

## **Appendix C**

### **1. Status of Transportation Strategies Included in 2005 Master Plan**

## 2005 MASTER PLAN STRATEGIES – STATUS

P&T = Parking & Transportation Division, CC = City Council, PD = Planning Department, PB = Planning Board, P = Police Department  
MPO = Seacoast Metropolitan Planning Organization, PDA = Pease Development Authority

Strategy #	Description	Responsibility	Status	Recommendation
T-1.1	Provide subtotals for alternative modes and other transportation projects in the CIP to monitor spending across modes.	P&T		Include in Bicycle / Pedestrian Master Plan
T-1.2	Broaden the responsibilities and mandate of the City's Traffic and Safety Committee to include all travel modes.	P&T CC		?
T-1.3	Review the past effectiveness of ordinances and policies and their application in the development review process with regard to bicycle-pedestrian circulation and safety, and transit.	PD PB P&T	See 4.6	Delete, duplicative.
T-1.4	Undertake a public relations and marketing effort with other public and private partners (Seacoast MPO, Greater Portsmouth Transportation Management Association, large employers, etc.) to inform and motivate residents about transportation alternatives to the automobile throughout the City.	P&T	GPTM no longer active	Incorporate into Bicycle Friendly Communities designation efforts
T-1.5	Develop a comprehensive Traffic Review Policy for the City that establishes consistent criteria for the implementation of traffic calming programs in Portsmouth.	P&T		Incorporate into a city-wide Complete Streets Policy
T-1.6	Update the City's Street Standards to reflect current design practices and conditions.	P&T		Initiate interdepartmental working group (PD and DPW)
T-2.1	Undertake a City-wide traffic circulation plan that also includes full consideration of other transportation modes (bicycle, pedestrian, bus transit).	P&T	CIP (TSM-CITY-26: ROADWAY) \$20,000 per year for transportation studies	Start with Bicycle / Pedestrian Master Plan

Strategy #	Description	Responsibility	Status	Recommendation
T-2.2	Work with the Rockingham Planning Commission to undertake a comprehensive regional truck routing study that identifies preferred through-truck routes through the City and to major destinations within the City from each major roadway access point. These preferred routes would supplement the roads from which through-trucks are currently banned or regulated.	P&T	CIP (TSM-CITY-26: ROADWAY) \$20,000 per year for transportation studies	Delete, not necessary
T-2.3	Work with the Seacoast Metropolitan Planning Organization to annually compile and review with the City a list of High Crash Locations to prioritize actions to improve identified safety issues. These actions may include safety studies and funding projects to correct deficiencies.	P&T P	Need to check with PD	
T-2.4	Undertake a comprehensive review with the NHDOT and the Seacoast MPO of the role of limited access highways (Spaulding Turnpike, Route 1 Bypass) in Portsmouth and potential changes to beautify them and better integrate them into the community.	PD PB P&T NH DOT MPO	<ul style="list-style-type: none"> <li>Working with NH DOT on Route 1 Bypass bridge improvements and discussing integration of Complete Streets components</li> </ul>	Collaborate with NHDOT to include Complete Streets standards in all roadway projects
T-2.5	Undertake a comprehensive review of the Islington Street Corridor to better integrate vehicular, bicycle, and pedestrian traffic and land use.	PD P&T	<ul style="list-style-type: none"> <li><i>Islington Street Corridor Improvement Action Plan 2009</i></li> <li>CIP (TSM-CITY-17: INTERSECTION / SIGNALS)</li> <li>CIP (TSM-CITY/NHDOT-29: ROADWAY)</li> </ul>	
T-2.6	Conduct a Wayfinding Study to determine preferred access routes to major destinations within Portsmouth. Develop a signage program to implement these routes.	PD P&T	<p>In progress, expected completion:</p> <ul style="list-style-type: none"> <li>Phase 1 (study) 2013</li> <li>Phase 2 (implementation) 2014</li> </ul>	

Strategy #	Description	Responsibility	Status	Recommendation
T-2.7	Review the past effectiveness of ordinances and policies and their application with regard to street interconnections in residential subdivisions and inter-parcel connections between adjacent commercial developments.	PD PB P&T		Delete
T-2.8	In conjunction with the Seacoast MPO, develop a systematic traffic congestion monitoring program for arterial roadways in Portsmouth.  The monitoring program might include: <ul style="list-style-type: none"> <li>◆ Data collection (turning movements, travel-delay studies)</li> <li>◆ Congestion and delay monitoring and analysis</li> <li>◆ Follow-up actions such as further study and CIP projects.</li> </ul>	P&T MPO	Ongoing	
T-2.9	Continue the systematic upgrade of traffic signal systems (replacement of equipment, coordination of signal systems) to make the most efficient use of roadway capacity such as Woodbury Avenue.	P&T DPW	CIP (TSM-City-15: INTERSECTION / SIGNALS)	
T-2.10	Ensure access management is a major consideration in all corridor studies and is incorporated into roadway construction projects, as appropriate.	PD P&T	Ongoing	
T-3.1	Create a system of multimodal transportation centers that will facilitate use of public transit and other modes.	P&T	<ul style="list-style-type: none"> <li>• Added multi-modal improvements to High Hanover Parking Facility.</li> <li>• Conceptual design for Plaza 800 as potential intermodal connectivity point</li> </ul>	Consider in Bicycle / Pedestrian Master Plan
T-3.2	Continue and promote expanded public transit options for evening activities and special events.	P&T	<ul style="list-style-type: none"> <li>• Downtown Loop Trolley (Summer)</li> <li>• Vintage Christmas Trolley (December)</li> </ul>	

