

**Safe Routes to School
Task Force Meeting
December 10, 2012**

Present: Julia Griffin (Hanover Town Manager), Jonathan Edwards (Planning and Zoning), Peter Kulbacki (Hanover DPW), Vicki Smith (Planning and Zoning), Joanna Whitcomb (Dartmouth College, Hanover Ped/Bike), Sloane Mayor (Hanover Ped/Bike), Russ Muirhead (Community member), Carolyn Radisch (consultant), Roger Lohr (Dresden School Board), Joan Garipay (Planning Board), Russ Hirschler (Upper Valley Trails Alliance)

Report on Reaction to Travel Plan Recommendations by Pedestrian/Bicycle Committee

Sloane Mayor and Joanna Whitcomb are both members of the SRTS Task Force and the Pedestrian/Bicycle Committee. Sloane reported on the Ped/Bike Committee reaction to the draft Travel Plan recommendations.

Much of the discussion at the Ped/Bike meeting focused on Route 10. The preferred option was shown as 1A on the December 10, 2012 handout prepared by Carolyn. The cross section for this option is sidewalk/bike lane/travel lanes/bike lane/tree lawn and multiuse path (MUP). The Committee wanted more information about merging this alignment with the intersections and roundabouts, especially how to get younger bicyclists to the MUP heading north from North College Street.

Peter pointed out that neither the CIP nor the Bike/Ped Master Plan shows sidewalks on the east side of Route 10. He spoke to the need for consistent sidewalk treatment around Town. Option 1A requires more than 50 feet right of way width. Reduction of tree lawn and MUP width were suggested. Carolyn will need to check on design standards for MUP width.

Task Force Discussion of Lyme Road Options

Option 4 is a new design option with a sidewalk/tree lawn/bike lane/travel lanes/bike lane/tree lawn/sidewalk profile. This design is easy for DPW to maintain. A MUP would not be needed if students could ride on sidewalks. Julia pointed out that State law prohibits people over the age of 12 from riding on sidewalks. In Vermont, this is not the case. It was suggested that Burlington planners and police be asked to share pros and cons of sidewalk use by bicyclists from their perspective. Julia noted that the Town could choose not to enforce the NH prohibition in order to allow middle-schoolers over age 12 to ride on the sidewalk. A cross walk will need to be added to help students across Fletcher Circle. This option would connect easily to Reservoir Road and the Ivy Pointe sidewalk on Route 10.

Carolyn shared some pictures of merging travel lanes with cycle tracks. Option 3 had cycle tracks but not enough greenery with only one tree lawn. Even the small separation provided between the cars and the bikes is perceived as being much safer. Peter said the cycle track would be used for snow storage until the Town could remove the snow, most likely 3 days following the storm. Decreasing the cycle path width to increase the tree lawn width was suggested.

The Task Force endorsed Option 4 with improved crossings at the practice field and Girl Brook and a sidewalk that continues on the south side of Reservoir Road as far as a new crossing at Curtiss Road.

Shared Streets

The shared street concept was supported on Rip Road, Curtiss and Valley Road. The recommended ADT or Peak Hour limits for a shared street must be compared to those values for those roads. Carolyn suggested engaging a Northeastern University professor who is a specialist in shared streets in analyzing the success of a shared street in

Hanover. He may be able to assign students to do this work. The entire length of Valley Road was suggested in order to calm traffic and provide for walkers and riders. Based on Task Force experience, driving Valley Road takes more time than staying on Park to get to the Valley/Trescott intersection.

Carolyn will be working on the draft Travel Plan and will distribute it to Task Force members in advance of the next meeting.

The next meeting will be held on January 7 at 4:00 PM at the Training Room at the Hanover Police Department.

Meeting adjourned at 5:33 pm.

Submitted by Vicki Smith, Scribe