BICYCLE PEDESTRIAN BLUE RIBBON COMMITTEE

Conference Room A at City Hall, 1 Junkins Avenue
Thursday, November 5, 2026, at 6 PM

Register to participate via Zoom. A unique meeting ID and password are provided once you register. To register, click on the link below or copy and paste into your web browser:

https://us06web.zoom.us/webinar/register/WN_i74yki_0SJGRpaECbp5EWw

Agenda

1. **Call to Order**
2. **Attendance**
3. **Public Comment (15 Minutes)**

   This is the time for all comments on any of the agenda items or non-agenda items.
4. **Approval of Minutes for October 1, 2026**
5. **Presentations**
6. **Working Groups Reports Back**

   A. Connectivity working group

   B. Complete Streets working group

   C. Community Outreach working group
7. **New Business**

   A. Draft letter to the editor about World Day of Remembrance for Road Traffic Victims. **Sample Motion: Move to have the BPBRC co-sign this letter with Bike Walk Alliance of New Hampshire and Seacoast Area Bicycle Riders for publication.**
8. **Old Business**

   A. Discussion of questions for FlashVote

   B. Discussion of questions for Parent Square regarding use of school buses

C. Review of citizen requests for bike and ped projects in Capital Improvement Plan

9. Informational

A. Police monthly collision report

B. Cate Street bridge project

C. Bike and Pedestrian OpenGov requests

D. Market Street and Russell Street intersection improvement project Public Input Meeting December 16, 2026

10. Miscellaneous

11. Adjournment

CITY OF PORTSMOUTH, NEW HAMPSHIRE
BIKE/PED NETWORK BLUE RIBBON COMMITTEE

THURSDAY, OCTOBER 1, 2026, 6:00 pm
City Hall Conference Room A
1 Junkins Avenue, Portsmouth NH

For the Zoom recording: https://youtu.be/Rd0ShsPTaT0?si=-_RYjQxm6dYq8kDY

MINUTES

DRAFT

1. **CALL TO ORDER at 6:30 pm by Councilor Annie Hopkins, Chair.**

2. **ATTENDANCE:** Chair Annie Hopkins, Vice Chair Matt Glenn, Tyler Garzo, Stephen Longstaffe, Bill Lyons, Stella Whitehouse, Colleen Garcia. Staff: DPW Director Peter Rice, Acting Deputy Fire Chief for Prevention Chad Putney, Brian Murphy. Excused: Ryan Harper, Annie Poubeau, Dawn Przychodzien, Robin Lurie-Meyerkopf, Patrick Daley.

3. **APPROVAL OF MINUTES – Following a motion by Garzo seconded by Lyons, Garzo asked the committee to approve the following adjustments:**
    a. **To the Sep 3 minutes, 5A. "The committee recommended to include Maplewood from the Route 1 Bypass to Hanover and with a possible extension to Congress as a CIP submission."**
    b. **To the July 2 minutes "The Committee approved the Fleet Street recommendation with a 2-foot buffer."**

    On a motion by Lyons, seconded by Glenn the Committee voted unanimously to approve both sets of minutes as amended.

4. PRESENTATIONS –

a. **Sharrow/Bike Boulevard–** Vice Chair Glenn provided a presentation to clarify the definitions and appropriate uses of the terms “Sharrow” and “Bike Boulevard.”

- “Sharrow” is a painted marking on pavement to indicate the right of cyclists to occupy the travel lane. It is not a stand-alone facility.

- “Bike Boulevard” is a street with a speed limit at or below 20 mph – is not a busy arterial – and has a low vehicle volume < 2000 ADT, appropriate for use by all ages and prioritizes bike through-lines over vehicles.

There are discrepancies in the two Bike/Pedestrian Plans in the use of these definitions, which should be clarified to reaffirm that Bike Boulevards are streets where traffic is diverted before reaching that road. The example is Lincoln Avenue that needs no additional changes to slow traffic and is a good candidate, with others like it, for “Bike Boulevard” designation. Middle Street is not a Bike Boulevard due to speed, volume and the fact that it is an arterial. Sharrows, as in place, are the alternative to remind vehicles (moving and parked) that cyclists are present in the travel lane. Recommends the Committee review candidates for “Bike Boulevard”. The 2025 Bike/Ped Plan suggestions ask not just for designs but for changes to the street(s), recognizing that sharrow signage costs $10k-20k/mile while Bike Boulevards cost $250k-500k to implement. See: PeopleForBikes.org article: We Were Wrong About Sharrows | PeopleForBikes

The overarching goal is to provide a bike/ped network for all ages and abilities.

