



# TCAG: BRIEF

## Priority Strategies for Sustainable Transportation and GHG Emission Reductions

**PORTSMOUTH**  
transportation & climate action group

Develop climate-friendly transportation solutions as input for the  
Portsmouth Climate Action Plan.

## MEMBERS

Bill Lyons

*Shared Mobility/Public Transit*

Matt Glenn, Jonathan Sandberg

*Walking & Biking*

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*E-Vehicles*

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*Land Use & Transportation*

Annie Poubeau

*Community Engagement*

Ben Doyle

# TCAG

## PRINCIPLES

- 1) Goal – to reduce GHG emissions thru
  - Mode shift to reduce Vehicle Miles Travelled
  - Transition to alternative fuel vehicles (EVs)
- 2) Sustainability – Environment, Economy, Equity (3 Es)
  - Focus on Co-benefits (affordability, accessibility, safety, livability)
- 3) Systems Approach – enhance multimodal connectivity & performance of system
- 4) Public Engagement/Political Will to implement successful CAP

# SHARED MOBILITY & PUBLIC TRANSIT



Source: Shared Mobility.News

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# SHARED MOBILITY

SAVANNAH GEORGIA “DOT”



*fare free*  
**VISITOR TRANSPORTATION**  
DOWNTOWN SAVANNAH

[HOME](#)

[ROUTES & SCHEDULES](#)

[RIDER TOOLS](#)

[PLAN YOUR VISIT](#)

[ABOUT US](#)



Source: Savannah Mobility Management, Inc. [connectonthedot.com](http://connectonthedot.com)

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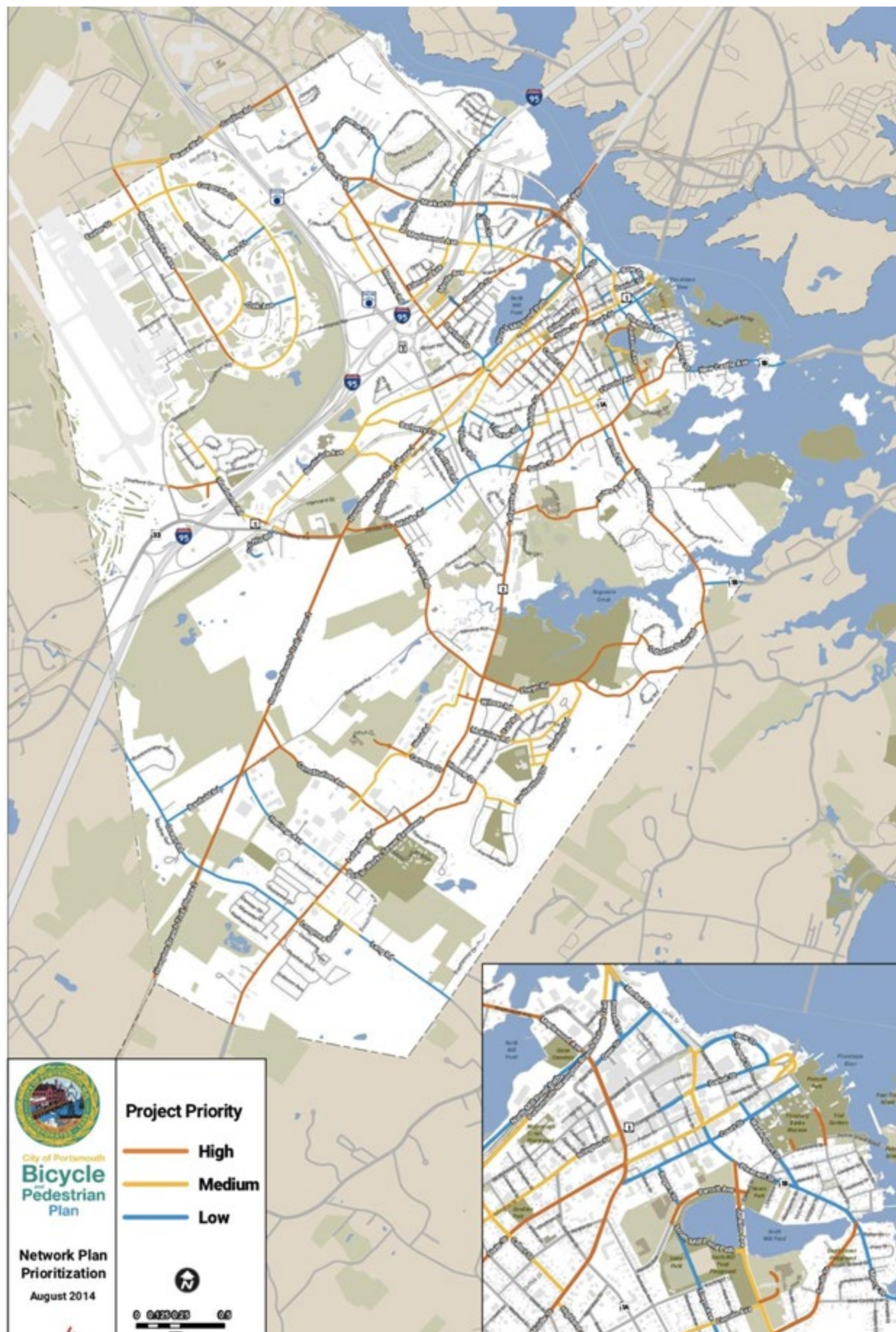
# SHARED MOBILITY

