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

THURSDAY, SEPTEMBER 3, 2026, 6:00 pm
City Hall Conference Room A
1 Junkins Avenue, Portsmouth NH
For the Zoom recording: https://www.youtube.com/watch?v=bXBiT5MRvW8

MINUTES

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

2. **ATTENDANCE:** Chair Annie Hopkins, Vice Chair Matt Glenn, Ryan Harper, Annie Poubeau, Tyler Garzo, Patrick Daley, Stephen Longstaffe, Dawn Przychodzien, Bill Lyons, Stella Whitehouse. Staff: DPW Director Peter Rice, Acting Deputy Fire Chief for Prevention Chad Putney, Stephanie Seacord (recording secretary). Excused: Robin Lurie-Meyerkopf, Anne Torrez

3. **PUBLIC COMMENT –**

    a. Richard Donohue, 871 Islington Street, a 23 year resident of Portsmouth. He and his wife use the Rail Trail frequently and commend the City/Committee for supporting it. His concern is the maintenance, particularly the dead ash trees at the head of the trail between downtown and the skatepark. He noted that one tree fallen recently has been cleaned up.
    b. Andrea Ardito, 11-year resident of Dennett Street and member of Walkable Portsmouth, also expressed her concerns at the Sep 3 Parking & Traffic Safety Committee meeting, about the speed and 'close calls' on Maplewood Avenue. The Maplewood/Dennett/March street intersection is a problem, especially for children trying to walk to New Franklin Elementary. She feels the many traffic studies the City has conducted do not reflect the reality and is worried an injury or tragedy will be what finally brings corrective action. Having been hit herself she advocates for a Flashing Beacon (RRFB) at the crosswalk.

4. **PRESENTATIONS – Connectivity Subgroup**
   Bill Lyons reported on a meeting with members Garzo, Lurie-Meyerkopf, Daley and two members of the Sustainability Committee subgroup. The presentation outlined the subgroup's purpose: to implement the Bike/Pedestrian Plan by supporting City Council adoption of the multi-modal network and to help the Bike/Pedestrian Committee make the case for it. The four priorities are 1) Climate Action Plan goal of decarbonization; 2) reduce parking demand; 3) improve affordability/accessibility and 4) support public health through increased safety and balancing walking/biking needs.

   Lyons emphasized that connected trips are key to a mode shift.

   Daley underscored that the multi-modal approach of walk, bike and transit lead to a green future and that to reduce carbon, the City should implement the Bike/Pedestrian Plan. He highlighted CAP goals: #4 connecting key destinations and #5 reduce greenhouse gas emissions. Transportation accounts for 60% of emissions. While

implementing a full multi-modal network might take 15 years, smaller shuttle loops could bring about immediate reductions. The subgroup is working on the idea of shuttle loops along Lafayette-Route 1, and connecting downtown and the hospitals and C&J. The second phase might align with growth corridors and PHA housing locations.

Two urban environment visions support the benefits of increased biking/walking to vital aspects of daily life: The 15-minute City and 7000 Steps City. UNH has completed surveys in Portsmouth and Manchester that show the alignment of walkability and social capital. The ease of walking aligns with increased social capital, producing sustainable communities.

The Connectivity Subgroup is collaborating with the Sustainability Committee to submit a fourth CIP proposal for a Shuttle Loop Task Force which the City Council would direct to provide recommendations on a pilot that combines COAST Route 40 and COAST Route 41 and increases frequency. Garzo shared map overlays at https/://www.walkpomo.org/

Subgroup will continue to work to develop outreach resources including a slide deck and FAQs in conjunction with the Master Plan goal of connecting neighborhoods.

