

Minutes September 10, 2015 HBPC 4 PM Murray Room Howe Library

Present: Tim Cox, David Dostal, Scot Drysdale, Barb McIlroy, Hugh Mellert, John Leigh, Bill Young. (2nd Thursday conflict Joanna Whitcomb)

1. Review Minutes June 2015. Read, Discussed and Approved.
2. Review Minutes May 2015. Approved.
3. Calendar BPC 2015-16 Murray Room Howe Library

Thursday 4-6 PM	September 10 (second Thursday)
"	October 1 (All on First Thursday)
"	November 5
"	December 3
"	January 7, 2016
"	February 4, 2016
"	March 3, 2016
"	April 7, 2016
"	May 5, 2016
"	June 2, 2016
	July -NO Meeting
	August -NO Meeting

Events

- Wed 9/9 2-4 PM Dartmouth Expo-Leverone
- Tues 9-29 1-4:30 American League of Cyclist Ride
- Oct ? Dartmouth Employee Wellness Event 10-2 Hop
- Wed 10/7 Bike to School

<http://walkbiketoschool.org/ready/about-the-events/walk-to-school-day>

- November – Budget Requests to DPW
- November - Report and Presentation to Select Board
- March 2016 -Town Meeting Report to Betsy Smith

- May –Hanover Town Meeting. Report. Display
- May- Green Key Weekend. Safety Event

4. Meeting Time. 4 PM or 5 PM?

- Chair proposed 5 PM-6 PM to improve attendance and recruit new members.
- Plan
 - Feedback will be solicited from all members.
 - Note 5 PM is best for Tim Cox, Bill Young and OK for Hugh Mellert, Scot Drysdale, Barb McIlroy and only possible time for new members John Leigh and Jonathan Schwarz.
 - Follow up BEFORE Oct 1 Meeting.
 - Note- Chair cannot now attend Oct 1 Meeting. Dave Dostal, Vice Chair will lead it.

5. Governance: Members. Officers.

- Current: Tim Cox, Dave Dostal, Scot Drysdale, Barb McIlroy, Carolyn Radisch, Athos Rassias (select board) Brad Sargent (HPD, Joanna Whitcomb (select board), Ericak Wygonik, Bill Young
- New: John Leigh, ex officio Norwich Resident and representative for Dartmouth Hitchcock Med Ctr.
Jonathan Schwarz- Hanover resident and former member of Lebanon Bike Ped Committee
- Work Groups and Projects- Leaders are needed for all projects like Route 120, Bike Friendly Community, etc. Leaders are encouraged to recruit stake holders to help.
- Officers. Bill Young Chair, Dave Dostal Vice Chair, Secretary (Erika, Dave and Bill 9/10) If no volunteer by next meeting, we will draw straws.

- e. Town Staff- Maggie Howare Heretakis, assistant town planner is a leader on their Bike Ped Committee. She views the role as very important for getting stuff done. **Vote: Request appropriate town staff representative on HBPC.**
- f. Communication Systems-
 - i. Minutes to members and Betsy Smith (town)
 - ii. Google Drive and Dashboard –
 - 1. https://docs.google.com/spreadsheets/d/19m5u-O1AmT5vCEgn9wYpt_ZKnoeHU6ARlRRDW2SfwXw/edit#gid=0
 - 2. All HBPC can edit using
 - a. hanovernhbikeped@gmail Account
 - b. HBPC.email Password
 - iii. Face Book-Carolyn Radisch is primary administrator. Anyone can post to the page. Please visit, send improvement suggestions to CR and Chair.

6. Bicycle Friendly Community –Meeting Ride 1-4:30 9/29.

- a. Bill Nesper, VP of Programs for League of American Cyclists and Tim Blagen, Exec Director of Bike Walk Alliance of NH have offered to help Lebanon and Hanover with the Bike Friendly Community process.
- b. Pre Ride (30min) Ride (90) and post ride (90) planning will be coordinated by Tim Cox, Bill Young and Betsy Smith.
- c. Strengths (Lyme MUP, Valley Road...) and challenges (Route 120, side walk funding, NH budgets) will both be addressed.
- d. <http://www.vnews.com/news/newsletter/18505365-95/hanover-lebanon-seek-national-recognition-as-bike-friendly-towns>