## STRATEGIES FOR PORTSMOUTH

- **Circular loop:** fixed or flexible scheduling and routing
  - Direct links: historic district, tourism, parking, jobs, housing, parking
  - Complement and expand existing bus service
  - "Proof of concept" pilot
- **Explore partnerships (operate and fund):** COAST, Wildcat, C&J bus operators, Uber/Lyft, developers, business, tourism industry, schools
- **Align with improved first mile-last mile** bike/ped connectivity
  - Focus on priority corridors and development (i.e., affordable housing)
- **Downtown Mobility Hub:** connecting all modes and parking
- **Sustainable Mobility Plan:** long range multimodal vision with climate focus
  - Coordinate with Rockingham Planning Commission regional plans



# BIKE & PED



Source: City of Portsmouth Mayor's Ride, May 21, 2022



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# BIKE & PED

## BEST PRACTICES

### CLIMATE ACTION PLAN

AN EQUITABLE STRATEGY FOR A HEALTHIER FUTURE



Charleston  
SOUTH CAROLINA

MAY 2021

ID	ACTIONS	EMISSIONS REDUCTION POTENTIAL	COST	PRIORITY
STRATEGY: Increase bicycle and pedestrian activity				
T10	Re-examine options for new bike share programs, including electric options, and expand bike share access to City employees		\$	High
T11	Improve and expand bicycle and pedestrian facilities and infrastructure, such as intersection improvements, bicycle repair service stations and bicycle corridors identified in the People Pedal Plan		\$\$	Medium
T12	Establish temporary and permanent car free areas such as rethinking curb spaces		\$\$	High
T13	Transition existing Complete Streets resolution into ordinance prioritizing pedestrians at key crossings		\$	High
T14	Expand consistent wayfinding signage to increase safety and the user experience		\$\$\$	Medium
STRATEGY: Reduce idling				
T15	Explore creative options to enforce the City's existing anti-idling policy		\$	Low

Source: TABLE 2: Transportation Action Plan



# BIKE & PED

## STRATEGIES

- Update and implement 2014/2018 Bicycle and Pedestrian Plan, prioritizing:
  - Closure of gaps in downtown network
  - Corridors with greatest utility & likelihood of reducing GHG (i.e. transit links, housing, shopping, and major employers)
- Establish a standing pedestrian and bicycle advisory committee
- Foster an inclusive biking community through workshops, resources, events, and safety classes
- Use traffic calming tools and intersection improvements to prioritize safe non-motorized transport
- Hire transportation planner with bike/ped & public transit expertise
- Prioritize Bike/Ped mode shift in Capital Budget, monitor results, report regularly

