

Appendix C
3. Bicycle / Pedestrian Planning

BICYCLE/PEDESTRIAN PLANNING

Transportation Policy Committee
November 13, 2012

2005 Master Plan

GOAL: Provide for safe and convenient bicycle and pedestrian circulation throughout the City.

- Develop a city-wide bicycle and pedestrian plan
- Provide safe and sufficient parking facilities for bicycles
- Create a network of both shared and separated routes for safe cycling and walking.
- Increase public awareness and involvement in bicycle and pedestrian planning

2010 Safe Routes to School Action Plan



Physical Improvements

- Signage and School Zone Improvements
- Sidewalks and Paths
- Bicycle Facilities



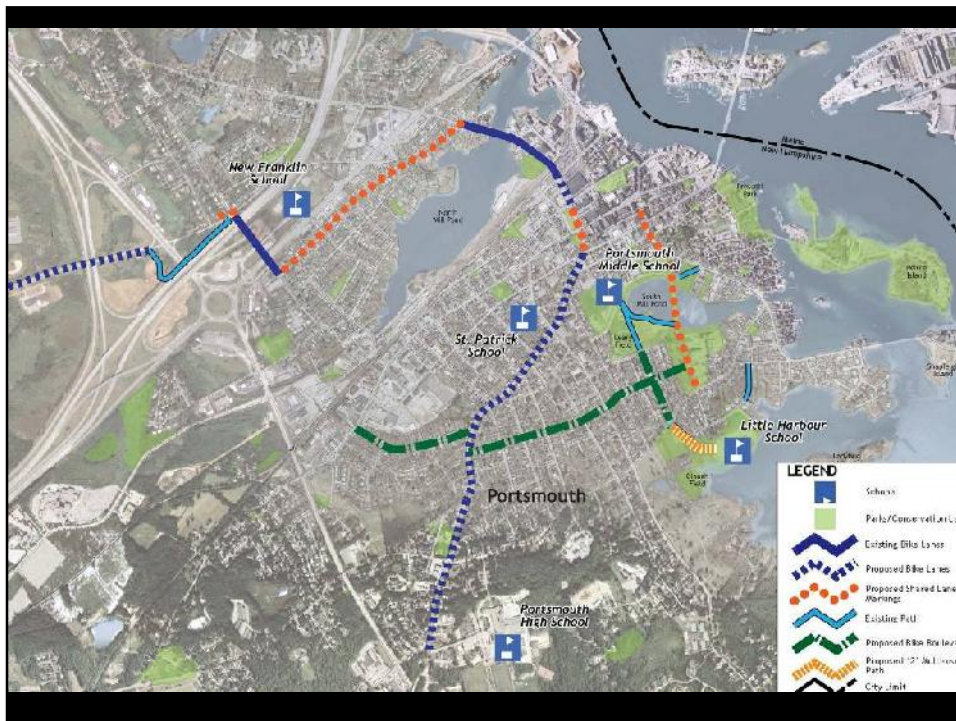
School-Specific Engineering Recommendations

- New Franklin Elementary School
- Portsmouth Middle School
- St. Patrick School
- Little Harbour Elementary School
- Dondero Elementary School



Education and Encouragement

- Walk Mount Washington Challenge
- Walk & Bike Across the State
- Walk & Bicycle to School Day
- Walking School Bus
- Suggested Route to School Maps
- Bicycle Rodeos
- Golden Sneaker Award



2010 Sustainable Portsmouth Transportation Vision

1. Support a thriving local economy while preserving the historic character and natural beauty of the city and region.
2. Minimize the environmental impact of transportation on our community and the wider world, including through energy efficiency and reduced carbon emissions.
3. Ensure a safe and healthy transportation system.
4. **Support a walkable and bikeable community.**
5. Provide affordable, attractive and convenient travel options for all within Portsmouth and connecting to the region and beyond.



2010 Sustainable Portsmouth Transportation Vision – Actions & Strategies

1. Increase Community Awareness and Involvement
2. Improve Integrated Planning
3. Provide Alternatives to Automobiles
 - Support and Improve Public Transit
 - Support and Improve Walking and Biking
 - Promote other strategies to create a family of alternatives to auto travel
4. Parking

Policies




-  Planning Board
 - Site Plan Review Regulations amendments
 - Complete Streets policy statement
-  City Council
 - Sidewalk policy
-  Committee on Sustainable Practices
 - Support for Complete Streets

State / National Programs

-  Safe Routes to School
-  Designations
 - Bicycle Friendly Community
 - Walk Friendly Community







