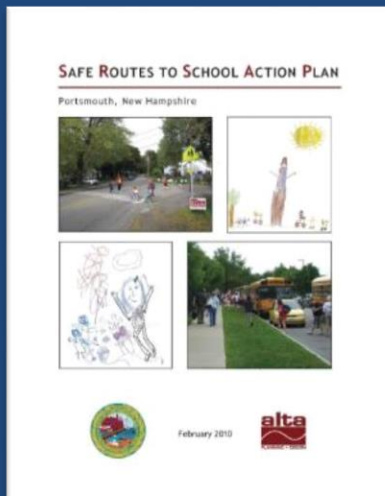


Middle St / Lafayette Rd Bicycle Route

Parking & Traffic Safety Committee

October 6, 2016

How did we get here?

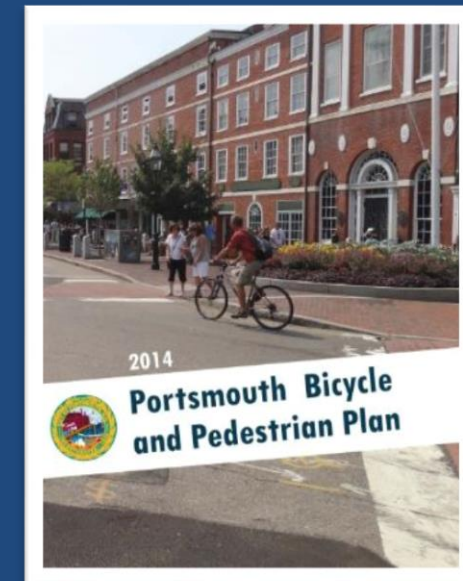


“Walk Friendly Community Policy”

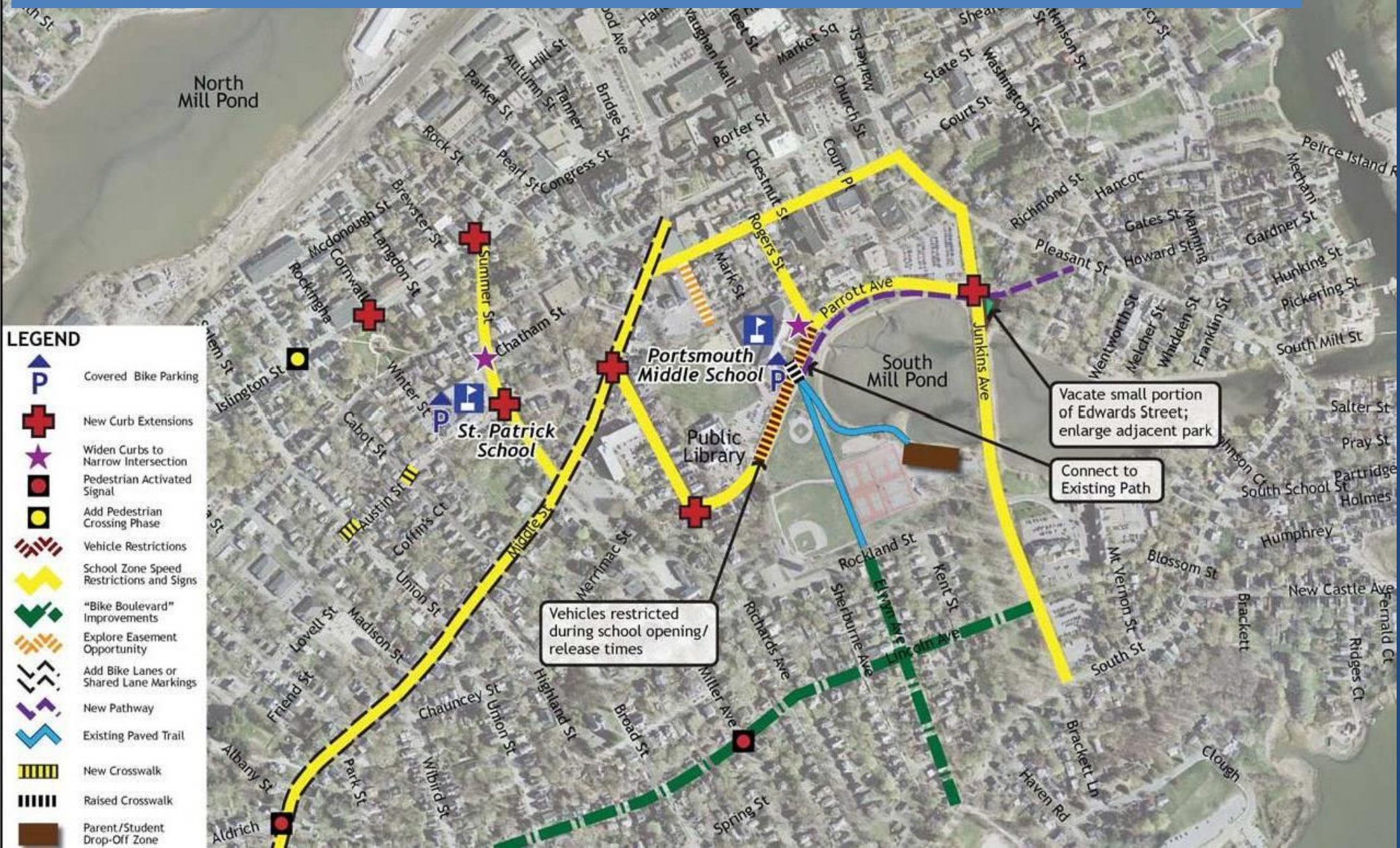
“Bicycle Friendly Community Policy”

“Complete Street Policy”

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



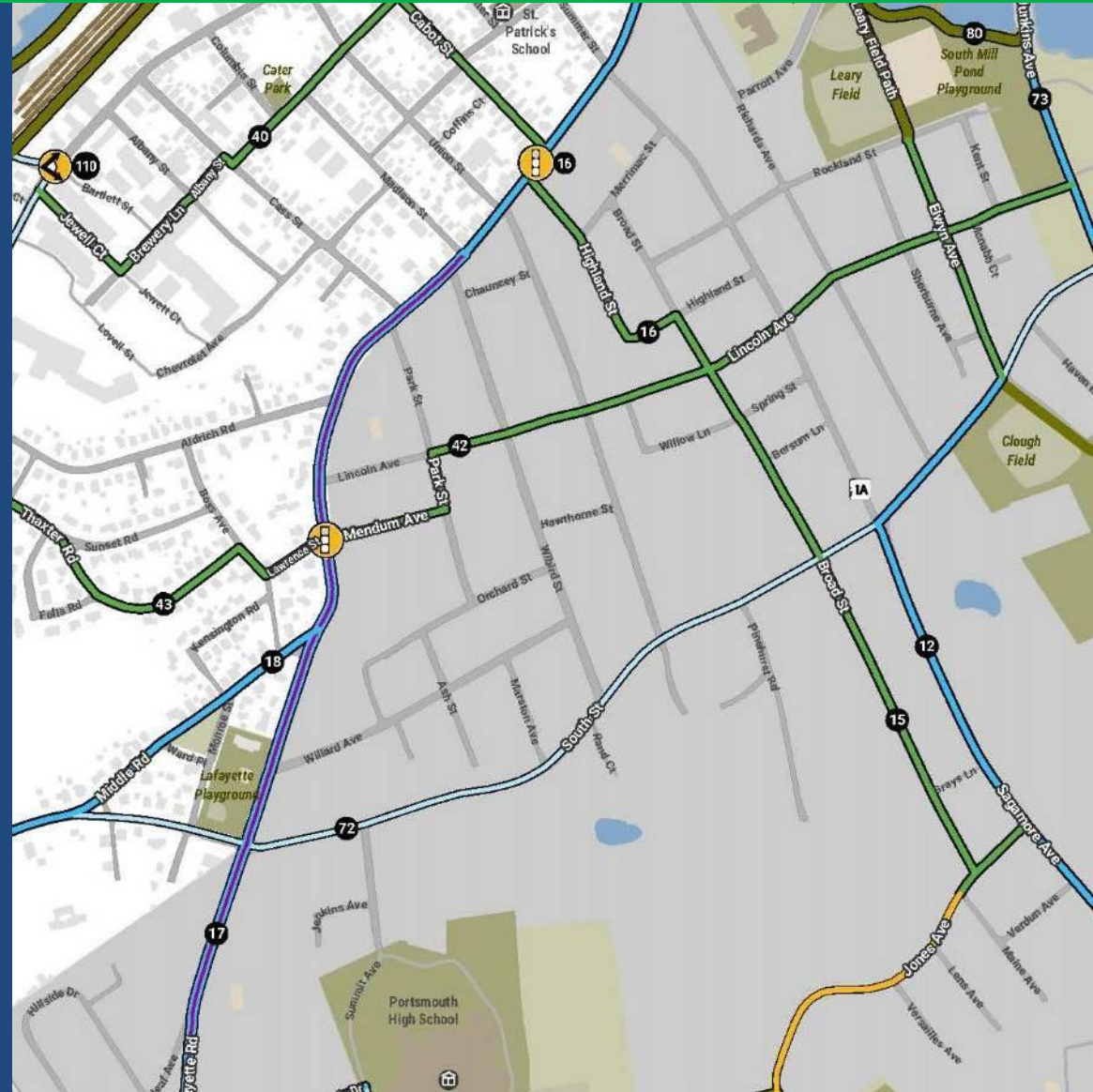
2010 Safe Routes to School Action Plan, illustrated here, identified this corridor for an on-road bike route in order to increase utilization by school age children to get to and from school and other activities.



2014 Bicycle and Pedestrian Plan, illustrated on this slide, reiterated this recommendation indicating that such improvements could improve safety for all travelers and connect gaps in the bicycle and pedestrian network. This plan also suggested that the City consider buffered bicycle lanes rather than simply traditional bicycle lanes due to the motor vehicle volume and traffic speeds along this roadway.

