Middle St / Lafayette Rd Bicycle Route

Public Meeting
June 8, 2017

How did we get here?
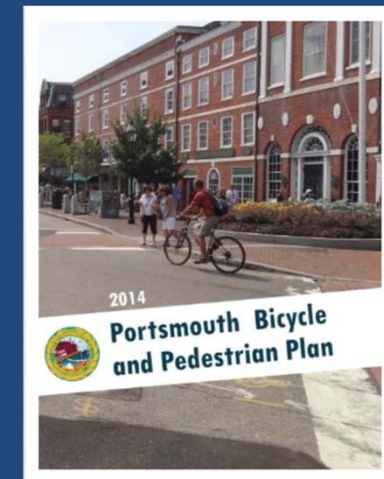
SAFE ROUTES TO SCHOOL ACTION PLAN
Portsmouth, New Hampshire

February 2010
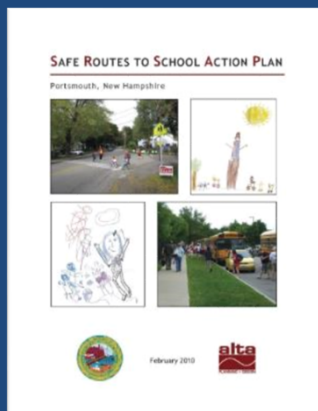
**"Walk Friendly Community Policy"**

"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.

