared-lane markings for remainder of corridor. Roadway should be designed at minimum dimensions with traffic calming to slow traffic to the posted speed limit of 20 mph.	South St	Marcy St	Lafayette Rd	4.0	3	3	3	1	2	3
72	2	Ped	South	High	South St connectivity improvements	Add sidewalk on south side of South St. From Lafayette Rd to Sagamore Ave, narrow roadway to minimum travel lane dimensions and add traffic calming so the posted speed of 20 mph matches the design speed more closely.	South St	Marcy St	Lafayette Rd	4.0	3	3	3	1	2	3
73	1	Bike	South	High	City Hall connectivity improvements	Climbing lanes on entire length of Junkins Ave. Insufficient width for bike lanes on both sides.	Junkins Ave	South St	Pleasant St	4.0	3	3	3	2	1	3
73	2	Ped	South	High	City Hall connectivity improvements	Add sidewalk on one side for improved pedestrian access.	Junkins Ave	Pleasant St	South St	4.0	3	3	3	2	1	3
73	31	Spot	South	High	City Hall connectivity improvements	Add ADA-compliant crosswalks across City Hall Driveway (both legs) and Junkins Ave with construction of sidewalk on east side of Junkins.	Junkins Ave	City Hall Driveway	NA	4.0	3	3	3	2	1	3
73	32	Spot	South	High	City Hall connectivity improvements	Add ADA-compliant crosswalks across Pleasant St with construction and reconstruction of sidewalks on Junkins Ave.	Pleasant St	Junkins Ave	NA	4.0	3	3	3	2	1	3
73	33	Spot	South	High	City Hall connectivity improvements	Add curb extensions to increase pedestrian visibility on South St.	Junkins Ave	South St	NA	4.0	3	3	3	2	1	3
74	4	Bike/Ped	South	High	Parrott Ave park space	Close Edward St from Parrot Ave Ext. to Junkins Ave and convert ROW to park space. Construct sidepath on south side of Parrott Ave Ext to connect to existing park path for safe route to school and library.	Parrot Ave Ext, Edward St	Junkins Ave	Edward St	4.2	3	3	3	2	2	3

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75	4	Bike/Ped	South	Low	Route 1B loop improvements	Bike lanes and sidewalks on two sides with reconstruction and road widening to improve high-demand route. Coordination with New Castle needed to extend bicycle and pedestrian facilities for entire route.	Wentworth Rd	Sagamore Ave	Rye Line	2.3	2	2	1	1	1	2
76	1	Bike	Greenland/Borhwick	Med	WBBX Rd to Borhwick Ave connector	Alternative connection to Barberry Ln/Borhwick Ave path. Add signed route and sidewalk one side on WBBX Rd from Hampton Branch Trail to dead end. Construct shared-use path with ROW acquisition or easement from end of WBBX Rd to Borhwick Ave.	WBBX Rd, Borhwick Path Connection	Hampton Branch Trail	Borhwick Ave	3.2	1	3	3	1	1	3
77	1	Bike	Lafayette	Low	Banfield Rd reconstruction	Add bike lanes on Banfield Rd with road widening to provide increased access to the Hampton Branch Rail Trail for neighborhoods on Ocean Rd.	Banfield Rd	Hampton Branch Trail	Ocean Rd	2.8	2	2	2	1	1	3
78	4	Bike/Ped	Lafayette	High	Public Works Department sewer easement shared-use path	Add shared-use path along existing easement to provide an alternative route to Lafayette Rd.	Public Works Department sewer easement	Hoover Dr	Heritage Ave	3.8	3	3	3	3	1	1
79	1	Bike	Downtown/West End, North	High	Maplewood Ave improvements	Existing project. Restripe existing bike lanes as buffered bike lanes where feasible. Lane and parking width reduction may be required.	Maplewood Ave	Rail Crossing	Dennett St	4.3	3	3	3	3	2	3
79	2	Ped	Downtown/West End, North	High	Maplewood Ave improvements	Reconstruct sidewalks on two sides. Construct sidewalks on one side of bridge.	Maplewood Ave	Rail Crossing	Dennett St	4.3	3	3	3	3	2	3
80	4	Bike/Ped	South	Med	South Mill Pond Path	Formalize and upgrade existing path as a shared-use path.	South Mill Pond Path	Junkins Ave	Parrott Ave	3.5	1	3	3	3	2	2