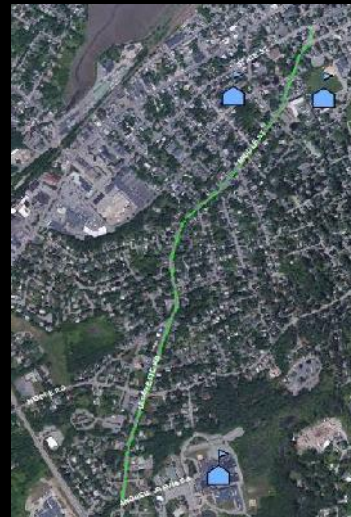
Infrastructure

-  Bike racks
-  Bike corrals
-  Bus shelters
-  Sidewalks






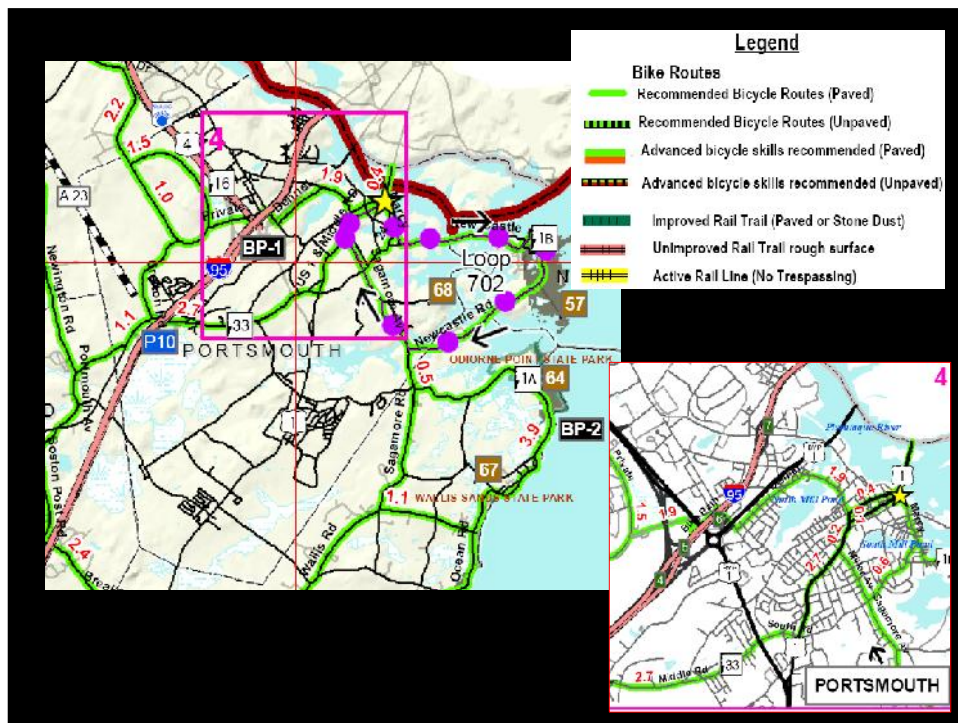
Bike Lanes and Route Markings

-  Bike Lanes
 -  Maplewood Ave (existing)
 -  Lafayette / Middle Street (proposed)
-  Share the Road



Paths and Trails

-  Pease Multi-Use Trail (planned/funded)
-  Hampton Branch Rail Trail (proposed)
-  NH Seacoast Greenway



Future Plans

- 🚲 City-wide Wayfinding Plan
- 🚲 Bicycle/Pedestrian Master Plan
- 🚲 2015 Master Plan Update

Bicycle/Pedestrian Master Plan

- 🚲 Comprehensive approach
- 🚲 Identification of needs
- 🚲 Justification for improvements
- 🚲 Road map for implementing improvements
- 🚲 Guides funding and investments
- 🚲 Mechanism for evaluation and monitoring of improvements



2005 Master Plan – Strategy

- 🚲 **T-4.2 Develop a city-wide bicycle and pedestrian plan**
 - Identify bicycle and pedestrian needs and deficiencies
 - Identify and prioritize facility improvements (on-road facilities, sidewalks, crosswalks, shared use paths and bicycle parking)
 - Develop bicycle and pedestrian facility guidelines/standards, including bicycle parking
 - Develop standards for bicycle signage on roadways such as Share the Road
 - Estimate implementation costs and identify funding sources, responsibilities and phasing



Benefits

- 🚲 Builds support for bicycle & pedestrian projects
- 🚲 Raises awareness
- 🚲 Strategic advantage in competitive grants
- 🚲 Can be integrated into broader planning efforts

CASE STUDY

After the adoption of San Mateo, California's 2011 Bicycle Master Plan, the City acquired more than a million dollars for bicycle infrastructure projects in a single funding cycle. The plan's detailed priority project list was instrumental in securing these funds.

(from Initiative for Bicycle and Pedestrian Innovation)







Need

-  Safety
-  Demand
-  Coordination
-  Infrastructure

*A 2009 study revealed that communities that had the most success in increasing mode share of walking and bicycling consistently deploy a **coordinated package of projects, policies, and programs** that support active transportation.*
(article by Pucher, Dill, and Handy)



Why a mode-specific plan?

-  Allows for deeper analysis
-  More specificity in the recommendations
-  Gives legitimacy to the needs of these modes
-  Process may be as useful as the plan










Plan Components

-  Public Engagement
-  Vision → Goals → Objectives
-  Existing Conditions
-  Identify Potential Projects
-  Evaluation & Monitoring



Outcomes

-  Engineering / Infrastructure
 -  Complete Streets policies
 -  Bike parking locations
 -  On-road networks
 -  Shared-use paths
 -  Traffic calming methods
 -  Sidewalk standards
 -  Sign and signal guidelines
 -  Transit stop facilities



Outcomes

Education and Encouragement

- Bicycling & walking events
- Commuter outreach
- Coordination with public transit
- Bike sharing
- Community engagement



Outcomes

Enforcement and Safety

- Laws
- Training for Police Officers
- Driver and biker education training
- Bike and foot patrol
- Targeted enforcement



Outcomes

Evaluation and Planning

- Monitoring use
- Tracking and addressing accident locations
- Transportation Demand Management programs
- Targeting underserved neighborhoods
- Capital improvement planning
- Funding
- Design standards