2014 Portsmouth Bicycle and Pedestrian Plan

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.
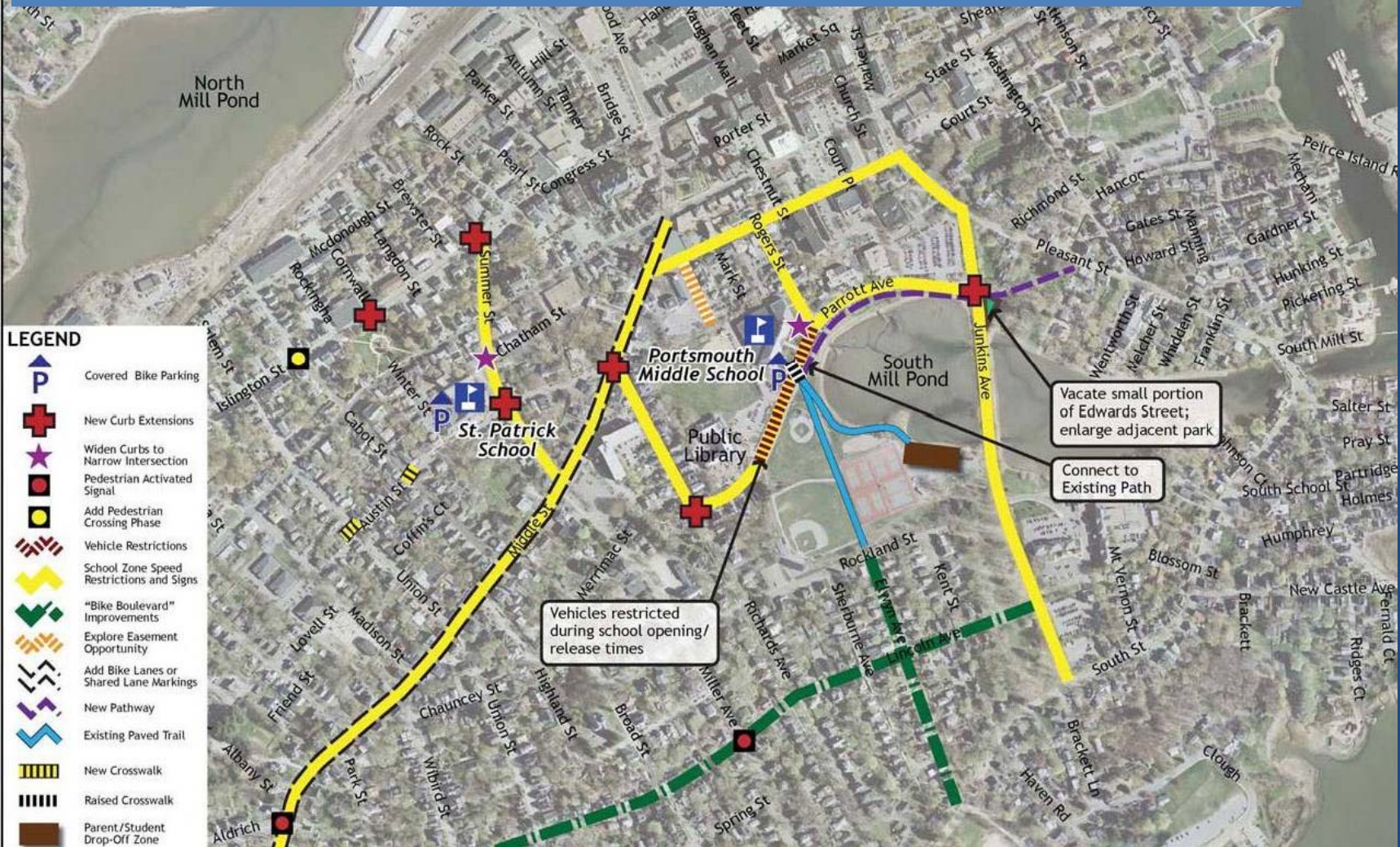
2014 Bicycle and Pedestrian Plan, illustrated on this slide, reiterated this recommendation indicating that such improvements could improve safety for all travelers and connect gaps in the bicycle and pedestrian network. This plan also suggested that the City consider buffered bicycle lanes rather than 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
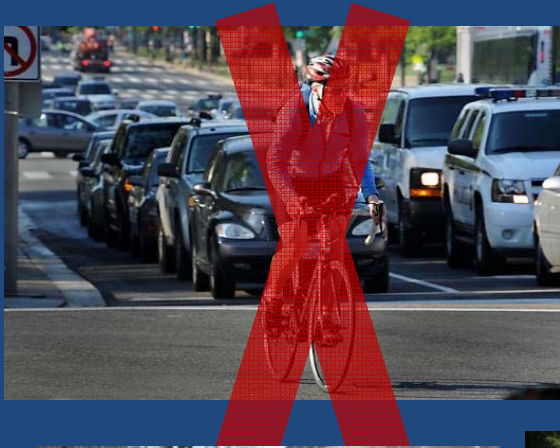- Bike Boulevard
- Signed Route
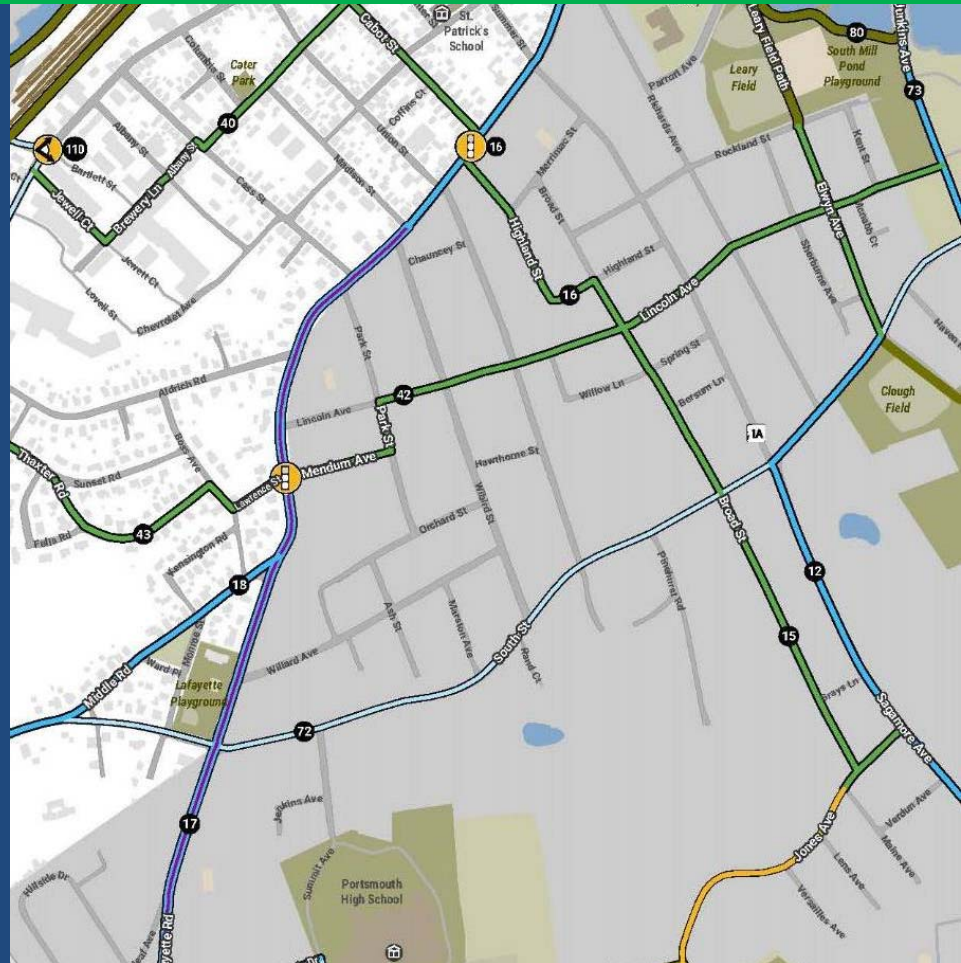
Project Purpose