81	4	Bike/Ped	Downtown/West End, North	Low	North Mill Pond Path	Construct shared-use path along south bank of North Mill Pond, per 1997 North Mill Pond Study. This path may serve as an alternative route to the Portsmouth Newington Branch Rail with Trail	North Mill Pond Path	Bartlett St	Maplewood Ave	2.8	2	3	2	1	1	1
82	4	Bike/Ped	Greenland/Borhwick	High	Hampton Branch Trail, Phase 1	Major regional trail connection, existing CIP project, pending State acquisition of former rail ROW. Trail provides long distance route from Hampton to Portsmouth.	Hampton Branch Trail	NH 33	Barberry Ln	3.8	3	3	3	2	2	1
82	31	Spot	Greenland/Borhwick, Lafayette	High	Hampton Branch Trail, Phase 1	Trail access location, short-term trail terminus, potential location for off-street parking	Hampton Branch Trail	Barberry Ln	NA	3.8	3	3	3	2	2	1
82	32	Spot	Greenland/Borhwick, Lafayette	High	Hampton Branch Trail, Phase 1	Trail access location with parking at new Rec Field	Hampton Branch Trail	New Rec Field	NA	3.8	3	3	3	2	2	1
82	33	Spot	Greenland/Borhwick, Lafayette	High	Hampton Branch Trail, Phase 1	Trail access location	Hampton Branch Trail	WBBX Rd	NA	3.8	3	3	3	2	2	1
83	1	Bike	North	High	Sarah Mildred Long Bridge/Route 1B Bike Lanes	Narrow travel lanes to add bike lanes on both sides of Sarah Mildred Long Bridge/Route 1 Bypass. Add sidewalk to north side.	Sarah Mildred Long Bridge	Albacore Museum Access Rd	Bridge St, Kittery	4.3	3	3	3	3	2	3
109	2	Ped	Downtown/West End, North	Low	Bartlett St improvements	Add sidewalk on one side to enhance connection on this high demand route to Islington St.	Bartlett St	Islington St	Woodbury Ave	2.7	1	1	3	2	1	3
110	2	Ped	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Reconstruct and enhance sidewalks to develop a more vibrant retail area. Construct curb extensions and enhanced crosswalks at key intersections.	Islington St	Maplewood Ave	Spinney Rd	3.5	3	1	3	2	2	3
110	31	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Cabot St	NA	3.5	3	1	3	2	2	3
110	32	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Cass St	NA	3.5	3	1	3	2	2	3
110	33	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Columbia St	NA	3.5	3	1	3	2	2	3
110	34	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Cornwall St	NA	3.5	3	1	3	2	2	3
110	35	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Realign intersection to connect directly with Jewell Ct.	Bartlett St	Islington St	NA	3.5	3	1	3	2	2	3
110	36	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Rock St	NA	3.5	3	1	3	2	2	3
110	37	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Align Spinney Rd to 90 degree intersection with Islington St.	Islington St	Spinney Rd	NA	3.5	3	1	3	2	2	3
110	38	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Summer St	NA	3.5	3	1	3	2	2	3
110	39	Spot	Downtown/West End	Med	Islington St Corridor Plan	Existing plan. Add curb extensions and enhanced crosswalk treatments.	Islington St	Tanner St	NA	3.5	3	1	3	2	2	3
113	2	Ped	Greenland/Borhwick	Med	Islington neighborhood access	Add sidewalk on south side to connect to existing sidewalk at Portsmouth Plains Field.	Islington St	Plains Ave	Essex Ave	3.5	3	3	2	1	1	3
115	3	Spot	Lafayette, South	Med	Greenleaf Ave improvements	Add crosswalks, ramps, and pedestrian signal. Realign intersection to 90 degree to improve visibility for pedestrians, bicyclists, and motorists.	Lafayette Rd	Greenleaf Ave	NA	3.7	3	2	3	2	1	3
116	2	Ped	South	High	Library and Middle School improvements	Construct sidewalks on two sides on Parrott Ave where non-existent.	Parrott Ave	Junkins Ave	Leary Field Path	4.0	3	3	3	1	2	3
116	31	Spot	South	High	Library and Middle School improvements	Reduce curb radii and add curb extensions for safer travel to Library and Middle School.	Junkins Ave	Parrot Ave	NA	4.0	3	3	3	1	2	3
116	32	Spot	South	High	Library and Middle School improvements	Reduce curb radius on east side of Rogers St.	Rogers St	Parrot Ave	NA	4.0	3	3	3	1	2	3