7. **Lyme Road Mixed Use Path** –Priority 2015- near completion DPW Report “MUP night paving next week including curb, MUP complete (except for trees) by September 25th (weather dependent) Trees to be planted in the spring.”
 - a. Thanks to DPW Crews
 - b. Public Outreach - Room for improvement in HBPC and Town education for this and future projects. Lots of personal questions and misunderstanding during the construction phase. HBPC Letter to Valley New to inform public sent 8/27. Posted on HBPC Facebook.
 - c. Observed: children riding to school, seniors strolling, in line skater flying.
 - d. Vote: Celebratory Event when it is done. Now or in spring after trees planted?
8. **Ray School Traffic** Another Priority for 2014-15 almost complete. There is much better separation of buses, private vehicles, walkers and bikers.
 - a. Hemlock Reservoir Crossing changes recommended in Safe Route to Schools will be completed when the school ground work is done according to the Town Manager.
9. **Valley Road Pilot**- Two other towns contacted us regarding the experience. DPW reports repainting advisory lines is part of schedule. HBPC should complete our report and publish it. We have lots of data- Before and After Surveys, Traffic counts and incomplete speed radar reports. **Vote: Write Hanover Police representative and Chief, DPW and Town Manager to request completion.**
10. **Ray School bike, ped, bus, and car renovation**-Major progress over the summer and work is almost complete. **Vote: Contact Safe Routes to School and Ray School to consider a public event.**

11. **Main Street to Mink Brook-** from DPW—“Bike climbing lane was added to the east side of South Main Street beginning at Granger Circle to Dorrance, we will be adding painted symbols as time allows. Note. A solar rapid flashing beacon at Currier is not a good option due to trees.
12. **Education and Encouragement—**
 - a. **May Green Key Weekend and 9/9 Dartmouth Freshman Expo Safety Events-** Spring and Fall @ Dartmouth- David Dostal leader.
 - i. See June Minutes for May Data. September 328 contacts and 250 Reflective Bands distributor. \$280 Cost. Reimbursement requests to Dartmouth Wellness and/or Sustainability. Pending.
 - ii. DPW “The Police Chief has been contacted by a number of professors concerned about pedestrian safety after a student was hit this spring. While the problem (J-walking) isn’t new it is getting worst. The Police Department, Town Manager, and DPW are working with Dartmouth College (Joanna Whitcomb, John Scherding & Frank Roberts) to improve pedestrian safety around the Green. In particular we added a diagonal crosswalk at the College and Wheelock intersection to channel pedestrians in that area. We have placed pedestrian counting devices to determine the volumes in hopes to determine how to educate, enforce and channel pedestrians to crosswalks. This is an area which needs much attention for pedestrian safety, we counted > 50,000 crossing at the Inn/Collis corner in a week and > 2/3 were J-walking (in July when all the students are here). There needs to be a longer term discussion with Dartmouth about the roads and pedestrian safety around the Green. We also plan

on modifying the North Main/Wheelock crosswalk , signal changes and possible a temporary barricade between Collis and the Street from the corner to Cemetery Lane before the fall session begins.”

- b. **Bike Repair Work Shop at Howe2 Library-** Tim Wilcox leader. Quality hands on training for a dozen attendees. Do it again.
 - c. Discussion: Continue Safety and Bike Workshop in the future. Consider Welcome to Hanover collaboration with town, Chamber, and others for \$\$ and Helpers.
13. **Route 120 from Hanover to DHMC - Barb McIlroy**
Leader. **See Detailed Report 9/2015 –At end of minutes.**
- a. **Vote: Draft Letter to Select Board for October Meeting review and approval with the goals of improving safety and utilization of alternative transport (pedestrian, bike, bus) in the growing corridor.**
 - b. Discussion
 - i. Scot Drysdale, Erica Wygonic, and John Leigh will join the work group.
 - ii. Other stake holders should be included
 - iii. Discussion with Select Board members Joanna Whitcomb and Athos Rassias regarding the process and goals was encourage
 - iv. Define the role, timeline and actions for HBPC:What are the issues? Key players?Role for HBPC? Timeline?Next Steps?
14. **Rapid Flashing Beacons-** PW “Solar powered RRFB (Rectangular Rapid Flashing Beacon as named by FHA MUTCD) has been installed on Park Street near Leverone. The one proposed on South Main and Currier will not work without cutting many trees on private property, we will have to come up with another option. As an alternative the plan is