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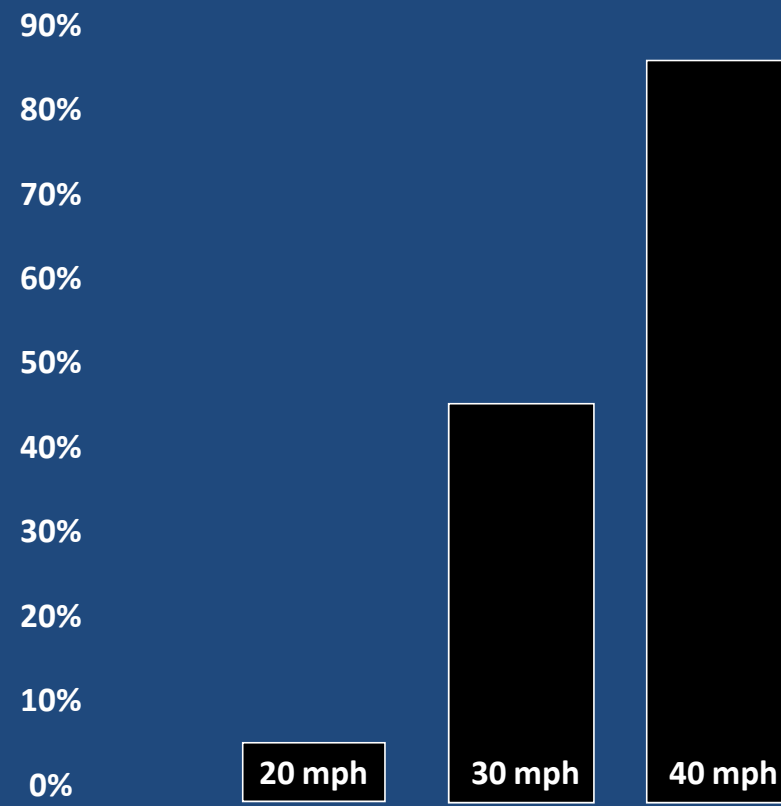- Comply with Fed funding requirements, documentation