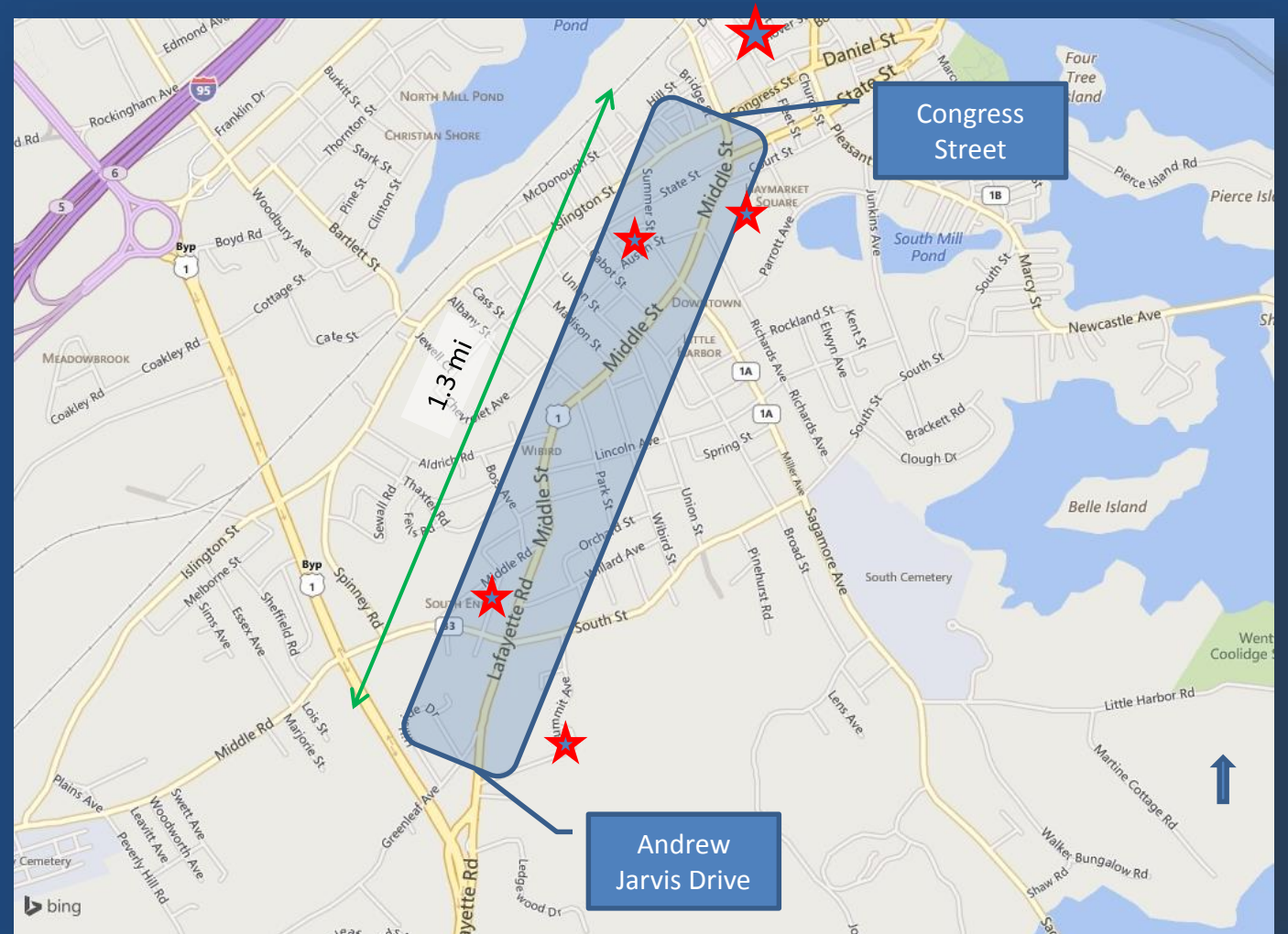
PROPOSED BIKE IMPROVEMENTS

- Shared-Use Path
- Side Path
- Cycle Track
- Buffered Bike Lane
- Bike Lane
- Contraflow Bike Lane
- Shared-Lane Marking
- Shared Street
- Pedestrian Street
- Bike Boulevard
- Signed Route



Project Purpose

- Improve Safety for Cyclists & Pedestrians
- Expand Connectivity
- Provide Bicycle Route Utilized by All Ages
- Enhance Pedestrian Crossings
- Comply with Fed funding requirements, documentation of impacted resources

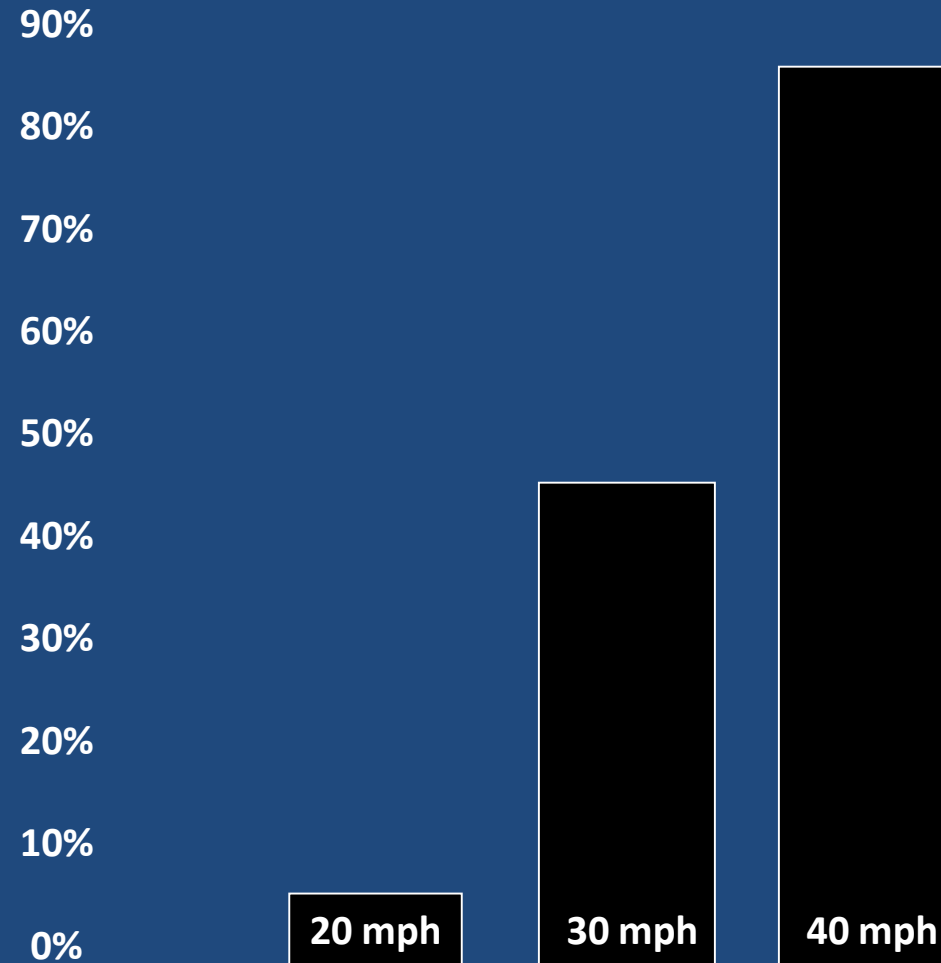


Who are we designing for?

