

CITY COUNCIL E-MAILS

ADDENDUM

Received: March 18, 2021 (after 9:00 a.m.) – March 22, 2021 (4:00 p.m.)

March 22, 2021 Council Meeting

New content:

Below is the result of your feedback form. It was submitted by Lisa Wolford ([wolfordnh@gmail.com](mailto:wolfordnh@gmail.com)) on Thursday, March 18, 2021 at 08:51:57

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address: 111 New Castle Avenue

comments: Hi -- Wondering how Portsmouth leadership can indicate (or has indicated?) support for and protection of our Asian and Asian-American community members? I know there was a statement of support for Black lives last summer, which was great!

Thanks,

Lisa Wolford

111 New Castle Ave

479-5601

includeInRecords: on

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Below is the result of your feedback form. It was submitted by Matthew Glenn ([matthglenn@gmail.com](mailto:matthglenn@gmail.com)) on Thursday, March 18, 2021 at 18:55:48

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address: 34 Harrison

comments: Dear Mayor and Councilors,

I feel the need to correct a few inaccurate statements in your discussion around Middle Street last Monday. I know you have already voted to remove the one third of a mile of protected bike lane, but still feel it is important for the record to be accurate.

First of all, to Mr. Whelan's claim that "at most 50" bike riders use it, I'll point to a PTSC packet. The daily counter at South and Lafayette may be close to that average, but the 2020 spot count at Aldrich and Middle during one day of daylight hours showed 119 bike riders, a marked increase from previous years. This is the area of the proposed changes, not Lafayette/South.

To his comparison to "11,000 drivers", I'll just point out the data suggests the road is now significantly safer for those drivers too-- see the Safety Data Review by Toole Design. You haven't yet made a coherent case for how returning cars to the curb will make the road safer. And even if we were comparing 11,000 to 119, we should still care about the safety of those 119, as well as the safety of the dozen or so who park their cars.

And to Councilor Huda's claim that "the rest of Portsmouth bike lanes are exactly like what we're going to do", I took a bike ride to visit other lanes around the city on Tuesday morning, and almost all are near the curb on roads with no street parking (Sagamore, Lafayette, Market St Extension, and the new part of Maplewood). The only section of bike lane in the driver side "door zone" is on Maplewood by the North cemetery. Most planning professionals have moved away from designing this type of dangerous lane, and I'm happy to report most of our bike lanes are nothing like what you propose-- see my letter in the Herald.

Will there be a painted buffer keeping riders away from the driver side door? Or just sharrows and a plea to "share the road"? I don't know, as no engineered drawings or details were provided before your vote. I hope the design we get this summer won't be sketched on a napkin by a councilor.

References are below. I'm very disappointed in your Monday vote, but we will stay engaged on this. As always, I'd be happy to hear your thoughts.

Regards,  
Matthew Glenn

From Mr. Eby's 8/27/2020 Report Back on Middle Street / Lafayette Road Bike Lanes:  
<http://files.cityofportsmouth.com/agendas/2020/parkingtrafficsafe/PTS09032020Packet.pdf>

>Bicycle Counts

City staff has conducted spot counts at several locations along the bike lanes. This year, spot counts were only conducted at the intersection with Aldrich Road, as it represents a location in the middle of the most residential section of the bike lane, and there are several previous counts at that location with which to compare. This year's count during the last week of July revealed a daily total of 119 bicycles using the bike lanes between the hours of 6 AM and 8 PM, for an average of 8.5 bicycles per hour. Previous years' counts at the same location, revealed an average 2.4 to 7.7 bicycles per hour. The previous years' peak of 7.7 occurred in June, typically a peak month of bike usage. During the last week of July in 2019, the average number of cyclist was observed at 5.1 cyclists per hour. So the number of cyclists using the bike lanes has increased significantly over previous years. In addition to the spot counts, the traffic signal at the intersection of Lafayette Road and South Street began collecting data on bike lane usage in March of this year on a 24/7 basis. The data from that location show an average daily number of bicyclists of 35 to 50 per day since late May 17 of this year. The counts at this location are likely lower than at Aldrich Road as it is not as densely residential as the section at Aldrich Road.<