of impacted resources
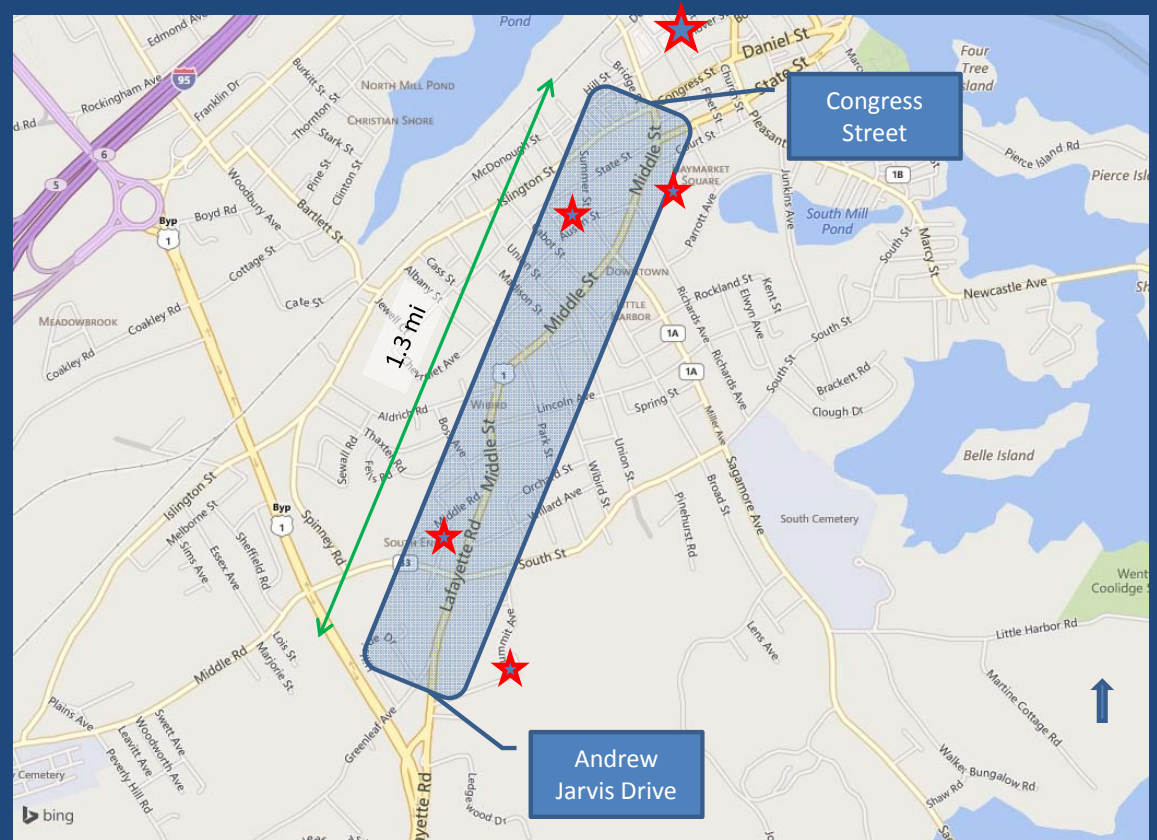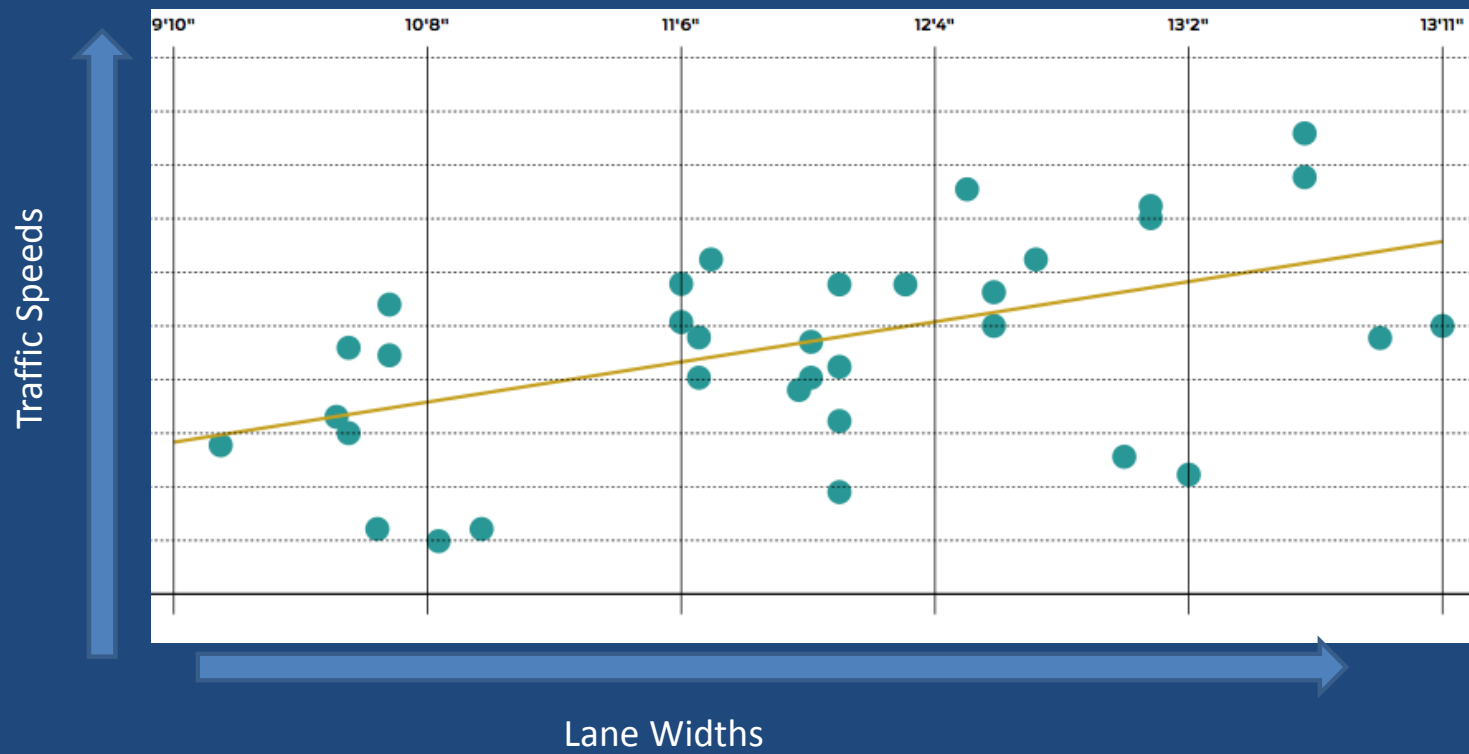
Who are we designing for?

