

## Minutes for Bike/Ped Meeting on July 7, 2011

Attendee: Scot Drysdale, Barbara McIlroy, Charlie Sullivan, dave dostal (david.dostal@gmail.com), Sloan Mayer, Doug Deaett, Tim Cox, Carolyn Radisch, Lucy Gibson, Judith Esmay (from the Planning Board), Peter Kulbacki, (David Merker?)

1) Minutes from June were approved,

2) Responses to Letters –

**Hanover Inn** website now tells how to get to Inn without cars. There is a small problem in that it makes it sound like Dartmouth Coach, Greyhound, etc. are ‘free public transit.’

**Julia Griffin** - - Safe Routes to School is waiting for the new superintendent to get settled. After that there will be a committee to do the planning. The HBPC is welcome to participate by suggesting a member or two for the committee. Sloan volunteered to represent us on this committee. There is interest in having the HBPC meet with the new superintendent and two principals at some point.

**3) Speed limit on Rte 10 S of Mink Brook** – Dave raised concerns about speed limit on this section of Rte 10. There are a lot of walkers, bikers, skiers, and runners crossing the street. Sidewalks are only on one side and many people cross at the single striped crosswalk at Currier. For bikers, the shoulder outside of the fog line very narrow (particularly north bound after Gibson), and there are some places where storm drains take up a lot of space. Lower speed would make the whole section friendlier for both pedestrians and bike riders. Dave listed many points in favor of this. He noted that it would take about 30 seconds longer to get from the town boundary into town with a 25 mph speed limit.

Peter Kulbacki noted that the town controls the speed limit within the Urban Compact, which begins about half way up the hill. The Chief of Police sets the speed limit and we could approach him to lower from 30 to 25. For the rest of the road the state controls the speed limit. We should talk to Alan Hanscomb about this. Peter thinks that the state DOT might oppose a lower speed limit, because their primary concern is serving automobile traffic. He thinks that this is another area where the town needs standards. Charlie concurred that this is the worst part of his commute. Dave suggested that psychology of heading S bound from center of Hanover is that you can speed up as you go down the hill and cross the bridge. Judith suggests that trees, narrower lanes would help reduce speed. We could use counts of bikes and pedestrians to support our request, and we should try to engage the bike/ped committee in Lebanon to get support for lowering the speed limit along Rt. 10.

The committee asked Dave to draft a letter for us to discuss at next meeting. Then we could talk to the police chief about this, to start the ball rolling.

**4) Master Plan** – Carolyn distributed a draft of the Master Plan and we spent the rest of the meeting going through it and discussing it. What follows is a summary some main points of a long discussion. More details are in the plan document itself.

Carolyn described factors that influence walking and bicycling. Our ped/bike share of the transportation load is high for NH. NH traffic laws are pretty old, and were not created to encourage walking or biking. Towns can't supercede the state rules. At official marked crosswalks cars must yield to pedestrians, and also at intersections without crosswalks. Charlie suggests that we should mention this in the plan.

The town is pedestrian friendly but traffic on main roads is serious. Speed is big factor in fatalities; 20 MPH is ideal. To be pedestrian friendly a town needs a network of sidewalks and paths. Blocks ideally will be no longer than 300 feet. (500 feet is too big.) Crosswalks without signals are not very safe.

A particular spot that needs to be addressed is the corner of Wheelock Street and West Street. Many students (and others) cross there, but there is no crosswalk. Cars also have a problem turning from West Street onto Wheelock Street because of heavy traffic volume.

Peter Kulbacki suggests traffic calming for non-arterial streets. Bumps on high volume road are noisy for neighbors. Too many signs means that drivers cannot read and understand them all. We need clarity on signage for crossings. Speed limit is critical but most drivers don't follow it. Enforcement is preferable but unrealistic. Through traffic is critical factor. See the recommendations on page ten of the plan.

We discussed the accident information in the plan document. Traffic lanes around the green need to be narrowed, and there is no need for two-lane roads there. It is unclear whether the paths on green may be used for bikes. Plans need to consider bus stops, campus walking patterns, and where people are going.

Rt. 120 from Greensboro to Buck Road is a trouble spot for pedestrians, especially considering the Buck Road bus stop. There is no good way to get from this stop to Greensboro road (no sidewalks; no crossing signal at Greensboro). A lane drop could solve the problem. This would give lots of room for a buffer, sidewalks and bike lane. A traffic study is needed before we can propose this. The Gile Hill project is supposed to provide some funding for a solution to the problem.

We then discussed a number of particular spots. Reverse angle parking Wheelock has been proposed, but would require education and perhaps should have trial period. Verona and Valley need improvements, and there should be neighborhood discussion of what can be done. (This might be part of Safe Routes to School). The end of Rip / Reservoir needs attention (see page 13 of the plan). Charlie suggested angle parking in front of gym, taking space from grass, and making room for safer bike lane there. We need to think about additional bike traffic on Wheelock there when Park Street bike lanes get built. In the current renovations of Park Street the south end will remain a shared road without bike lanes because of the narrowness. We talked about what it would take to continue the bike lane. It may be possible to move the curb in front of the Black Center, but the town would need to negotiate with Ledyard Bank to widen the road there. There is also a house at Summer Street and Park Street to be considered. We talked about a shared use off-road path paralleling Greensboro Road. We also discussed Route 120 from Greensboro to the Coop, where it may be possible to get an off-road path at least past the top of hill.

Next Meeting: Sept 1 (We canceled the scheduled meeting in August).