



Survey Comments

Cross walk at Albany and Islington...Yes please!

The crosswalk to White Haron was needed and will get a lot of use. I am concerned with the turning lane being taken away though. I think it will be impossible to turn left onto Islington from Albany as the traffic gets very backed up there.

need more crosswalks

Please add cross walk

Islington Street needs to be pedestrian friendly.

My business is located in this area and I can say the attempting to walk to the surrounding businesses is a consistently hazardous endeavour. Cars drive too fast and there are daily near miss accidents as people try to speed through the intersection where Papa Wheelies is located. I would love to see these changes made permanent and for this approach to be used further in the West End to increase walkability. The difference between walking downtown and trying to walk in the West End is stark. I think there are many opportunities to improve the experience for those of us who live and/or work on this end of town.

Islington is the busiest road in town, and the west end is the busiest section. To take away the entire lane split before the Bartlett intersection was an incredible lapse in judgement when it comes to civil engineering.

This idea poses more of a problem than anything. There is nothing wrong with that stretch of road as it is unless you are white heron whining that they picked a bad spot for a cafe. If there is a problem it is white heron. We do not need 3 crosswalks in a span of 50 yards to accommodate the white heron. There customers could easily walk to Cass street or Bartlett street to use the crossings there. Nevermind the ridiculously careless and dangerous idea of putting seating IN THE ROAD. this is possibly the dumbest thing portsmouth has done. Way to waste money and time.



Today, I was driving west on Islington St, and was stopped as the first car at the Bartlett St intersection light. I was in the straight through lane. While I was waiting for the light to change, two cars in the right turn lane (right on red) forced themselves into Bartlett St trying to mesh with those cars making the left hand turn from eastbound Islington. Unfortunately it didn't slow them down very much, but it did throw them further into the intersection before they could complete the turn onto Bartlett. When the light changed, two pickup trucks (in the right turn lane) had to swing wide to be able to make the turn onto Bartlett (now with the light) and forced me over across the line into oncoming traffic (honking quite loudly at me to get out of their way). In order to negotiate that turn they had to swing very wide due to their length and the cars stopped on Bartlett St. I question how a bus, trolley, or panel truck would have handled the corner.

We were really hoping that narrowing the turning portion of the intersection would force cars to slow down and drive more safely - it was disappointing to see that this did not happen, but actually became more dangerous.

Several years ago, an earlier plan was to straighten Bartlett St as it came under the bridge, and align it with Jewell Ct (to east of CVS). I was told by the then planning director that the site that the Two Brothers is on knew that the parking lot would be taken by eminent domain or some such arrangement with the city. Straightening the road would alleviate most of the issues. Is it possible, if you haven't already, to set up those temporary traffic cameras to watch the traffic movement and speeds through that entire intersection with this new temporary arrangement?

The parking spaces in front of White Heron Tea are OK. Unfortunately, the bump-out didn't really slow traffic at the intersection -- it managed to speed up after the new spaces.

The crosswalk at Albany St may be dangerous for pedestrians, as left turning traffic from Albany tends to exit rapidly when there is a hole in traffic -- having to watch for pedestrians as well will simply complicate a bad situation. Perhaps a right turn only from Albany would work - which would make that crosswalk more viable.

The concept of doing this visible temporary design change has great merit. Much more valuable to experience it than to just see it on paper.



I had a meeting early this morning at White Heron, not only did I notice a change in the speed of traffic, and therefore noise and atmosphere, but I was also able to cross safely at several intersections on my walk from my home on Madison Street. The added outdoor community spaces create a sense of place rather than simply feeling a thoroughfare. I believe all these measures would increase safety and well-being (due to more walking) but also boost sales at West End businesses.

What a lovely way to explore placemaking in the West End! I love the pedestrian improvements and resultant traffic calming. This is fantastic - more is needed to keep the Westend a balanced multimodal destination, but this parklet/complete street demonstration makes me smile. It certainly improves safety while raising the aesthetic bar. Keep it up!

I like the idea of more greenery and the feel that the installations give to Islington. I feel that the installation by papa wheelies makes a busy intersection dangerous and I wouldn't sit on the 'patio' outside of White Heron as there is no structural barrier between the seating and the street. The main issue I have with Islington street is that the sidewalks are in disrepair. Pushing my baby carriage down to Cafe Kilim is like going over speed bumps the entire way. I'd much rather see the city fix the sidewalks rather than spend money on greenery and temporary installations that are like putting lipstick on a pig. Also, in the winter people don't shovel and walking down Islington is icy and treacherous. The greenery is nice in the summer, but what can be done so that residents shovel the sidewalks in the winter? People walk Islington all year round. Let's make it better all year, not just in the nicer weather.

The crosswalk in front of White Heron was a huge plus.

Just yesterday I walked my dog down Islington Street past the White Heron and around the bike shop corner as I made my way to Precision Auto to pick up my car. I WAS AMAZED at the calming effect the changes made. I noticed a huge difference from the way I usually feel in that part of town. I was so surprised to feel relaxation and even a bit of joy as I walked along with the new beauty. It was wonderful. I loved it! Please convince the city representatives we elected to continue this and other Islington Street improvements. Such small improvements can make an incredibly positive difference in the climate of our town.

What a great project. It shows what could be without putting the hammer down with a permanent thud. Exciting.



So far I think that the crosswalk and bumpout at White Heron achieves the goal of walkability and slowing traffic. The added parking next to Harbour Light Strategic Marketing seems to contribute to traffic congestion as it does not allow a second lane to form until past the parking spaces (when cars are parked there). While additional parking is handy, a better use of the same space might be a loading zone for trucks. Would make it easier for UPS, FEDEX, commercial deliveries for area businesses and should help keep traffic flowing more steadily than with parked cars in the same space. While delivery vehicles take up the same space, they are usually only parked for a few minutes vs. hours.

It's beautiful!

Providing a barrier between the road and the side walk is not only aesthetically pleasing but it definitely makes it more comfortable. It is nice to have a bit of a buffer from the traffic when walking with a stroller or a young bike rider. I also like the added crosswalks (especially in front of White Heron)

I did notice that the traffic seems to back up at the Bartlett Islington when there are cars parked in the new/temporary parking spots by the red building between Papa Wheelies and WH. Something to think about.

Thanks so much for making this happen. I often avoid walking into town on Islington because it is so busy but this could be a game-changer.

I love the crosswalk by White Heron as well as the outdoor tables and the plants/flowers. It makes the whole area a lot more appealing and welcoming.

I love how the temporary project made walking on the street feel a lot less about passing through, and much more about the experience of being a part of a growing, vibrant community. I enjoyed and used the extra street parking over by White Heron to quickly grab a coffee. I often find that parking lot is filled to capacity, so the additional spots are great. I'm not sure that the changes made the area more comfortable for drivers. I worry about the safety of people sitting on the extended patio outside of White Heron as the significant change in the size of the shoulder is a bit awkward. However, I do think people adjust and adapt and what is new quickly becomes the way it's always been.