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
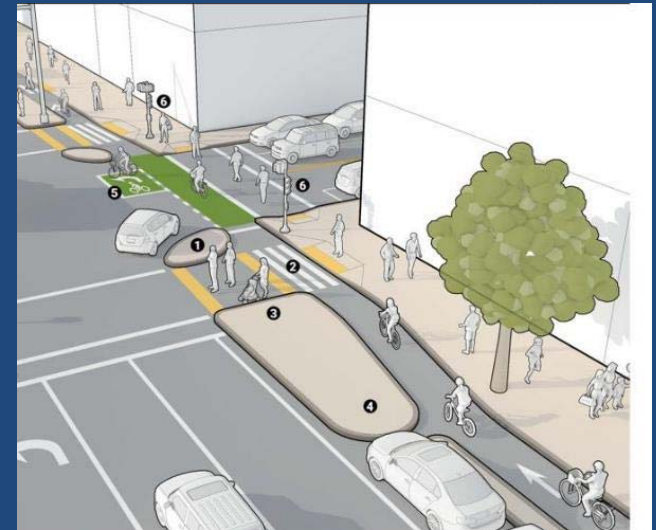
Buffered/Protected Bike Lanes
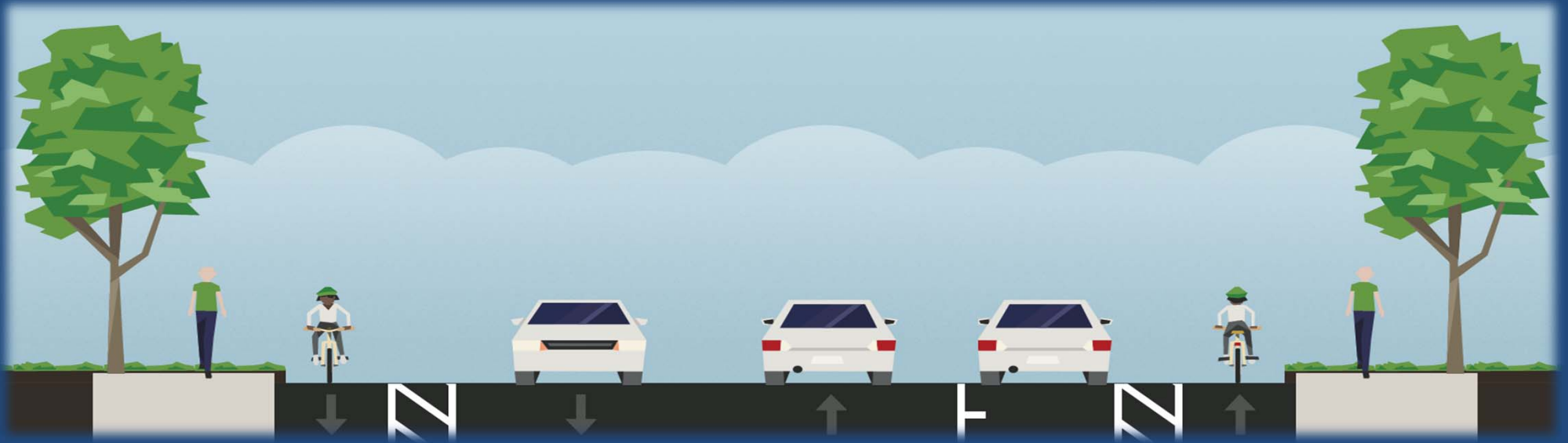
On-Street Parking – Existing Conditions