5. **NEW BUSINESS –**
   a. **Discussion of Maplewood Avenue Complete Streets work to date**.
   Referencing:
   https://files.portsmouthnh.gov/files/planning/Maplewood_Streetscape_Concept_Plan11x17.pdf
   Glenn opened the discussion of CIP goal and referral to Complete Streets working group – While the 2018 vision was not implemented due to cost the committee asked whether the sewer/repaving project between the railroad tracks and Hanover Street might include re-striping to allow for a bike lane in what is now at 4-lane wide street. Garzo also wondered if the restriping could extend to Congress Street. Longstaffe, Harper and Whitehouse shared their experience with biking this corridor and observing how groups of cyclists buffer their ride to increase their safety. Lyons asked about the CIP process required to bring the Maplewood Ave. Complete Streets plan forward again for modification. Director Rice explained that project planning is a public process that identifies projects and goals and involves Parking & Traffic Safety and this committee; but that it is not a process of 'designing by committee.' Glenn suggested that full implementation of the 2018 concept is an 8-10 year endeavor but that it could be possible to act faster with the simpler treatment of curbs and striping as part of the sewer/drainage project, while participating in the long-range planning. Director Rice reminded the Committee that the CIP is a plan not the implementation, which requires funding the project in the budget, bonding, bids, etc. Reducing the number of lines would be a public process, with the caveat that Maplewood is the main trucking route for 18-wheelers serving the Peirce Island Wastewater Treatment Facility and other deliveries.

   On a motion by Garzo, seconded by Harper and amended by Lyons the Committee voted unanimously to engage the Complete Streets Subgroup to dig into the Maplewood Avenue 2018 Plan and submit a project covering Maplewood from the Rte 1 Bypass to Hanover Street, and prospectively to Congress St. as a CIP request on behalf of the Bike/Pedestrian Network Committee through vice-chair Glenn.

   b. **Safe System Approach**, request to adopt as the Committee's framework.
   On a motion by Glenn seconded by Lyons the Committee voted unanimously to adopt the Safe System Approach as the framework for this committee's work and recommendations, consistent with the Bicycle and Pedestrian Network Plan, and that the committee recommend the Safe System Approach be incorporated into the Complete Streets policy and design guidelines through the upcoming review.

c. **Edmond Avenue**, recommendation regarding the centerline and bike boulevard status of Edmond Avenue, a Bike and Pedestrian Network Plan priority project. Garzo proposed that the Committee recommend that the Edmond Avenue project, which Director Rice explained is in design, be designed as a Neighborhood Slow Street consistent with the Bike/Pedestrian Master Plan -- without a centerline stripe and be designated a Bike Boulevard.

   Director Rice explained that this project also involves the Woodbury Gateway improvements planned between New Franklin and Rockingham, with connections to multi-use paths and a sidewalk on one side. A needed easement to address the waterline that runs under I-95 has delayed the project. The project design will include a public meeting and PTS review with City Engineer Eric Eby.

   On a motion by Glenn, seconded by Garzo, the Committee voted unanimously to refer the Edmond Avenue Slow Street, striping and "Bike Boulevard" (to NACTO design standards and definitions) redesign recommendations to staff for review and recommendation as appropriate.

d. **FlashVote survey** on why families drive children to school rather than walk, ride, or bus, to inform Safe Routes to School working group. Chair Hopkins reported her meeting with Communications Director Monte Bohanan, who asked the committee to submit four questions, such as parents' comfort with the concept of a bike-bus and its format. The Committee will brainstorm their proposed FlashVote questions at the October meeting.

e. **Shuttle-loop working group** in cooperation with members of Parking and Traffic Safety Committee. The Sustainability Committee Multimodal subgroup is working on a Task Force request to submit for CIP review. Chair Hopkins noted that both Committees have subgroups working on this, with overlapping explorations. She is suggesting that the task force be expanded into a Working Group along the lines of the recent Childcare Working Group and involve the subgroups and committees. PTS, COAST, the downtown workforce group and staff including Economic Development, Planning & Sustainability and DPW.

f. **Discussion of how Blue-Ribbon Committee can support non-infrastructure recommendation**s of Bike and Pedestrian Network Plan. Vice chair Glenn proposed looking at 1 page at each meeting of the Bike/Pedestrian Network Plan non-infrastructure proposals.