I recently moved to Portsmouth and live on Islington St at the corner of Rockingham. I walk drive and ride my bike along Islington St. Bike riding I find dangerous as well as the pedestrian crosswalks since some drivers just do not stop and others have blocked views at some intersections. Nice even sidewalks with interspersed small trees and plantings would be great for homeowners and business and the further development of islington St as part of downtown.

I owned a business in downtown Nashua and was appointed by the Mayor as a member of the committee for evaluation of a Business Improvement District. The BID did not materialize but the committee continued as the Downtown Improvement Committee. I would be willing to volunteer at some level should you need it.

We love to walk around our town. I have advocated for an entirely pedestrian downtown! Anything that makes the city more walkable is good, and sets us up well for the world in which we rely less on fossil fuels.

I'm all for the city trying new temporary projects but this one just doesn't work. :(I live on Cass St and drive and/or walk this route daily. We haven't event officially hit tourist season yet and the traffic is already jammed up. Trying to purposely slow the traffic in that area just doesn't make sense. Islington needs to two lanes on the corner for people to turn right under that bridge or stay left and go straight. This could be a disaster.

As a west-end resident, I frequent the Islington corridor for commerce and commuting purposes. As beautiful as the city is, I'm reminded that Islington creates a disconnect and we have many opportunities as a community to create a welcoming and inviting street to both use for everyday shopping needs, as well as walking and driving. Please continue efforts to build awareness and help others see the potential of this great asset in our community.

Do you have any insight into the benefit of two lanes along that stretch? Bringing it down to one lane may "calm" traffic for typical days, but what will it be like when it's backed up and vehicles have to sit next to the seating area, or thoughtlessly block the crosswalk? Overall, fabulous demonstration! I just wonder if decisions regarding parks, patios, and seating areas should be made independently of the decisions regarding the number of lanes.



I think it's a good start, but don't think it's enough to calm traffic and make it less car-centric.

How does this design accommodate bicycle traffic? I would think that a bumpout and a narrowing of the streets will reduce bikeability in this corridor.

This is a great start - how do we make Islington Street work for all?

The West End of Portsmouth is definitely in need of green spaces and pedestrian infrastructure. The trial on Islington is a great step in the right direction to make the area more pedestrian friendly and visually appealing.

Narrowing the streets makes it that much more difficult for emergency vehicles to respond. It leaves no room for other vehicles to pull to the right. This has the potential to create significant delays for vehicles responding to emergencies or transporting sick and/or injured people to the hospital. While I agree creating a safe area for pedestrians is a positive thing for the city, narrowing the streets creates an entirely new set of problems.

Between the traffic on Islington people walking and the business with traffic entering and exiting this change is a death trap. Cars leaving Dunkin Donuts, White Heron and PAPA Wheelies already hold up traffic, cause blockage of line of sight and have no where to go. By adding bump outs and parking cars are now trying to pull out pull in back up and drive all in the same place its a nightmare!

This is not a very good idea, and is only going to frustrate drivers even more. Cutting off that amount of corner on Bartlett/Islington, plus adding the parking/dining area in front of White Heron squeezes an already tight street even tighter. Add on top of the traffic jamb that happens quite often in front of Dunkin donuts because of their poor drive through design, and people's inability to understand that blocking a road while waiting for drive through isn't the right thing to do. Parking next to Papa Wheelies on a busy corner is not recommended. All it would take is one person to parallel park and back traffic up. I drive through this area everyday. Making the road narrower than it already is would not be recommended in my opinion.

We teach our children not to play in the street and you are encouraging people to sit in the ROAD!
NOT SMART someone is going to get run over !

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I especially love the bump-out at the intersection of Bartlett and Islington. It made my walk to work feel just a bit safer.

Traffic had been backed up further up idling ton toward downtown because cars cannot form the second right hand turning lane until closer to the intersection. The long line of cars has made it harder for people entering idling ton from the gas station, white heron tea, or cass at which can cause accidents or even more traffic

Seriously? What kind of group thinks making an already terrible street a place to "test out" taking up more space with a place where residents can be more likely to be hit by cars? Just take a picture of it and look at it! That should've been as far as this stupid idea got. Wtf portsmouth!!

While I don't think the current experiments have proven successful, I love the idea of making lower Islington St more accessible. The space in front of White Heron blocks the right hand turning lane at the light.

The signs in front of Papa wheelies and the added bike racks are great. I would like to see something to make biking more safe as well

Green area on the corner of Islington and Bartlett makes it very difficult to turn right into Bartlett. Additionally, it is difficult to make a left out of the Sunoco gas station as view is blocked by the seating in front of white heron. I do like the added parking spaces though.

My husband and I were so excited to see these changes, we use this area often for walking, running, biking and/or driving. Great job!

I have lived in this area of Islington Street for over 33 years and in Portsmouth for 61 years. My family and I have walked this area thousands of times without issue. I drive down Islington Street almost daily. Sometimes dozens of times a day. The current temporary changes are not necessary. The temporary bump out are already causing traffic problems. Currently there are plenty of cross walks for pedestrians to use. All are a short distance from every business in the area.

Long term it should be walking from market Square to Bartlett. In addition pulling out of Cass street to go to Barlett is very dangerous. The new sign looks great at Papa Wheelies. And the signs that show time to walk to town etc. are a wonderful addition. GREAT JOB!

I use this area for walking, running, biking and driving a few times a day.



The idea is very nice however the execution is TERRIBLE. I went to the city on Friday after trying it for 5 days. I was glad I was in a car, I couldn't imagine being on a bike!!! What a mess, traffic backed up to Washburn's regularly! I couldn't imagine what that would look like when all the tourist get here, much less in the WINTER. I like the idea of trying projects BUT many people told me they used other ways around Portsmouth all week to "avoid the mess". I am sending the city some realistic solutions. Unfortunately one of them is an expense I think the coffee shop should have to pay for since when they chose their location they forgot that people are TOO LAZY to walk to a lighted cross walk or to cross by Washburns. Even with a cross walk right in front of the store it will create a huge danger due to tourist who are lost not watching for cross walks but thinking their GPS is wrong and the many people who use the light to illegally text or make calls and when the light changes they are still distracted by their unfinished calls and texts. Why would this idea be proposed now when the corridor is going to be redone when the sewers are updated, that would have been the time to bring it up? It makes me wonder if its a coffee shop driven idea since the only one to benefit from any of the changes are the coffee shop. The bike shop on the corner will see tons more cyclist not using the corridor due to there being no safe way to make the turn onto Bartlett Street much less more cyclist being hit as people exit the Sunoco directly into the main stream of traffic! Slower and backed up traffic doesn't make it safer it just frustrates drivers to do more rash things.

Please do not take away the right hand lane on Islington Street turning onto Bartlett Street. Though you may want to create a few parking spaces on Islington Street, that is not the place to do this. There is a lot of traffic on Islington Street and by taking away the right hand turning lane onto Bartlett you will be backing traffic far up Islington Street. Islington Street is already pretty congested in front of Dunkin Donuts, and by not allowing traffic to move quickly out of the corridor onto Bartlett street traffic will be jammed/backed up on a constant basis. Both Papa Wheelies & the White Heron have parking lots so it really is not necessary to provide on street parking at that location at the sacrifice of the traffic flow.

