

Appendix 1.

Opportunities, Assets and Constraints Maps



Portsmouth Bicycle and Pedestrian Plan
 ASSETS, OPPORTUNITIES, & CONSTRAINTS
 APRIL 2014

STUDY NETWORK		PLACES	
	asset		transit stop
	opportunity		school
	constraint		destination monthly
	neutral		weekly
			daily

Downtown/West End

wide roadway, poor condition: reconstruct with high-quality bike-ped facilities



wide roadway and ROW: room for separated bike-ped facility



wide travel lane: bike lane improvements

wide intersection: reclaim ped space add pedestrian amenities



quiet residential streets: traffic calming and wayfinding can make low-stress alternative to islington



vaughan mall: pedestrian-only corridor

market square: hub of pedestrian activity

existing bike lanes: restripe and sign

parking lot in poor condition, ill-defined space: ped and bike improvements needed

long wait-times, high ped and vehicle volumes: prioritize pedestrians

existing bike lane and pedestrian connection

2 travel lanes, limited width & ROW, poor condition: bike improvements difficult



large turning radius and crossing distances: narrow for pedestrian priority

quiet residential streets: traffic calming and wayfinding can make low-stress bike boulevards



alternative route to islington, connection to future hampton branch rail trail

sidewalk easement: ped-connection to chevrolet ave

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forked intersection:
reclaim ped space

low traffic volume:
low-stress east west
connection

wide intersection:
redefine and add
curbing to make
space more legible

existing project: bike
lanes

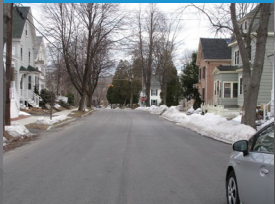


2 travel lanes,
limited width & ROW
make improvements
difficult

alternative crossing
to high turning
volume at Sagamore
Ave

ped acomodations
lacking: sidewalks,
crosswalks and
signals needed

quiet residential
streets: traffic calming
and wayfinding can
make low-stress bike
boulevards