to place the second one on Lebanon street and Currier (C&A Pizza) after we finish the MUP work (limited manpower).Bill Young. See DPW Report about Park Street, Currier Street and Wheelock at C and A Pizza parlor The RFB is functioning on Park Street crossing from Leverone Field House to Berry Sports Arena. This is a good choice in my opinion.”

15. **West Wheelock GateWay Rezone** Did not pass town vote May 2015. Tim McNamara with Dartmouth Real Estate and Julia Griffin, Town Manager recommended studying the proposal for a year, possibly scaling it back ideally included Dartmouth’s development plans in the area. The Chair offered to have the HBPC participate again in the planning, community outreach and education. We supported it in 2015 with Barb McIlroy and Joanna Whitcomb attending many many planning meetings.
16. **North South Off Road Network-** Food Co-Op, Chase Field, Valley Road Extension, Verona, Girl Brook- not discussed.
17. **The Mobility Hub** –DPW “will be completed by 9/30 one way or another (funding runs out) we will have an electronic Kiosk and expanded shelter with an enclosed waiting area.”
18. **Funding DPW** “As far as funding options, the only viable one is to develop a plan that can be funded in our Capital Improvement Plan (which is where the additional funds for the Lyme Road MUP is from).”

**Bike Friendly Community –Ride and Planning Process
From Bill Nesper-VP Programs for American League of
Cyclists**

Good afternoon,

Thanks so much for everything you're doing to make these Bicycle Friendly Community visits happen. I can't wait to see your communities. Below is more information on what these look like and who does what. Please let Tim or me know if you have any questions. Thanks again!

Bicycle Friendly Community (BFC) Visit Process and Logistics

The BFC program is the roadmap to build world-class bicycling communities. Thanks to Trek's support, the League is getting out to more communities in-person to see biking programs and infrastructure, engage with city staff and inspire action from community leaders through a customized BFC Report Card. The League's role in these visits is to provide hands-on expertise to help solve bicycling infrastructure and policy challenges, provide solutions from successful communities across the country and to introduce the Trek retailer to key agency staff and advocacy leaders.

Overview

Pre-ride meeting (15-20 minutes) – Lead: League and city host

This is the League's opportunity to set expectations for the day and inspire the diverse group of stakeholders who may be in the same room together for the first time. Participants hear a brief overview of the BFC program, an overview of the key components of a BFC and what the group will be examining on the ride. City staff and/or the League representative will provide a description of what the group will see on the ride, impart any important safety notes and share when/where the ride will conclude. This group should be kept to fewer than 15 people, if possible focusing on agency staff, decision makers, business representatives, key advocates and Trek retailers.

Responsibilities:

Inviting participants: City staff, advocacy group and League staff

Welcome: City staff and League staff

BFC overview: League staff
Ride and city overview: City staff

Bike Ride (90-120 minutes) – Lead: City staff

The ride and debriefing are designed to give the community focused, actionable feedback and raise awareness as to what is already in place for bicycling in the community. Participants are given a guided tour of existing and planned bicycling infrastructure, as well as an opportunity to work through challenges and opportunities for improvements. League staff will provide immediate feedback as to what will make the biggest difference on the tour in the debriefing discussion following the ride.

Responsibilities:

Ride routing: City staff (with assistance of advocacy leader)

Ride leading: City staff (with assistance of advocacy leader)

Post-ride debriefing and discussion (60-90 minutes) – Lead: League staff

The League will present the most important building blocks of Bicycle Friendly Communities, identify priorities for the community and how to take action. League staff will lead a discussion with participants on these priorities and answer questions regarding these and other vital bicycle-friendly policies, programs and projects. Participants will be encouraged to take responsibility for these action steps. League staff will follow up with a customized Report Card that lays out the bicycle-friendliness of the community and these key actions for improvement. If stakeholders have limited availability on the day of the BFC visit and can only make one portion of the day, it is suggested that they prioritize the post-ride debriefing and discussion.