As a West End Business owner located at 621 Islington Street. I see on a DAILY basis the increased speed of cars down Islington.

At previous charrettes, I've mentioned or asked for temporary speed bumps, slow signs, speed monitors and enforcement. These are all things that the city has. PLEASE USE THEM.

I would also invite the City to try and use the crosswalk at Islington and Bartlett. The walk light stays on for about 2 steps then changes again. Please please please FIX THAT!!!!



It's been asked numerous times. It is so scary and dangerous. Thank you.

The thought was nice, but they are creating traffic back up and more road rage.

Love it. I would make the temporary seating at white heron permanent by creating real bump outs, expanded sidewalks with trees, lighting, and a dedicated bicycle lane, too. Love the directory sign and how it makes the area more of a community, it's part of a west end neighborhood instead of just a road heading to or away from downtown. Keep the directory and make the bump outs permanent!

♥ □

We need more parking, and free for residents! Or bike lanes. Or more convenient forms of public transportation. Less luxury condos and more affordable housing. But not the "affordable housing" that pretends to be affordable but it's false name.



I liked the change next to papa wheelies. Though the roadway was a little too narrow I saw the trolley and coast buses struggle now with making the turn from Islington onto Bartlett -- though I think that could be easily fixed with some minor changes to lane sizes. Improvements to the crosswalks are absolutely necessary to this intersection to be safer for bikers and walkers. I drive through this intersection everyday and there are two big problems:

1. The number of drivers who run the light when turning from Islington onto Bartlett from in front of CVS. This is very dangerous for pedestrians
2. The confusion for drivers exiting from CVS; they are constantly cut off by turners coming from Barlett on to Islington.

Personally this entire intersection needs to be reworked. A roadway through the CVS would get some traffic off of Islington sooner. Maybe the CVS parking could move to the other side of the building -- close the road that is there since it is rarely used due to how it is blocked by the lane on Islington. This new parking could be combined with the paint store. That way CVS visitors could go out the back way rather than right on to Islington.

I have walked Islington many times and it is too dangerous. I recommend that at each crosswalk, that the street would narrow, and that the walkway be clearly signed and using different paving materials to make it obvious - like what was done on Hanover street for the walkway to Vaughn mall. This is desperately needed in front of Cake Kalim and in front of the Bank of America and by the entrance to the Hannaford Plaza.

I was not a fan of the patio in front of the Heron tea since drivers are too fast on Islington and people sitting there would be sitting ducks. I would never sit there.

The trees and bushes are nice but are not practical until the sidewalks are widened.

In my opinion the roadway will not be safe for pedestrians until the power lines are put under ground in order to make the sidewalks wider, and parking along the street is reduced - maybe a couple of off-street parking areas or shared parking lots. For example the parking at the bread box is rarely used. Please feel free to contact me.



Although I agree that we need more green space I do not think that the corner of Islington and Bartlett Streets is the right area to put them. I've noticed more confusion and congestion with the implementation of this temporary green space. People are so interested in seeing what is on display in these areas they are not paying attention to the traffic light or the people trying to cross the street. As a fifty nine year old lifelong resident of Portsmouth I've never had a problem walking or biking through this area. The area is contested enough without the new green spaces due to the increase in the number of cars traveling in this area. If you could just get people to put down their cell phones, obey the traffic light and show a little respect to the pedestrians and bike riders you wouldn't have these problems. I do not believe that these green spaces will fix the problems at Islington and Bartlett but I respect the fact that your trying something.

The cross walk in front of White Heron should absolutely be permanent! The bike racks and outside seating are also very useful and nice. However, I think that there needs t be some sort of permanent barrier to protect patrons sitting outside infant of white heron from oncoming cars. Narrowing the sidewalk and adding some tree, shrubs in planters, and other greenery with a permanent barrier would be wonderful here.

There is a desperate need for more parking in this vicinity. The new spots on Islington are awesome because you can easily pull in and out.

That intersection under the railway bridge is tough- any improvement is welcome!

Loved the shorter crosswalk by Papa Wheelies. Heard great feedback from others who live or work on Islington.

I absolutely love the initiative. My 9 year old son came within and inch of a car hitting him at that intersection and I am hopeful that these changes will make it safer for pedestrians and cyclists. Thank you to everyone involved.

Definitely keep the new crosswalks! Makes my trek to white heron so much easier.



I live in this neighborhood and have driven the stretch several times with a variety of people. To a person, we all feel the change at the corner of Bartlett and Islington is all wrong - keep the rounded corner there. As for the poke-outs, we believe them to be unnecessary and ill-designed. No one would want to sit at a cafe table in the street. It makes no sense to make streets narrower in this day and age when most vehicles are so much bigger (see Aldrich for the prime example). It also seems that plowing would be made much more difficult. With the exception of the additional crosswalks, I do not see these temporary changes as an improvement and I certainly hope they will not be made permanent.

Going from two lanes to one creates a bottleneck for an intersection that has a high volume cars. This is causing traffic to be backed up and impossible to pull out of many streets or businesses. I live on Columbia and had never seen the traffic at a stand still that far on Islington as it backed up beyond what I could see. To add three parking spaces and outdoor seating for one business, you are hurting others such as Sunoco and Dunkin Donuts. Adding a cross walk is fine, even though there are two just down the street in either direction, but people are lazy and prefer to jaywalk. If you would like to make the intersection safer for crossing, add a no turn on red sign that lights up when pedestrian walk sign is green like the intersection downtown. Making less space for someone to turn is only going to cause an accident at some point.

I almost hit someone trying to exit the cafe on islington because I could not see past the the umbrella and people sitting in the road! Then someone almost hit me trying to part in the new street spots.this change is crazy!

I would love to support initiatives and business that make the West End more walkable and open to people interacting more intimately.

While I both work, walk and drive in that area every day, the spot that I loved the most was the expanded crosswalk section at the light past White Heron at the bike shop. I felt that really forced drivers to be more aware of the people using the crosswalk everyday. I think the only real traffic concern was that it was new and lots of people were still trying to figure out hat was happening and how to drive around it.

Definitely keep the new crosswalks! Makes my trek to white heron so much easier.

I stopped by White Heron Tea on Saturday and was pleasantly surprised at the outdoor seating and flowers. I also thought it was a neat idea to have the flags to cross the street with.



I like the idea, it's just a super high traffic corridor and the area needs to keep two lanes to turn right onto Barrett Street by Papa Wheelies. Dunkin Donuts traffic is a problem as well. Nice concept but needs some rework.

