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

THURSDAY, JULY 2, 2026, 6:00 pm
City Hall Conference Room A
1 Junkins Avenue, Portsmouth NH
For the Zoom recording: https://youtu.be/z55jHDneDGM

MINUTES

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1. **CALL TO ORDER at 6 pm.**

ATTENDANCE: Councilor Annie Hopkins, Chair; Vice Chair Matt Glenn (via zoom), Tyler Garzo, Ryan Harper, Freddie Petrone, Annie Poubeau, Patrick Daley, Stephen Longstaffe, Robin Lurie-Meyerkopf, Bill Lyons, Dawn Przychodzien. Staff: DPW Director Peter Rice, Acting Deputy Fire Chief for Prevention Chad Putney, City Engineer Eric Eby, Stephanie Seacord (recording secretary). Excused: Anne Torrez

2. **PUBLIC COMMENT – None.**

3. **PRESENTATION**
   a. City Engineer for Parking, Transportation and Planning presented the draft design for the reconstruction of Fleet Street between Congress Street and Hanover Street. Construction to begin after Labor Day. The full presentation is available: https://files.portsmouthnh.gov/agendas/2026/Bike Ped /Bike Ped Committee Fleet Street Presentation 070226.pdf

The proposed changes are the result of public surveys and Parking & Traffic Safety Committee review on May 7, 2026. The same presentation will be made to City Council at their July 13 meeting,
Following discussion the Committee agreed with the proposals to:

- Make Fleet Street one-way, between Congress and Hanover, with traffic flowing from Congress toward Hanover;
- Delineate a 12’ wide vehicle travel line with a 2’ buffer and pilot a 6’ wide “contra-flow” bicycle lane (i.e. running against traffic) – a first for the City -- marked with a double-yellow line; (bicyclists can travel in each direction – with traffic marked by sharrows or against traffic in the bike lane); consider travel lane 10’ and 8’ contra and flex posts in summer so the lanes aren’t mistaken for vehicles;
- Retain parking on one side of the street; rather than have bicyclists traveling adjacent to the passenger side of parked cars, the BRC asked DPW to consider moving the parking to the Gilley’s side of the street as they are replacing the open driveway with sidewalk and curbing;
- New traffic signals at the Congress-Fleet intersection with the mast arm to include a bicycle signal;
- Widened sidewalk at intersections and improved ADA tip-downs at the intersection; and
- Section 2 of Fleet Street, Congress to Court will follow in 2027.

Additional comments:

- For bicycle travel between Atlantic Heights and downtown, Fleet Street is a quieter good choice. Newberry Way is planned as pedestrian-only
- SABR supports the contra-flow
- Check contra-flow concept and Fleet plan for alignment with the Bike/Ped Plan vision. Middle Street is envisioned as the primary route downtown.
- Navigating one-way streets to downtown extends the routes; the contra-flow option is appreciated to save having to detour up to Maplewood and back.
- Number of parking spaces remains at 7 – no 15-min spaces in this block.
- This introduction of contra-flow supported by traffic signals helps ease the public into recognizing more bikes on downtown streets.

4. INFORMATIONAL

a. Working Groups status updates, reports back

- **Bike/ped connectivity to multi-modal city:** Members Lyons, Garzo, Daley, Lurie-Meyerkopf met on June 30. Defined their purpose as:
    - helping the Bike/Ped Network BRC make the case -- answer why the bike/ped network should be considered in City infrastructure, policy, programs and the vision of Master Plans,
    - helping the Committee demonstrate the connected components of the future vision, building the support of the community, City Council and staff
    - Communicating the benefits of the bike/ped network beyond safety and matching other City priorities including net zero decarbonization goals of the Climate Action Plan, managing parking and the balance between supply and demand to encourage fewer car trips, connecting public health, business success and the expansion of affordable housing if employees can spend less on commuting/parking, etc., enhancing access to jobs. Families spend 30-50% of their income ("Affordability" = less than $104k for family, $73k for single; Portsmouth average is $83k).on housing and transportation, encourage accessibility for those with limited mobility/children to school, etc. Recognizing Bike/Ped Plan is a plan and welcomes Planning & Sustainability Dept and DPW.
- **Complete Streets:** Members Glenn, Garzo, Poubeau (and 2 members of the public). Poubeau asked about blending members from the Sustainability Committee and whether having three from each does not constitute a quorum for either. Group seeks to aid the BRC in being effective to e in advancing the City goals; reviewed paving plan on website (Middle, Woodbury, Maple Haven – striping with flex posts at intersections like Maplewood and Dennett), Complete Street design guidelines staff, PTS, BRC. The subgroup is interested in reviewing more details on the paving projects listed on the City website. Special interest in:
    - Extending the Dennett-Rockingham multi-use plan for a section of Woodbury (p 104), especially Rockingham to Franklin Drive planned shared use path, improving ramps and pedestrian island. Addressing degraded sidewalks in the area of the Anchorage and Howard Johnson hotels. Asked about timing, and connecting Franklin neighborhood, maybe giving up shoulder for wider sidewalk.
    - Garzo asked to understand paving projects with more scope and timeline.
    - DPW Director Rice explained the difference between the ongoing Pavement Management Plan – paving only -- which addresses 25% of City streets each year and the Capital Improvement Plan which addresses major projects such as redesign. The Pavement