- On-street parking is currently permitted along the majority of the roadway with the exception of north of Austin St
- None of the on-street parking is currently striped
- Parking counts:
  - February 2015 (Weekday) – AM (7-8am), Midday (11am to 1pm), PM (7-8pm)
  - April 2016 (T, W, Th, Sat) – 8am to 7pm
 - April 2017 (T, W) 6:30pm to 9pm

On-Street Parking

- February 2015
  - Did not include side streets
  - No usage observed b/w Middle Rd and Andrew Jarvis Dr
  - Low or no usage observed from Middle Rd to Cass St/Park St
  - 24% occupancy observed from Cass St/Park St to Summer/Miller St
  - 40% to 95% occupancy observed from Summer St to Austin St (about 25 cars max)
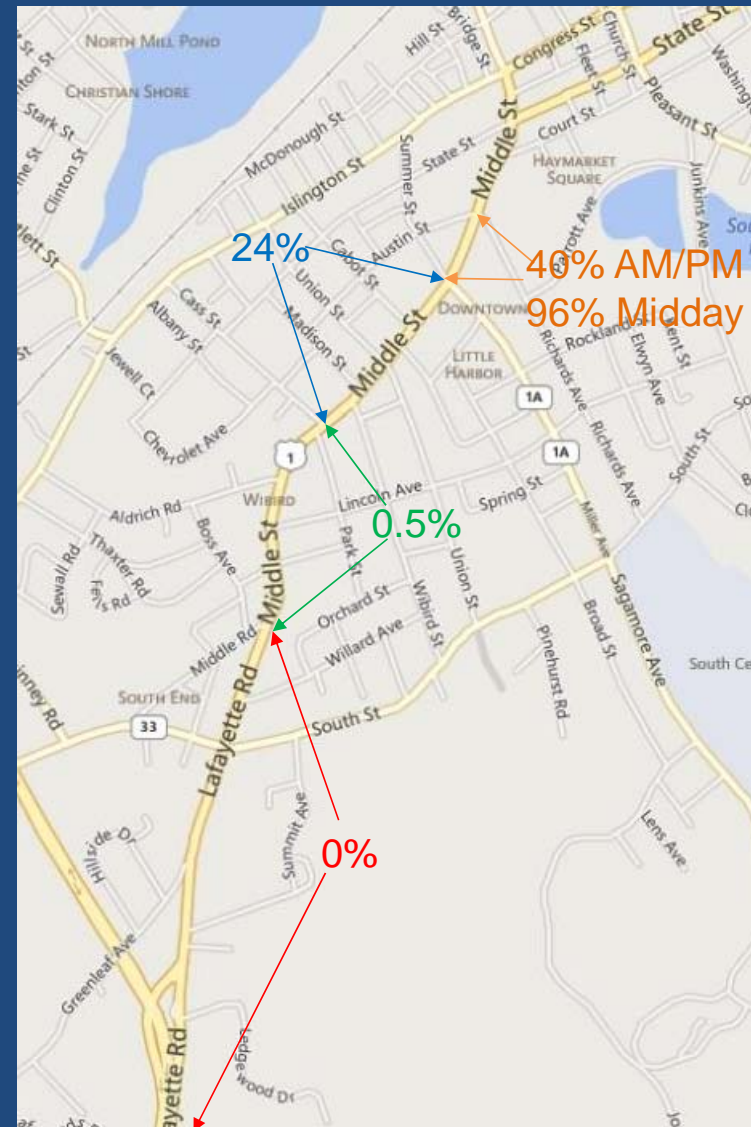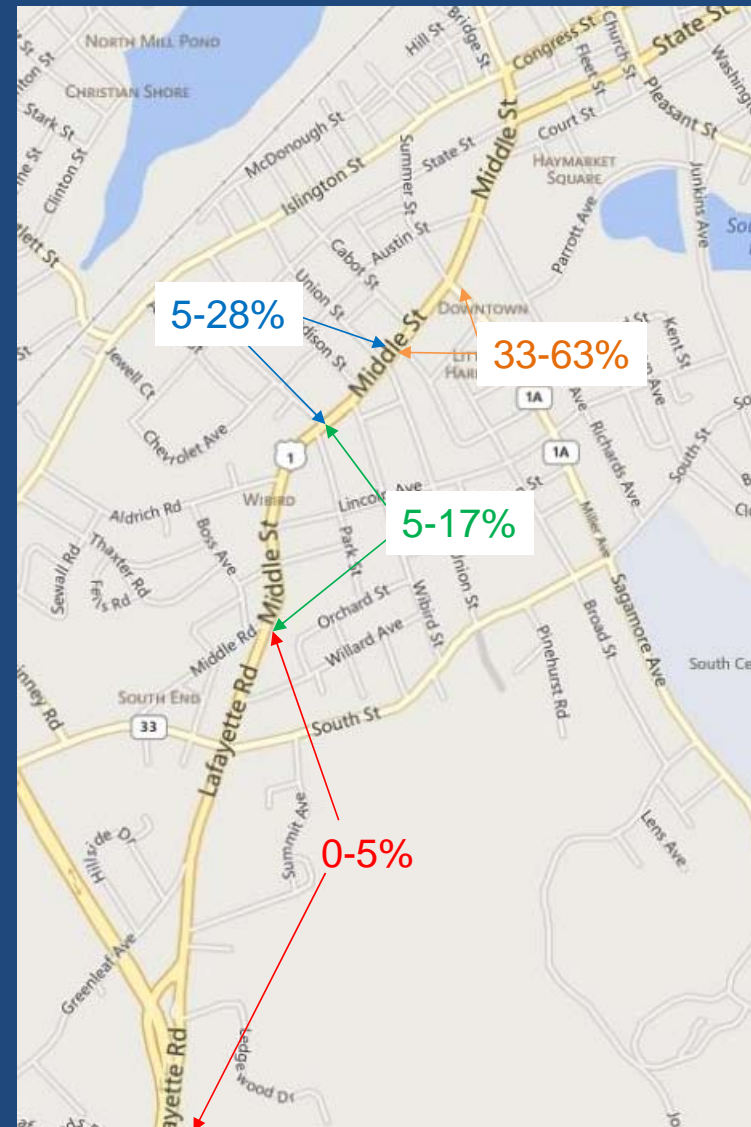
On-Street Parking