I walked and biked through the area and found it very helpful- especially standing and watching the traffic back up at the traffic light up down Islington, past White Heron. I wouldn't say I was 100% comfortable sitting at the tables outside of White Heron. I did think the Bartlett intersection and way-finding signage to be a great improvement. I would LOVE to see us attempt to have a temporary 'pedestrian traffic only' in the heart of Market Square some weekend. No cars at all, like a giant piazza. This has been a dream of mine for years.

The cross walk is a nice addition. Or even if it isn't new it seems brighter more noticeable. But the outside seating at White Heron is awful. Too close to the street, and cars just go too fast for it to feel like a safe place to enjoy tea.

Trying to turn onto Bartlett from Islington was made very difficult by the added seating area and parking spaces to the White Heron area. I waited a long time to make that turn, as traffic was backed up. In my opinion, Islington St. is not wide enough to make these changes feasible.

I lived on Islington for 8 years. This project is a step in the direction of making Islington St the neighborhood it was meant to be. Previously crossing the street was a very dangerous endeavor. Slowing down traffic is very appropriate.

I loved the whole experience especially the effort to make crossing Islington street safer with the bump out in the road by Papa Wheelies. My son crosses that road everyday on his bike on his way to school and most drivers do not notice people at the crosswalk and completely disregard the walk signal.

First, kudos to PS21 for bringing this project to Portsmouth. We definitely need crosswalks at White Heron. It is dangerous to get across the street otherwise. I loved the outdoor space besides calming traffic it creates an attractive feature to our more commercial area and will attract more foot traffic which I feel is a strong positive for that area.



I thought the crosswalks, sharper right turning lane in front of Papa Wheelie's, and additional parking were great. I like the idea of a wider sidewalk in front of White Heron, but I would feel nervous sitting at a table or bench that close to the street. My preference would be for a wider sidewalk with trees and planters close to the street, and a bench or chairs closer to the White Heron building, much like the area in front of Caffe Kilim. Overall I really liked the changes, and I hope they are made permanent - particularly the crosswalks, slower traffic, and wider sidewalks.

This seems to be incredibly unsafe and that parking lot is already a challenge to pull out of. This is even more difficult with having to edge out further into traffic.

I live on Thornton St. and go through that area multiple times a day. I saw a definite improvement in speed and cautionary driving.

\$2000 should and could be spent in better ways and why would someone want to cross Islington on the Bike Shop side instead of the CVS side that is much less busy. I do not feel that taxpayers should have been on the hook for this. This looked like it benefitted businesses and was more of a distraction to drivers at an already busy area where attention needs to be paid to traffic and pedestrians not plants and wind socks.

Islington Street is a busy street, and that is a busy intersection. This was known when the businesses set up there, just like I knew it when I bought my condo on Islington. The speed limit is 30mph, cars should, therefore, be able to drive at the posted speed. Putting table & chairs RIGHT ON THE ROAD was a horrible decision, as was the decision to add parking spaces and essentially block the RH turn lane. You're safe on the sidewalk- where pedestrians belong! Please don't do this again. It did nothing but cause traffic to back up.

I live on Islington. I walk my dog on Islington. I drive on Islington. I've never felt "unsafe". It's a road! Therefore I treat it as such. With caution, alertness & care.

Please give consideration to the improvements proposed for Islington Street this week. So many of us depend on the services and access on and around Islington and the inherent dangers of walking, biking and driving in this part of the city are obvious. Bartlett and Islington junctions are particularly nasty. Help us out with the west end!!

Eric Eby: This resident claimed that vehicle speeds on Bartlett Street outbound increased due to the delay getting onto Bartlett from Islington. Apparently, drivers frustrated at the delays attempted to make up for lost time by driving faster once they got onto Bartlett Street.



Put up LED , solar battery charged lighted flashing lights in the speed bumps, to raise people 4-6 inches from the road surface, that way motorists see the pedestrians trying to cross the road better and limit all vehicle speed on Islington and many other roads in Portsmouth.

The bump out on the corner of Bartlett and Islington slowed traffic at the intersection and made it feel safer as a pedestrian and a cyclist.

Islington and Bartlett are unfortunately very difficult streets to navigate as a pedestrian, the changes were nice but in some ways wish that they went further. Between the broken pavement, narrow passages, and telephone poles in the walkway there is much that could be done to make them at a minimum more navigable, let alone more attractive.

The seating in front of the White Heron is an accident waiting to happen. It is not safe to have people seated directly next to the road. Changes should not be made permanent

The only part that I disagree with were the 3 parking spots in front of the red building. They were a hazard and really backed up the traffic.

Love, love, love the new sign and the bump out in front of White Heron as well and the cross walk there.

All in all, a good experiment.

The crosswalks should stay DEFINITELY.

The seating in the road in front of White Heron made me uncomfortable and seemed very risky, but I love the idea of outdoor seating if done differently, and I loved the improved cross walks. Thank you!!!



Interesting that you one can "strongly agree" but not "strongly disagree"...

The entire downtown area caters to pedestrians not motorists. One cannot go anywhere in this city in a reasonable amount of time anymore. Adding seating outside of the White Heron is not only a major safety concern, it eliminates an entire lane of traffic which backs up traffic (in a city with plenty of "backed up" traffic). The wider turn at the traffic line next to Papa Wheelies is just as bad. There are plenty of near-misses as it is with motorists who run the red lights at that intersection and having a wider turn is not going to make it any safer. If you want to put the crosswalk in next to Harvey's, go for it. But let motorists stop on their own for pedestrians rather than affect the entire flow of traffic for the few(er) number of pedestrians than traffic. Perhaps a better idea would be to improve the sidewalks on Islington Street. Those are certainly what make me most "uncomfortable". Remember when Portsmouth used to be about the people from here and not the rich people who move here?? The good old days....

I am all for slowing down the cars on Islington but I would not dare sit in front of White Heron as I think it puts the customer too close to the drivers. I also did not like the turn at the corner of Bartlett and Islington as I felt it was very dangerous for the cars that were coming down Bartlett and turning left onto Islington. When a large vehicle turns onto Bartlett the turn was too wide. More crosswalks are always a good thing! I do love the West End sign in front of Papa Wheelies.

As someone who lived a couple doors down from this building for 8 years, I LOVE this idea. Islington St became No Parking past the Bread Box a number of years ago, and since then, I have watched cars "open up" at this mark and fly to the light at CVS. I was nervous pulling out of my driveway in my car, let alone crossing the street. When I did try to cross the street IN A CROSSWALK, most cars would not stop, others sometimes trying to pass the cars that did stop on the right, oblivious to the pedestrians because they were already speeding up and didn't want to be bothered to slow down further. Putting more crosswalks and decorated bump outs on the street will cause people to slow down, which is much needed, and help with the beautification of the street.

Islington is full of many thriving and colorful businesses, but is in need of a facelift. Many buildings aren't pretty, let's face it, and the sidewalks are uneven. Because of this, I think drivers may just see it as an artery out of town, and the street with the gas stations and a Dunkin Donuts. Not one with great restaurants, shops and where many people LIVE and might like to walk across the street to get a cup of coffee without fearing the driver who "finally" got to speed up, or so they think they're entitled, after a whole 1/2 of a mile after getting off Congress St.