- Longstaffe suggested additional signage along with sharrows to note the “Bikes may use full travel lanes.”
- Lyons suggested prominent outreach to explain and recommend the use of Lincoln Avenue as a Bike Boulevard. Demonstrating the effectiveness of this ‘pilot’ opens awareness for the value and use of this facility. He asked if bike counts are available (baseline and after) to demonstrate increased use. Eby said the City has traffic count data and also has 10 traffic signal recorders to count cyclists and pedestrians but that a survey by volunteers would assist in counting and identifying the purpose of the trip (recreation v commuting).
- Chair Hopkins suggested more maps, pictures, wayfinding to point to safer roads and encourage their use. Committee discussed the StravaMetro app and Ride With GPS – heat map with how many, how often, trends to help cyclists with routing. She noted that collecting more user data like this for tracking is a lighter lift for staff.

Parking & Traffic Safety Committee heard a request for better crossing help outside of crossing guard times at the South Street/Summit Ave. crossing. Whitehouse reported that the track and cross country teams have had a few close calls with vehicles not stopping for crossing pedestrians and suggested a RRFB would be helpful.

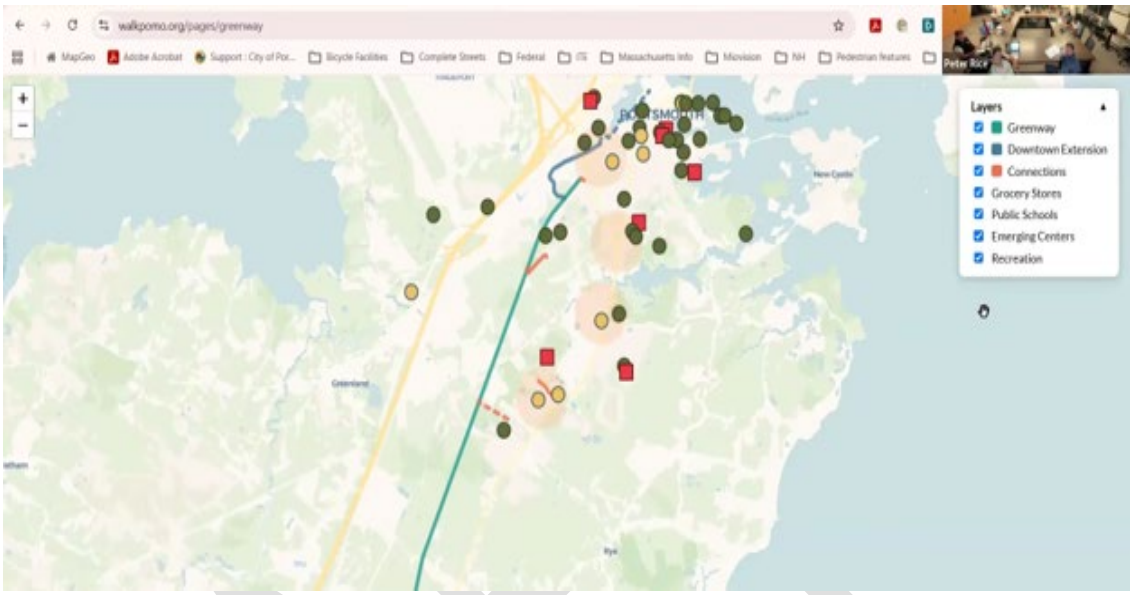
DRAFT



MetroStrava [How It Works] map app shows the volume of bicycle and pedestrian traffic data that could assist with projects/improvements, e.g. roads to schools. (The map shows that Jarvis Avenue is not ideal.) The map will help plan for small networks where the city could fix the streets that people have to drive and prioritize by demand, e.g. Maplewood Ave. over Aldrich. Lyons suggested using Strava as an overlay on the bike/pedestrian network transit plan.

DRAFT

b. **Bike Path Connections Subgroup –**



Chair Hopkins, Garzo and Longstaffe mapped the Greenway and downtown paths (with informal paths, eg around the high school) noted with dotted lines. The map shows how the Greenway connects to service and where connections are missing (Skate Park, hospital) and where improvements beyond essential sidewalks and tipdowns are needed. Lyons suggested using the Greenway map as an overlay on the transit loop to encourage bike, walk, transit with the Greenway as a transit tool complementing the ability to put a bike on the COAST bus. Chair Hopkins appreciated the visualization and fitting the puzzles together around the prospective centers identified in the Master Plan. More information is needed on the purpose of trips on the Greenway. Glenn said an application for a grant to implement neighborhood connections failed. Lyons noted that collecting baseline data will make it easier to make the case for improvements. Glenn suggested more signage to identify the Greenway as a bike highway to take advantage of, supporting Lyons' comment about making the dotted line connection to reducing parking demand and greenhouse gas emissions.

Chair Hopkins recommended following up with the Greenway Committee and their plans for recommendations made by their consultant. Director Rice noted the need for the City Council to recommend resources to implement support staff time, signage materials, Dig Safe steps, etc.