116	33	Spot	South	High	Library and Middle School improvements	Realign crosswalk perpendicular to roadway in order to shorten crossing distance.	Parrott Ave	Rogers St	NA	4.0	3	3	3	1	2	3
118	2	Ped	South	High	City Hall accessibility improvements	Add sidewalk on one side where missing for pedestrian access. Ensure all crosswalks are ADA-compliant.	City Hall Driveway	Junkins Ave	Junkins Ave	4.0	3	3	3	2	1	3
118	3	Spot	South	High	City Hall accessibility improvements	Make all crosswalks ADA-compliant and perpendicular to roadway.	City Hall Driveway	NA	NA	4.0	3	3	3	2	1	3
120	2	Ped	South	Med	Safe route to Little Harbour School	Add sidewalks on two sides for pedestrian access to school.	Brackett Rd, Brackett Ln	Haven Rd, South St	Brackett Rd Path	3.2	2	2	2	2	2	3
120	3	Spot	South	Med	Safe route to Little Harbour School	Decrease turning radius on southwest corner of intersection. Install ADA-compliant crosswalk (tactile warning strip and connecting sidewalk facility needed).	Brackett Rd	Clough Dr	NA	3.2	2	2	2	2	2	3
121	21	Ped	South	Med	Strawberry Banke Museum connectivity and accessibility improvements	Reconstruct and widen sidewalk on Museum side for ADA compliance and improved access on high-demand route.	Marcy St	Hancock St	Strawberry Banke Museum Parking Lot	3.2	2	2	2	2	2	3
121	22	Ped	South	High	Strawberry Banke Museum connectivity and accessibility improvements	Construct sidewalk along edge of parking lot to connect Museum entrance to existing sidewalk on Hancock St.	Strawberry Banke Museum Driveway	Hancock St	Strawberry Banke Museum Entry	4.0	3	3	3	2	1	3
121	31	Spot	South	Med	Strawberry Banke Museum connectivity and accessibility improvements	Add ADA-compliant crosswalks across Mechanic and Marcy Streets for Prescott Park and Museum access.	Marcy St	Mechanic St	NA	3.2	2	2	2	2	2	3
121	32	Spot	South	Med	Strawberry Banke Museum connectivity and accessibility improvements	Add ADA-compliant crosswalks across Marcy St for Prescott Park and Museum access with reconstruction of sidewalk.	Marcy St	Strawberry Banke Museum	NA	3.2	2	2	2	2	2	3
122	2	Ped	Downtown/West End	Low	Downtown pedestrian and retail enhancement	Widen sidewalk and convert pull-in parking to parallel parking at curb from Penhallow St to Chapel St. Additional space provides for outdoor seating and retail uses. Widen sidewalk on north side of Bow St at Market St to provide ADA-compliant alternative to current stair-only access.	Bow St	Market St	Chapel St	2.2	1	1	2	1	1	3
123	2	Ped	Downtown/West End	Low	Downtown pedestrian and retail enhancement	Widen sidewalk and convert pull-in parking to parallel parking at curb. Additional space for high-pedestrian volume and outdoor seating and retail uses.	Congress St	Fleet St	Church St	2.2	1	1	2	1	1	3
125	2	Ped	North	Med	Safe route to New Franklin School	Add sidewalks on one side on Central Ave and Myrtle Ave approaching school.	Myrtle Ave, Central Ave	Maplewood Ave	New Franklin School	3.2	2	2	2	2	2	3
125	4	Bike/Ped	North	Med	Safe route to New Franklin School	Add sidepath on one side of Franklin Dr.	Franklin Dr,	Woodbury Ave	Maplewood Ave, Route 1 Bypass	3.2	2	2	2	2	2	3
126	2	Ped	North	Low	Safe route to New Franklin School	Reconstruct sidewalk on Stark St bridge in major disrepair. Add sidewalk on one side with bridge reconstruction.	Stark St	Dennett St	New Franklin School	2.7	2	1	2	1	2	3
128	2	Ped	North	Low	Rockingham Ave improvements	Add sidewalk on north side of Rockingham Ave to Woodbury Ave. High speed motor vehicle traffic connection to Spaulding Tpk.	Rockingham Ave	Pease Shared-Use Path	Meadow Rd	2.7	2	2	1	2	1	3

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132	2	Ped	Greenland/Borthwick	Low	Griffin Rd pedestrian access	Add sidewalk to south side of road for neighborhood and job access.	Griffin Rd	Greenland Rd	End	2.3	1	2	1	2	1	3