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T-3.3	Consult regularly with potential public transportation user groups.	P&T	Planning staff sit on COAST Board of Directors	
T-3.4	Work with the Seacoast MPO on studies to reintroduce passenger rail service to Portsmouth on the Hampton Branch or other viable routes such as the Rockingham Branch, and for the siting of passenger rail stations with links to the downtown (if not located downtown).	P&T PD	Hampton Branch in process of abandonment, NHDOT may purchase for conversion to multi-use path	Work with RPC
T-3.5	Continue the City's participation with the Greater Portsmouth Transportation Management Association. Make the City government a model for alternative commuting through employee incentives and policies to reduce single occupant automobile commuting.	P&T	Has been inactive, as of 2014 it will be re-formed as the Seacoast TMA.	Adopt Bicycle Friendly Communities Action Plan
T-3.6	Continue and expand the enhancement of fixed route bus service (route frequency, bus routing, types of buses) to meet new demands and opportunities.	P&T	<ul style="list-style-type: none"> <li>• Clipper Connection</li> <li>• Ongoing participation in COAST Board of Directors</li> <li>• Temporary shuttle service during Memorial Bridge construction</li> </ul>	
T-3.7	Promote the expansion of intercity bus service by private providers to better connect Portsmouth to other cities and major destinations such as Manchester Airport.	P&T		Work with Seacoast TMA
T-3.8	Work with the NHDOT to preserve the utility of existing rail rights of way.	P&T PD	Working with NH Seacoast Greenway and NHDOT to preserve Hampton Branch corridor as potential rail trail (added to CIP)	

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T-3.9	<p>Conduct a study of all public transit services within the City to eliminate service redundancies, increase public transit ridership and improve overall efficiencies.</p> <p>Include services provided by, and policies of, COAST, Wildcat Transit, Portsmouth Housing Authority, Portsmouth School Department and human service agencies.</p>	P&T	In process. Staff working groups have been formed.	
T-4.1	Review the current policies and standards regarding the requirement for sidewalks along public streets for new streets and for the addition of sidewalks along existing streets.	P&T	<ul style="list-style-type: none"> <li>• Planned component of subdivision bylaw upgrade</li> <li>• Adopted sidewalk policy</li> </ul>	
T-4.2	<p>Develop a city-wide bicycle and pedestrian plan. The Plan should be fully integrated with traffic, roadway planning and transit by the City, Rockingham Planning Commission, and State; should be developed by an Advisory Committee; and should:</p> <ul style="list-style-type: none"> <li>◆ identify bicycle and pedestrian needs and deficiencies,</li> <li>◆ identify and prioritize facility improvements (on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking),</li> <li>◆ develop bicycle and pedestrian facility guidelines/standards, including bicycle parking,</li> <li>◆ develop standards for bicycle signage on roadways such as Share the Road,</li> <li>◆ estimate implementation costs and identify funding sources, responsibilities and phasing.</li> </ul>	P&T	<ul style="list-style-type: none"> <li>• Planned component of Master Plan update</li> <li>• City Council support for Bicycle Friendly Community designation</li> <li>• CIP (TSM-CITY-26: ROADWAY) \$20,000 per year for transportation studies</li> </ul>	
T-4.3	Install additional bicycle parking in the downtown and study the feasibility of a Bike Station with secure bicycle parking and support facilities.	P&T DPW	<ul style="list-style-type: none"> <li>• Added bicycle parking along State Street</li> <li>• Analysis of existing bicycle parking is underway</li> <li>• COAST funding for bike racks</li> </ul>	Focus on expanding bicycle parking options in the downtown area

