



STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN

**NHDOT Complete Streets Advisory Committee (CSAC) Meeting**

Pedestrian and Bicycle Plan Project Advisory Committee (PAC) Draft Minutes of  
December 18, 2019

**Attendees**

- |  |  |
|--|--|
| Alex Belenz – North Country Council          | Stephanie Verdile – NH OSI                         |
| Amanda-Joe W. Paulino – NHDOT Highway Des.   | Sylvia von Aulock – SNHPC                          |
| Craig Tufts - CNHRPC (CSAC Chair)            | Tim Blagden – Concord Lake Sunapee Rail Trail      |
| Elizabeth Strachan – NHDES                   | Sandt Michener – NHDOT Federal Compliance          |
| Scott Bogle – Rockingham Planning Commission | Steve Workman – Transport NH (tel. conf.)          |
| Greg Bakos - BWANH (tel. conf.)              | Sally Gunn – NHDOT                                 |
| Larry Keniston – NHDOT Highway Design        | Valerie Rochon (tel. conf.)                        |
| Will Schoefmann – City of Keene              | Chuck Redfern NH Rail Trail Coalition (tel. conf.) |
| Dave Topham – GSW (tel. conf.)               | Deirdre Nash – NHDOT Research                      |
| Shelley Winters (NHDOT)                      |  |

**Notes:**

**Approval of September 25, 2019 Meeting Minutes**

The Committee approved the combined [CSAC/PAC Meeting Minutes of September 25, 2019](#).

**SB 185** (Shelley Winters)

Shelley reported on State Rail Trail Plan progress. The Department has selected a NH Rail Trail Plan Advisory Committee (1 rep from each agency/group listed below).

- |   |   |
|---|---|
| <i>NH Department of Transportation</i>  | <u>Shelley Winters</u>                    |
| <i>NH Department of Natural &amp; Cultural Resources</i>                        | <u>Chris Gamache</u>                      |
| <i>NH Dept. of Bus &amp; Ec. Affairs—Director, Office of Outdoor Recreation</i> | <u>(currently vacant)</u>                 |
| <i>NH Regional Planning Commissions</i>   | <u>J. B. Mack (SWPC)</u>                  |
| <i>Business &amp; Industry Association of NH</i>                                | <u>Richard Samuels, Esq.</u>              |
| <i>Non-motorized users</i>  | <u>Avis Rosenfield</u>                    |
| <i>Motorized users (combined OHRV &amp; Snowmobile rep)</i>                     | <u>Mr. Kim Bergeron</u>                   |
| <i>NH Rail-Trail Coalition</i>  | <u>Dave Topham</u>                        |
| <i>NH Municipal Association</i>   | <u>William “Wink” Faulkner</u>            |
| <i>Railroad (operating on state-owned line)</i>                                 | <u>Ben Clark (Plym. &amp; Lincoln RR)</u> |
| <i>Home Owner</i>   | <u>Not confirmed yet</u>                  |
| <i>Governor’s Office—appointed Office of Strategic Initiatives</i>              | <u>Steve Walker</u>                       |

Shelly noted that the Complete Streets Advisory Committee (CSAC) does not have a dedicated seat on the Advisory Committee and will not formally be engaged to review any documents produced during this study. Based on the current make-up of the Rail Trail Advisory Committee, however, there is overlap with the CSAC membership and Committee members can update CSAC on the NH Rail Trail Plan Advisory Committee’s progress. CSAC members may attend the three public hearings that will be scheduled. The NH Rail Trail Plan Advisory Committee meeting venues will additionally be open to guests.