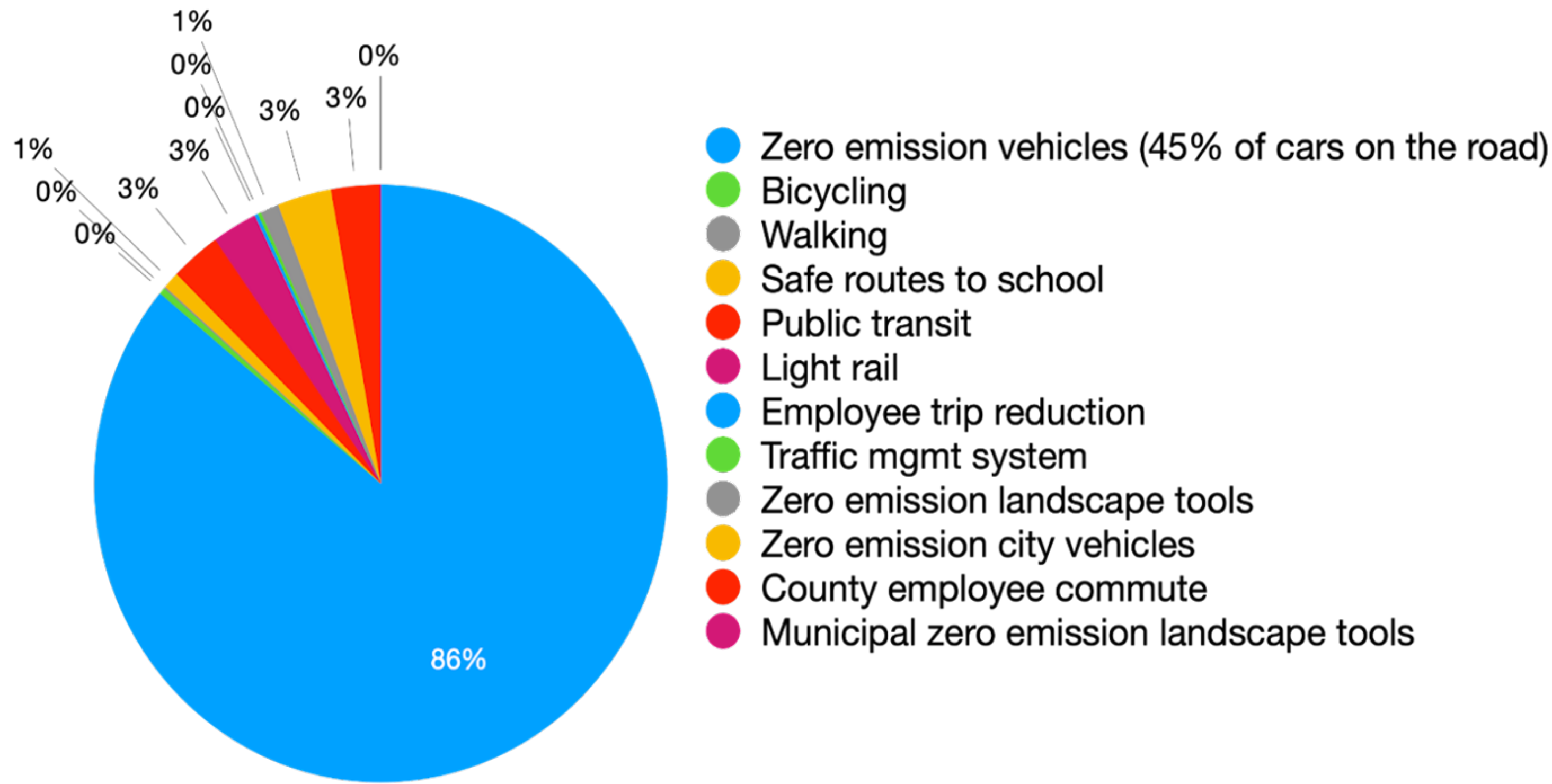
# E-VEHICLE





# E-VEHICLE

## BEST PRACTICES



Source: Marin County CAP

# E-VEHICLE

## STRATEGIES FOR PORTSMOUTH

- Ensure that the forthcoming CAP includes provisions to support and promote EV adoption, both by the city and its residents
- Revise building codes to allow for chargers at single- and multi-family dwellings and at places of work
- Engage residents to determine obstacles to EV adoption and promote the benefits of ownership
- Pursue federal funding and expertise for installation of public chargers
- Create incentives for developers to include charging stations
- Ensure that lower income residents and neighborhoods have equal access to EVs and related infrastructure