135	2	Ped	Lafayette	Med	Longmeadow Rd neighborhood connectivity	Add sidewalk on one side to Longmeadow Rd, and Lang Rd from Beechstone Ave to Lafayette Rd for neighborhood access to Lafayette Rd.	Longmeadow Rd, Lang Rd	Lafayette Rd	Beechstone Ave	3.7	3	3	2	2	1	3
135	3	Spot	Lafayette	Low	Lang Rd and Longmeadow Rd intersection improvements	Add ADA-compliant crosswalk with construction of sidewalks on future intersection of Lang Rd and Longmeadow Rd for neighborhood access.	Lang Rd	Longmeadow	NA	3.0	2	2	2	2	1	3
136	2	Ped	Lafayette	High	Safe route to Community Campus	Add sidewalks on two sides for school access.	Campus Dr	Lafayette Rd	End	3.8	3	3	2	2	2	3
137	2	Ped	Lafayette	High	Wilson Rd transit access	Add sidewalks on two sides to make transit stops ADA compliant and separated from roadway.	Wilson Rd, Market Basket Plaza Driveway	Lafayette Rd	West Rd	3.8	3	3	2	2	2	3
137	3	Spot	Lafayette	High	Wilson Rd transit access	Add ADA-compliant crosswalk with construction of sidewalk on Wilson Rd to connect bus stops to retail.	Wilson Rd	Lafayette Rd	NA	3.8	3	3	2	2	2	3
201	31	Spot	North	Med	Neighborhood access improvements	Ensure pedestrian and bicycle access through gates. Do not allow plowed snow to block access in winter.	Dunlin Way	Blue Heron Dr	NA	3.5	3	3	2	1	3	1
201	32	Spot	North	Med	Neighborhood access improvements	Ensure pedestrian and bicycle access through gates. Do not allow plowed snow to block access in winter.	Shearwater Dr	Blue Heron Dr	NA	3.5	3	3	2	1	3	1
201	33	Spot	North	Med	Neighborhood access improvements	Ensure pedestrian and bicycle access through gates. Do not allow plowed snow to block access in winter.	Mangrove St	Spinnaker Way	NA	3.5	3	3	2	1	3	1
203	3	Spot	Pease	Low	Grafton Dr Trail transit connectivity	Add ADA-compliant crosswalk to access bus stop on south side of Grafton Dr between Aviation Ave and Corporate Drive.	Grafton Dr	Office Driveway	NA	2.7	2	2	1	1	3	2
205	3	Spot	Downtown/West End	Med	State St improvements	Add curb extensions to reduce crossing distances and increase pedestrian visibility.	State St	Fleet St	NA	3.5	2	3	2	2	3	2
207	3	Spot	Downtown/West End	Med	Chatham St and Summer St intersection improvements	Narrow intersection. Replace angled parking with parallel on-street parking. Reclaim wide asphalt space in front of church and extend the church plaza, adding a southern curbline to Chatham St.	Chatham St	Summer St	NA	3.3	2	3	2	3	2	1
208	3	Spot	South	Med	Richards Ave and Parrott Ave intersection improvements	Construct curb extensions with ADA-compliant crosswalks.	Richard Ave	Parrot Ave	NA	3.2	2	3	2	2	2	1
210	3	Spot	Downtown/West End	Med	Safe route to St. Patrick school	Add curb extensions for pedestrian visibility at Summer St.	Austin St	Summer St	NA	3.2	2	3	2	2	2	1
211	3	Spot	Downtown/West End	Low	Safe route to St. Patrick school	Add ADA-compliant crosswalks to all legs of intersection.	Austin St	Union St	NA	3.0	2	3	1	2	2	2
214	3	Spot	South	Low	Marcy St at South St intersection improvements	Align South St to 90 degrees with Marcy St. Use reclaimed roadway space to increase pocket park size on north side of new intersection.	Marcy St	South St	NA	2.8	1	2	2	3	3	1
215	3	Spot	South	Low	Peirce Island Rd at Mechanic St intersection improvements	Narrow intersection with curbs and sidewalks on Mechanic St. Add ADA-compliant crosswalks across Mechanic St and Peirce Island Rd for park access.	Peirce Island Road	Mechanic St	NA	2.5	2	1	1	2	3	2
216	3	Spot	South	Med	Pleasant St at Livermore St intersection improvements	Add ADA-compliant crosswalks across Pleasant St for access to Haven Park.	Pleasant St	Livermore St	NA	3.2	2	2	2	2	3	2
218	3	Spot	South	Med	Brackett Rd path lighting	Add pedestrian-scale lighting to pathway to provide additional light from dusk to dawn.	Brackett Rd Path	Clough Dr	NA	3.2	2	3	2	2	2	1