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T-4.4	Continue to seek funding for bicycle projects already designed.	P&T	<ul style="list-style-type: none"> <li>• Pease Bike Path (in progress)</li> <li>• Middle Street bike lanes (in CIP)</li> <li>• Hampton Branch rail trail (in CIP)</li> <li>• Safe Routes to School grants</li> <li>• COAST grant for bike racks</li> </ul>	
T-4.5	Fully consider bicycle facilities in all roadway and bridge projects (resurfacing, retrofit, rehabilitation, reconstruction and replacement projects) including the Sagamore and Memorial Bridges and the Route 1 Bypass Bridge.	P&T	Ongoing coordination with NHDOT and MDOT	
T-4.6	Review site plan, zoning and subdivision ordinances to make them more bicycle-friendly including bicycle parking requirements, roadway design standards, and easements/right-of-way for bicycle and pathway projects.	PD PB CC	<ul style="list-style-type: none"> <li>• Zoning Revisions implemented</li> <li>• Site Plan review changes implemented</li> <li>• More changes in progress / under review</li> </ul>	
T-4.7	Incorporate bicycle, pedestrian and transit accommodations into site planning standards.	PD PB	See 4.6	
T-5.1	Conduct a Wayfinding Study to determine priority access routes to major destinations within Portsmouth from the Interstate System and arterial roadways.	P&T	See 2.6	
T-5.2	Develop a signage program to implement these routes.	P&T	See 2.6	
T-5.3	Implement a Gateway Signage program which includes welcome signs, landscaping, and other design treatments at primary gateways to the community.	P&T PD DPW		Consider as part of Wayfinding Project.

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T-5.4	Commit CIP funds to Ongoing program support (maintenance, expansion, management).	P&T		?
T-5.5	Develop policies and procedures to coordinate public sector and private/ nonprofit sector signage programs within the public right of way.	P&T CC	See 2.6	
T-6.1	Regularly monitor the inventory and turnover of public and private downtown parking, the number of residential housing units, the square footage of commercial buildings, and assess vacancy rates in order to monitor parking supply and demand.	P&T PD	<ul style="list-style-type: none"> <li>• Parking Supply and Demand Analysis Final Report 01/23/12</li> <li>• December 2011 - Report on Downtown Parking Supply and Demand</li> <li>• March 2011 - Downtown Parking Omnibus</li> <li>• July 2010 - A Report on Parking Impacts and Downtown Vitality</li> <li>• November 2006 - Parking Service Enhancements Consultant Report</li> </ul>	
T-6.2	Enhance (supply, aesthetics, infrastructure) parking facilities on the periphery of the downtown with high frequency public transit.	P&T		?
T-6.3	Work with the RPC, NHDOT and MPO to implement the system of planned satellite Park and Ride lots (outside of Portsmouth) and Commuter Express Buses to intercept commuters bound for Portsmouth to mitigate traffic and improve air quality.	P&T NH DOT RPC MPO		
T-6.4	Consider the recommended upgrade of the Worth Lot from surface lot to parking garage.	P&T	Parking Garage Site Selection Committee	



Strategy #	Description	Responsibility	Status	Recommendation
T-6.5	Identify and expand shared parking opportunities between land uses (such as currently provided by the City and the St. John's Masonic Parking Lot) to use the current supply efficiently and reduce demand for additional downtown parking.	P&T PD		?
T-6.6	Periodically review the current amount and appropriateness of the parking impact fee (intermodal transportation credit) that developers pay in lieu of providing parking downtown. The review will assess when the rates need to be changed to bring them up to date and in line with the public and private cost to provide off-street parking.	P&T	Parking fee eliminated	
T-6.7	Consider implementing Resident Permit Parking to prevent downtown parking from encroaching into residential neighborhoods and encourage use of peripheral parking lots or downtown structured parking.	P&T CC	Study completed (2005)	
T-6.8	Review the existing off-street parking requirements for new development and parking generation rates in the zoning ordinance.	P&T PD	Study completed	
T-6.9	Review the current pricing structure of public on and off-street parking.	P&T	City Council has adopted changes effective 1/2013	
T-6.10	Review new technology to more cost-effectively and conveniently collect parking payments for on-street and off-street parking.	P&T	Implemented	
T-7.1	Participate in a strategic planning process with the Tradeport that reviews the mission of the Airport and considers alternatives to current operations, functions, and management structure.	P&T PDA		
T-7.2	Evaluate parking policies on the Pease Tradeport including the potential for improved shared parking and consolidation of parking areas.	P&T		
T-7.3	Preserve rail access to the Pease Tradeport.	PD PB		

Strategy #	Description	Responsibility	Status	Recommendation
T-8.1	Maintain funding in the CIP to ensure adequate preservation of roadway pavement, bridge and sidewalk conditions throughout the City and transit vehicle maintenance/replacement.	DPW PB CC	Ongoing	
T-8.2	Work with the NHDOT to identify and prioritize major infrastructure needs: <ul style="list-style-type: none"> <li>◆ Roadway-rail grade crossings</li> <li>◆ Roadway-rail grade separated crossings (Maplewood Avenue, Route 16, etc.)</li> <li>◆ Rehabilitation replacement of the Sagamore and Memorial Bridges</li> <li>◆ General Sullivan Bridge</li> <li>◆ Portsmouth Traffic Circle</li> </ul>	P&T	Ongoing	
T-9.1	Implement the recommendations of the Port Master Plan.	PDA	See Port Master Plan	
T-9.2	Identify additional ways to facilitate usage of the Port.	PDA	See Port Master Plan	
T-9.3	Review current zoning and other City policies to ensure that operation of the Port remains viable.	PD PB CC		
T-9.4	Maintain and improve intermodal freight connections between the Port, Tradeport, and the region.	PDA PD P&T		