existing project:
bridge reconstruction:
bike and ped
accommodations

bridge = pinch point

high-demand
destination: complete
sidewalk connections
and ADA-compliance
needed



existing shared-use
path connection

existing project: bike
lanes

2 travel lanes,
limited width & ROW
make improvements
difficult



quiet residential
street: enhance
through connection

Portsmouth Bicycle and Pedestrian Plan

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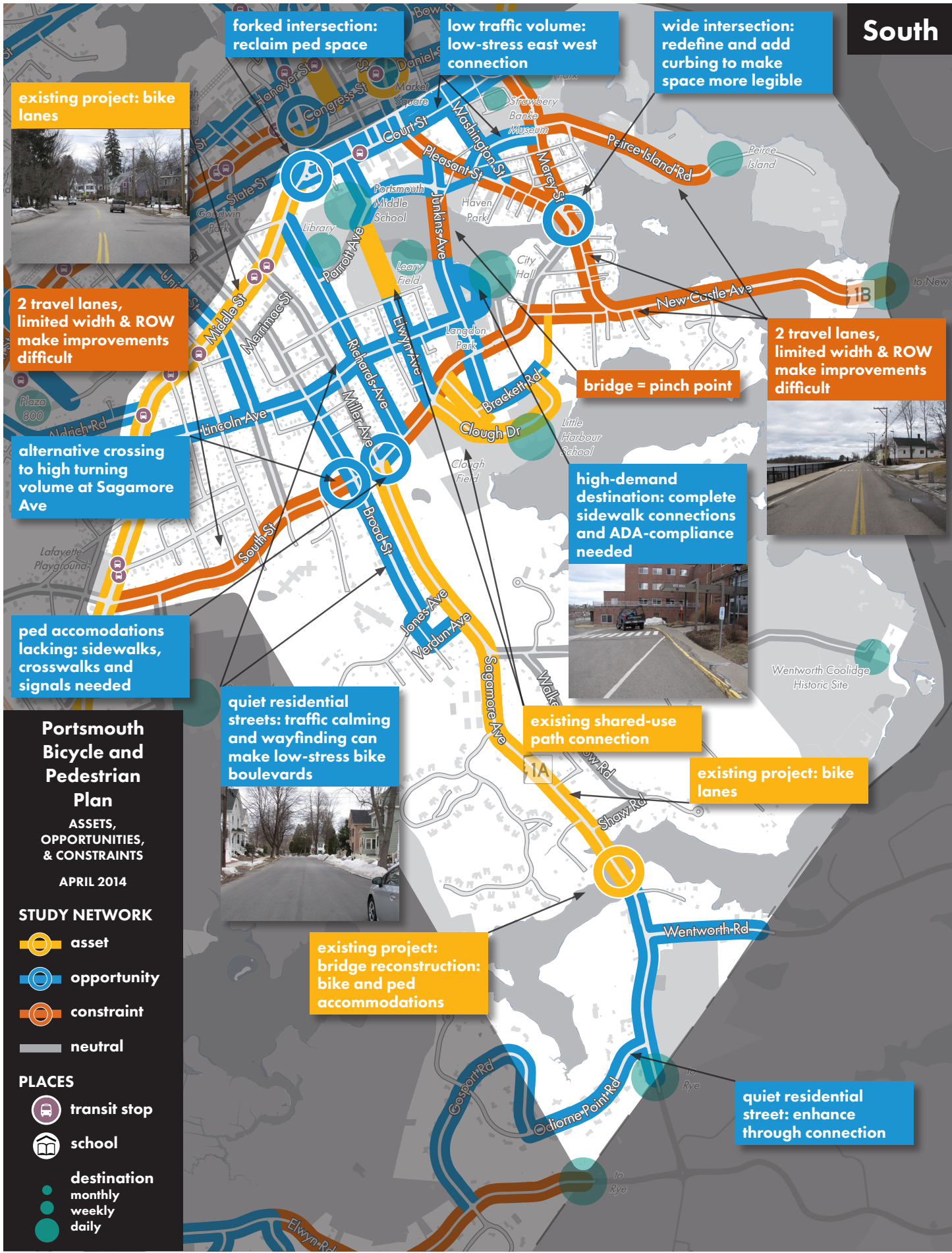
APRIL 2014

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**wide intersections:
reclaim space for
peds**