Management looks at age and condition, also aligns to leverage other infrastructure projects and address urgent public safety issues. Redesign is 4x the cost of paving. Can address Bike/Ped Network issues such a bicycle/visibility pinch points as pavement is addressed but bigger picture considerations with design and public input are part of the CIP process. He welcomed bicyclists' input, observations and Click 'n Fix posts, understanding the process e.g. trimming hedges overgrowing sidewalks on Middle and Court. Recommended Access Navigators.

- Councilor Hopkins noted that it is not the intent of the BRC to micromanage the professional DPW staff, but advisory, taking a broader, longer vision at a higher level of the City's bike/ped network needs and vision.
- Discussion around engaging a member of the Planning & Sustainability Department and the Sustainability Committee to bring ideas forward into the CIP at a higher level, advocating for Bike/Ped Network plans and technical details to answer the 'why?' beyond costs. Hoping to help prioritize projects through the lens of committee/staff partnership.
- Lyons emphasized BRC strengthening the thinking to bring higher level benefits into planning process to advise City on prioritizing. CIP relevance to other Plans.
- Glenn – review Bike/Ped Plan for opportunities to support CIP projects; Lyons in conjunction with other committees, Housing, Sustainability, etc.

- **The Community Outreach and Education** group did not meet but plans to address awareness of Safe Routes to School, car-free commute challenge, and supporting sustainability objectives.
    - Police monthly accident report is another basis for educating residents to be aware of cyclists and pedestrians. Accidents involving vehicles and cyclists or pedestrians are generally not the fault of the vehicle or the infrastructure but because the cyclist or pedestrian was doing something they shouldn't e.g. not following the rules.
    - Longstaff suggested improving on the basic bike/ped network maps and other initiatives seen in other towns that help residents understand getting from A to B such as a bike bus for kids.

b. Police Report – 1 pedestrian, no bicycle collisions this year. Will report each meeting.
    - Comments:
        - E-bike incidents have reduced this year, thanks to aggressive PD outreach about reckless riding, educational pamphlets distributed at Seacoast eBike and Farmers Market.

c. Middle Street repaving – Curb work at Austin and Richards, bump out at Cass, Union and Middle curb line bumped out, narrowing travel lane from 13' to 11' for better alignment and sight distance. Other opportunities after paving. Restriping bike lanes – consistent buffer width. Middle-Miller bike lane pavement markings, mix of lane and sharrow can be confusing. Phase 1 beyond Aldrich, Phase 2 at ABC buildings. Sidewalk at Middle-Middle (past former gas station) up to Lafayette playground. Right of way has ample room for sidewalk.

2. MISCELLANEOUS

a. Minutes – Garzo moved; Lurie-Meyerkopf seconded, to accept the June 10 minutes

b. Complete Streets discussion at P&TS to re-examine plan – P&TS get together

with working group – members of each report back to their respective committees. True up inconsistencies? Legal report back at July 13 Council meeting – who is involved, what is scope, clarity.

c. **Agenda items (big picture) for next meeting to Councilor Hopkins.**
   - Planning Dept visitor for overview of Safe Routes to School
   - Police Department report on locations over past 10-15 years of crashes in the report
   - Master Plan – corridors and pocket neighborhoods concept, to align bike/ped network in 10 year plan. Utile Master Plan presentation. Planning Dept. overlay e.g. Bike/Plan on Master Plan, current/future housing developments.

3. **ADJOURNMENT -** Garzo moved; Lurie-Meyerkopf seconded, to adjourn at 7:27 pm.