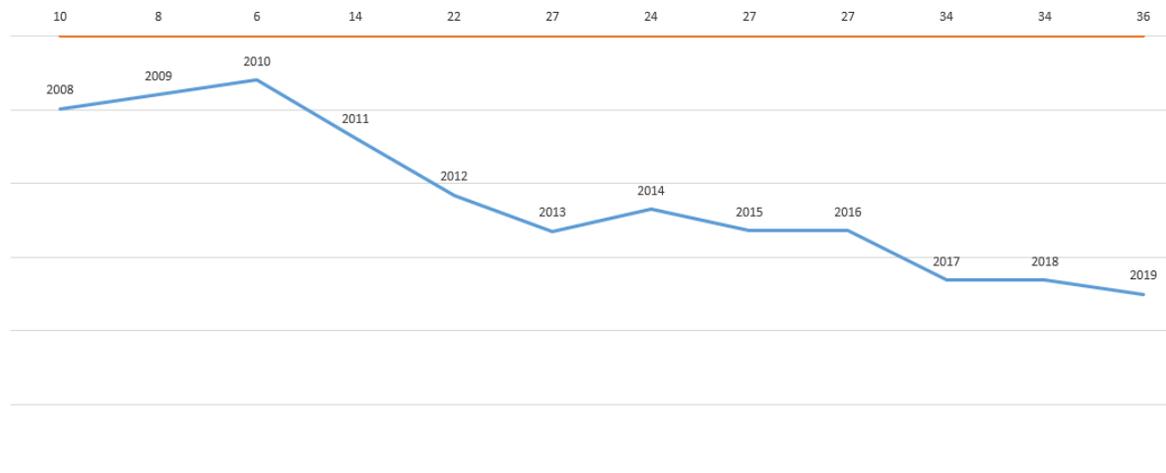
According to the Senate Bill at [http://www.gencourt.state.nh.us/bill\\_status/billText.aspx?sy=2019&id=301&txtFormat=pdf&v=current](http://www.gencourt.state.nh.us/bill_status/billText.aspx?sy=2019&id=301&txtFormat=pdf&v=current) , the state of New Hampshire owns 500 miles of rail corridors. The development of the Plan will ensure the preservation and integrity of the state’s rail trail assets and provide direction for future development. In addition to defining the role of the Department of Transportation in the preservation of rail corridors, the plan will determine the best way to maximize the return on investment from, and leverage future investment in, the state's rail corridor assets. Additionally, this plan will determine how to engage towns, cities, and private rail-trail organizations in these efforts.

Tim recommended that the selection of the homeowner representative be an open process that would seek out a railroad corridor abutter holding a broad perspective.

The Department will convene the NH Rail Trail Plan Advisory Committee early in the new year.

**Bicycle Friendly State Rankings 2019** (Craig Tufts)

Craig reported that the League of American Bicyclists’ 2019 Bicycle Friendly States program continued New Hampshire’s downward ranking over the last decade, ranking New Hampshire at number 36 nationwide. (See <https://bikeleague.org/sites/default/files/2019BicycleFriendlyStateRanking.pdf> .) See inverted comparison with the other 49 US states, below\*



*\*Note: LAB did not rank states in Years 2016 and 2017. Therefore, years 2016 & 2018 show the previous year's ranking.*

The League additionally provides at a Report Card (see [https://bikeleague.org/sites/default/files/BFS%20Report%20Card\\_2019\\_NewHampshire.pdf](https://bikeleague.org/sites/default/files/BFS%20Report%20Card_2019_NewHampshire.pdf)), where the League describes some of the successes in New Hampshire and makes suggestions toward improving New Hampshire's ranking for future report cards. Among the actions that will improve the safety, comfort, and accessibility of bicycling in New Hampshire suggested by the League, the league notes that "the ongoing New Hampshire Department of Transportation Statewide

Pedestrian and Bicycle Transportation Plan and Economic Impact Study is a great opportunity to provide a vision for bicycle and pedestrian improvements in the state" and New Hampshire "should support (complete streets) efforts through the adoption of a Complete Streets law and a policy to implement it."

Partly due to the continuing nationwide trend toward the adoption of statewide complete streets policies ([now at 33 state governments](#) according to Smart Growth America), it appears that other states have advanced in the League's rankings. Consequently, New Hampshire's ranking appears to have trended overwhelmingly downward over the last 12 years in terms of a comparative ranking. (The League's rankings as shown in the League's historical rankings from the League's web page at [https://bikeleague.org/sites/default/files/BFS2017\\_HistoricalRanking\\_Chart.pdf](https://bikeleague.org/sites/default/files/BFS2017_HistoricalRanking_Chart.pdf) .)

Subsequent to the meeting, Will noted that the Lab Report Card gives the State of NH a framework for things to work on. The report card provides feedback, much of it directly to the state transportation agency, for the agency to build/work on to help the state over all to achieve a better "score" or "grade" the next time LAB conducts the survey. With both the Report Card and the pedestrian and bicycle planning process, the Committee should have a lot of feedback to work with at the State and Local levels. The Committee will have an opportunity to compare the LAB feedback with the Recommendations section from the pedestrian and bicycle planning process.

**Rail Trail promotional video** (Tim Blagden)

Larry asked Tim to share the inspiring video at <https://www.youtube.com/watch?v=A-DqB-UDWTQ&feature=youtu.be&app=desktop#menu> .

