

**NHDOT Statewide Pedestrian and Bicycle Transportation Plan and Economic Impact Study**

Complete Streets Advisory Committee/Project Advisory Committee Meeting #2

Meeting Date: 23 January 2019

Notes Issued: 31 January 2019 by Alta Planning + Design



*See attached for list of meeting attendees*

## Meeting Summary

Phil Goff from Alta Planning + Design began the Statewide Pedestrian and Bicycle Transportation Plan portion of the meeting with a brief summary of the kick-off meeting. Discussion about the draft Vision, Goals and Objectives document (Technical Memorandum 1A) occupied the rest of the meeting time until adjournment. A summary of the discussion items included the following:

- The Committee should review Tech Memo 1A and send any additional comments to Phil and/or Larry Keniston by the end of next week (Feb 1).
- A complete draft of Tech Memo 1—Existing Conditions Assessment and Analysis—will be provided to the Committee before the February meeting.
- Regional TTAC meetings are starting up at all nine RPCs, beginning on Feb 4 and concluding March 13.
- Discussion of Vision statement: some thought it could be more concise, more inspirational; others thought the current version had the right tone
- Discussion around use of the term “walk” (“walking”) vs “pedestrian”. Group wants to be inclusive to both those with mobility impairments who may not physically have the ability to walk; i.e. those who don’t necessarily see themselves as ‘pedestrians’ but use pedestrian infrastructure. Moving forward, the document will distinguish based on part of speech and whether what is being referred to is a noun or verb (pedestrian infrastructure vs people walking).
- A section on definitions should be included (which Phil Goff agreed was necessary)
- Rework text away from “urban compact areas”
- What is the best way to measure progress within the performance measures section? There is some preference for general access/accessibility over total mileage of facilities.
- Need more clarity about what is included (state-owned roads in Objective 5.7, vs. state numbered in Objective 2.4; or possibly just ‘roadways’)
- Overall preference for 4’ minimum shoulder, not 30” as stated (with less as an exception).
- Consideration to treat 2.4 different for new construction, reconstruction, and retrofits
- Some discussion about whether sidewalks should have to be on both sides of the street or if getting sidewalk on one side is helpful. AASHTO has guidance and encourages SWs on both sides but context matters (ROW, funding, stormwater impacts, land uses on each side, etc.)

## Detailed Meeting Minutes

Bicycle Level of Traffic Stress (LTS) effort will be fleshed out at a kickoff meeting on Friday in Central NHPC in Manchester. The statewide effort will shift scope order to allow for more parallel effort with the RPC work, managed by Scott Bogle.

### Pedestrian Bike Plan update

Larry Keniston: we sent out Tech Memos 1A & 1B, didn't flesh out 1B. If have comments about either, please let us know, though the focus is on 1A (Vision, Goals and Objectives). Help us make the next go round better. We will take comments you have today, put them together, send updated drafts 1A, 1B back out Feb 20<sup>th</sup> or earlier to the Committee. We will then discuss revised versions at Feb 27 meeting.

Phil Goff (PG): will have draft of TM 1 to discuss on 2/27. It will be a key chapter of final report. By the way, the RPC TTAC meetings start in about a week, for about 5 weeks. Please come to TTAC meetings if you wish.

Vision: it is an aspirational statement. Is that the right look and feel without wordsmithing to death?

Steve Workman: captured dream/aspirational, should be "inspirational" as well. What is here is excellent, but is "planning-speak" I've seen in other planning documents. Maybe try to go a bit more inspirational piece? Vision statement gets cluttered, drift into talking about organization and work they do. Vision should be to set future state, with three steps: 1) Inspire vision of bike/ped, then 2) what NHDOT going to do, and 3) stakeholder partners to bring about vision. Should be succinct.

Scott Bogle: I love way we defined it. Way we described it wouldn't be that we will do this by doing that...but more that the state of NH features comprehensive bike/ped network. What is the desired state we want to get to? This gets into tools we use to get there....not what I think of as having in vision statement. NH road network safely accommodates people walking and bicycling. And safe accommodation is considered from the beginning as part of all transportation construction projects. Something along those lines.

Sally Gunn: who do you see being the largest group of users of this document?

PG: planners/engineers at DOT, RPC staff. Primarily municipal planners/engineers/advocates also will find it useful.

Sally: In essence, it is a roadmap, from an engineering design standpoint. This is what we try to do in everything.

PG: Typically, we start out in beginning of a process and look at existing conditions and vision/goals/objectives...these guide planning work. Goals will morph into evaluation criteria for project recommendations and prioritization. Objectives each morph into 1-2 policy/program related recommendations.