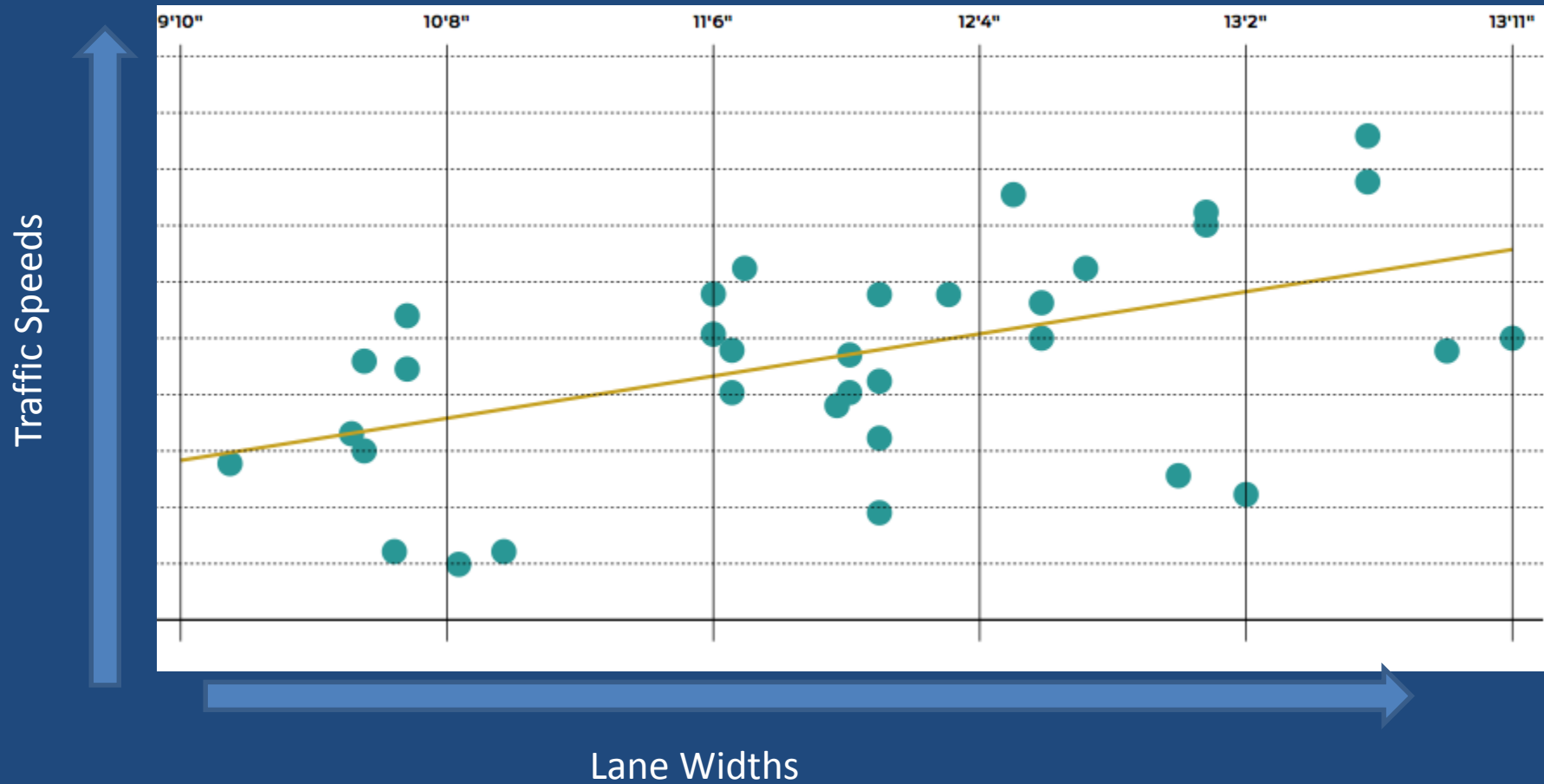


Safe Speeds

Pedestrian's risk of fatality if hit by a motorist



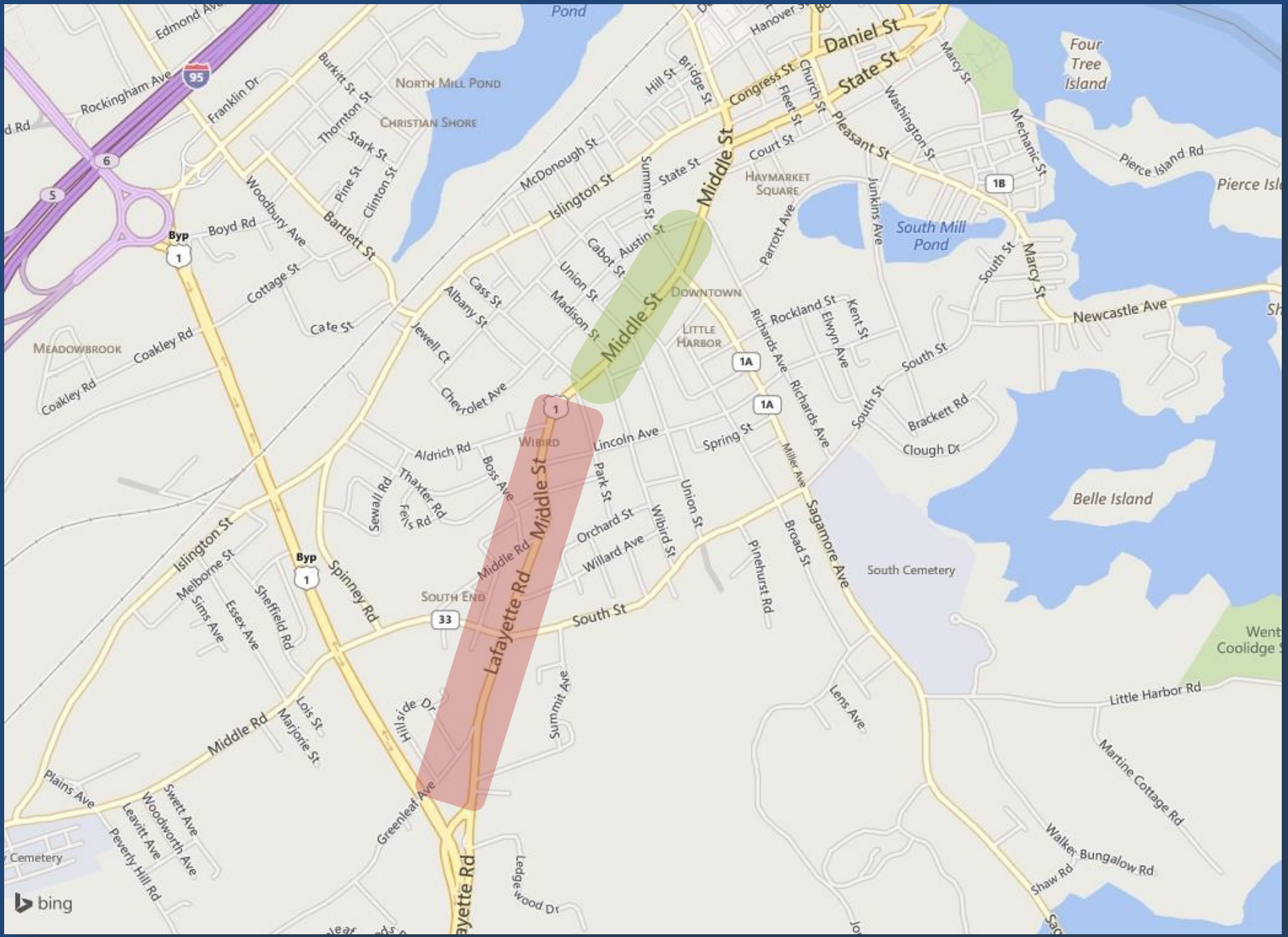
Traffic Calming



Existing Conditions

- Two lanes of travel, variable roadway width
- Sidewalks along most of the corridor
- COAST bus route
- 85th percentile speeds 31 - 35
- Low on-street parking usage south of Cass St
- Historic properties





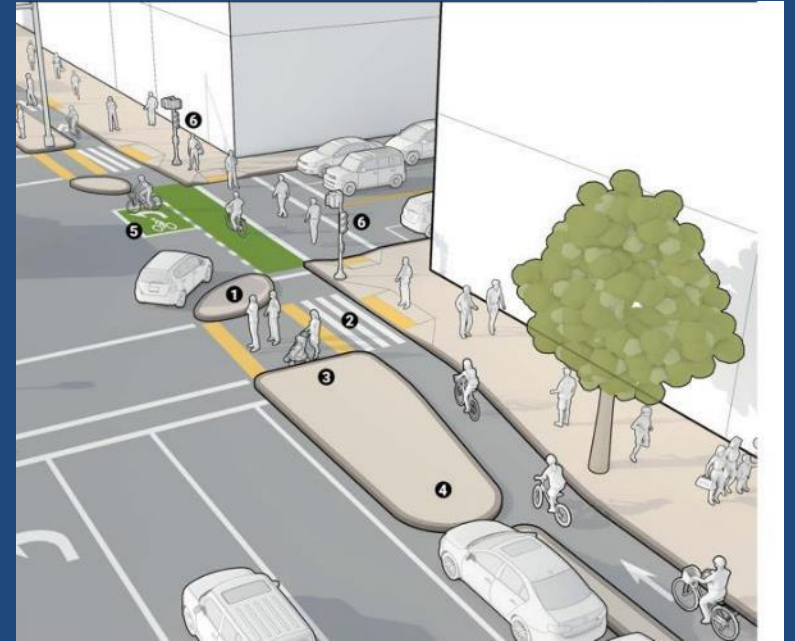
Preferred Alternative:

Protected and Buffered Bike Lanes

- Buffered -- a bicycle lane with additional lateral separation from motor vehicle travel ways
- Protected – a bicycle lane with vertical separation (parked cars, flexible bollards, plantings, or curbing) from motor vehicle travel ways



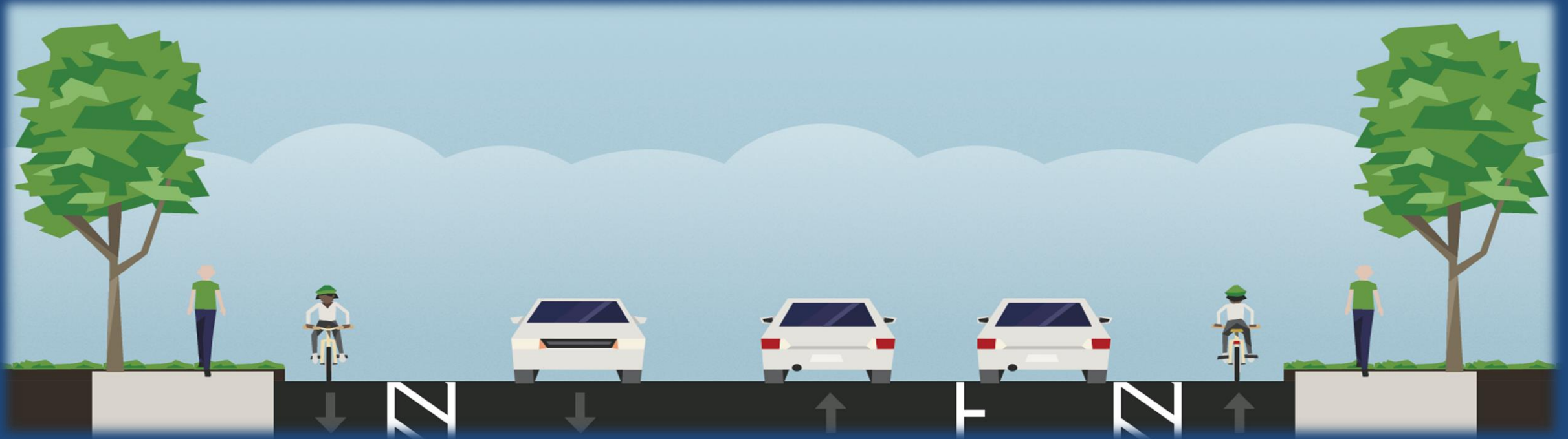
Examples of Protected / Buffered Bicycle Lanes