The video includes a description of a "Story Walk" along a portion of the [Concord – Lake Sunapee Rail Trail](#) in Warner. Tim explained that the Story Walk consists of the display of a

short children's book - often a page at a time - along a rail trail. The pages are weather proofed and displayed on posts at a child's eye height just off the trail, with each displayed page requiring a walk to the next page. Story Walks are an increasingly popular amenity (see the 1-minute video at <https://www.youtube.com/watch?v=YZqScX8p7Z8> , for example), which may both encourage children to read and enjoy using rail trails for active transportation. Meeting participants discussed other ideas that combine educational, transportation and recreational experiences. One popular idea discussed capitalizes on a long horizontal rail trail tangent can uniquely serve to model the actual scale of the solar system. (See the web page and video at <https://www.bikepgh.org/message-board/topic/solar-system-walk/> , for example.)

A recent story walk experience along the Cotton Valley Trail demonstrated that some care in placement of educational amenities so as not to interfere with the fundamental transportation and or recreational purposes of a rail trail are not unduly compromised. For more about the recent removal of a Story Walk at Sanbornville, See Page 2 at [https://www.nhstateparks.org/getmedia/ba6e4749-9018-4276-b871-4c13aa973761/STAC\\_Minutes\\_102319\\_Draft.pdf](https://www.nhstateparks.org/getmedia/ba6e4749-9018-4276-b871-4c13aa973761/STAC_Minutes_102319_Draft.pdf) .

### **2021-2030 Draft Ten Year Plan Governor's Advisory Commission on Intermodal**

#### **Transportation update** (Craig)

Craig brought the Committee's attention to the 2021-2030 Draft Ten Year Plan Governor's Advisory Commission on Intermodal Transportation process. The draft 2021-2030 Ten Year Transportation Plan can be viewed and downloaded from the Department's Ten Year Plan webpage at <https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm> . The public input phase of the Ten Year planning effort closed on November 12, 2019 and the Department has made available the Survey Overview at <https://www.nh.gov/dot/org/projectdevelopment/planning/typ/documents/oneSurveyGraphicwithBullets10-30-19.pdf> . Craig noted that the GACIT hearing in Concord he attended, this year's meeting failed to generate the same large amount of interest in pedestrian and bicycle trail development that was generated at the 2017 meeting. Craig felt that the lower level of trail interest expressed at the meetings may have been due in part to a larger push for turnout in 2017 from local advocacy groups.

Craig noted that it appears that NHDOT attempted to address some pedestrian and bicycle transportation-related concerns in the GACIT presentation – the Department specifically flagged Rail Trails as an un-funded need. The Department additionally highlighted past investments in pedestrian and bicycle transportation infrastructure. CSAC board members were pleased to see the changes, and encouraged DOT to continue to develop an accounting on bicycle and pedestrian transportation-related investments.

### **Bicycle-Friendly Driver update** (Dave)

Dave noted that Paula hopes to roll out some League of American Bicyclists Bicycle Friendly Driver training at the Division of Motor Vehicles. Beginning in February, NHDOT hopes to begin exploring ways that the Department, as an employer of drivers and others directly involved in interaction with bicycles, can get involved in some form of the Program.

### **Pedestrian Safety PSA** (Larry)

The Pedestrian Safety PSA developed last summer will remain posted on the [NHDOT Facebook page](#) with the [Audio link](#). Larry encouraged all who could to leverage this resource, which has already been paid for, through other channels.

### **LTS Pilot Research Project**

Scott Bogle gave a brief report on progress of the FHWA funded Level of Traffic Stress study involving the four MPOs and CNHRPC.

1. All RPCs have completed road attribute data collection, developed draft LTS network maps and put those maps out for public comment during the summer. Comments were incorporated and final network ratings established for purposes of the study.
2. Plymouth State University staff have run network analyses using these final network maps, including measures of access via low-stress bicycling network to schools (pre-K through college), community and civic destinations, major employment centers, all three destination types together (schools, workplaces, community centers) and link centrality.
3. The five RPCs have conducted background research on use of LTS analysis in performance based planning at other MPOs, RPCs, municipalities and state DOTs nationally to help shape performance measures developed for New Hampshire. Agencies are now focused on how best to map results for comprehension by decision makers, and how to incorporate LTS-based measures into regional project prioritization.
4. Current thinking is to create sub-categories within the Alternative Modes and Network Significant criteria already in use by the MPOs and NHDOT. One measure would focus on segment centrality for project prioritization while another would quantify the number of miles of low stress network a project will connect. A concern about using centrality, at least at the regional level, is that it by definition favors larger towns with greater concentrations of destinations and residential origin points within the two-mile radius selected for the network analysis. One solution to this problem would be to calculate the most central segments for each municipality and use that measure or have MPO TACs or municipalities define in advance their top priority projects drawing on LTS network analysis and they assign project prioritization points based on inclusion on this list. LTS analysis will need to be completed for the four remaining rural RPCs before these measures could be implemented at the state level, whether for Ten Year Plan prioritization or simply for TAP.