**underpass = pinch
point**

**existing sidepath:
connect to bike/ped
network**



**extra-ROW: space for
sidewalks connecting
to transit stops**



**wide ROW, low
density development:
space for bike/ped
paths**

**surplus roadway:
space for bike
improvements**



**existing low-stress
facility connects
pease to downtown,
maintenance and
repaving needed**



**with trail completion:
provide bike/
ped connections to
transportation center
with secure bike
parking**

**no through
traffic: enhance
neighborhood bike/
ped connection**



**future low-stress
facility connects
pease to greenland**

**existing ROW, limited
vehicular access:
formalize bike-
ped connection to
transportation center**

**wide ROW:
shared-use path
accommodation at
intersection**

**Portsmouth
Bicycle and
Pedestrian
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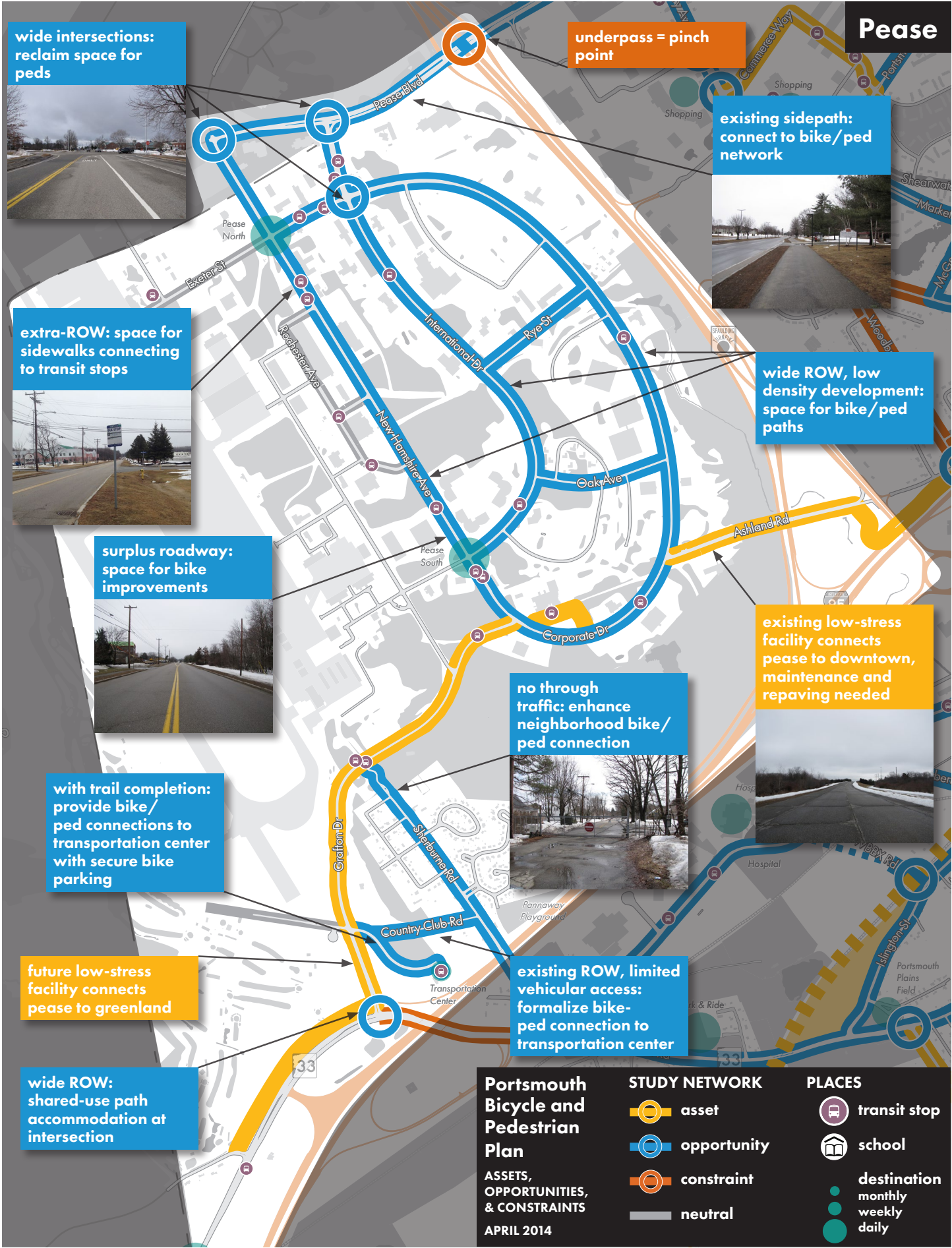
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Greenland/Borthwick

extra-ROW: space for sidewalks connecting to transit stops



path connection to borthwick: potential to link rail trail to Hospital and Pease through private land

future trail terminus: transition and crossing needed at sheffield/islington for neighborhood connection

rte 1 bypass barrier: bike-ped facilities on future roadway connection to cate st

sidewalk in poor condition: repair to enhance connectivity



city owned parcel at barberry lane - future trailhead for rail trail

future trailhead potential

highway on/off ramp connector: roadway character unlikely to change

bridges = pinch point: limited space for bike improvements

slip lane from greenland rd to borthwick creates complex intersection. lack of sightlines at crosswalk in 90 degree turn onto borthwick. points of potential conflict at intersection can be decreased.

future trailhead with parking at rec field

quiet neighborhood trail connections: enhance with wayfinding

critical intersection: increase ped space, decrease crossing distances, wait time

future low-stress connection from hampton toward downtown

available ROW: sidewalks and bike lanes connect to future trail



existing ped bridge provides neighborhood connection to greenland trail via sherburne and country club rd