And from the Toole Design report of 1/5/2021

>Safety Data Review

Crash Data

Toole Design reviewed the crash data provided by the City. Based on the three years of data available, it appears that 26 crashes occurred the year prior to the implementation of the bike lane, 26 crashes occurred the first year that the bike lane was installed, and 12 crashes occurred the second year after the bike lane was installed. As such, there has been an overall decrease in crashes since the bike lanes were installed. A review of the crashes themselves showed that motorists struck parked vehicles 5 times in the first year of the bike lane installation and only 1 time in the second year. This reduction in number of overall crashes and reduction in drivers crashing into parked vehicles may imply a growing familiarity with the current conditions. A crash between a bicyclist and a passenger opening their door occurred in the second year of installation and is the only reported bicyclist crash in the two years since installation. Suggestions to address this crash type are!

included at the end of this memorandum. Other than the crashes with parked vehicles and the bicyclist-dooring incident, it appears that all other crashes were related to driver error and not directly attributable to the presence of the bike lane, on-street parking, available sight distances, etc.<

And here's a ten year old article, but there is lots more information if you google "door zone bike lanes"

<https://sf.streetsblog.org/2010/11/08/commentary-why-are-we-building-bikes-lanes-that-are-hurting-people/>

My letter to the Herald:

<https://www.seacoastonline.com/story/opinion/columns/guest/2021/03/18/glenn-tour-portsmouths-bike-lanes/4749324001/>

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Below is the result of your feedback form. It was submitted by Mark Sternberger ([markits@comcast.net](mailto:markits@comcast.net)) on Thursday, March 18, 2021 at 21:49:57

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address: Unit 10 Islington

comments: Dear Mayor Becksted, Councilors, and Manager Conrad:

I just heard a WMUR news flash by Governor Sununu he has approved for our cities \$457 million plus and additional \$122M for critical infrastructure capital improvements under the American Recovery Act 2021 provided by taxpayers as mandated by the Biden administration and complicit Congress.

The news story highlighted Mayor Craig who is alluding to Manchester's share of funds going towards "infrastructure investment."

Can you please get on the phone with the Governors office on tomorrow the 18th, or delegate to a staff person or Councilor to learn of the exact details and immediately get the process rolling to acquire Portsmouth's share of funds as I'm sure everyone is scrambling to get their cut so that they are not doubly bankrupted by the Feds and then whacked again by their local city taxation as a result of not getting any "infrastructure investment" funds from the State administration of these ARA 2021 funds already coming of mine, yours, and every other wage earner or fixed income taxpayer not below the gov't asserted poverty level.

If I can assist, please let me know and maybe I perhaps I can assist or help consult and advise the Council with logistics help provision our fair share of these ARA 2021 funds?

Sincerely,  
Mark Sternberger  
includeInRecords: on

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Below is the result of your feedback form. It was submitted by Ken Goldman ([krgoldman@comcast.net](mailto:krgoldman@comcast.net)) on Friday, March 19, 2021 at 13:35:55

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address: 271 Islington Street

comments: First of all, thank you once again to all of you who responded to my two previous emails, and those of my neighbors, with positive support.

This will be short as you have all heard from me before.

I was at the CVS on Islington Street which is where Phase 1A of the Islington Street Corridor Project meets the old Islington Street. If you look one way you see attractive street lights and beautiful sidewalks and curbs. If you turn you head and look the other way you see the old street lamps, curbs and the crumbling asphalt sidewalks. These sidewalks are not only unattractive, but can also be treacherous to walk on.

Finally, let us not forget the ticking time bomb of the 100+ year-old water main running down Islington Street. I would think the water main alone, would be reason enough to move expeditiously on Phase 2.

These improvements have been on the books since 1997, and estimates show that kicking it down the road to 2027 would increase the cost from \$6.9M to \$9+M, almost a 50% increase.

I respectfully request that the Islington Street Corridor Project Phase 2 work be returned to FY 22 and not pushed out to FY 27.

Thank you,  
Ken Goldman  
includeInRecords: on

Below is the result of your feedback form. It was submitted by Jon Dickinson ([jon3425@gmail.com](mailto:jon3425@gmail.com)) on Saturday, March 20, 2021 at 12:08:50

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address: 220 Walker Bungalow Rd

comments: Looking downtown to solve low cost housing when all the new office and residential space is going to put incredible stress on the city. Before you go off on an aspirational project, make sure you're thinking about the tsunami of people and traffic that are looming on the horizon. Jamming more and more people into such as small geographic area is beginning to destroy the city we love.

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