Responsibilities:

Schedule debriefing/discussion place: City staff

Presentation and discussion facilitation: League staff with support

from advocacy group leader
Report card creation: League staff

Who should attend?

We want to have as many stakeholders and decision makers participating in these visit as possible. Here is a list of types of people that should be invited, knowing that some may only be able to make it to part of the event. As previously mentioned, the post-ride debriefing discussion is the most important portion of the visit.

- Bike/Pedestrian Program Coordinator (they will coordinate the ride with AO)
- Local advocacy organization (they will lead the communication)
- Traffic Engineers/Planners (City and County)
- Mayor (and/or staff)
- City Council/Alders (and/or staff)
- Public Works staff
- Parks/Recreation staff
- Community Health Board
- Economic Development
- Chamber of Commerce
- State Department of Transportation
- Safe Routes to School / Education Coordinator
- Trek Retailer(s)

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THE LEAGUE OF AMERICAN BICYCLISTS

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Route 120 Corridor – Role for HBPC NOTES

September 2015

DRAFT: Agenda Item for September meeting:

Address the long-standing challenges with Route 120, in particular the section between Greensboro Road and Buck Road:

Define the role, timeline and actions for HBPC:

What are the issues?

Key players?

Role for HBPC?

Next Steps?

Team to work on this (including non-HBPC members)?

Valley News Articles and other sources about the corridor:

NOTE: The Alteria complex, now under development behind Centerra, is expected to span 65 acres and include 336,000 square feet of industrial and office space, 42,300 square-feet of retail space and up to 154 residential condominiums.

<http://www.vnews.com/news/18505365-95/towns-seek-bike-recognition>

Sept 8 2015: Hanover / Lebanon seek bike recognition as Bike Friendly, quote Bill Young and Omer/Bob owner Jonathan Wilmont – on the challenge of traffic on 120 for bikes (no mention of ped issues).

<http://www.vnews.com/home/18047561-95/developers-seek-blessing-from-board>

Aug 5, 2015: developers start building 33-unit housing unit next to Element hotel, the start of the Alteria complex

<http://www.vnews.com/opinion/13855353-95/editorial-bad-form-on-route-120>

Oct 11, 2014: A V/N editorial that laments the design of Element Hotel, and opportunities (lost?) for corridor.

<http://www.vnews.com/home/8924747-95/altaria-closer-to-city-approval>

Oct 17, 2013: Nicole Cormen expresses concerns about bike / ped infrastructure - called a 'black cloud' of the Alteria proposal that is being developed behind Centerra.

<http://www.vnews.com/news/townbytown/lebanon/2825081-95/route-120-traffic-altaria>

Nov 18, 2012 – list of issues / traffic implications / funding for traffic studies has not emerged. The second the second phase of the proposed mixed-use Altaria development will add about 775 cars a day to an already congested Route 120 between Lebanon and Hanover. This is a very useful article with a lot of detail about traffic counts and challenges.

Quote: *The state DOT, which is responsible for the maintenance of Route 120, had intended to conduct an engineering study to ascertain what roadway improvements would be required. The study was to be funded by Route 120 developers — including Altaria — but the state recently called it off, citing unhappiness over the rate at which it was receiving the funds. DOT spokesman William Bonyton said the department will instead conduct a study based out of its District 2 offices in Enfield, which will look to focus on the Exit 18 interchange as well as the Heater Road intersection.*

Quote: *A 2009 New Hampshire Department of Transportation traffic study found that approximately 2,180 vehicles pass by the future Altaria site on Route 120 during the peak*

morning commute hour, and 2,220 pass through during the afternoon peak commute hour. And according to 2010 DOT data, about 30,000 vehicles travel daily through the Heater Road intersection on Route 120.

Peter Kulbacki's comments to Bill Young, June / Aug 2015:

The Town has committed to installing a sidewalk from Greensboro to Buck Road in 2016. Unfortunately the idea of a MUP has not gotten traction with NHDOT and the Select Board is resistant to expanding the urban compact. (Part of your #8 question). It would help the Board of Selectmen, possible change their mind on expanding the urban compact which would come with additional road maintenance \$\$, and a bridge \$\$\$ if there were a plan (including funding sources) to complete the MUP system.