Glenn suggested the Committee discuss wayfinding in more detail at a future meeting. Director Rice noted that the recent increase in parking rates might support additional pedestrian signage.

c. Connectivity Working Group

Lyons reported that the group is focusing on input for the shuttle loop pilot CIP request through the Sustainability Committee, a collaboration by both committee subgroups. With focus on first mile/last mile proposal. The pilot loop covers Route 1 to Middle Street to downtown to the West End, to the hospital to C&J and back. Kick off meeting of the Shuttle Loop Task Force is Oct 19.

d. **Complete Streets**

Garzo reported the working group of Glenn, Poubeau and himself have looked at the Maplewood Ave. CIP request and are discussing their future presentation to the Committee to "poke at" the City's Complete Street Policy to include Parking & Traffic Safety, Bike/Pedestrian Network Committee and staff. Chair Hopkins asked if staff might help coordinate and schedule a meeting and Director Rice agreed to discuss further.

e. Community Outreach

Longstaff reported that the working group including Przychodzien, Whitehouse and Hopkins invited public comment at a recent Farmer's Market and shared information include the Bike/Pedestrian Plan and maps. Comments included complaints about e-bikes, not knowing how to get around or safety after dark, getting from downtown to the Greenway. They also visited the Makerspace and contacted the Newburyport Bike Bus committee to inquire about lessons learned. Rick Taintor and Juliet Walker (former City of Portsmouth) and two of their committee members will meet with the working group with the goal of starting a bike bus in the spring.

Lyons noted that all Working Groups welcome interested members of the Committee and the public.

5. **NEW BUSINESS –**

a. Complete Street page on the City website – Garzo asked for some edits and link corrections to ensure the language in the Policy matches the language on the webpage. Brian Murphy, member of the City Communications Team will address.

6. OLD BUSINESS –

a. **CIP Request Review** – Chair Hopkins reported the Committee's review needs to follow the review by the City Council subcommittee on October 7 at 6pm. Open to the public.

b. **FlashVote survey –** Committee discussed whether to focus the Flash Vote survey on why families drive children to school rather than walk, ride, or bus, or to use that platform for a more general survey about bike/pedestrian/multi-modal needs. Noting that the Committee has the Bike/Pedestrian Plan feedback for the overview, a survey that focuses on the bus question is a priority. A survey to parents through the SAU 52 ParentSquare system would be more targeted. Whitehouse recommended that the students should be surveyed as well. She also suggested the idea of a bus tracker for parents so that bus schedules would be better known and might increase ridership. Students have many reasons for

not taking the bus. to inform Safe Routes to School working group.

Lyons suggested using FlashVote to survey the community about the shuttle pilot. Chair Hopkins said she would start a Google doc to collect Committee members' thoughts.

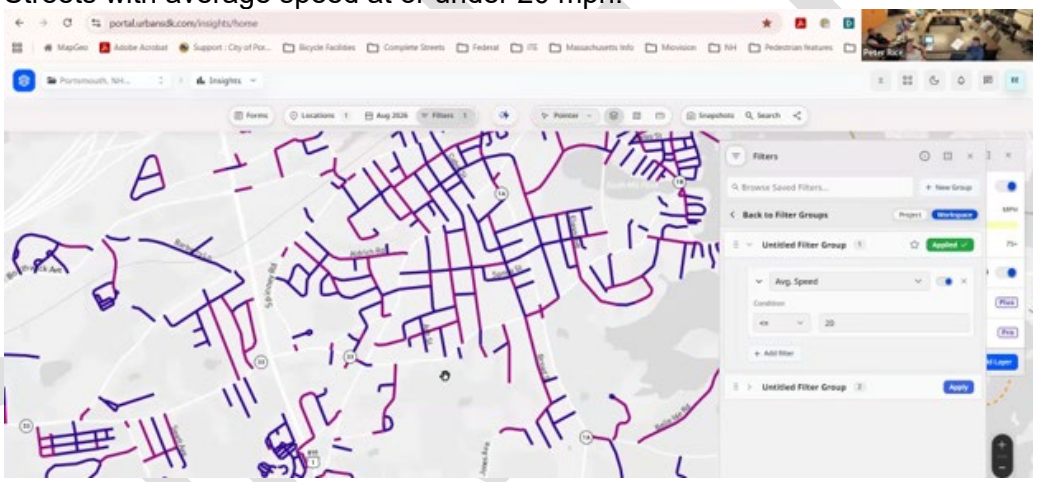
7. INFORMATIONAL

a. **Police monthly collision report** – Deputy Police Chief reported to P&TS that there were two bicycle and one pedestrian collisions in August. The pedestrian incident suggested better crossing indicators on Court Street by the African Burying Ground might be needed. One of the bicycle incidents involved a bike with no brakes. Chair Hopkins asked the Deputy Chief to reach out to the person involved to offer SPIF services to repair the brakes.