# LAND USE

## COMPLETE NEIGHBORHOODS & THE 15-MINUTE CITY



# LAND USE

## COMPLETE NEIGHBORHOODS & THE 15-MINUTE CITY



### Hallmark 1:

ACCESSIBLE PED/BIKE  
INFRASTRUCTURE



### Hallmark 2:

QUALITY PUBLIC  
SPACES



### Hallmark 3:

GROUP SERVICES  
LOCALLY



### Hallmark 4:

PUBLIC TRANSIT  
IMPROVEMENTS



### Hallmark 5:

ENCOURAGE MULTIPLE  
HOUSING TYPES



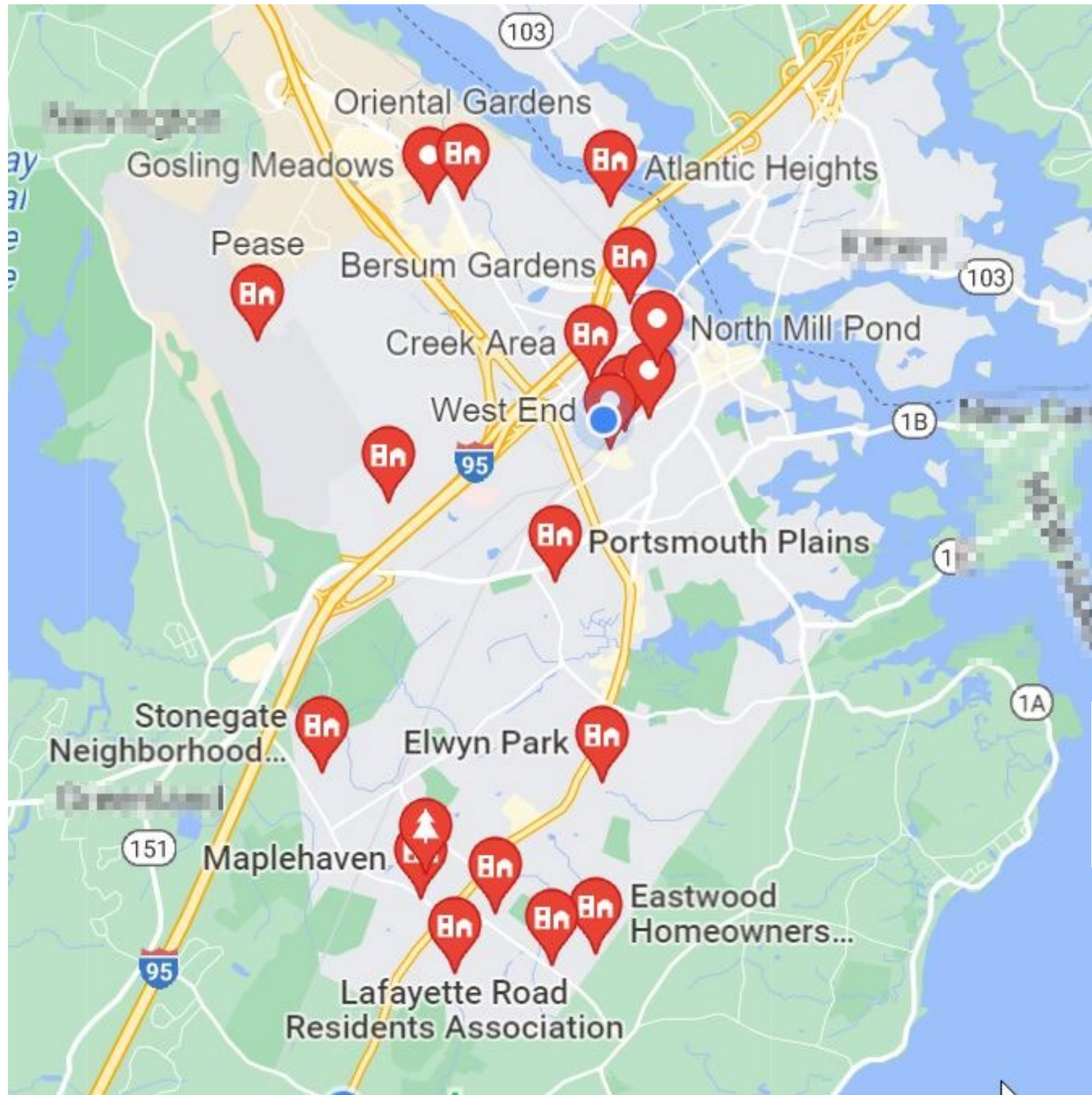
### Hallmark 6:

INCENTIVIZE LOCAL  
ECONOMIES



# COMMUNITY ENGAGEMENT

## OVERVIEW & CONTEXT



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# COMMUNITY ENGAGEMENT

## BEST PRACTICES

PORTLAND, ME

### Program Overview

#### Philosophy



Source: Portland, ME Community Transportation Leaders Program Handbook 2021

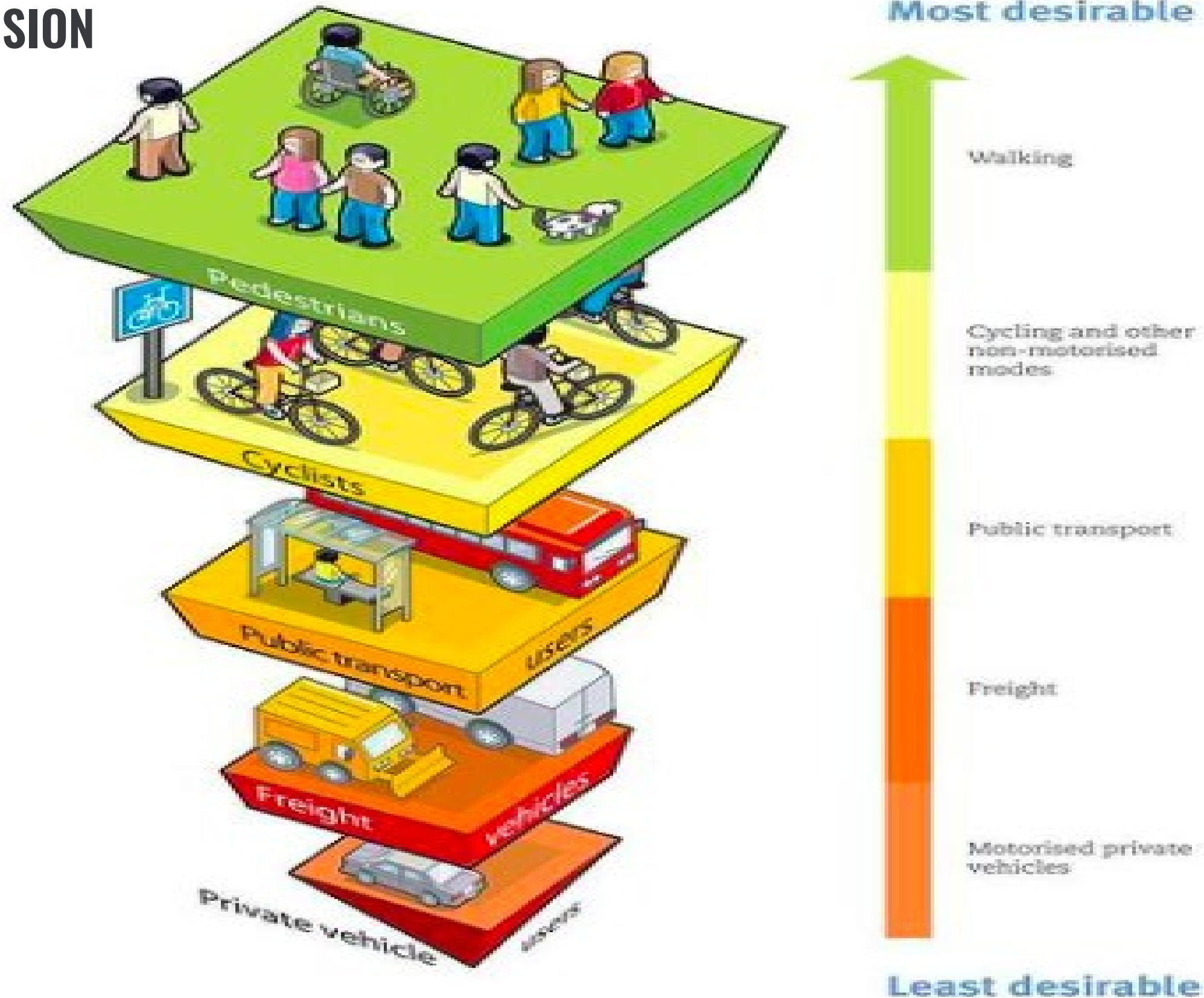


# COMMUNITY ENGAGEMENT

## STRATEGIES FOR PORTSMOUTH

How can we use community engagement to change people's perceptions of “alternative” modes of transportation?