5. Another key challenge in using segment centrality is that it does not capture regional connections among towns, or recreational routes. For example, NH Routes 1A & 1B are the most heavily bicycled routes in the state per NHDOT's STRAVA data. These roads feature a mixture of LTS2 & LTS3 segments but none of these segments score highly on centrality measures as the corridor doesn't feature a high concentration of trip destinations and residential origin points. We are still developing an approach to address this, as improving bicycle accommodation on regional routes like scenic byways has been a high priority for multiple RPCs. In RPC's case this will likely involve one weighting scheme for Local projects and a separate weighting scheme for Regional projects consistent with RPC's approach of dividing project priorities into Local, Regional and Inter-Regional categories.
6. Each MPO is developing a proposed approach for weighting and scoring. These will be compared at the January LTS Team meeting, and one or more will be written up in the final project report.
7. RPC and PSU have divided up writing for the final research report and development of a presentation for FHWA grantee peer sharing webinars that yet to be scheduled but anticipate to happen in late January.

Will explained that the LTS data could be used, for example, in order to set a goal such as "I want 30% of streets to be useable by children."

Alex noted that a bottom-up tool to obtain LTS data, such as crowd-sourcing enables better development of the scoring

Sylvia expressed a concern with the accuracy of the data, based partly on calls from the public asking "why is this street considered low stress?" for example. Sylvia suggested that there was not adequate time to truth-check the data.

Craig noted that in most cases where the LTS score was seriously questioned, it turned out that the input data was incorrect – often related to the prevailing speed being significantly higher than the speed input, which was usually the posted maximum speed limit.

Sally noted that the weight of the user input may be too high or low depending on the skill level of the cyclist making the input.

Will noted that STRAVA data has primarily recreational value. Scott suggested that Street Light data attempts to include both recreational and commuter trips by basing its algorithms on cell phone progression rates (bicycle speed profiles may often be distinguishable from walking or automobile speed profiles).

**Legislative Update** (Dave Topham)

[HB-148](#) E-bike [education process](#) – still some confusion and misunderstanding

[HB-683](#) OHRV impact on trails and abutters, drone video being finalized. Subsequent to the meeting, Dave noted that the video could be accessed [here](#).

Pending for 2020:

- Establish [Vulnerable Road User](#) Committee & host meeting with SABR.
- LSR 2450 – “[Penalties for distracted driving](#).”
- [LSR-2667](#) – This bill would require that every person operating a motorcycle, motor-driven cycle, or bicycle on a public way or off-road trail wear protective headgear.
- Trail Pass idea exploration, re: [Wisconsin's system](#)
- [HB 1152](#) – “relative to driving to the left of an unbroken painted line.” This bill adds an exemption to the prohibition on crossing unbroken painted center lines while driving on any way.

HB 1152 would add devices moved by human power, including e scooters, to the list of exemptions to [NH RSA 265:22](#) prohibitions on crossing a solid painted centerline. Dave noted that there is an E-Scooter discussion planned with safety groups on Jan 24, which generated interest from CSAC in either hosting an e-scooter discussion or otherwise host an e-scooter discussion outside of the regular CSAC meeting in Room 114 at NHDOT headquarters. The list of New Hampshire experts that the Committee suggested includes Julie Chizmas of the City of Nashua Planning Department.

**Upper Valley E-Bike Initiative** (Larry)

Larry explained that the [Upper Valley E-Bike Initiative](#) , let by Dr. Doug Deaett, will brief the Committee, probably at the February 26 meeting, about their E-bike program. The Initiative is a research effort that purposes to promote health and fitness by using electric bikes to commute to work while reducing traffic congestion.

In preparation for the February visit Doug had asked Larry to take a short poll of CSAC members and guests present regarding the Committee member’s use of E-bikes and bicycles (below).

	YES	NO
<i>Have you ever tried an E-bike?</i>	5/19	14/19
<i>Have you driven any kind of bicycle &gt; 10 miles in the last year?</i>	11/19	8/19

**Bicycle Culture Movie Coming to New Hampshire** (Dave)

Dave Topham announced that the bicycle culture documentary “[Motherload](#)” will play at [Red River Theater on January 7 at 6:00 pm](#). Motherload will premier in the Seacoast area at the [Seacoast Environmental Film Festival](#) on Saturday, January 11 at the Kittery Community Center.