Craig Tufts: Vision needs to state broad range of interests, goals & objectives include health and economic. Multidisciplinary. Not sure best to list them all, but do like range.

PG: if tighten up, those could be edited

Craig: you could, but also illustrates more than transportation. Also, I'm not a huge fan of word mobility, I like access. Mobility is movement for movement's sake. Access means being where they want to go.

Steve: SAFE access, not just access

Tim Dunn: goal is to get more people to make trips, not just provide access.

Sally: DOT can't make the people go there.

Craig: access → accessibility. You can ride down Loudon Road, but unless you are a Category 4, "strong and fearless" rider, you are not going to do it.

### Goals

PG: Each goal has a theme, first word capitalized. There are seven: NETWORK, DESIGN, POLICY, EQUITY, SAFETY, ECONOMY, HEALTHY

PG: Let's start with Network. Distinction between walking and pedestrian. Walking only mobile people with minimal disabilities. Pedestrian variety of different mobility levels.

Scott: I advocate for using 'people walking' etc. to be more something people can envision themselves doing.

Craig: the word "pedestrian" sounds like an "Other". I'd be cautious of steering too far in one direction. When I write plans, ADA terms ends up being long, such as "person using a wheelchair".

Sally: what is a good verb?

Sandt Michener: wheeling?

Scott Bogle: include short section on definitions. Inclusivity is important. Craig's point, perhaps you can do that?

Liz Strachan: define pedestrian as runners also.

Larry: solution I hadn't thought of, define walking as "wheeling and walking"

Sally: skateboarding, jogging too.

PG: Sure. That could work out well but will depend on context. "Pedestrian facilities" is better than walking facilities, but when describing a verb, walking is better.

Matt Watkins: this is the pedestrian and bicycle plan, so maybe plan name should match our terminology. I like pedestrian...more inclusive.

PG: in some context pedestrian the right word choice. Pedestrian facility, transportation. When maybe more of a goal, give sense of what the future look like in NH, connect on personal basis.

Scott: there are appropriate places where use of technical name is OK but other places where set out vision, is should be more natural, such as "walking" Regardless, the document should explain this by providing definitions up-front.

PG: I like idea of definitions.

Dick Lemieux: pedestrians are wheel chair users, walking doesn't refer to wheel chair users. Is this bike, ped and transit plan? Why is transit mentioned in 1-2 of the Objectives?

PG: not a transit plan, key benefit of improved bike/ped is connect to transit. We want to hammer that idea home.

Dick: connections to other modes as well, people take their bikes to cars.

Larry: I think of benefit of transit has to pedestrians. I didn't see it as benefit of pedestrians to transit. Designed to incorporate transit, see if we can do to some extent, Phil and I will definitely remember this conversation and incorporate some ideas.

Tim Blagden: Objective 1.1's urban compacts defined by state law. So maybe reword to village, town centers, urban areas.

Scott/Craig: city and town centers.

Tim: Objective 1.6 talks about tracking progress. Miles of sidewalks, trails and such. Is it possible to use percentage of destinations reached? Try trip destinations and connectivity instead of mileage? LTS initially is 60% of street low stress but couldn't get to anywhere in a city like San Diego.

PG: tried to focus on whether the performance measure is quantifiable...we don't want to put something so vague that it can't be quantified. You are getting more of percentage of network with particular score.

Tim: however measured, we should include whether under your own power, there are places you want to go and can get there. The connectivity of network. May not be possible to do here. Connectivity to what? Not just mileage? Getting to places is key.

Craig: connectivity but not sure if general connectivity on destinations. Rural to urban connection to transit hubs. Missing big picture connections to schools, parks, job centers.

Stefanie: objective 1, spending time as muni planner, muni LU office. RPCs should be included as responsible parties. They have thumb on objective info, smaller muni with 1 person working on 5 boards with no planning staff. Don't have ability or technical assistance to do some of these things.

Focus on goals if possible

Tim: 2.4 and 5.7 both reference state highways. Is that all state-owned roads, state numbered routes? We have a lot of state-owned roads not numbered.

PG: for 2.4 we want for all numbered routes at a bare minimum. Different objective for other state roadways, where vol speeds.

5.7 more about all state roadways. If within 2 miles of a school.

Stefanie Verdile: this issue could be put in definitions section we discussed.

Tim: drop "state", just say roadways, either DOT and local municipalities

Tim Dunn: Objective 2.4 should flip...say 4' is minimum and mention 30" as exception.