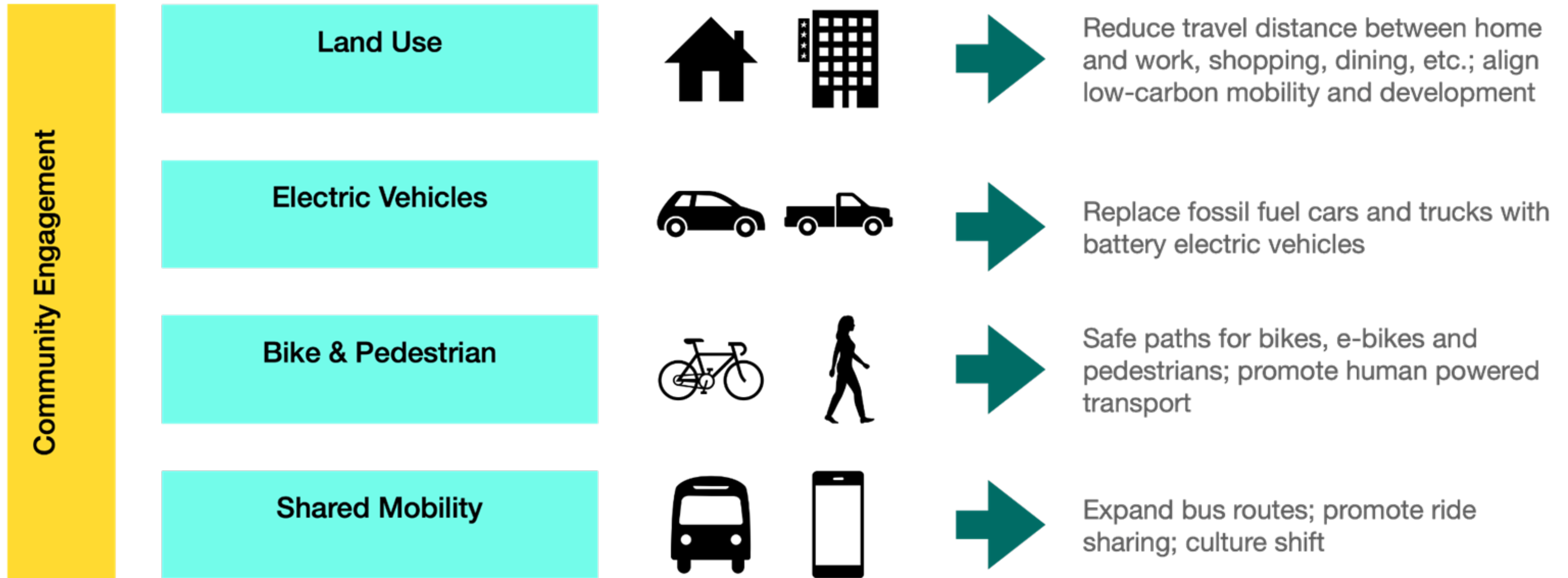
- **FOCUS** on those who use cars for short trips (1-5 miles) and REACH OUT TO THEM (mail survey? Portsmouth Listens workshops?) Different communication forms for all ages and abilities) >>> what is stopping them from walking/riding bikes/riding the bus/buying an EV?
- **MAKE IT OFFICIAL** Create a Blue-Ribbon committee for community engagement for green transportation, prioritizing low carbon mode shifts; have the Mayor or a council person lead effort: partner with COAST and Wildcat to promote “ride the bus once a week,” ride to Pease, share EV pictures in social media etc. Align campaign with CAP roll-out and development.
- **EDUCATE** Safe Routes to School programs; local driving schools; Parks & Recs; better wayfinding. Pursue support through available federal programs, including thru Rockingham Planning Commissions Transportation Improvement Program.
- **GIVE OWNERSHIP** the community will feel more engaged if it takes ownership of enhance alternative modes for CAP.
- **COMMUNICATE VIA SOCIAL MEDIA** (City Hall FB page; email newsletter); what are other ways to reach out to all neighborhoods? Incorporate in CAP Community Engagement.
- **INCENTIVIZE** Commute Smart programs for Pease and other employers and developers; adopt a bus stop (kids project); better bike storing/locking; bike valet for events; engage existing businesses (grocery stores); insurance discounts, morale, productivity; free charging stations for EVs.



Source: Urban Street Design Guidelines



## COMPLETE APPROACH TO TRANSPORTATION GHG REDUCTIONS



### TOPIC

Shared Mobility/Public Transit

Bike & Pedestrian

E-Vehicles

Land Use & Transportation

Community Engagement

### PRIORITY STRATEGIES

Shuttle Loop

Complete Gaps/Priority Corridors

Build-out Charging Infrastructure

15-Minute City

Community Support for Mode Shift



# DISCUSSION & NEXT STEPS

- Do we have the right Topics and Strategies? How about:
  - Regional trips originating/ending outside of Portsmouth?
  - Other modes: air, rail, maritime?
- Sharing ideas and Building Support, e.g.,
  - Community engagement for CAP, incorporate in BrightAction online platform
  - Involve transportation stakeholders, potential partners

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## DISCUSSION & NEXT STEPS



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