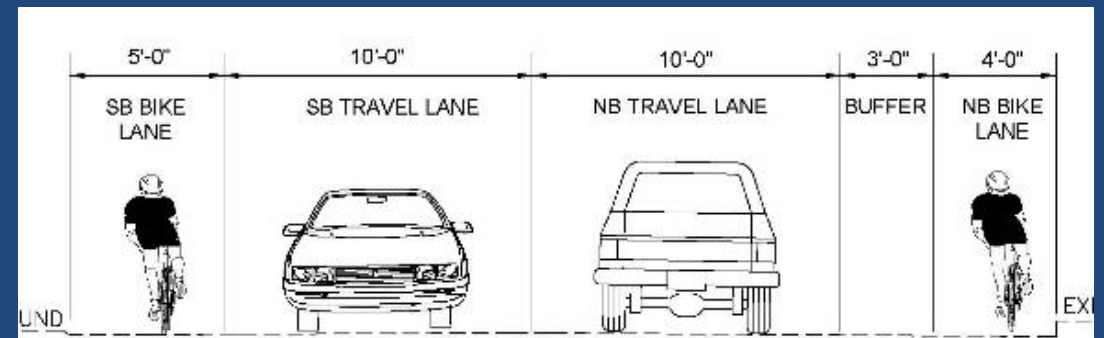
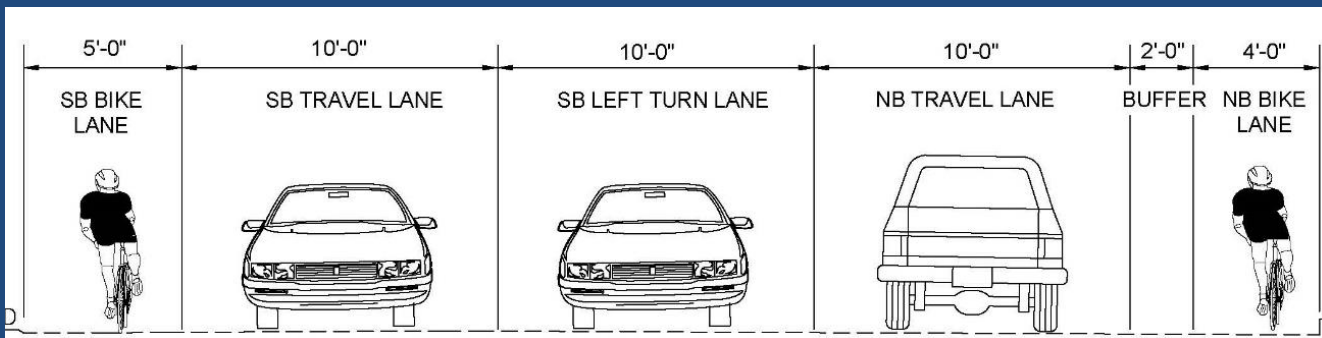
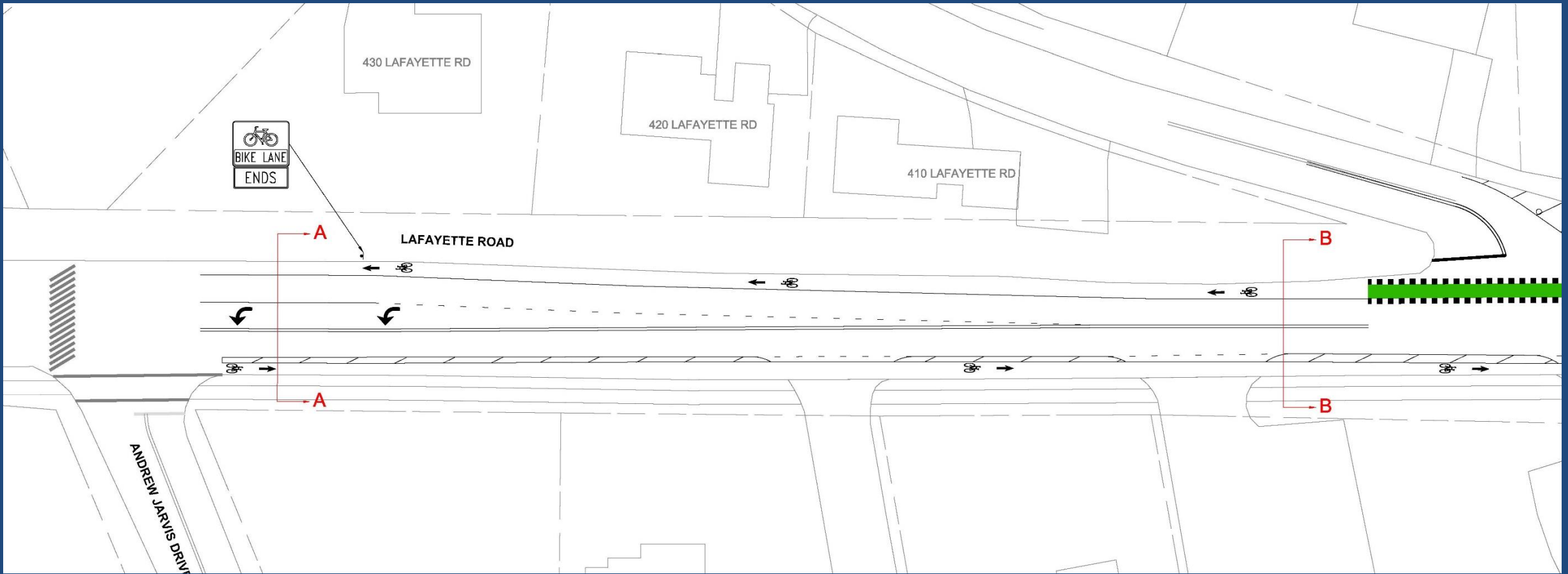


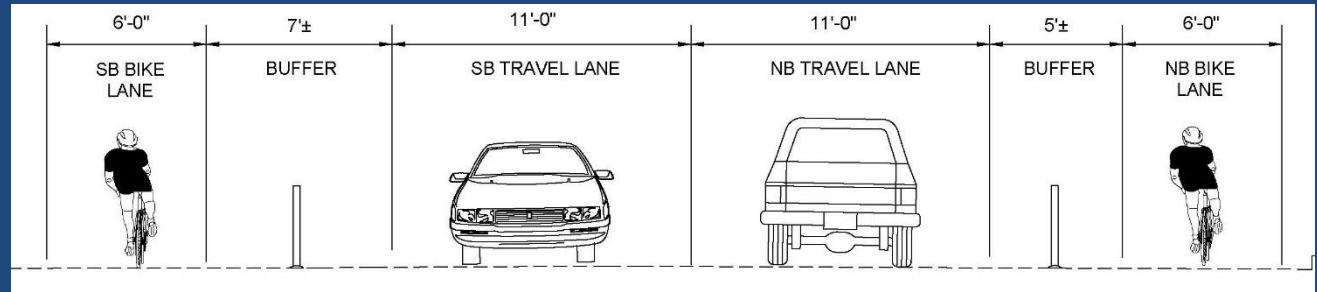
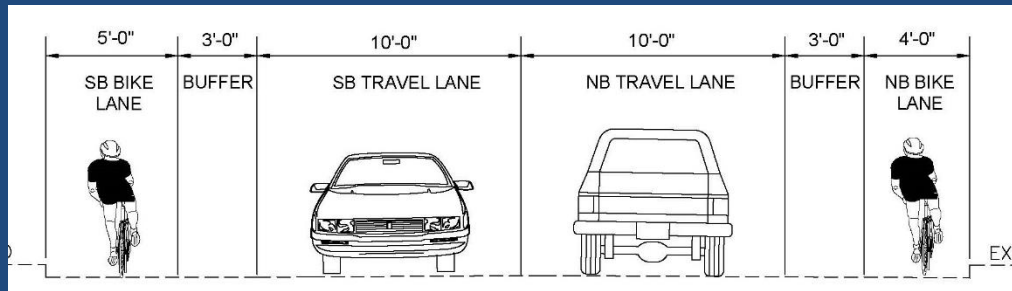
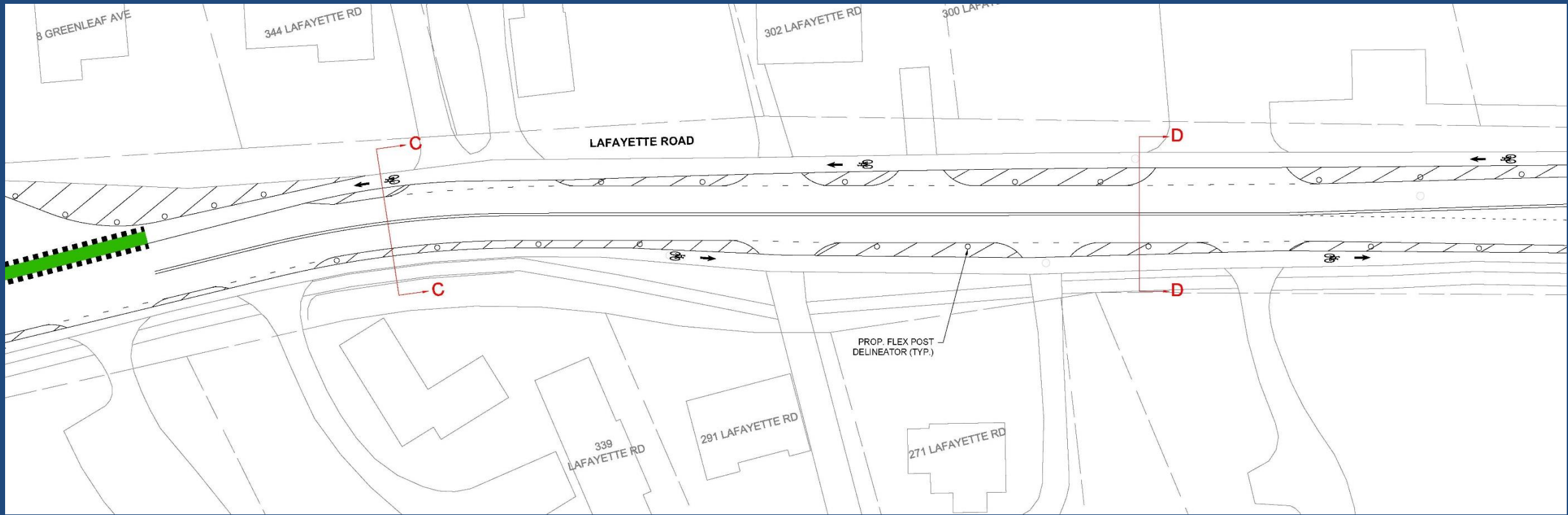
© Jonathan Maus/BikePortland