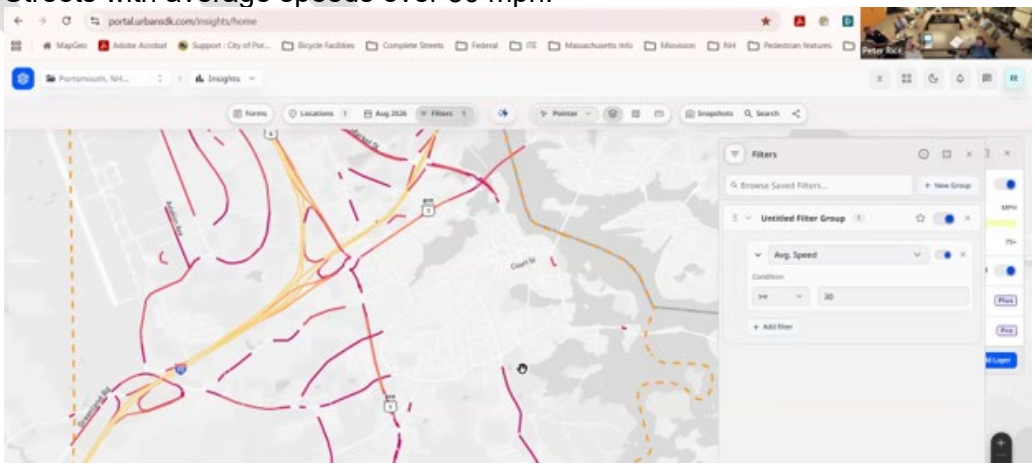
b. **Shuttle Task Force** – Chair Hopkins reposed the first meeting is scheduled for October 19 and that she would provide an update to the Committee at their November meeting.

c. **Urban SDK platform** –

Streets with average speed at or under 20 mph:



Streets with average speeds over 30 mph:



Eby demonstrated a new capability the City started using within the week. The

City's subscription provides data for every segment of every street, collected from vehicle GPS/navigational systems. It maps data on request: day, time, speed averages, etc. 24/7 with a refresh every 7 days. The data is seen to be in synch with City data on speed but less so on vehicle count as the system can't record vehicles without GPS/nav systems. In addition to showing scenarios such as streets with average speeds under 20 mph (to aid in identifying Bike Boulevard locations) it provides analytic heat maps for days and times. Lyons noted its useful for instant information without necessitating staff data collection. Eby commented it is valuable for directing action in response to "do something about my street" citizen requests. Dir Rice cautioned that the City follows street guidelines – and that changing speed limits by narrowing, etc. requires resources and that there are sometimes conflicts between the request and the function of the road. Urban SDK offers one more data point. Garzo noted the value of the tool for making Complete Streets guidelines more realistic.

d. **Bike and Pedestrian OpenGov request form** – Eby demonstrated the new online form, now live. Found under Department of Public Works/Forms and Permits. Simple log in (anyone having used OpenGov will be able to log in; new users will register. Form requests location and needed action, facilitated with drop-down menus. Photos can be included and the platform allows for discussion with staff. Basic administration requests – like sweeping the sidewalk on Market Street under I-95 – will be handled immediately while others may need an action including review by the Committee. Director Rice said the request form will be made more visible and be publicized. reported that the new form is being finalized. Like Click'n Fix, the process helps DPW to improve the bike/pedestrian network by identifying issues for staff to determine which are quick fixes and which as capital improvements. The Committee previously recommended adding a link, now that the form is live, to the Committee webpage.

e. **Glenn made two announcements**:
   - **October 1**-8 is Week Without Driving which reminds the public that 1/3 of the population does not drive and has mobility needs. COAST is promoting it, and this committee can consider promoting it in 2027.
   - **November 15 is World Day of Remembrance for Road Traffic Victims** – SABR is collaborating with the Bike Walk Alliance to recognize the day by lighting Memorial Bridge (and Dover City Hall) in yellow. He will draft a letter to the editor for the Committee to consider signing at their next meeting. One million people per year, globally are the victims of road traffic. So far in 2026 there have been 13 pedestrian or cyclist fatalities in New Hampshire.

8. **ADJOURNMENT –** On a motion by Lyons seconded by Garzo the Committee voted unanimously to adjourn at 8 pm.

Next meeting: Thursday, November 5, 2026.

DRAFT

Citizen Request #: CIP-26-7

Applicant:	William Lyons
Address:	62 Mendum Ave
Submitting on Behalf of a Committee:	Yes, Sustainability Committee. Vote taken August 27, 2026.
Project Type:	Transportation System Management
Title:	Shuttle Loop Pilot and Public Transit Expansion
Location:	illustrative Shuttle Loop to be considered (map attached): southern terminus of COAST Route 41 north Lafayette Road to Market Square, Islington St./Lafayette Plaza, West End, Hospital, C&J Terminal to Middle Road/South Street, to Lafayette Road south; combine and reconfigure Routes 40 and 41.
Project Description (as submitted):	Updates and focuses Sustainability Committee proposals included in 2025, 2026, and 2027 CIPs for consistency with recommendations requested by the Council (11/27/25) and Council goal to create a multimodal city with a task force report on a shuttle loop pilot. Move forward with task force of staff, committees, COAST, developers/PHA, hospitality and other private sector, and downtown workers to consider pilot with evaluation. E.g., adapt COAST routes on major corridor/s to provide direct and more frequent service within Portsmouth to neighborhoods, PHA and other housing development, remote parking, and access to downtown jobs, schools, hospital, retail, and regional public transit; prioritize walk/bike access with stop locations and bike facilities. Task force will recommend whether to proceed with pilot or contract for a study of options to expand use of public transit, e.g., shuttle loop, adapt current routes, microtransit (flexible routes and schedules), or a hybrid.
Project Justification (as submitted):	Reduce vehicle trips that are major source of greenhouse gas emissions and implement Climate Action Plan's net zero goal (strategies DTS-1, 3, 4); reduce parking demand and traffic; improve affordable accessibility for residents and workers; foster car-free tourism.
Identified in a Planning Document?	2025, 2026, 2027 CIPs; Climate Action Plan (strategies DTS-1, 3, 4), 2025 Bicycle and Pedestrian Plan, draft Master Plan, Parking Utilization Study, 2026 Housing Action Plan (development locations)
Staff Analysis:	Existing CIP Project
Additional Staff Comments:	This project was included in the existing CIP element sheet BI-26-PW-54: Parking Garage and Public Transportation.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-10

