

Appendix 2.

Existing Plans, Policies, and Programs

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The City of Portsmouth has made investment in bicycle and pedestrian infrastructure, plans, programs, and policies in recent years. These include pilot infrastructure projects, such as bike lanes and shared use markings (detailed in the Existing Conditions maps), Complete Streets and Walk / Bike Friendly Community policies, and events that celebrate walking and bicycling. Recommendations for policies and programs will build on these existing key initiatives to improve conditions for walking and bicycling.

The following are summaries of key plans, programs, and policies that support safe walking and bicycling in the City of Portsmouth.

Plans

Blue Ribbon Committee on Transportation Policy Report 2013

The Portsmouth Blue Ribbon Committee on Transportation developed a report with recommendations for policies, principles and positions for transportation in Portsmouth. The report recommended three goals, eight guiding principles, and four recommended policies. The three goals are to:

1. Provide a transportation network that is safe and accessible for all people and all transportation modes.
2. Design transportation infrastructure that supports economic vitality and is sensitive to community and environmental context.
3. Provide affordable and convenient options for all transportation modes.
4. Incorporate goals in Bicycle and Pedestrian Master Plan.

Islington Street Corridor Improvement Action Plan 2009

The 2009 conceptual plan includes recommendations to improve pedestrian access and comfort, calm traffic, create community gateways, and highlight the creative economy of the corridor. In 2014, the Islington Bridge over Route I will be replaced and preliminary design work for Islington Street between Barlett Street and Maplewood Avenue was underway.

Market Street Extension Gateway Streetscape Improvements Plan 2008

The conceptual plan includes recommendations to improve the streetscape along the Market Street Extension, between Kearsarge Way and Deer Street, the main access route between downtown Portsmouth and the Woodbury Avenue commercial area.

NH Coastal Scenic Byway Corridor Study (In Progress)

Route 1A and Route 1B from Seabrook to Portsmouth is a designated NH Coastal Scenic Byway and National Scenic Byway. In order to protect the byway's scenic value, and natural and cultural resources, the City of Portsmouth and the Rockingham Regional Planning Commission are developing a corridor study to improve traffic congestion, recreational use, and visitor amenities.

NH Seacoast Greenway (In Progress)

This document summarizes the process of planning the New Hampshire Seacoast Greenway (NHSG), a proposed 17-mile non-motorized transportation/recreation corridor that will comprise New Hampshire's segment of the East Coast Greenway (ECG).

Wayfinding Plan 2014

The Portsmouth Wayfinding plan establishes graphic standards and a location/placement plan for signage. The plan includes recommendations for bicycle and pedestrian wayfinding. The plan was a recommended action from the Blue Ribbon Transportation Committee Report.

Policies

Bicycle Friendly Community Policy 2013

This policy was created in response to a goal of the 2005 Master Plan, which called for the City to provide for safe and convenient bicycle and pedestrian circulation throughout the city. The policy states that “Accommodating bicycles and improving safe bicycle travel shall be integrated into municipal decision-making, practices and processes.”

Complete Streets Policy 2013

This policy states that the City will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders in all construction projects subject to certain exceptions. These exceptions include (but are not limited to), streets where the existing right of way does not allow for accommodations of all users; where cost of implementation is disproportionate to the need, projects that would have unreasonable adverse environmental or land use impacts.

City Ordinance 7.5

Generally, bicyclists are subject to the same traffic rules as motorized vehicles. Bicyclists are not permitted to ride on sidewalks and must observe all traffic laws. Bicyclists are also required to hold a license and all bicycles must have a front light and rear red light or reflector, brakes, and bell or warning device.

Pedestrian Friendly Community Policy 2013

This policy lists objectives to facilitate safe walking and creation of high quality public spaces for all

people in Portsmouth.

Portsmouth Subdivision Regulations (Amended 2014)

The Portsmouth Subdivision regulations state that streets in new subdivisions should serve as continuations of existing principal streets to maintain connectivity. The regulations do not require or encourage bicycle and pedestrian facilities explicitly.

Programs

COAST Bicycle Accommodations

The Cooperative Alliance for Seacoast Transportation (COAST) regional bus organization has supported bicycle links to transit by funding bicycle racks at key bus stops in Portsmouth, adding bicycle racks to buses, and installing bike lockers at the Portsmouth Park 'n Ride facility.

Portsmouth Criterium

The Portsmouth Criterium is an annual bicycling event in downtown Portsmouth. The Criterium includes a loop race around downtown Portsmouth and an accompanying festival. The event typically attracts around 8,000 people (bicyclists and attendees).

Portsmouth Recreation Department Senior Walking Club

The Portsmouth Recreation Department has a standing Senior Walking Club, which meet at 8:00 AM Mondays and Thursdays at the South Mill Pond Parking lot on Junkins Avenue. The group walks for approximately $\frac{1}{2}$ to 1 mile. This parking lot is in close proximity to Portsmouth City Hall and to the Senior Center, as well as a recreational path adjacent to the South Mill pond.

Portsmouth Summer in the Streets

Pleasant Street from Porter Street to Market Square closes to vehicular traffic on select evenings

in the summer to host music and other arts events and encourage pedestrian activity.

Safe Routes to School

NHDOT operated a stand-alone Safe Routes to School program, which supported six rounds of funding for travel plans in schools across the state and currently offers funding for schools to start local SRTS programs and for schools to conduct travel plans. In 2010, the SRTS program conducted a SRTS action plan for Portsmouth's four elementary schools, which recommended infrastructure improvements as well as programs and events to boost rates of students walking and bicycling to school.