Hanover Bike Pedestrian PLAN October 2012: Pages 4-13 to 4-15 outlines the total lack of pedestrian infrastructure from Greensboro to Buck Road and suggests the lane-drop, with an illustration of proposed design of the intersection, lane drop and bus stop infrastructure.

NH Route 120 Summary of Bicycle/Pedestrian Improvement Alternatives **DRAFT #3-April 2012**

With leadership and help from Nate Miller Upper Valley Lake Sunapee RPC, a special committee consisting of members from the Lebanon and Hanover planning offices, bike ped committees, town / city government and NH DOT, studied various sections the road (see attached map) focused on Route 120 corridor. The HBPC was represented by Hugh Mellert and Doug Deaett. assigned : Priority #2 is the stretch of 120 from N side of Mink Brook to DHMC. Here are notes describing this stretch of 120.

Improvement Priority #2 (shown as Connection #1 on the map)

Summary written by Kate Connolly:

Overview Connection #1 is the product of a NH Department of Transportation (NHDOT) grant which was originally granted as an off-road paved bike-ped path connecting the north side of Mink Brook from NH Route 120 to the Dartmouth Hitchcock Medical Center (DHMC). The final and present version is two five-foot bike lanes on NH Route 120 beginning in Hanover at the Co-op intersection and proceeding on NH Route 120/Lebanon St. until Medical Center Drive which it enters and becomes two off-road paved bike-ped paths on each side of Medical Center Drive.

Pros The route is a necessary one directly connecting the region's largest employers. A separated, multi-use path on the west side of NH Route 120 between Greensboro Road and Medical Center Drive is possible in conjunction with the proposed local developments. More of the off- road portion may be extended along NH Route 120, a busy road, as bicycle safety within the on- road lanes is a continuing issue.

Cons The disadvantage of the present version is that the on-road portion is not safe for or designated for pedestrian use. However, a possible disadvantage to the creation of an off-road path is that they are not open in the winter unless enhanced plowing of bike-ped lanes on Medical Center Drive is instituted.

Conclusion A summary of the evaluation is that the safety of the NH Route 120 portion should be improved by the substitution of on off-road alternative. The upgrading of Park St. will provide some improvement as will an enhanced pedestrian crossing at NH Route 120/Greensboro Road.

From Hanover Plan Bd minutes (10/4/2011, emphasis added): "Edwards said the Valley News' reporting of Lebanon's approval of Phase 1 of the Altaria development was incorrect. Lebanon's approval requires Altaria to obtain a curb cut permit from the State Highway Dept. Edwards spoke with Alan Hanscom, District 2 State Engineer for the State Highway Dept., and was told the price the State is charging for the permit is in the 6-figure range. *The funds will be put toward a comprehensive traffic capacity study of Rte 120 from the highway to Greensboro Rd. Hanscom said another project proposed on Rte 120 will be required to do the same. Hanscom promises Hanover will be included in the study.* Preliminary plans for Phase 2 of Altaria's development are about to be presented to Lebanon. The applicant has again requested

to present them to Hanover as well. Board members asked for receipt of information regarding Hanover's wastewater capacity before the Altaria presentation.

Background: from Carolyn's Suggestions for HBPC (2009):

Route 120 Corridor. Route 120, which leads to DHMC, includes well-defined bike lanes from Greensboro Road to the DHMC Entry Drive. Between Greensboro Road and the Co-Op however, the bike are narrow and disappear completely at the Lebanon Street intersection. A survey of bicycle commuters to DHMC conducted in March/April 2009 revealed that approximately 68% of bike commuters travel through Hanover. Among the top suggestions from bike commuters included improvements to bike lanes on Route 120 and through Hanover in general.

Tasks: Evaluate the right of way of Route 120 between Greensboro Road and the Lebanon/Park intersection for opportunities to accommodate standard 5' bike lanes along this segment. Meet with Hanover Police, if necessary, regarding the poorly defined double lanes in the north bound direction(?)

Develop a list of recommendations (e.g., narrow travel lanes, move curb) to improve the integrity of bike lanes in this location.