Applicant:	Sandra Smith-Wiese
Address:	138 Gates St
Submitting on Behalf of a Committee:	No
Project Type:	Transportation System Management
Title:	Audible Crosswalks for Visually Impaired & Disabled
Location:	Crosswalks with Traffic Lights - Citywide
Project Description (as submitted):	For those residents visually impaired, crosswalks need to have audible signals for individuals to know when to cross safety.
Project Justification (as submitted):	Safety
Identified in a Planning Document?	Unknown
Staff Analysis:	Better Served by Another Process
Additional Staff Comments:	The City currently funds ADA compliant pedestrian signals through its Parking Division's operating budget. Requests should be made to the City's Transportation Engineer.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-18

Applicant:	Tyler Garzo
Address:	62 McKinley Rd
Submitting on Behalf of a Committee:	No
Project Type:	Transportation System Management
Title:	Transportation Planning Implementation Services for Bicycle, Pedestrian, and Complete Streets Projects
Location:	Citywide
Project Description (as submitted):	This proposal funds professional transportation planning services to develop specific implementation strategies and conceptual designs for priority projects identified in the city's Bicycle and Pedestrian Network Plan (2025). Services would include corridor-level design development for priority network segments, intersection treatment designs at identified high-need locations, and implementation guidance that translates adopted plan recommendations into actionable project specifications. Portsmouth currently lacks dedicated transportation planning staff, with transportation decisions primarily managed through the Department of Public Works. Professional transportation planning services would provide the multimodal expertise needed to bridge adopted plan recommendations and project-level design, ensuring that capital projects reflect the city's Complete Streets policy and Bike/Ped Plan priorities before designs are finalized. This would also support the work of the Bicycle and Pedestrian Blue Ribbon Committee, which as an advisory body relies on staff capacity to carry recommendations into project implementation.
Project Justification (as submitted):	Without dedicated transportation planning capacity, adopted plan recommendations for bike, pedestrian, and Complete Streets improvements cannot be translated into project-level designs before construction is finalized and bid.
Identified in a Planning Document?	Yes, the Bicycle and Pedestrian Network Plan (2025), Complete Streets Policy (2013-01), and Climate Action Plan (DTS-1) all direct implementation of specific multimodal improvements that require planning-level design capacity the City does not currently have.
Staff Analysis:	Existing CIP Project
Additional Staff Comments:	This work is anticipated as a part of the ongoing work under the existing CIP element sheet, TSM-15-PL-61: Bicycle/Pedestrian Plan Implementation.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-19

Applicant:	Briana Spechuilli
Address:	80 Sapphire Street
Submitting on Behalf of a Committee:	No
Project Type:	Other (Outdoor Ball/street Hockey rink)
Title:	Portsmouth Ball Hockey
Location:	To be determined.
Project Description (as submitted):	The proposed outdoor rink would feature a durable plastic sports-court tile surface surrounded by approximately 3–4 foot hockey boards, creating an ideal playing environment for ball hockey and other recreational activities. The rink would include outdoor lighting to allow for evening practices, games, and community use. A bathroom facility or portable restroom options would provide necessary amenities for players and families. The design would prioritize durability, accessibility, and low maintenance while allowing the space to serve multiple recreational purposes throughout the year. In the winter, the rink could potentially be converted into an outdoor skating rink using a waterproof liner and flooding system, providing an additional seasonal recreational opportunity for the community. The proposed project would create a dedicated, affordable ball hockey rink in Portsmouth, NH, providing an equitable recreational option for children, families, and adults of all backgrounds to participate in the sport. The rink would consist of a Ball hockey offers many of the benefits of ice hockey without the high cost of ice time and specialized equipment, making the sport more accessible to the community. The facility could also provide year-round recreational opportunities by being converted into an outdoor skating rink during the winter months through the use of a rink liner and flooding system. This multi-purpose space would promote physical activity, teamwork, community connection, and increased access to recreation for Portsmouth residents and the surrounding Seacoast community.
Project Justification (as submitted):	see above.
Identified in a Planning Document?	No
Staff Analysis:	CIP Eligible Project
Additional Staff Comments:	If approved by the City Council, City Staff will develop an element sheet for the proposed project in an out year.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-20