### **New Outdoor Recreation Position at NH Dept. of Business and Economic Affairs** (Tim)

Tim announced that a new position at the [NH Dept. of Business and Economic Affairs](#) will focus on Outdoor Recreation. Tim expressed optimism that the person selected for the position will be educated about the benefits of non-motorized outdoor recreation and understand the value of complete streets for both recreation and transportation safety and access.

### **STRAVA** (Larry)

Haynes Bunn announced on December 17, 2019 that a New STRAVA Metro Web platform is now available. For more, see:

[Access](#) ;

[Guide](#);

[Demo](#);

[Haynes' Calendar](#)

### **E-Scooter discussion** (Dave)

Dave introduced an E-scooter discussion, which drew substantial interest from the Committee. An E-scooter conference call is scheduled for Friday January 24. The discussion will involve safety professionals throughout the State and municipal officials, including Julie Chizmas of the City of Nashua, who have expertise about E-scooters. Multiple parties and entities are interested in further discussion and BWANH continues to gather the facts about the topic toward ultimately providing some guidance and recommendations on legislation – i.e. possibly classifying micro-mobility devices the same as bicycles, ensuring that micro-mobility devices won't appropriate space needed for pedestrian access and safety. As of last fall, there was no consensus among organizations, including People for Bikes, about micro-mobility devices.

The committee asked Larry to invite Julie Chizmas to the next CSAC meeting. Julie later confirmed for January 22 at 1:00 pm. Julie plans to participate in the meeting and therefore the meeting Agenda will include an E-scooter/micro-mobility device item.

### **Complete Streets** (all)

With the background of the Commissioner's comments on the [September 3 NHPR The Exchange](#) , the Committee discussed Complete Streets and how NHDOT or the State could move forward to catch up with other states.

Tim suggested that the status of transit in terms of planning, should be equal to the attention that given to the planning for roads and bridges.

Stephanie opened a discussion about Complete Streets in terms of the Committee's mission. Stephanie asked about the role of the Committee and how we can best optimize the Committee's efforts toward implementation of Complete Streets to the extent practicable.

Sylvia reminded the Committee that CSAC is a technical committee and advocacy organizations such as Transport New Hampshire and BWANH need to help New Hampshire get ready with broad support for Complete Streets. In the meantime, the Pedestrian and Bicycle Pedestrian Plan offers the greatest opportunity for progress.

Alex suggested getting the Plan together and holding the Plan out to the Advocacy organizations as the way for New Hampshire to move forward. Alex reminded the Committee that regardless of what public officials may be inclined to do, public officials must do what public policy demands.

The Commissioner last met with the committee on [April 26, 2017](#). Sally agreed to approach the Commissioner for a discussion about the role of the Committee and a renewal of the Commissioner's charges for the Committee.

### **PAC Matters**

Larry presented the 10 plan public outreach events in images. See the link at <https://www.nh.gov/dot/programs/bikeped/documents/Pedbikeplanpublicmeetings.pdf> and you can scroll through one image each from the NHDOT Statewide Pedestrian and Bicycle Planning effort's outreach events in Dover, Nashua, Keene, Lebanon, Littleton, Manchester, Gilford, Concord, Portsmouth and Exeter.

Alta has delivered to NHDOT a [Draft Plan Report Outline](#), [Draft Summary of Public Engagement](#), [Draft Analysis of Policies and Programs](#), [Draft NH Sidewalks Base Maps](#) and [Draft NH Bicycle Trails Maps](#). These linked individual parts of the plan are preliminary drafts only, and in order to conserve the Project Advisory Committee's energy, Sally suggested that these five documents do not necessarily require PAC review in pieces at this time and that comments need not be submitted by the Committee at this time. Sally suggests, rather, waiting to review a relatively complete draft Plan Report that is yet forthcoming for concurrent PAC and internal Department review.

### **Next CSAC and/or PAC Meeting** (all)

Larry suggested that to conserve the Committee's energy, the Committee skip a month.

Stephanie and Sylvia noted that the meetings were already filled as it was with not enough time to complete business in the allotted 2 hours. Others agreed, suggesting a number of January Agenda items. CSAC will next meet, accordingly, on *Wednesday January 22, 2020 at 1:00 in the Materials and Research Building Conference Room 205. Call-in option will be made available.*

In the meantime, please forward your agenda items to [Craig](#) and [Larry](#).