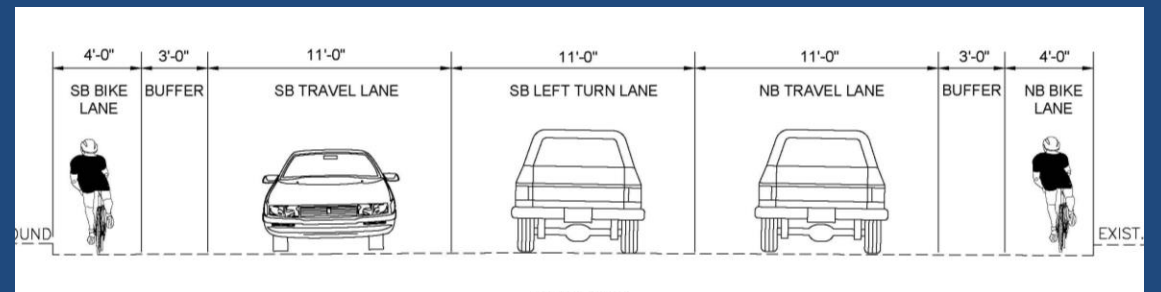
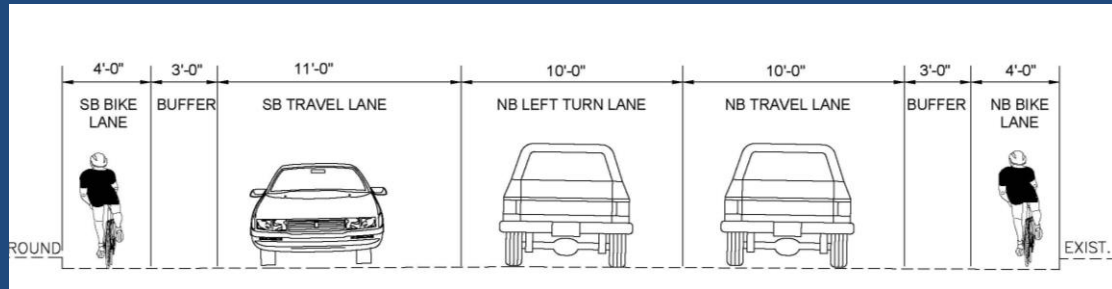
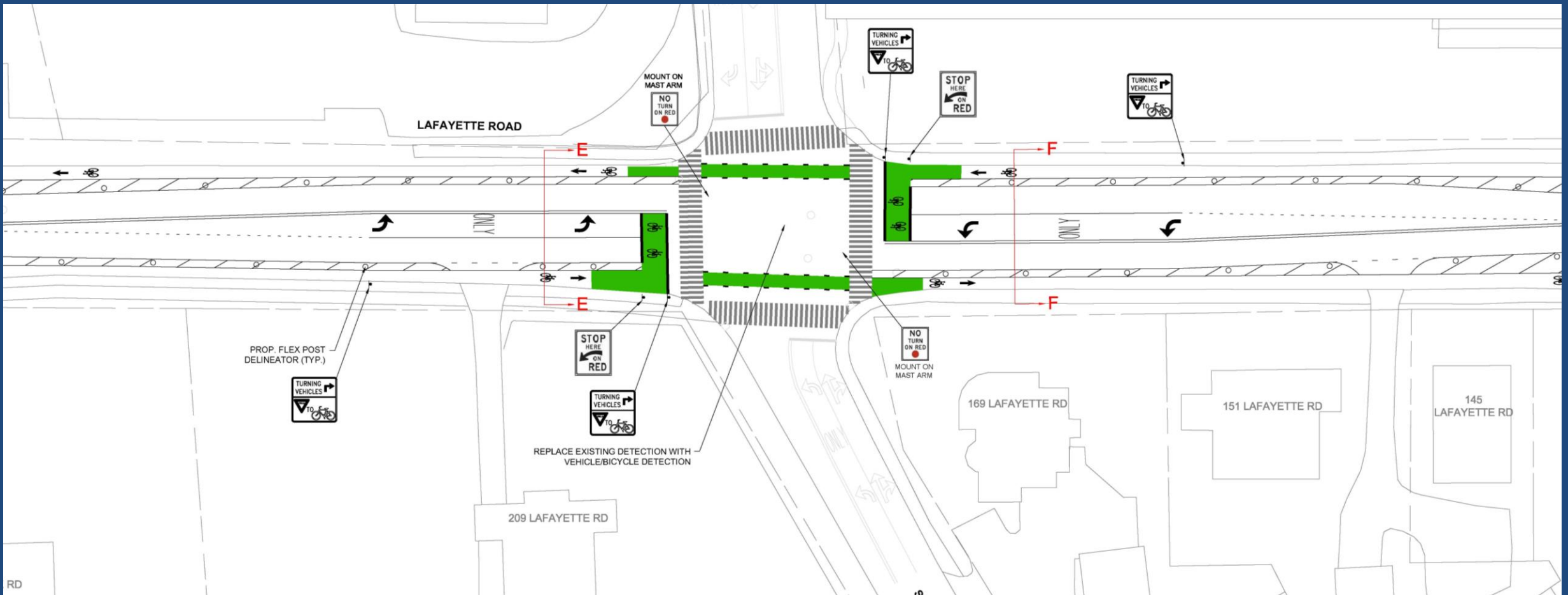


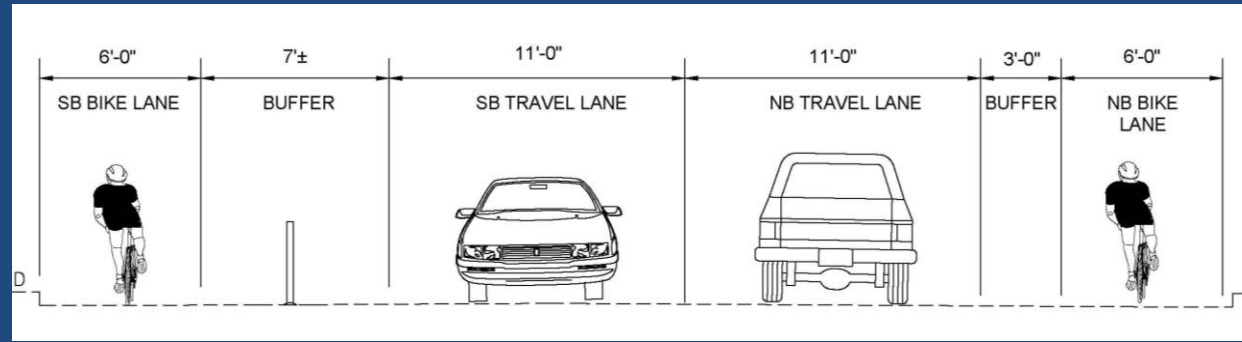
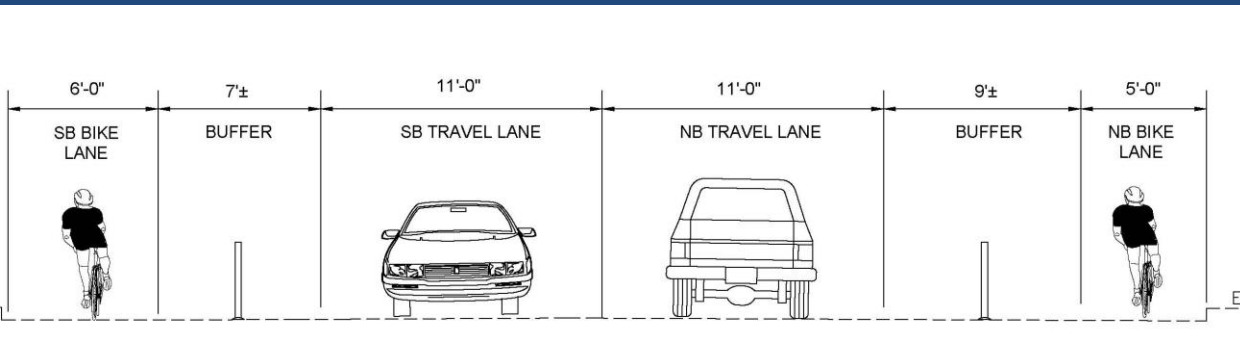
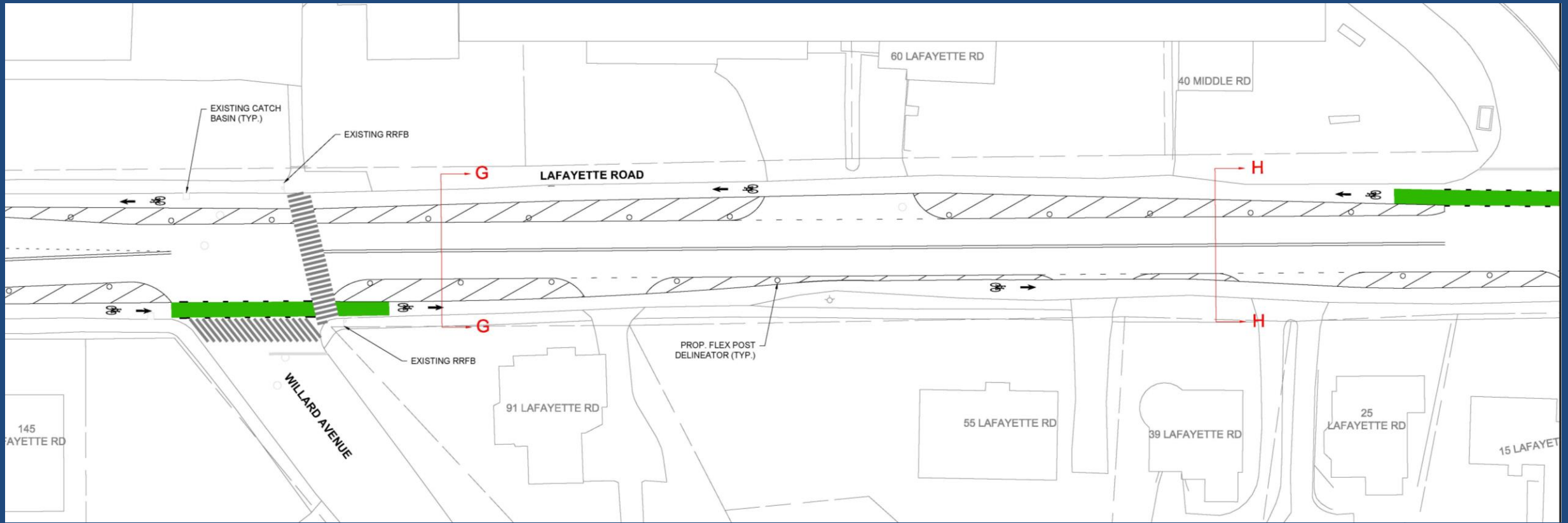
Buffered/Protected Bike Lanes