Applicant:	Matthew Glenn
Address:	34 Harrison Ave
Submitting on Behalf of a Committee:	Yes, Bicycle and Pedestrian Blue Ribbon Committee. Vote taken September 3, 2026.
Project Type:	Transportation System Management
Title:	Maplewood Ave Downtown Complete Streets
Location:	Maplewood Ave between Route 1 Bypass and Congress St
Project Description (as submitted):	As a part of COM-27-WD-100: Maplewood Avenue Reconstruction, make lane and streetscape improvements in accordance with the Complete Streets policy for all areas planned for water, sewer, and electrical upgrades between the Route 1 Bypass and Congress Street, covering both the segment from the bypass to the railroad tracks and the multi-lane section from Deer Street to Congress Street. Much of the planning work has already been completed. The Maplewood Ave and Adjacent Areas Complete Street project was presented November 3, 2016 and the Maplewood Ave Downtown Complete Streets Project was presented spring 2019. Both remain available as starting points. Where curbing will remain undisturbed, plan for improved striping to right-size lanes and create buffered bike facilities. Where curbing will come up, implement the fuller project: wider sidewalks, street trees, tightened intersections, and traffic calming. Specific elements include reduction of multiple through lanes in the same direction; tightening the Route 1 bypass intersection while accommodating truck traffic; bulbing out and raising the Dennett Street intersection with pedestrian warning signals; and use of NACTO design standards to reduce unnecessary turn lanes and tighten turning radii. A pedestrian safety island and trailhead amenities for the North Mill Pond trail connection should be incorporated into updated plans.
Project Justification (as submitted):	Maplewood Avenue is designated a city core connector in the Complete Streets Design Guidelines and is a high priority in both the 2014 and 2025 Bicycle and Pedestrian Plans, providing a direct connection between the North Mill Pond/East Coast Greenway, downtown Portsmouth, city schools, and dense housing and retail. Supported as a top priority of the Bicycle and Pedestrian Blue Ribbon Committee.
Identified in a Planning Document?	2014 Bicycle and Pedestrian Plan; 2025 Bicycle and Pedestrian Network Plan; Maplewood Ave Downtown Complete Streets
Staff Analysis:	CIP Eligible Project

Additional Staff Comments:	With City Council approval, City Staff recommend development of an element sheet for the proposed project in an out year to be explored in conjunction with the Seacoast Greenway North Mill Pond greenway trail.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-21

Applicant:	Andrea Ardito
Address:	121 Northwest Street
Submitting on Behalf of a Committee:	No
Project Type:	Transportation System Management (Submitter suggested “Buildings and Infrastructure”)
Title:	Crosswalk, traffic calming safety
Location:	Intersection of Dennett/Maplewood/Marsh
Project Description (as submitted):	Relief is sought for the dangerous crosswalk and stretch of road at and around Dennett street, Maplewood ave & Marsh lane. Almost daily for the last 11 years I have cars driving through this intersection/crosswalk while I am in it. I feel nervous walking on the sidewalk in this stretch of Maplewood given the fast nature people drive both entering and exiting. I have spoken many, many times over the years to the Traffic and Safety Committee and Eric Eby about witnessing close calls of people trying to cross. Just this Summer I watched two elementary school aged children almost get hit while trying to cross Maplewood. While I'm sure not the most effective, in August out of frustration I started documenting on the City's Click & Fix page how many times I had cars driving fast through this intersection while I was in it. I had already been hit in a crosswalk a few years ago further down Maplewood ave(resulting in an arrest) but I cannot express more clearly this statement- it feels like a gamble trying to cross and walk in this section of Maplewood ave. I have begged for raised speed bumps, and just a few weeks ago, flashing crosswalk signs. I would like to add to these requests. Please bulb out this intersection and tighten the turning radii. It would be incredibly helpful and would, for lack of a better term, kill two birds with one stone. Such designs are successful in other cities with similar layouts and issues. These designs strictly adhere to NACTO design standards and as Maplewood ave is a city core connector that is highly utilized by pedestrian and bike traffic, we need to make this area as safe as possible. It is a miracle that nothing more serious has happened, it's sadly a matter of time before it does. Residents of these neighborhoods have been asking for years that something be done. Please let this be the time. Please include this request in the City's Capital Improvement Plan, it is desperately needed.
Project Justification (as submitted):	For the health and safety of pedestrians and bicyclists.
Identified in a Planning Document?	Partially
Staff Analysis:	Existing CIP Project