If we can start to project the pedestrian friendly image of this neighborhood with some clear



crosswalks and a few potted plants, people might understand why others shop, eat and live there, and respect it as just that, and not "that road out of town".

I loved the more defined right turn for traffic, it seemed to really make people slow down. I also loved the added cross walk. I bike/ walk/run through that area almost everyday during the warmer months, and that area is pretty awful for pedestrians especially when you have kids with you.

I want the changes back! Especially the added crosswalk at White Heron and the corner by Papa Wheelies.



The crosswalk and added parking is beneficial to the area, which I use often as I walk with a double stroller. I also frequent White Heron and parking is a problem, as is crossing the street if I have to park on the other side. The addition to slow traffic in front of Papa Wheelies did not work. It made cars make wider turns and brought them closer to traffic going the other direction.

I think the city needs to explore other means to make Islington more walkable and to get traffic to use other corridors into and out of downtown. What about the bump-outs that were added years ago to Woodbury Avenue that created parking and slowed traffic? What about routing people instead of through the Barlett neighborhood and down Islington over to Maplewood instead? That would bring them closer to the planned new parking garage too. Crossing the street at Bartlett now (especially near Clinton St) is very dangerous. Islington is mostly an eye-sore and has over the years contributed to many pedestrian deaths. A whole look at this street needs to be addressed.

Oh, and finally, the patio at White Heron is the stupidest idea I've seen in a long time. How dangerous for the people eating there! I can't believe anyone was willing to be that guinea pig. Parking spot, fine (would actually be worried about my car!), but patio dining, definitely NO! Expanding sidewalks along Islington would make it more pedestrian friendly...and getting rid of Dunkin Donuts and the terrible back-up it causes!

The reduced lanes funneled all the right turning traffic on Islington into the right lane and made it more difficult to pull out of #621 Islington, and into the outer (middle) lane to be able to go straight through the light on Islington.

The bigger issue at that intersection is vehicle traffic and the parking lot at CVS needing to be a road as well as a parking lot.

Currently Islington Street is extremely dangerous for pedestrians, so anything that can be done to a) slow down traffic, and b) provide more safe pedestrian pathways are very important. The temporary bump-out on corner with Bartlett was excellent. Crosswalk to White Heron as well. Tables in street at White Heron seemed a bit risky - at least until we can get motorists to slow down.

I thought the experiment was a huge success, and demonstrated many ways to improve the walkability and draw of that area by making it more friendly to get there and stay. The crosswalks were great! And traffic slowing aspects were helpful. The area looking really attractive, too.

Would like to see more permanent greenery, like trees or plants, through this area. Love the crosswalk near White Heron.



I like the cross walks- especially those on the driveways around Papa Wheelies and Blue Heron.

I love the new sign at the corner of Bartlett and Islington.

I'm not sure if I like the bump outs at the corner.

I ride my bike frequently and I prefer a wide shoulder to slower traffic. So I don't like the parking spots in front of White Heron.

The street clearly needs a pedestrian cross walk. With the cross walk, cars do slow down and drive at a more reasonable I do not think that the seating at White Heron was safe at all, you couldn't pay me to sit out on that street.

I walk that street and cross because I work in the area. So the cross walk was great.

Later in the evening, however, when I had to use my car, I did notice that Islington Street was backed up beyond the Dunkin Donuts because of the part of road that was taken away on that corner at the bike shop. This was not ideal as the road is already quite congested at 5-6pm when everyone is trying to go home.

I love the idea of making the West End a visually more appealing and safe area...aspects of this project I think were unsafe however. I do love the wooden sign though!

I especially found the crosswalks and additional parking spaces to be very helpful. The corner bump out and signage was terrific. I also liked the bike rack in front of White Heron but don't think outdoor seating in that area would be safe.

I live in the West End and drive/walk thru this area on a daily basis. Amazing how these small changes make such an impact.



I live on Aldrich Street and frequently walk with my 2 small children down this section of road and really appreciate any changes that make our neighborhood more bike and pedestrian-friendly. We moved here because we like to walk and bike as part of daily routines and errands but often feel that drivers drive too fast and are not as aware of pedestrians as they should be (particularly when drivers take a right on red onto Bartlett as I am crossing in the cross walk). I would suggest asking people who provide input where they live and give greater weight to the input provided by families and individuals who regularly frequent this area as it is something that directly impacts our safety. I am very interested in this topic and would love any opportunity to learn more and/or provide more input.

Getting to try things out at least shows people how things could be different that is better than a permanent change they don't agree with.

First hand experience with pilot projects informs my views and made this survey difficult to answer.

So, to that end: was data gathered to indicate impact on traffic, ease of travel? Anecdotal from me was that losing the right lane backed traffic up for some distance.

Crosswalks: three within about a block or so was too much...lots of cars stopping and starting; dangerous.

More parking on Islington struck me as odd...if you're going to calm the traffic, broaden the sidewalk, don't add parking.

And, if you broaden the sidewalk, that needs to happen further back on Islington - can't come as a surprise like it did with this project. The City's illuminated sign protected everything after it.

crosswalk at Albany greatly improves safety - our kids take kungfu behind White Heron cafe - they do not have enough parking for big events, so many kids & their families park across islington. there have been too many close calls - near misses while crossing here. Sidewalk cafe is lovely - but traffic is more backed up and very difficult to exit kungfu parking lot, esp during afternoon "rush hour".

We need the cross walks and parking spots!!! Please make this happen ASAP!



This is great and must be done . I would even go slightly bigger to further slow traffic and make the area far more pleasant to be in and walk around. The intersection of 2-Brothers/CVS/Papa Wheelies is terrible and encourages poor driving. As someone who regularly walks through the area, we see drivers regularly run the yellow & red lights, are aggressive and do not give right-of-way for pedestrians. The wide ambiguous layout of this intersection mixed with the poor crosswalks makes it bad for people and in the end bad for business. Additionally, I would recommend permanent in-road crosswalk markers to be installed (such as: https://c1.staticflickr.com/7/6147/5923523615_e59b698fe9_b.jpg) at all existing and new crosswalks planned for this area.

Longterm, the ongoing re-thinking/zoning of the entire corridor is critically needed so as to include new sidewalks, new curbs cuts, reduced on street parking and allow for bike lanes. These changes would slow down the traffic and increase property values all while drive greater commerce/business in the area.

No doubt it slowed traffic heading south, but there was no demonstrable different with those speeding north to catch the green light on to Bartlett St. Another plus was that there were far fewer people doing heading south and doing their usual rolling stop and right turn through the light at Bartlett - I never cross the street on that side, even with a crossing light, because I see that happen so often.

What a fun and interesting project! I agree that the crosswalk that parallel's Islington on Bartlett could be shrunk (shortened). However: The right turn lane on Islington to Bartlett must remain to allow traffic to move out of the way for emergency response vehicles.