- April 2016
    - Included weekend and side streets
    - 24-32% occupancy between Cass/Park St and Union
    - 43-68% from Union to Summer
    - 76% north of Summer
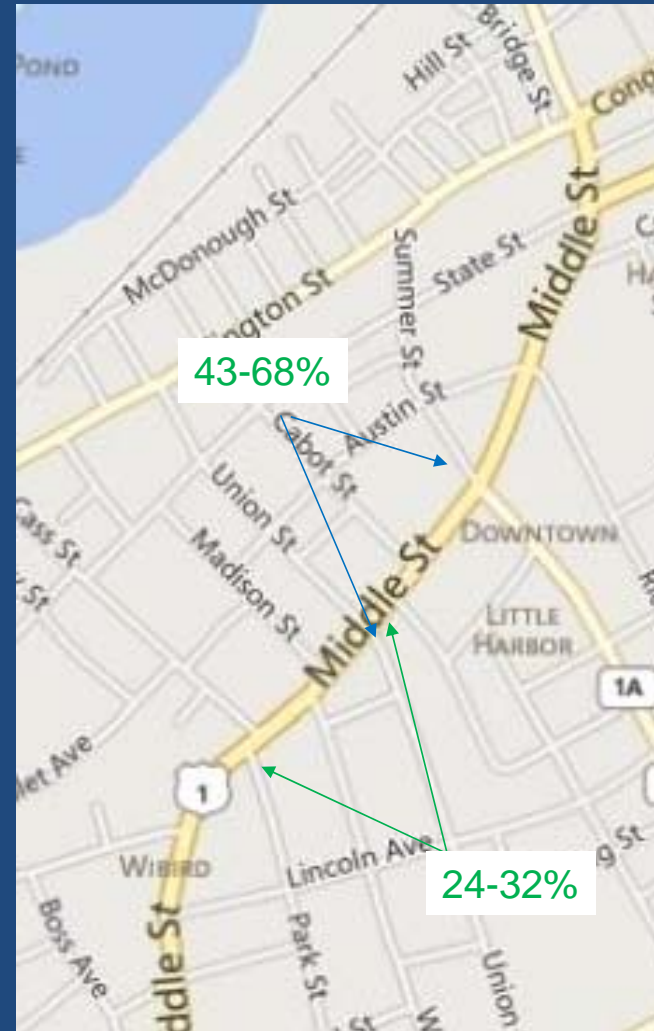
On-Street Parking