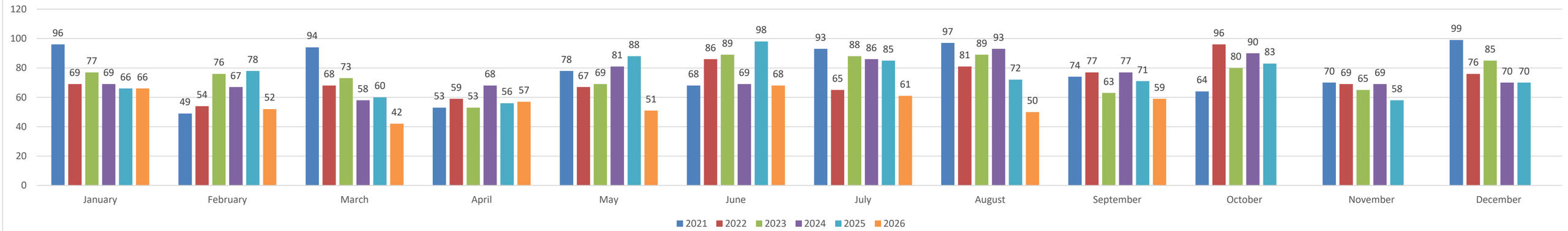
Additional Staff Comments:	This request is addressed as part of the existing CIP element sheet, COM-27-WD-100: Maplewood Avenue Reconstruction – Rt 1 Bypass to RR Tracks.
Citizen Request Subcommittee Action:	

Citizen Request #: CIP-26-26

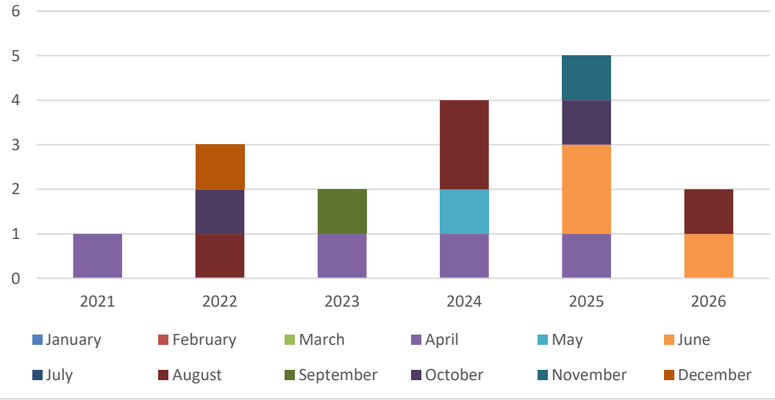
Applicant:	Tyler Garzo
Address:	62 McKinley Rd
Submitting on Behalf of a Committee:	No
Project Type:	Transportation System Management
Title:	Quick-Build Intersection Safety Fund
Location:	Citywide
Project Description (as submitted):	This proposal formalizes and directs the existing $50,000 annual traffic calming parking fund allocation toward quick-build intersection treatments following NACTO and Bicycle and Pedestrian Network Plan recommendations. Treatments include curb extensions (bump-outs), intersection tightening, pedestrian refuge islands, and neighborhood slow street markings using paint, flexible delineator posts, and temporary materials. The Bicycle and Pedestrian Network Plan (p. 43) specifically identifies quick-build treatments as a recommended implementation strategy. Curb extensions address both visibility and speed simultaneously: they shorten pedestrian crossing distances and reduce vehicle turning speeds through tighter geometry. This is distinct from daylighting alone, which improves visibility but does not reduce speed. Lane striping does not affect turning radius, which is determined by curb geometry and can be designed to accommodate the specific design vehicle while still achieving meaningful narrowing.
Project Justification (as submitted):	The City currently responds to neighborhood intersection safety requests primarily through parking removal. NACTO warns that wide corners may cause cars to speed through intersections, and recommends curb extensions as the preferred treatment. Specific locations include Maplewood/Dennett and Cass/Chevrolet. Quick-build costs of $2,000-$10,000 per site generate before-and-after data that supports permanent CIP investment.
Identified in a Planning Document?	Bicycle and Pedestrian Network Plan (2025, p. 43, pp. 73-75, p. 91), Complete Streets Policy (2013-01), Complete Streets Demonstration Project Policy (2017), Council Goal #2, Climate Action Plan DTS-1 &CSLU-3
Staff Analysis:	Better Served by Another Process
Additional Staff Comments:	The existing CIP element sheet, TSM-21-PW-74: Traffic Calming, provides funding for this activity. This project can be requested via the City's website at https://www.portsmouthnh.gov/publicworks/transportation/neighborhood-traffic-calming-program.
Citizen Request Subcommittee Action:	

Vehicle Collisions by Month

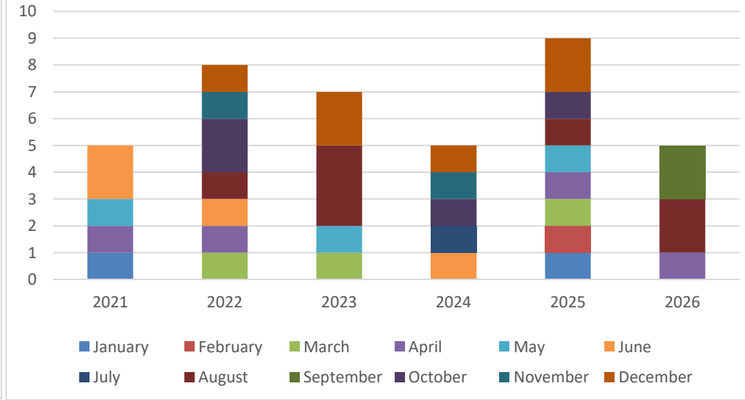
Reportable Collisions: September 2026: 37