Love the beautification, increased outdoor space for places to eat and ease for walking. Hope this happens all over Portsmouth! Thank you for all the hard work to make our city better!

The changes not only made the area feel more comfortable, but also much SAFER. The cross walk between White Heron and Harvey Dental is a perfect place for an additional crossing area. The changes to the curb near Papa Wheelies also seemed to slow traffic at the intersection, which currently seems to promote terrible driving etiquette. It also seems to be particularly beneficial for the businesses in the area to have some outdoor seating options and any changes that will encourage local foot traffic.



I liked the project as a resident and someone who knew about it in advance, but I heard some negative feedback on the Bartlett St. corner from drivers who don't live in the area. It's one of the worst intersections in town, whether on foot, bike or in a car. There is a lot of room for improvement.

I felt the experiment made the area more interesting and attractive, inviting people to linger. One negative was the pile up of cars wanting to turn right in front of papa wheelies.

I believe this change would be "waiting for an accident to happen". Drivers pulling out to the left to make a right to go on Barlett St., drivers going out of CVS to go to Barlett Street, and worst of all, no way would I be sitting outside of Heron on the side of the street.

I think it's important to extend the traffic from downtown to the West End. This will not only help with the overflow downtown but will welcome more businesses to join our community in the West End.

I thought the insertions into the streets cape helped organized the traffic, slowed traffic down and made using the street edges safer and more pleasant.

This work must continue at other intersections and in other neighborhoods of the city. It is important!

The changes made a huge difference, both driving and walking, particularly heading west on Islington Street and turning onto Bartlett. The current geometry encourages speeding around the corner and toward the railroad bridge. It was much easier to maintain an appropriate speed during the lab. It's just a shame that it couldn't stay longer.

Next up - Maplewood Ave between Congress and Deer Street? We could probably add 20 parking spaces and a bike lane.

Definitely YES!!!! And, when these are not possible, strongly suggest 3-D modeling of ANY zoning changes, presenting the best case and/or worse case scenarios. Everyone needs to be better & well-informed.

I liked the seating in front of the tea shop, seemed to add value and depth to the street. The corner by Papa Wheelies made a very tight turn for less reward. I would like to see a smaller footprint for the change on that corner.



Great work Ps21

I think the changes were modest and accepted well by drivers. And enjoyed by peds, cyclists and biz patrons. Transformational change would require greater changes in all quadrants.

The curb extension, on street parking and crosswalk at Albany street should be made permanent.

CVS entrance is an outright safety hazard and should be redesigned or removed in combination with signal upgrade. Hopefully accomplished in corridor project.

What about a roundabout here?

I look forward to seeing review consensus.

It caused backups at the light in front of CVS. The cars wanting to get into the Blue Heron Tea couldn't because that section was reduced to one lane. That also caused traffic going towards downtown to get backed up at the light because of the jam in front of tea shop. It also seemed as though drivers seemed more aggressive about getting through the light. If the road was widened so as not to lose that lane it would probably be different.

I wish we could have lived with it for longer. A week would have been great.

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I immediately noticed and loved it. I was discussing it with friends right away and we all said we hope it stays. Thank you.

I would recommend converting businesses off street parking lots to outdoor dining/seating. As of the current state on Islington, you're a sitting duck if you sit at the mockup outdoor tables at White Heron.

I really liked these new elements on the street and wish we had more - especially outside sidewalk/patio seating.

Another addition I would really like to see are in areas like the business plaza across the street from White Heron (with the dentist office and embroidery place) to have a much clearer definition between what is sidewalk and what is parking lot. There are several locations along Islington street where this is an issue.



The crossing poles were especially helpful however the cars backing up at the light towards Dunkin Donuts and beyond seemed to worsen. Overall, the project got community members engaged in thinking of how we can improve the driving/pedestrian experience in the thoroughfare and as someone who pushes a stroller I was pleased with the temporary increase in safety while doing so. Thank you for this project!

I loved the cross walk, but did not like the three parking spots in front of the bike shop. I think the crosswalk and bumpout in front of White Heron alone would be enough to calm traffic without completely halting it. The 3 parking spots caused a big back up at high traffic times as it only allowed the right hand turn lane to be used if there were fewer than 4 cars at the light. Without those spots, I think congestion would be less of a concern. The spots also made it difficult to turn out of White Heron which a place that is always busy and needs cars to be able to safely exit.

I believe that the changes could definitely calm traffic quite a bit. When approaching the Bartlett intersection on Islington, there is currently ambiguity as to when two lanes begin. As I'm often riding my bike through this area, that makes me quite uncomfortable. I would absolutely encourage a designated bike lane in this area on Islington between Albany and through the Bartlett intersection. I think that this could just change the culture and reduce speeds around this intersection making this hub of the West End much more walkable and comfortable.

The added parking spaces are good and will help accomplish what you are looking for. There should be parking by White Heron Tea, not a bump out with a table. Bartlett St. corner also good!

I think that the walkability was probably improved, but as someone who commutes by bike through the area every day I felt that all the changes made for a WORSE biking experience. Inbound from Bartlett St I use the full left turn lane, then after getting through the intersection I let cars pass. I do not believe a "sharrow" is appropriate in this location-- cars should be allowed to pass bikes here BEFORE getting to the narrower parts of Islington. (I usually turn at Cass and proceed to State because the parked cars ahead make the road narrower).

Outbound, I turn from Cass onto Islington. The bump-out and parked cars in front of White Heron made this section much more dangerous. Not only is the road narrower, I need to move way over to the left (taking the lane) to avoid the risk of being "doored" by these two cars.

As is, I can use the full right turn lane, or move left when appropriate if I want to continue straight.

The expanded arc in front of Papa Wheelies didn't make much difference-- I guess that's a change



I'm ok with. And the additional cross walks are fine by me. Again, as an experienced city biker, I am strongly opposed to additional road narrowing here UNLESS there is a clear bike path option.

I noticed right away that traffic slowed and drivers were paying more attention to pedestrians and cyclists.

I love the parking space as cafe utilization. We need to maximize outdoor seating and enjoy the good weather. This is common in places like Quebec, Montreal, and European cities.

I think temporary interventions/demonstrations are a great way to try out new ideas and show people how they can work.

Islington needs even more work. This is a small section will really help this area. But the rest of Islington from the RT1 bridge all the way to downtown is a scary place to be a pedestrian.

More bike paths and segregated car/cycle paths. Why is the former two track railroad not used at least one side for designated bike and walking, which separates traffic and has a direct artery into downtown? Intersection by the bike shop is like Frogger trying to make your way across.

I think this project demonstrates that we don't need to accept everyday nuisances when it comes to how our community is designed. The City should take a more proactive role in tackling low-hanging fruit that affects everyone instead of giving in to the idea that all change must necessarily be slow.

I think a crosswalk is necessary! On Islington St. Just move it down a bit, closer to the gas station

parking is a problem for businesses; crosswalk is a good idea but thought should be by D.r Clarizio across to gas station; less traffic versus intersection confusion



I do not like too much disruption of traffic; the crosswalk is acceptable but move it down a bit

I like the "try it out" approach. It gets us all talking to each other.