Larry: AASHTO guidance suggests 30" because its more realistic goal. Think of a road that's 26' wide. If we can say 30", now you have 21' to work with for 2-way traffic by restriping 10.5" lanes. If we push 4' shoulder, then in this case, nothing gets done.

Craig: OK, but let's put aspirational option (4') first.

Matt Watkin: this can dovetail w/ LTS project. It can fine-tune attributes of a road that contribute to improved LTS.

Steve Workman: suggest reword Goal 2 to say reduce the level of stress experienced by bicycles and pedestrians on state roads

Craig: let's also define all ages abilities

Scott: thinking on Objective 2.4: would that be divide into new construction vs retrofits, new construction follow AASHTO 4' min or 5' w/ guardrail. If retrofit getting what's possible.

Phil: maybe we need an Objective 2.4a and b to make that distinction.

Scott: ...or two different objectives?

Sally: Let's have 4' minimum for construction or reconstruction. 30" if you can't do anything else.

Simon: suggest that age of 8-80 would define "all ages and abilities".

Stefanie: Objective 2.1 provides sidewalks on both sides of the street. A lot of communities don't like sidewalks on both sides of the street...who is going to pay for and maintain? Sometimes there is a conflict, no assistance from the state, a few SR2S issues...getting crosswalks through DOT, is sometimes like trying to part the Red Sea. A lot of these things look great on paper. Really difficult for rural NH to expect to maintain sidewalks on both sides.

Larry: AASHTO addresses this and advocates for 2 sides. If can't afford to construct 1 mile, then do ½ mile with SW's for both sides. NH Uniform code requires people to walk on side with sidewalk if available, requires people to cross more times than ideal. I understand how finances lead communities to one side. Want to do what committee says. What I see all of the time is a TAP application wanting to build a 1-mile sidewalk. Better off to have ½ mile, both sides with some exceptions: temporary situation or no development on one side. Hard to get to destinations on the other side of street.

Stefanie: planning board and regular people don't understand this though. To me, I sound like broken record but have concern about who is going to pay for it.

Larry: better off doing sidewalk on both sides for ½ mile.

Sally: I disagree with you (Larry), due to limited amount of money. We have many ROW issues, MS4 new law for stormwater run-off, if you increase impervious area you trigger treatment. We can talk more about this as the plan progresses.

Larry: we will work to pleasure of committee.

Phil: at very least we will add a definition what it means on one side vs 2 sides.

Craig: if there is a best practice, good for us to learn about.

Sally: we can bring to another meeting, through FHWA, DOT running STEP program (Safe Transportation for Every Pedestrian). Will occur this spring in April with focus on mid-block crosswalk, enhanced every day ped/bike counts, Educating. Events coming to Manchester Dover, Western part of state Claremont?

Tim: Question about incorporating transit into a pedestrian and bicycle transportation planning effort

Scott: Yes, it's important to use the "first and last mile" as an issue

Tim: in Objective 2.6, need to focus on both design and maintenance, i.e. with a wing plow, can more easily deal with "modern features." If you have that equipment, it can promulgate "modern design" of the state's roadways

Scott: Expand Objective 3.8 to include more than counts, get road info too

Sally: Jim Irwin has access to MIRE data (Model Inventory of Roadway Elements), make sure to use it

Alex: for Goal 2, make sure to highlight protected / separate facilities

Scott: great list; on Objective 7.4, the BRFSS uses geographies that are very broad and should be finer-grain detail by DHHS; include a reference to geography and Youth Risk Assessment too

Steve: Objective 5.7, the phrase "schools that serve children" is weird. Instead, say "K-12". Also, need to highlight colleges/universities in that objective as well.

Will Schoefmann: Create stronger base mapping and have an online mapping inventory of bike facilities.

Lee: Objective 3.11 needs more details to figure out how to track the PM's. Are the responsible parties committed to doing them? Will they monitor and report on them?

Will: We need to include a "toolkit" of how to acquire the data and surveys needed to track the PMs. Need instructions or a toolkit to help agencies follow through

Scott: Create a checklist of which data points are available, which are not and which are in process

Leigh Levine: We need to be sensitive about having too many objectives. It's too hard to keep up with current Federal PM's as they are.

Sally: Should some PM's be required versus optional? Should goals/objectives be prioritized?

Sandt: I'd like to see goals dovetailed with evaluation. With ADA improvements, we already have a prioritization list for ADA in State ROWs.

Matty: for Objective 7.2, add BES

**Meeting adjourned at 3:20 pm**

# NHDOT STATEWIDE PED/BIKE TRANSPORTATION PLAN SIGN-IN. 1/23/19

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