

Hanover Bicycle Pedestrian Committee

Minutes, January, 2012

Present Doug Deaett, David Dostal, Scot Drysdale (chair), Hugh Mellert, Bill Young, Carol Weingeist, Barbara McIlroy (temp scribe), Tim Cox, Sloan Mayer, Joanna Whitcomb.

Minutes, November were approved as circulated.

Presentation of HBPC Plan to Planning Board: This presentation has been re-scheduled for Tuesday, February 7th, at 7:30 PM. The HBPC would like to see the Planning Board adopt the document (once it is reviewed), and use it to strengthen town regulations and guide expenditures. Carolyn Radisch, who put in a brief appearance near end of our meeting, said she hopes to have our list of priorities set out and included in the new version of the plan in time for the PB meeting. We will meet before the presentation, so will see how to include priority list. We will ask the PB for feedback on the plan. The goal would be that the PB adopt and incorporate our suggestions that pertain to streets, bicycles and standards. Hugh would like to see that bike/ped aspects are incorporated into our regulations, such as zoning and site plan rules. Bill asked if PB members will have copies of the draft plan, and was assured that would happen. Joanna has posted the Plan on the Dartmouth website, and Scot has shared that link¹. Tim observed that the plan has many months worth of ideas to keep our committee busy.

Bill wondered how is Carolyn paid, and if this is up to date; Doug said that Peter Kulbacki asked that the HBPC get him a proposal for contract for the upcoming year, and Joanna will speak to Carolyn about this and request for proposal for on-going design work. We understand that there is funding to continue with the priorities list to be incorporated into the plan, and we have been told there will be similar funds in the next budget (to be approved at the May 8 Town Meeting).

Funding for this committee: Hugh reviewed how this committee has obtained funding by persuading the town in 2000 to institute and use the \$5 fee on vehicle registration to be used for bike/ ped needs.². Hugh noted that this took two efforts – the first one failed, the second one passed. The wording of this measure indicates that funds can be used for more than just bike/ped matters.

Main Street Parking near Spaulding/Hanover Inn, and the related pedestrian issues: Joanna shared notes from meeting about this area, and summarized the meeting. As for next steps, Barbara noted that the ball is now in the town's court, and that it might be picked for some focus as a component of the parking study that is now underway. Our bike/ped committee can monitor progress of the parking study, and perhaps meet with Bill Bashnagel or other members of the steering committee that is directing this parking study, once things are underway. A Request For Proposals (RFP) outlines the fairly broad scope of the study, and states concerns for transit, pedestrian and bicyclists; this RFP could be shared with HBPC members, if there is interest.

¹ <http://www.dartmouthplanning.com/wp-content/uploads/2011/12/Ped-Bike-Master-Plan-Oct2011.pdf>

² At the 2000 Town Meeting Selectman John Manchester moved approval for Warrant Article 21 (a non-petitioned article), to implement RSA 263:153VI, which permits the town to add \$5 to the NH Registration Fee, to be used in a special fund, now identified in the town's budget as the Municipal Transportation Improvement Capital Reserve Fund. The vote in favor was 87 yes to 28 no. The fund regularly collects funds in excess of \$30,000 / year. The motion for the vote on this proposal stated the funds were to be used for transportation improvement projects such as public transit, road and signal upgrades, and the development of new bicycle and pedestrian paths. It appears that 2001-2 fiscal year is the first year that funds were contributed to this fund. There is a spreadsheet that summarizes the expenditures from this fund. It has been used for the bike-safe catchbasin covers, Lyme Road improvements, signal replacements and most recently for S Park Street improvements. At the moment, about \$100,000 is in this fund.

Priorities: On page 4-3 of the Plan (October draft), there is a list of ped/bike missing pieces. The committee felt that good well-thought out design is critical for all of these projects. Since Bill felt some concern about priorities, Bill proposed that we review this list. Carolyn is preparing a spreadsheet showing these proposals, listing projects, priorities, estimated cost. It appears that Rip Road is not mentioned in this section of the plan. Joanna noted that College Street ADA sidewalk is of high concern now for the college, and may be tackled in summer 2012 (when our plan should be done). There may be some opportunity for an interior path from Maynard cluster, out to roundabout and playing fields. The transit stop in front of the Hop is also probable soon and should result in a better landscaping plan for Inn and coordinated landscaping – since town now has a grant for the multimodal transit there. The topics of Bike share and better racks for bikes arose, as did Verona as a high priority; we discussed the possibility of speed bumps there and on Valley Road extension. It was suggested that the map on Page 4-9 should reflect connectivity Wheelock Street and Lebanon street along the walkway between the Hop and the Hood (which is currently in gray).

David suggested that beyond opportunistic planning, other factors in guiding the town's decisions might include but how many people might benefit, what secondary benefits (such as grant opportunities) might be enabled by these improvements, in addition to cost and timing matters. David D put in plug for S Main Street. The pedestrian crossing at Greensboro and south 120 got a good bit of support. Others were keen to remove the awful Dresden Road barrier next to Middle school. The CoOp intersection is still a big problem at intersection of Park and Lebanon.

Safe Routes to School: Sloan reported that so far, six folks (including Sloan and Joanna) had met to review/screen the RFP, then narrowed the list to three companies which were interviewed. ORW has been approved for the study / plan. The SR2S grant is just for planning; the town can implement later on. One aspect of the study will be how to make school bus routes work better. Also, it will consider the safe routes to the bus stops for neighborhoods. Engineering Ventures came up as the engineer for this project. The next step is to appoint a full committee, with representatives from PTO, students, and schools. From now until June, the committee will meet monthly. The official deadline for the plan is September 2012, but the group hopes to have most work done by June. A major focus on travel plan should be ready when funding sources arise. Also, another committee task will be to identify priorities for work. Sloan says everything is on the table, such as speed limits.