Crosswalk would be good connecting Sunoco to Clarizio sidewalk; adding tables in street in front of White Heron is a disaster; shutting down right lane a really bad idea

Slowing traffic, adding the crosswalk-so great!! Much safer! Love the signage & Beautification.

The west end of Portsmouth needs infrastructure to be more pedestrian friendly like downtown

Love this!

Love the outdoor seating @ white Heron!

I would be concerned about people getting hit also the congestion of traffic at the light. A new set of light would have to go in and would white heron (?) future spot

Wonderful

Please keep the crosswalk in front of White Heron

Excited for the change!! :)

I was able to take a left into white heron w/out fear of getting into an accident and made it SO much easier driving. Mr. Fox Truck :)

Middle Street could use a bit of calming/other than construction

Crosswalk must stay please :)

Love the new change in front of White Heron!

Love the crosswalk - the sitting may be dangerous

This is great and needed



Temporary "plantings" make area much more inviting to walk or sit and eat/drink. Shortening right turn lane onto Bartlett improves cyclist safety. Traffic info: I observed traffic on Thursday afternoon 6/2, from 3:10-3:30pm. All outgoing traffic on Islington was clearing the light at Bartlett within one cycle until 3:35pm. During this time a police vehicle with lights flashing, and later a fire truck and ambulance outbound on a call were able to negotiate the area quickly and safely. At 3:35 traffic began to back up and vehicles were waiting for more than one cycle to clear the light (pulse of traffic from memorial bridge?) this continued until ~3:45, when traffic once again as clearing the light within one cycle.

The street feels safer. Drivers are slowing down with the changes.

The crosswalk at Albany St is a public safety must! Would love to see Bartlett St intersection T-ed up. [other - local biz owner]

The planters made me realize there is way to much pavement in this area. Brick sidewalks and trees alone would make a huge improvement to the blighted landscape of parking lots and aging architecture.

It's so much safer for pedestrian with the crosswalks and much more inviting with the extra parking and outdoor spaces

Not only calms traffic but provides a great opportunity for community. It's great to see people sitting and chatting outside

displeasure at being delayed at the Bartlett Intersection

I just want to say how thrilled I was to see a crosswalk going to White Heron today!! I am a frequent customer and can rarely find parking in their small lot...I usually park across the street on one of the side streets and have to run across Islington-which can be a challenge. Today was easy!! I was thrilled!! And then I was told by white Heron that it was only a test--please put a crosswalk here!!



Thank you for taking the time to meet with me Friday to listen to my concerns regarding the Islington and Bartlett Street intersection. As they say in every business manual “safety first”, that whole set up was by no means safe.

Driving West on Islington Street:

The pretend bump out made it very difficult for cars coming out of the Sunoco station to enter the traffic pattern, much less to try and turn left. Instead of merging onto the road way and then moving into their desired lane, they had to come straight out into the traffic while trying to avoid the traffic caused by the bump out, pedestrians, cyclist and very frustrated oncoming traffic. I would think the people coming out of the karate place next to the Sunoco were in even worse shape.

In case you haven't lived near a bump out, come winter bump outs cause snow plows and the residents who live near them great trauma. First the plows can't get as close to them as needed so you lose about a half of a parking space or more, to just that. They also become a place to dump snow by plow trucks so drivers can't see around them. Remember if a plow truck drives straight they can control the snow better and it clears better as well. Bump outs just make a huge mess for snow removal. Islington Street already has snow removal problems because so many people park and drive there during the day making it difficult if there are daytime storms to keep the road way cleared properly.

The re-introduced parking spaces created the same problem they did 10 or 15 years ago when they were thankfully removed, drivers who wanted to turn right on red had to wait in the line with all those going straight, which backed up traffic at times to Washburn Plumbing!! There were cars parked there which were almost hit by annoyed drivers trying to squeeze past them so they wouldn't have to sit through the light one more time to make a right hand turn. I wondered how the people who parked their cars there were going to safely re-enter their cars when traffic volume was high. I thought about the many cyclists who use Islington Street to get to work and how they would do in the mess. I noticed I didn't see one that whole week and usually I see at least 3 or 4 traveling down Islington or Bartlett Street during my many trips along Islington Street.

Driving straight was almost as bad as turning right at that corner because everyone was in the same lane. I sat through 3 complete light cycles one time to make a right on red one afternoon. All I could think about was what would this look like when the tourist get here next month. You know the people who are already lost looking for 95 or the Sheridan. On a busy Friday I would probably have to sit through 4 light cycles if I hit peak drive time.

It sadly seems most people are too lazy to walk to the safer place to cross at the pedestrian light or to walk up to the cross walk by Washburn and Bread Box. Both of these cross walks have excellent visibility for cars to see pedestrians and allow for enough time to react if you don't see them. Many pedestrian cross by the coffee shop now but that wasn't an issue until the coffee shop opened up. Pedestrians also cross by Dunkin Donuts and Café Killiam. Is there a cross walk by either of those?



Both of those places would be far safer for a cross walk because they have different traffic patterns there.

The area in front of the coffee shop where the temporary cross walk is extremely dangerous to cross. First there are drivers coming back from the gym coming out of Albany Street who always seem to be in a hurry. You have drivers who were sitting at the light for 2-3 minute light(which is "normal") at the corner of Islington and Bartlett who used that time to make a phone call or text someone and are still in that process as the light turns green. Yes, it is illegal but it happens every day! Of course there are those wonderful people who are listening to their GPS to navigate to downtown and not really paying attention for crossing coffee shop customers. There are also the drivers who are trying to get out of the Sunoco or the karate place joining the traffic within a few feet of the proposed cross walk. It just makes for an accident waiting to happen. However, without a cross walk it is also an accident waiting to happen! IF a cross walk is put there it would have to have one of those blinking pedestrian lights and a big sign. It seems only reason people are crossing there is to go to the coffee shop, it would make sense the city pay to paint the street and the coffee shop pay for all the signage to keep their customers safe. Of course the city would have to offer the same to the other two coffee shops on Islington Street. In some cities where it is dangerous to cross the city installs artistic fences(ie:Las Vegas) that have signs that say where the cross walks are they want you to use and not to cross where the fence is, this too is an option.

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The whole idea

It seemed like the whole idea evolved around the coffee shop. More parking spaces for their customers, a bump out right by them and a cross walk. I was surprised when I saw Papa Wheelies name on the website you directed me to. I thought the whole plan really put cyclist at a much greater risk of being run down with the proposed idea. As a casual cyclist, I was horrified by the proposals and I avoid Islington Street normally.