- April 2017
  - Evenings only
  - Included side streets
  - 0-5% occupancy south of Middle Rd
  - 5-17% between Middle and Cass/Park
  - 5-28% from Cass/Park to Union
  - 33-68% from Union to Summer
 - Generally a little higher later in the evening

On-Street Parking Conclusions

- Demand for the majority of the corridor is low
- Excess capacity on the side streets
- Highest demand north of Cabot / Highland
- Peak hours in highest demand areas tend to be mid-day weekday

On-Street Parking -- Proposed

- No change from existing for corridor north of Cabot St
- Parking on one-side of street from Cabot to Lincoln
- No parking between Madison and Union
- No parking south of Lincoln
- Total Middle St parking = 79 spaces within .3 miles (177 with side streets)
- Max est demand 70 to 80

Yellow is no change to existing parking, blue is parking on one side only, green is no parking.
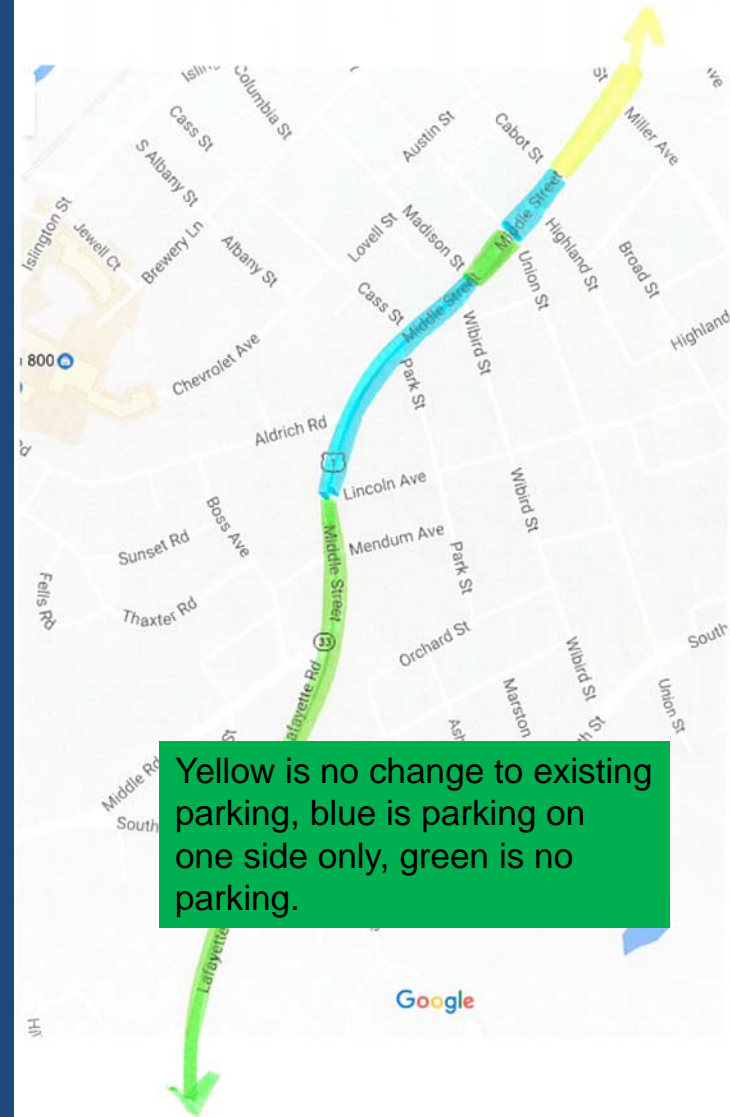
Next Steps

- Parking & Traffic Safety Meeting on Parking Changes (July)
- Final Engineering Design (July)
- Bid for Construction (Aug)
- Construction (Sept)