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

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.

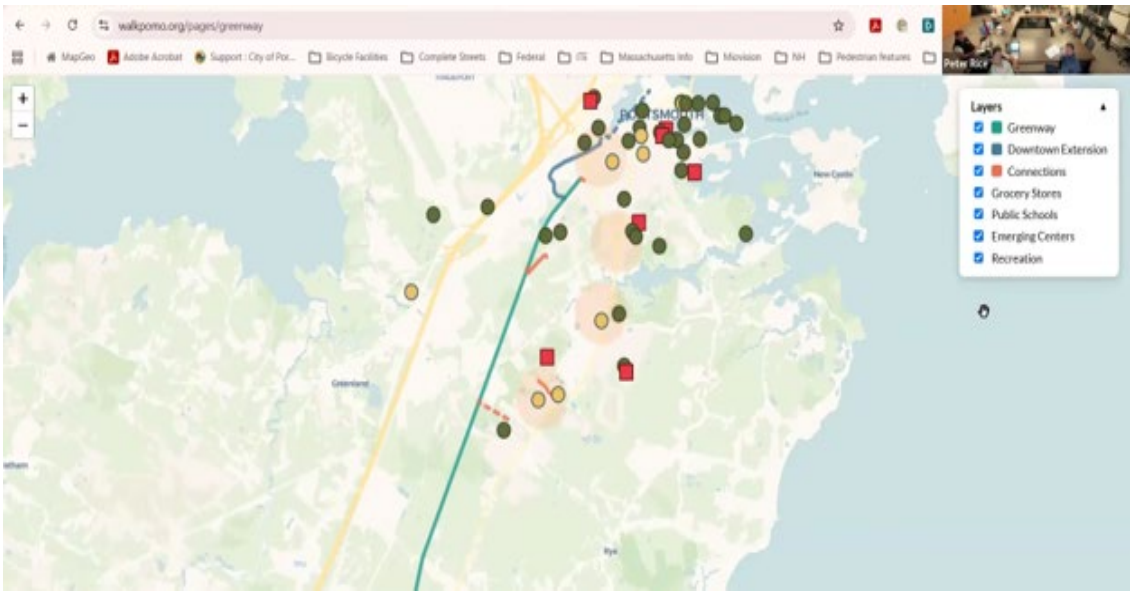
- Longstaffe suggested additional signage along with sharrows to note the “Bikes may use full travel lanes.”
- Lyons suggested prominent outreach to explain and recommend the use of Lincoln Avenue as a Bike Boulevard. Demonstrating the effectiveness of this ‘pilot’ opens awareness for the value and use 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.



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.

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.

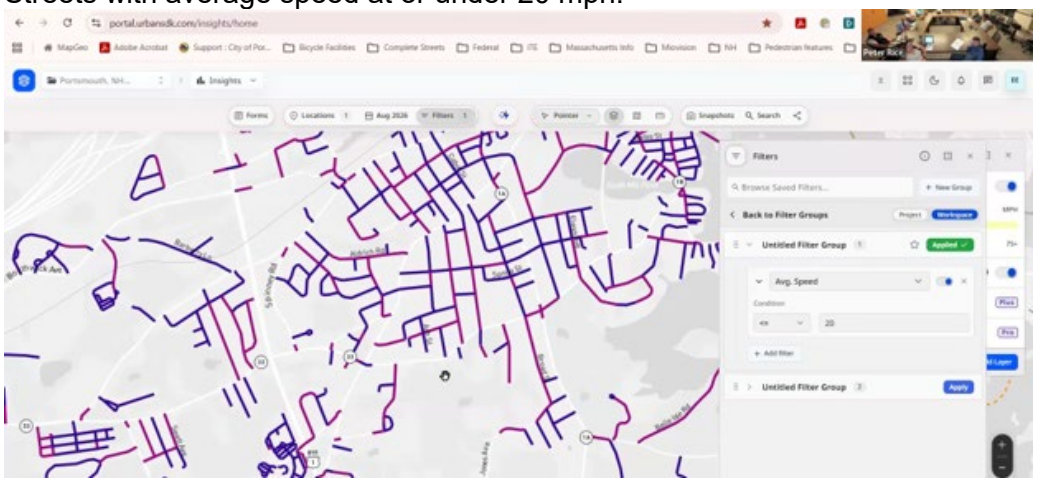
7. INFORMATIONAL

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.

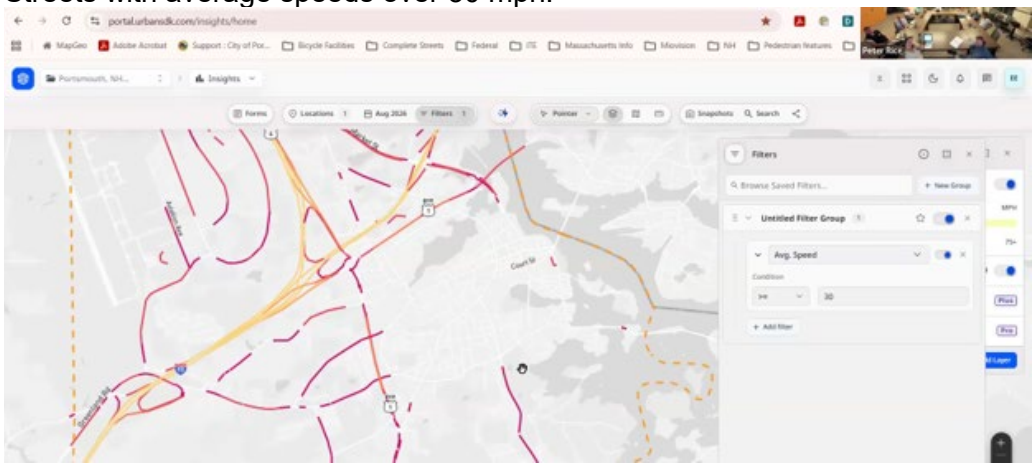
b. **Shuttle Task Force** – Chair Hopkins reported the first meeting is scheduled for October 19 and that she would provide an update to the Committee at their November meeting.

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.

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.