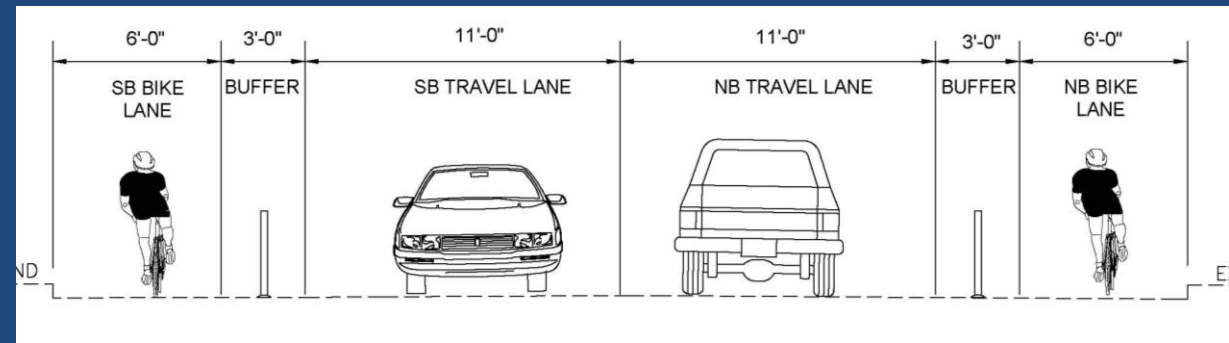
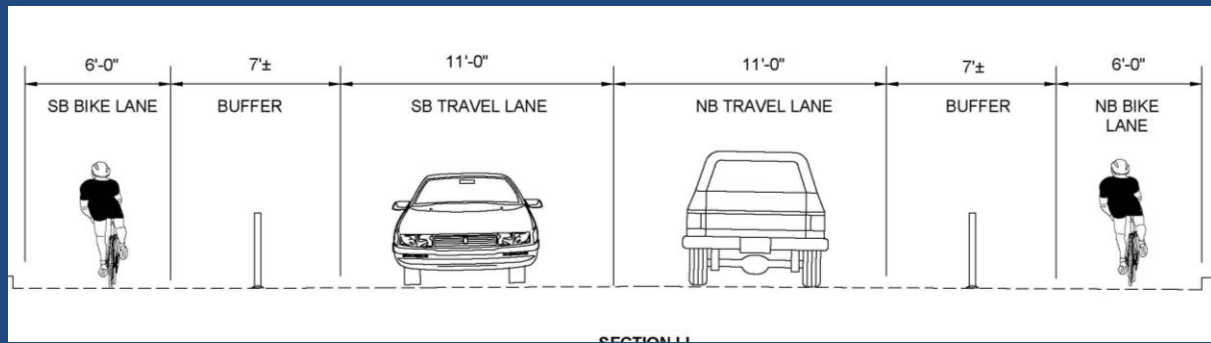
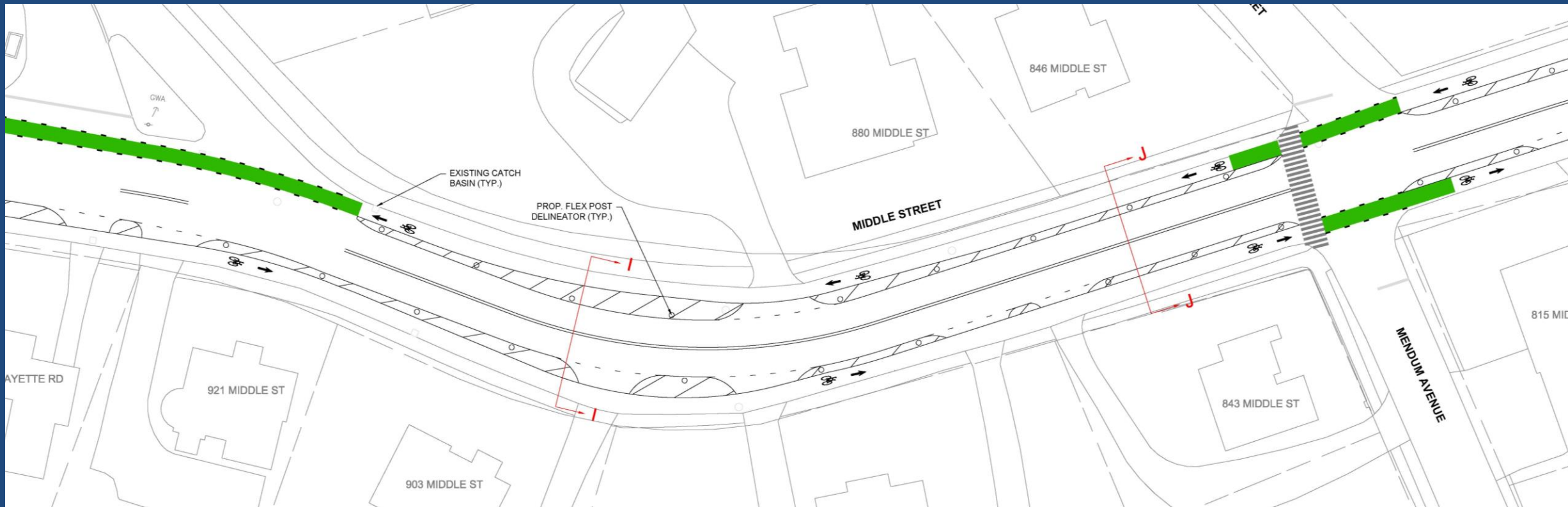


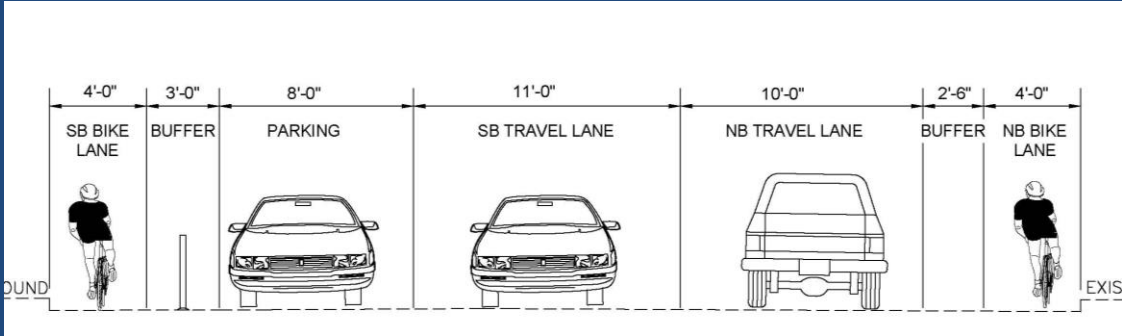
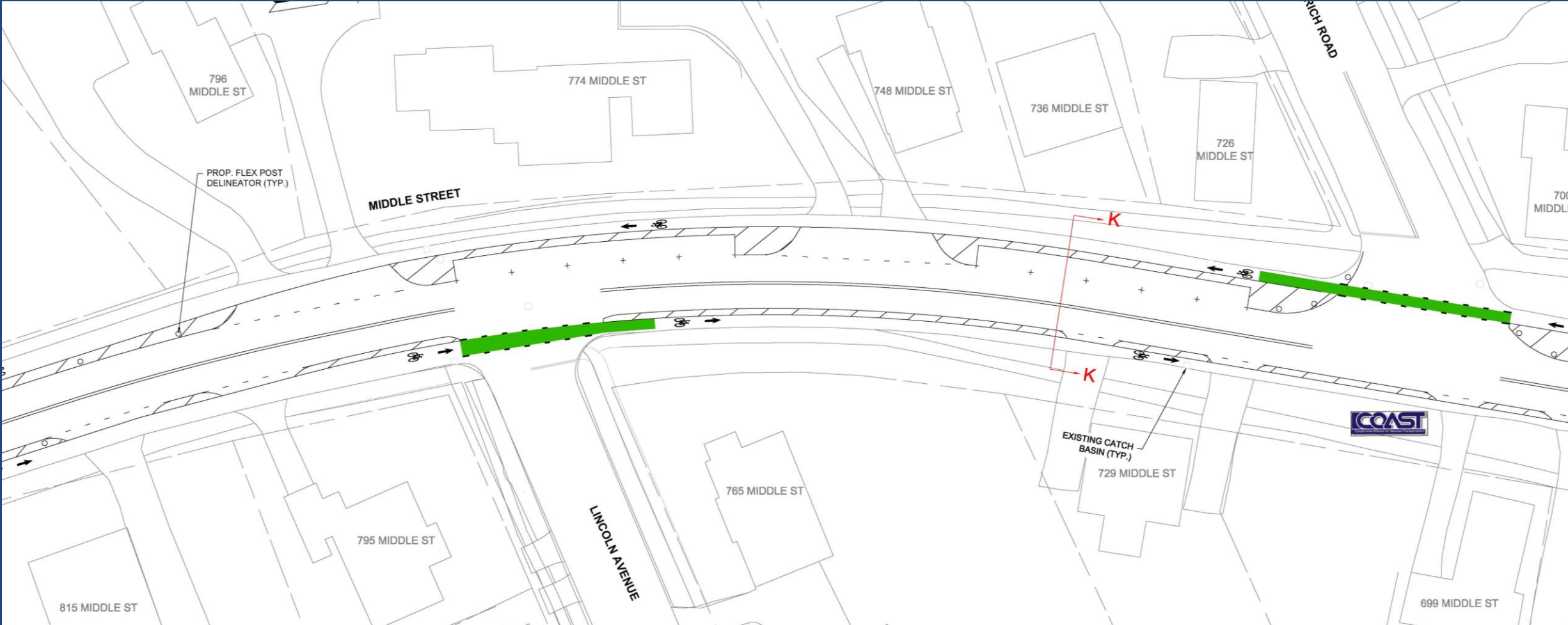