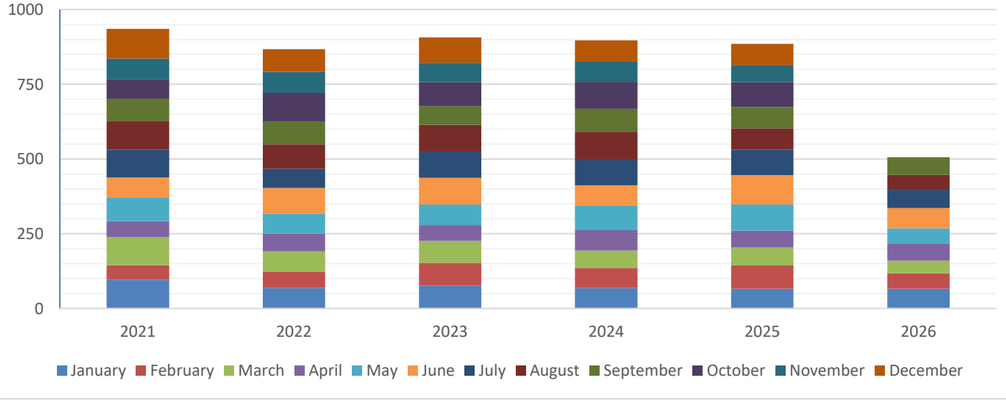
Bicycle Collisions by Year



Pedestrian Collisions by Year



Vehicle Collisions by Year



Draft Seacoastonline Letter to the Editor, 10/25/26, for all three groups to approve prior to publication:

NH Bicycle and Walking Advocates Honor Road Traffic Victims and Call for Safer Streets

To the Editor:

On **Sunday, November 15, 2026**, the **Bike-Walk Alliance of New Hampshire (BWANH)**, **Seacoast Area Bike Riders (SABR)**, and the **Portsmouth Bicycle and Pedestrian Blue Ribbon Committee** will join communities worldwide to observe the **World Day of Remembrance for Road Traffic Victims**. This annual observance honors those killed or seriously injured in traffic crashes, acknowledges the profound grief of their families, and calls for urgent action to prevent future tragedies.

While many associate traffic dangers with high-speed corridors like Interstate 95, severe and fatal crashes are also tragically common on Portsmouth's municipal and state roads. Over the last decade, our streets have seen devastating incidents: a fatal 2025 pickup truck rear-end crash on Lafayette Road, a 2022 rollover at the Portsmouth traffic circle that killed one person and injured five others, and a violent 2020 collision on Woodbury Avenue that took the life of a 16-year-old resident.

Vulnerable road users have suffered immensely as well. In 2023, a 53-year-old pedestrian was killed in the early morning in a crosswalk near Prescott Park, and there is a history of serious pedestrian strikes on the Route 1 Bypass. In 2021, a 64-year-old cyclist was critically injured in a head-on collision with a sedan on Mirona Road. These local heartbreaks reflect a systemic statewide crisis, as New Hampshire averages more than 130 traffic fatalities every single year.

"Every person should be able to walk, bike, drive, or use public transportation without risking their life," says **Amanda Gourgue, Executive Director of BWANH**. "On World Day of Remembrance, we honor those whose lives have been lost or forever changed—and renew our commitment to creating safer roads throughout New Hampshire."

To achieve this, our organizations call on state and local leaders, transportation professionals, and community members to implement proven, life-saving measures:

- **Build connected, accessible routes** that make walking and bicycling safe for everyone.
- **Invest in safer infrastructure** with improved crossings, sidewalks, protected bike lanes, paths, and visibility.
- **Reduce dangerous vehicle speeds** through street design, including narrower lanes, tighter corners, and traffic calming.
- **Make safety a priority in transportation planning** at every level of government.
- **Promote safe, attentive behavior** among all road users to prevent avoidable crashes.
- **Protect those most at risk**, including children, older adults, people with disabilities, and people who rely on walking, biking, and public transportation.

To commemorate this World Day of Remembrance, BWANH and SABR will **illuminate the Memorial Bridge in Portsmouth and City Hall in Dover** on Sunday, November 15. These glowing landmarks will stand as a visible expression of support for grieving families and a stark reminder that traffic deaths are preventable. We must build a safer, more compassionate transportation network for everyone.

Sincerely,

The Bike-Walk Alliance of New Hampshire

Seacoast Area Bike Riders

Portsmouth Bicycle and Pedestrian Blue Ribbon Committee