Landscaping is very expensive even if you do it yourself. I volunteer and take care of gardens at 9



pieces of property. When the bike shop and the drug store first opened their landscaping was magnificent!! Both are not quite up to that same level anymore but still look very nice. Both have pretty large areas of landscaping to maintain themselves. The repair shop opposite the bike shop has no landscaping and never has. I'm sure they are grandfathered with how they use their space. IF someone wanted the city to add a little green space to that corner it could easily be done when the sewers are updated, would be nice. Some of the extremely large sidewalk on the Bartlett Street corner could have a hole put into it and have an "adopt a spot" added there or a large planter such as the ones on Albany Street would be nice. However, it would need to be far enough back that it wouldn't block any vehicles from seeing pedestrians or cyclist since many use that corner. I would love to see the city add 6" wide grass areas where the no parking areas are along Islington Street, just to give it a little color, however, the areas by side streets would need to be maintained with only very low plants. Another option for Islington Street would be the city "could" sell matching flower pots at a reduced price to residents and businesses along the corridor who want to maintain one or two in front of their homes or businesses. ADA laws dictate some of what you can do on sidewalks they may have to be rectangular and not round. I would love to see the railroad company maintain the hill by the bike shop and the other side of the railroad trestle a little bit, that too would help make the corner a little more welcoming.

It should be noted that I asked a few people what they thought about the Islington Street project. Many stated they avoided Islington Street as soon as they saw the sign there would be a new traffic pattern that week. Just as many of us do when construction takes place anywhere in the city.

In regards to parking for the coffee shop, welcome to Portsmouth! One thing they could do is talk to other places about renting some of their spaces they don't use, such as the Oral Surgeon's across the street or on the back side of Sunoco, maybe even at Albany Street Plaza. They could start walk to the coffee shop days by offering discounts to people who walk from home. I've noticed a lot of people do walk there on weekends. They could also offer a discount to people who use the cross walks already in place. They could start a "Safely to Tea and Coffee" program to raise awareness of using the crosswalks.

I think as a city we need to be careful to treat our small businesses relatively the same. The other two coffee shops directly on Islington Street would probably love to have crosswalks in front of them and so would some other businesses as well. I would be surprised if they would want bump outs because they would lose more parking. As a city we do have to consider the safety of all and sometimes create areas where it's not really safe to cross. I don't think the coffee shop would want some 10 or 12 year old child to try and cross in front of their store with or without a cross walk. It just wouldn't be safe. Nor do I think they want to have traffic backed up in front of their store during peak hours keeping their customers from being able to get in and out of their parking area, which is already difficult.



Please do not make any of the changes proposed by PS21. If anyone wants to beautify Islington Street from the Bartlett Street corner to Albany Street, please allow them to purchase some nice planters, place them appropriately-with proper approvals and maintain them.

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Thank you for taking the time to meet with me Friday to listen to my concerns regarding the Islington and Bartlett Street intersection. As they say in every business manual "safety first", that whole set up was by no means safe.

Driving West on Islington Street:

The pretend bump out made it very difficult for cars coming out of the Sunoco station to enter the traffic pattern, much less to try and turn left. Instead of merging onto the road way and then moving into their desired lane, they had to come straight out into the traffic while trying to avoid the traffic caused by the bump out, pedestrians, cyclist and very frustrated oncoming traffic. I would think the people coming out of the karate place next to the Sunoco were in even worse shape.

In case you haven't lived near a bump out, come winter bump outs cause snow plows and the residents who live near them great trauma. First the plows can't get as close to them as needed so you lose about a half of a parking space or more, to just that. They also become a place to dump snow by plow trucks so drivers can't see around them. Remember if a plow truck drives straight they can control the snow better and it clears better as well. Bump outs just make a huge mess for snow removal. Islington Street already has snow removal problems because so many people park and drive there during the day making it difficult if there are daytime storms to keep the road way cleared properly.

The re-introduced parking spaces created the same problem they did 10 or 15 years ago when they were thankfully removed, drivers who wanted to turn right on red had to wait in the line with all those going straight, which backed up traffic at times to Washburn Plumbing!! There were cars parked there which were almost hit by annoyed drivers trying to squeeze past them so they wouldn't have to sit through the light one more time to make a right hand turn. I wondered how the people who parked their cars there were going to safely re-enter their cars when traffic volume was high. I thought about the many cyclists who use Islington Street to get to work and how they would do in the mess. I noticed I didn't see one that whole week and usually I see at least 3 or 4 traveling down Islington or Bartlett Street during my many trips along Islington Street.

Driving straight was almost as bad as turning right at that corner because everyone was in the same lane. I sat through 3 complete light cycles one time to make a right on red one afternoon. All I could think about was what would this look like when the tourist get here next month. You know the people who are already lost looking for 95 or the Sheridan. On a busy Friday I would probably have



to sit through 4 light cycles if I hit peak drive time.

It sadly seems most people are too lazy to walk to the safer place to cross at the pedestrian light or to walk up to the cross walk by Washburn and Bread Box. Both of these cross walks have excellent visibility for cars to see pedestrians and allow for enough time to react if you don't see them. Many pedestrian cross by the coffee shop now but that wasn't an issue until the coffee shop opened up. Pedestrians also cross by Dunkin Donuts and Café Killiam. Is there a cross walk by either of those? Both of those places would be far safer for a cross walk because they have different traffic patterns there.

The area in front of the coffee shop where the temporary cross walk is extremely dangerous to cross. First there are drivers coming back from the gym coming out of Albany Street who always seem to be in a hurry. You have drivers who were sitting at the light for 2-3 minute light(which is "normal") at the corner of Islington and Bartlett who used that time to make a phone call or text someone and are still in that process as the light turns green. Yes, it is illegal but it happens every day! Of course there are those wonderful people who are listening to their GPS to navigate to downtown and not really paying attention for crossing coffee shop customers. There are also the drivers who are trying to get out of the Sunoco or the karate place joining the traffic within a few feet of the proposed cross walk. It just makes for an accident waiting to happen. However, without a cross walk it is also an accident waiting to happen! IF a cross walk is put there it would have to have one of those blinking pedestrian lights and a big sign. It seems only reason people are crossing there is to go to the coffee shop, it would make sense the city pay to paint the street and the coffee shop pay for all the signage to keep their customers safe. Of course the city would have to offer the same to the other two coffee shops on Islington Street. In some cities where it is dangerous to cross the city installs artistic fences(ie:Las Vegas) that have signs that say where the cross walks are they want you to use and not to cross where the fence is, this too is an option.

Driving East on Islington Street

Driving straight through the light was fine. I didn't have any pedestrians try to cross the 5 to 10 times a day I drove by the area. I normally see at least one in the morning, maybe all the congestion and the decorative stuff kept them away.

Taking a left from Islington onto Bartlett was horrible. It's bad normally because the drivers coming down Bartlett Street often try to beat the light and are pulled out way past the "stop line". However with the pretend extended green area on the bike shop side, it was a tight squeeze to get past those vehicles. I was glad I was in a sedan, I couldn't imagine doing it in pick up truck without scaring the driver sticking out in the road. I also thought about sitting at the end of Bartlett Street at the lights and having a city plow or garbage truck try to make that turn, the stop line would have to be moved further back on Bartlett, which would back up traffic even more on Bartlett Street in the morning. The whole idea



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