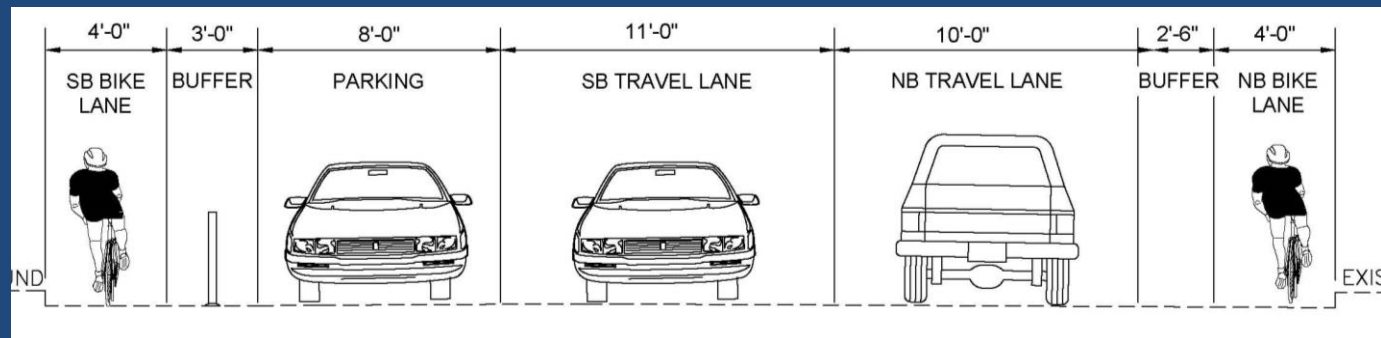
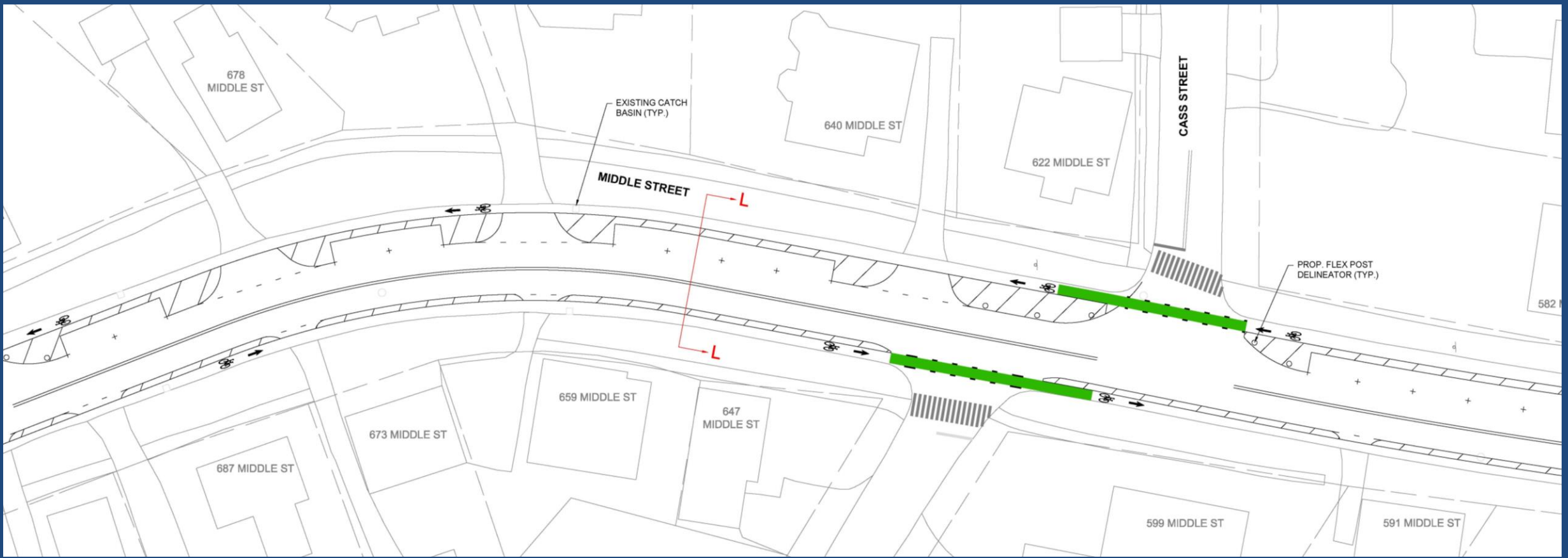


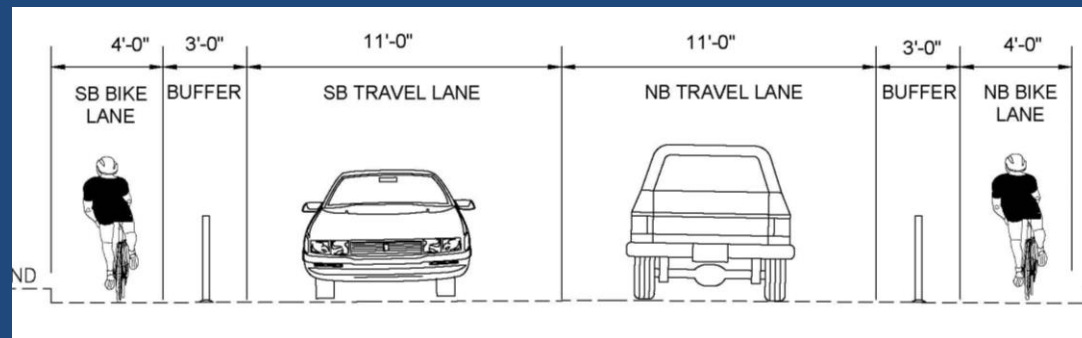
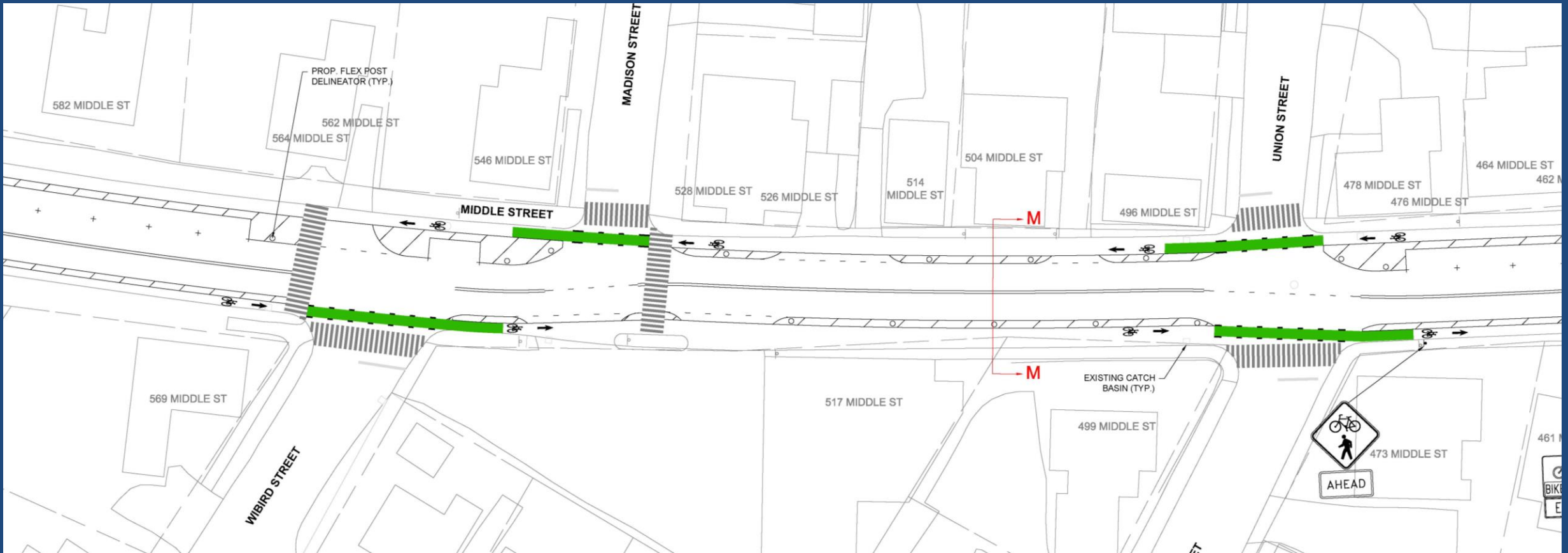