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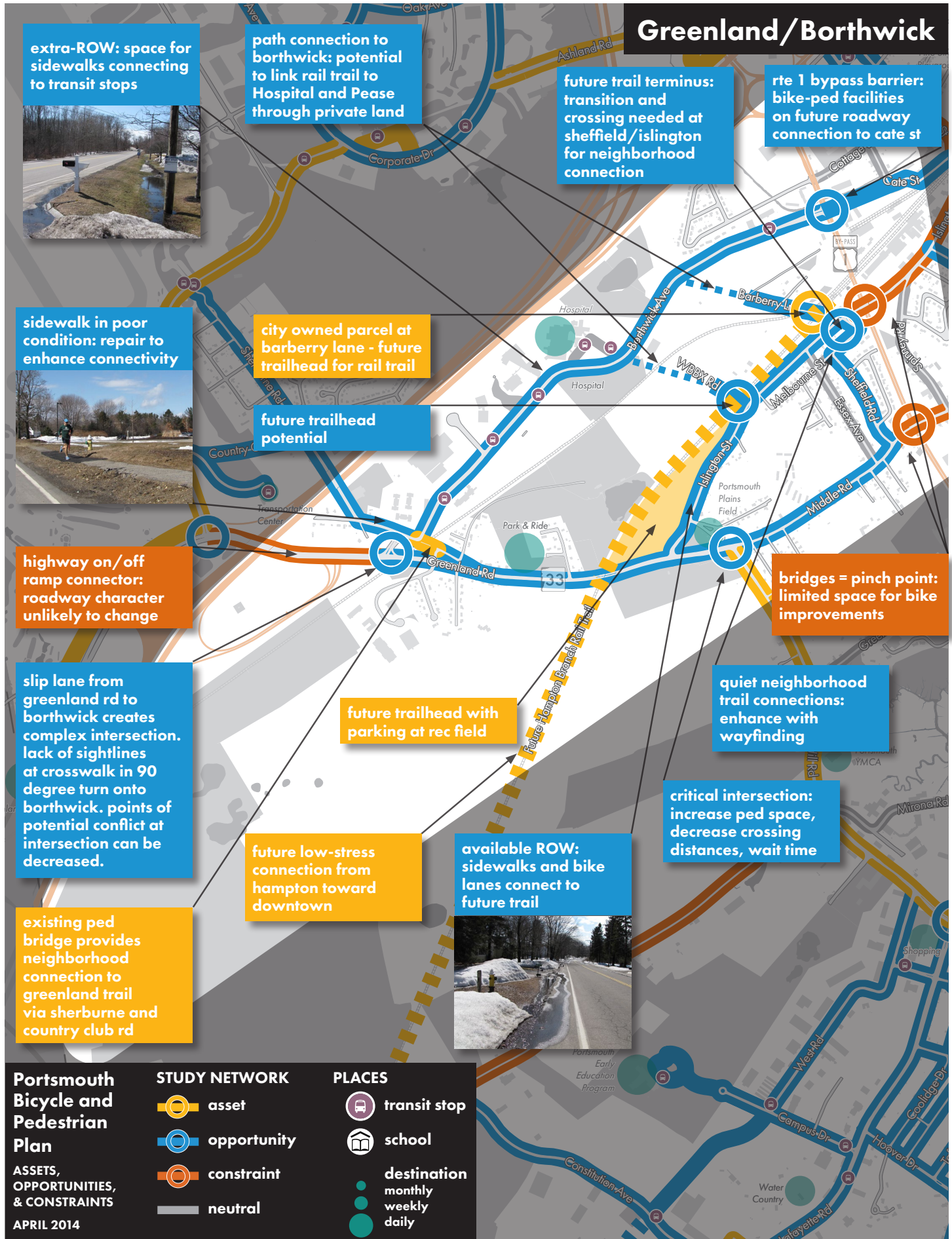
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PLACES





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Lafayette