   Longstaffe reported from the Outreach and Education Subgroup (including Glenn and Przychodzien) that the committee is reviewing several suggestions

   - VIP cyclist parking at major downtown events
   - Piloting a Bike Bus between Atlantic Heights and the Middle School – reviewing Newburyport and North Andover examples and will make a presentation at the October meeting. Whitehouse noted that high school students are more likely to drive once they get their licenses but bike safety should be included in Drivers Ed. She agreed to contact the owner of 603 Driving School which operates all the drivers' ed schools in the Seacoast to propose including the information such as SABR's educational materials. She accepted the invitation to join the Outreach Subgroup.
   - Walk to School Day
   - Wayfinding signage
   - Other events for education and awareness: Bike Rodeo, Mayor's Ride, Seacoast Ebike rides on the Rail Trail
   - Lyons noted the Sustainability Committee is discussing the Car-Free Challenge, maybe in the spring
   - Deputy Chief Putney offered to include any additional safety collateral in

what the PD now provides

g. **Discussion of possible connection of Cate Street multi-use path to Morning Street for connection to future North Mill Pond path.** Director Rice included this discussion item on the Agenda for Committee feedback on the idea of a trail across Hodgson Brook and behind Precision Auto and Portsmouth Makerspace to avoid the Cate-Bartlett intersection. The Morning-Bartlett crossing has better sight distance. The North Mill Pond path will offer two alternatives: along the railroad tracks and behind the Sheraton lot development, and behind the AC Hotel to connect with Market Street.

6. **OLD BUSINESS –**
   a. On a motion by Garzo seconded by Longstaffe the Committee voted unanimously to accept the meeting minutes for August 6, 2026.
   b. On a motion by Garzo seconded by Longstaffe the Committee voted unanimously to accept the meeting minutes for July 2, 2026.

7. **INFORMATIONAL**
   a. **Bike lane approaches to Middle Street bulb outs** – Director Rice reported for City Engineer Eby that the plan is to make the buffer stripes consistent as changing widths tend to confuse motorists. Other changes can be adopted in the future – such as a sidewalk between the old Sunoco and the South St. playground – but for now the striping will be done as described. Chair Hopkins asked how a requests should be made and Dir Rice advised the new Bike/Pedestrian request form on OpenGov. For a larger project like a sidewalk extension there should be a citizen CIP request that will then move to staff review for potential incorporation in the sidewalk management plan and budget.
   b. **Police monthly collision report** – Deputy Police Chief reported to P&TS that there have been no bicycle or pedestrian crashes in the past month.
   c. **Fleet Street update** – Dir Rice reported that the City Council had the first reading to adopt the Fleet Street design recommendations approved by the Committee. The Mayor and one councilor expressed some concerns. The second reading is scheduled for their meeting September 14. Vice chair Glenn encouraged Committee members and the resident acquaintances to attend the meeting to speak at public comment for the reading to express the idea that the re-design will make Fleet Street safer for everyone.
   d. **Bike and Pedestrian OpenGov request form** – Director Rice 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 recommended adding a link, once the form is live, to the Committee webpage.
   e. Public Comment responses:
      - Dir Rice will refer the Greenway tree issues to Piscataqua Landscaping (responsible for maintenance) and the City Arborist.
      - Maplewood-Dennett safety: Dir Rice commented that after volumes of study and PTS review to understand the conflicts, the determination is that no treatments are warranted; however in the long-term the City might revisit reconfiguring the intersection.
   f. **Lights for bicycles** – Vice chair Glenn urged the Committee to advocate on social media and other outreach channels that all bicyclists, especially children, install lights on the fronts and backs of their bikes. Whitehouse also recommended outreach to remind adults and children to wear brighter, more visible clothing.

8. **ADJOURNMENT –** On a motion by Glenn seconded by Whitehouse the Committee voted unanimously to adjourn at 7:39 pm.

Next meeting: Thursday, October 1, 2026.