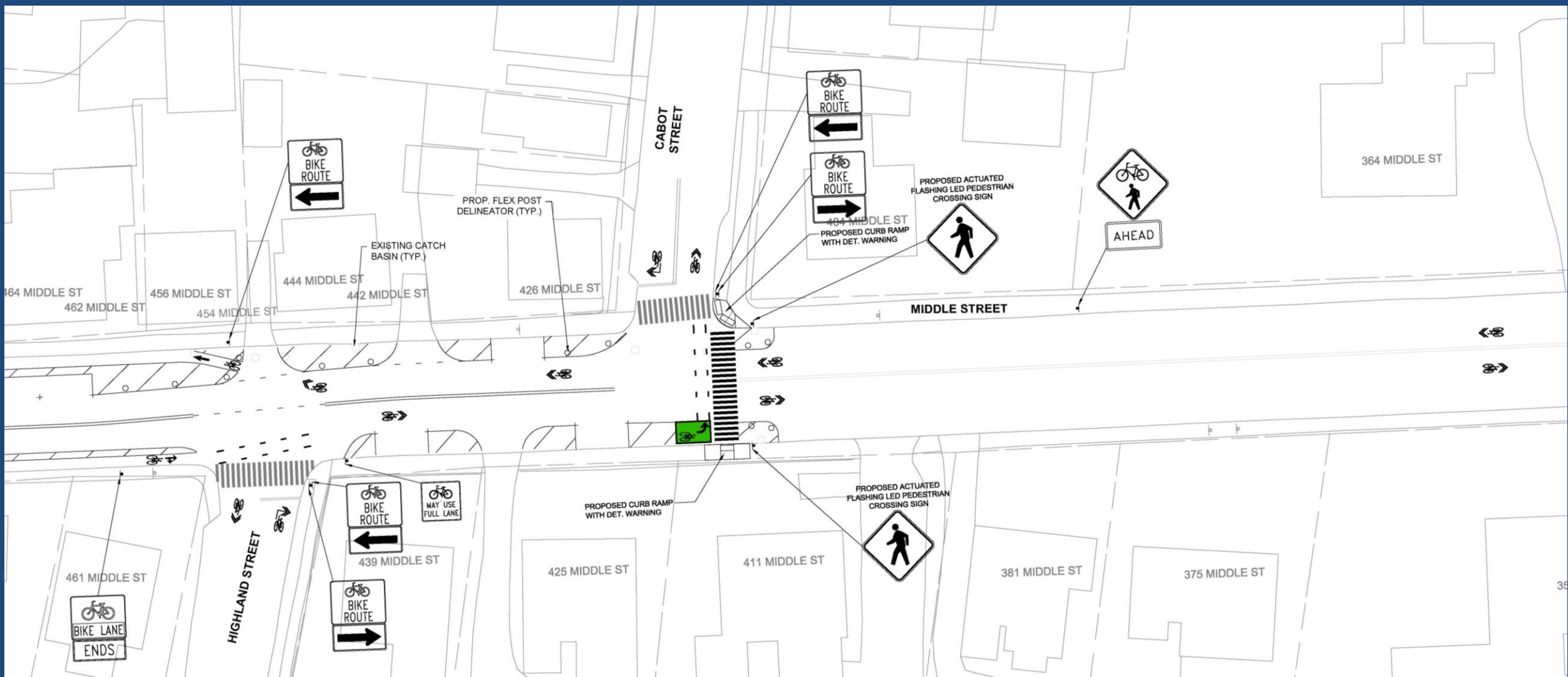






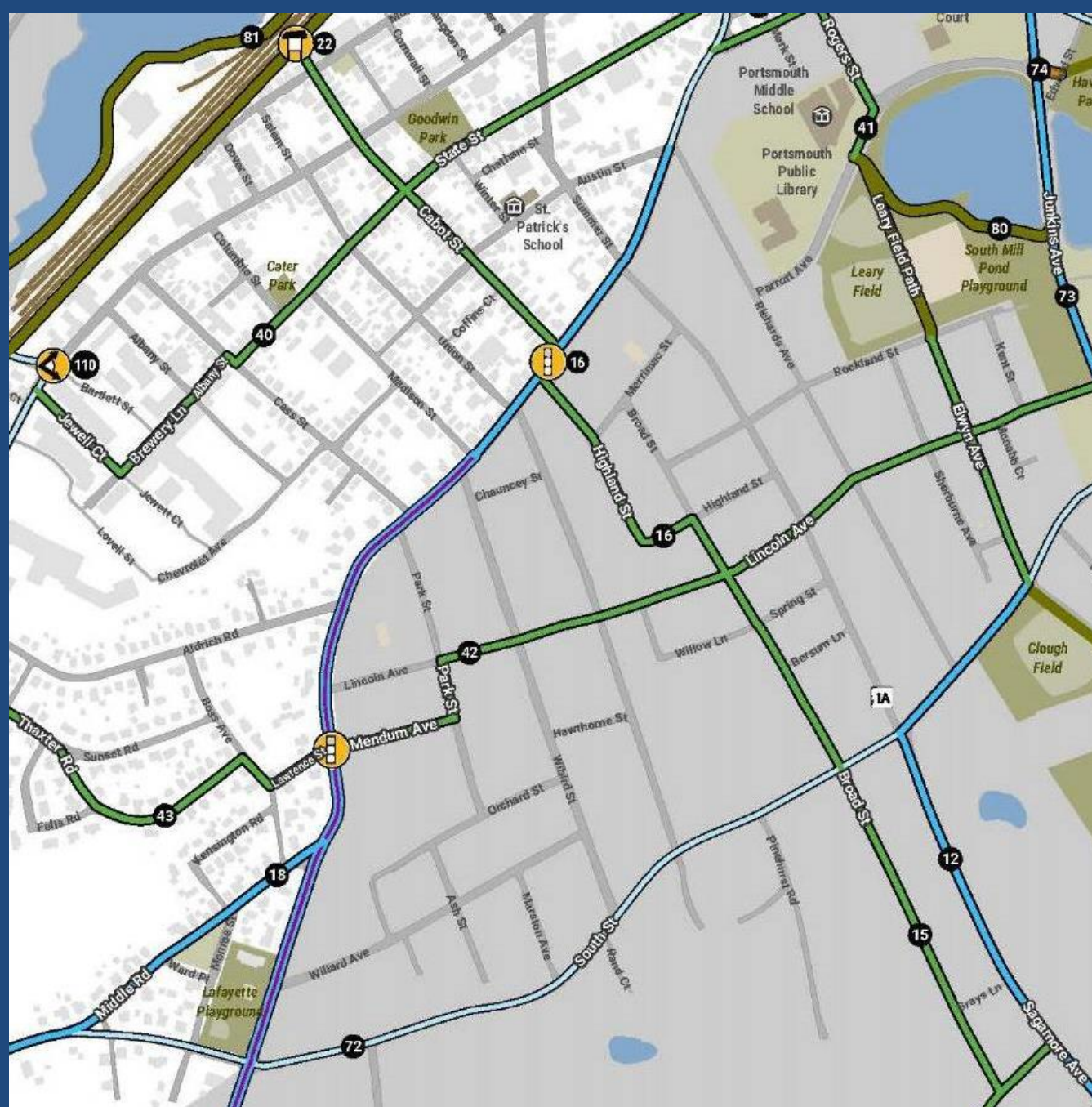






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Next Steps

- Final Engineering Design (Fall/Winter 2016)
- Final NHDOT Notice to Proceed
- Bid for Construction
- Construction (Spring/Summer 2017)

Public Input

- Meeting with School Officials – October 2014
- Public Information Gathering Meeting – November 19 2014
- Public Comment Period
- Parking & Traffic Safety Committee – February 2015
- City Council
- Pop-Up Demonstration
- Public Meeting to Discuss Preferred Alternative

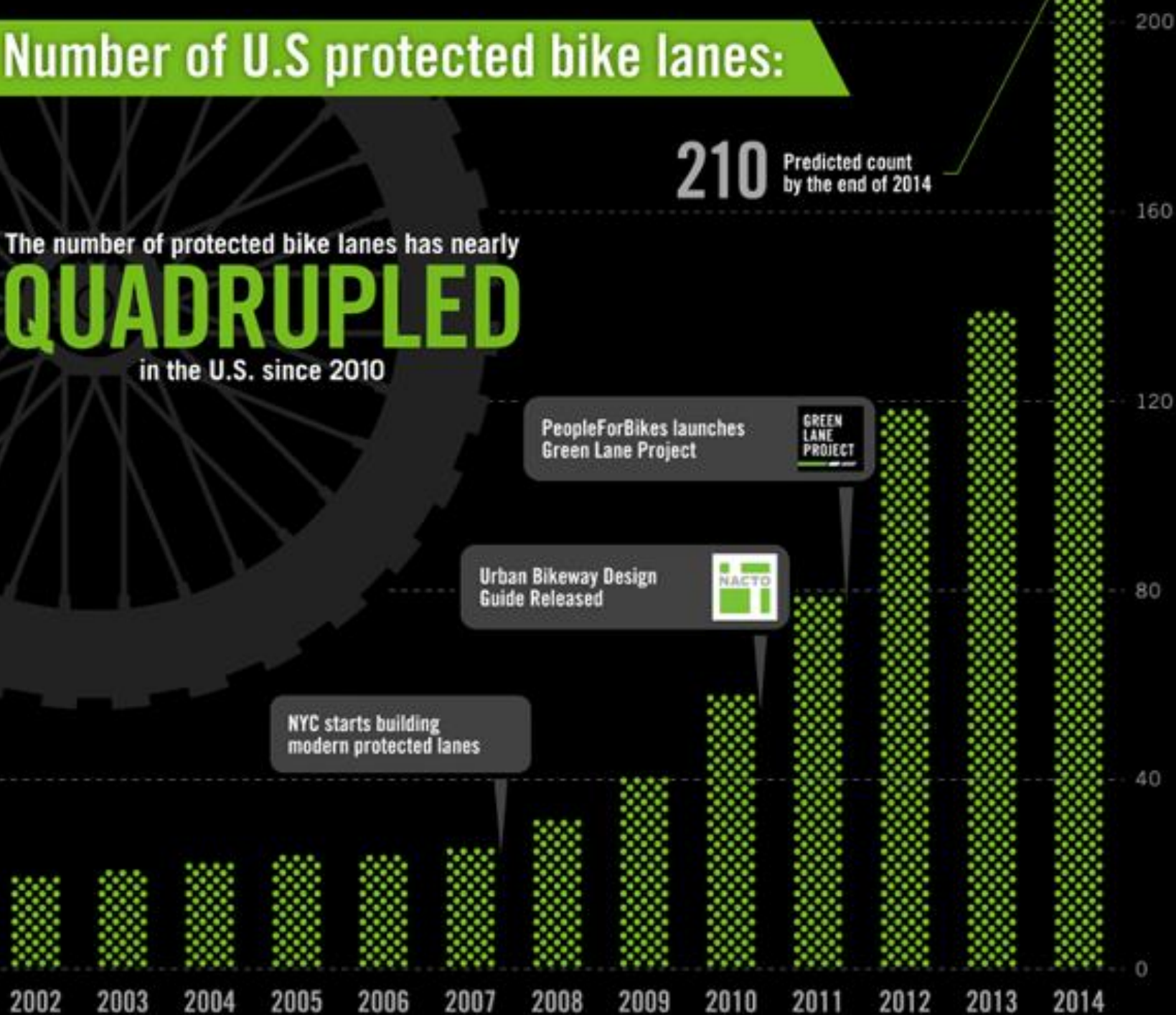
On-Street Parking -- Proposed

- No parking north of Austin (no change from existing)
- Parking on both sides of street between Austin and Cabot (no change to existing)
- Limited parking on one-side of the street between Cabot and Lincoln
- No on-street parking south of Lincoln

Number of U.S protected bike lanes:

The number of protected bike lanes has nearly
QUADRUPLED
in the U.S. since 2010

210 Predicted count
by the end of 2014



PeopleForBikes launches
Green Lane Project

GREEN
LANE
PROJECT

Urban Bikeway Design
Guide Released



NYC starts building
modern protected lanes