



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF RAIL AND TRANSIT

MEETING REPORT

DATE OF MEETING: September 26, 2018

LOCATION & TIME: NHDOT, 5 Hazen Drive, Concord NH, Room 205 – 1pm to 3pm

SUBJECT: Complete Streets Advisory Committee (CSAC) Monthly Meeting

STEERING COMMITTEE MEMBERS:

Present:

Craig Tufts, CNHRPC (Chair)
Will Schoefmann, City of Keene
Erik Paddleford, NHDOT – Rail and Transit
Alex Belenz, North Country Council (phone)
Scott Bogle, RPC
Simon Corson, Town of Amherst
Greg Bakos, BWA-NH
Dave Topham, Granite State Wheelmen (phone)
Kathleen Mullen, DHHS
Liz Strachan, DES – Air Resources
Tim Blagden, Concord-Lake Sunapee RT
Mike Whitten, MTA - Executive Director

Absent:

Eric Feldbaum, DNCR

SUBCOMMITTEE MEMBERS/ OTHERS PRESENT:

Larry Keniston, NHDOT – Rail and Transit
Tim Dunn, NHDOT – Highway Design
Mike Dugas, NHDOT - Highway Design
Tom Jameson, NHDOT – Planning and Community Assistance
Stephanie Verdile – NH Office of Strategic Initiatives

NOTES ON MEETING:

NHDOT rumble strip program

Mike Dugas, state safety engineer, provided an update on the rumble strip program that has been under a moratorium since 2016 when there had been complaints from landowners adjacent to a number of rumble strip installations including those in Chesterfield, Alton, and Allenstown. Due to the public comments received it was decided at that time to put a hold on any new rumble strip installations and conduct a review prior to any further installations. However, if a resurfacing project occurred on a roadway with rumble strips, then the rumble strips were re-installed. This was not considered a new installation.

Commencing this fall, the Department will conduct a review of the design (to consider both the safety and noise properties of different designs) and placement of rumble strips. Research will look into what other states with successful rumble strip programs are doing. Mike informed the committee that DOT will likely reach out the RPCs for help with input and public outreach and will look to include CSAC in program updates and seek input from the group. Mike indicated the goal is to have a 2019 rumble strip program so a new policy and standards will need to be developed this fall and winter.

Approval of August Minutes

The minutes of the August meeting were approved by the committee.

Steering Committee Membership Update

Craig asked Stephanie Verdile to introduce herself. She is interested in becoming a member of the committee. Stephanie has 17 years' experience as a planner and works for the Office of Strategic Initiatives (OSI). The OSI is responsible for the "[State Development Plan](#)" that serves as an overall planning document for all state agencies and falls under [RSA 9-A](#) and also the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Stephanie is interested in work the committee is conducting as it related to these statewide planning initiatives.

Craig indicated there is an open "at-large" representative position and that Stephanie could potentially fit into that opening. This will likely be a discussion item at the October meeting.

Conference Planning Update

Craig updated the committee on the "[NH Complete Streets Conference](#)". The agenda is complete and all the speakers are lined up. Currently, there are approximately 40 registrants. The conference planning committee hopes to get the invitation out to more people including municipal employees. The conference will be free and include lunch. It is scheduled for October 19, at the NHDES auditorium. The hope is to have around 100 people in attendance. The planning committee has another meeting scheduled tomorrow to work on final details.

LTS Implementation Update, FHWA Grant Funding

Scott provided a brief description of the project which will expand on the Plymouth State University (PSU) research into the statewide LTS bicycle model. The contract will need to be approved by G&C at the December 5 meeting, with work on the project starting in January and finishing up in September.

DOT Update

a. Statewide Ped/ Bike Plan update

The contract should be going to G&C for approval at the October 17th meeting. Once approved by G&C the project can start.

b. Bicycle infrastructure inventory update

A task force has met on this project to develop a charter to guide the work that will need to be approved by the NHDOT Inventory Workgroup. The first task will be to identify bicycle infrastructure that should be collected. Priority attributes will likely include those needed for an LTS analysis like what has been developed by the PSU research project. A meeting is scheduled for next week to go over an attribute list.

c. Bicycle signing

The “bikes may use full lane” R4-11 signs will be used in DOT construction zones when certain conditions are present. Erik has worked with the DOT Traffic Control Committee to have these signs incorporated into standard signing plans for construction zones where lane space changes to less than 14-feet through a construction zone. Traffic control plans will consider bicycle travel moving forward.

An addendum to the Bureau of Traffic’s bicycle signing procedure that endorses the use of the 3-foot rule sign under the condition a municipality will install and maintain the sign has not yet been written.

Legislative Update

Three bills are anticipated this legislative session: one with revised wording on vulnerable users, a rail trail study bill (similar to last session but without the funding attachment), and an e-bike bill that will define consistent rules regarding class 1, 2, and 3 e-bikes.

Steering Committee Membership Update

We are still looking for a bicycle industry representative. Dave said has reached out to a couple of people he knows to gauge interest and there was none at this time. The at-large position will likely be discussed next meeting with regard to the NHOSI.

Other Items

a. Curbing and resurfacing projects

There was a question with regards to curb reveal and DOT resurfacing projects. Contoocook Village in Hopkinton and Hillsborough stood out as projects where curb reveal was extremely minimal after paving. Tim Dunn, NHDOT Highway Design, explained that curb reveal is normally 7-inches on a new project and a minimum of 3-inches of curb reveal is acceptable on a repaving job. DOT owns a significant number of curbed roadways and in the course of preparing resurfacing projects curb reveal is something that is looked at. It could take 40 to 50 years to go from 7-inches to 3-inches of curb reveal given resurfacing every 10 years or so. The lifespan of a sidewalk isn’t this long and would likely have to be rebuilt at some point along the way. DOT does not maintain the sidewalks so in the course of a paving project the surface could be ground down to maintain a minimum of 3-

inches of curb reveal. If a town is concerned about its curbing and on the paving schedule they are encouraged to contact the DOT to discuss options.

Meeting adjourned at 2:40

Next Meeting: October 24, 2018 1:00-3:00pm, NHDOT: Materials and Research, Room 205

Future Meetings:

<i>Oct. 24</i>	<i>Nov. 28</i>
<i>Dec. ??</i>	<i>Jan. 23</i>
<i>Feb. 27</i>	<i>March 27</i>
<i>April 24</i>	<i>May 22</i>