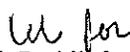


STATE OF NEW HAMPSHIRE

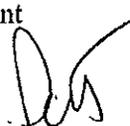
INTER-DEPARTMENT COMMUNICATION

Date: June 10, 2014

From:  Erik Paddleford, Bicycle/ Pedestrian Technician
Rail and Transit Bureau

Subject: NHDOT Bicycle Pedestrian Transportation Advisory Committee
(BPTAC) – HR 2468/S 2004, Safe Streets Act – Support Letter

To: Christopher Clement
Commissioner

THRU: Patrick Herlihy,  Director, Aeronautics, Rail and Transit

Shelley Winters 
Administrator, Bureau of Rail
and Transit

The NHDOT Bicycle Pedestrian Transportation Advisory Committee (BPTAC) has discussed and reviewed HR 2468/S 2004, the Safe Streets Act. The attached letter summarizes the discussions and views of the BPTAC regarding this national legislation.

The BPTAC respectfully submits this letter for your review and would welcome the opportunity to further discuss this bill with you.

Att.
cc: N. Coates (Chair, BPTAC)

NHDOT Bicycle Pedestrian Transportation Advisory Committee

Christopher D. Clement
Commissioner
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03301

June 10, 2014

The NH Bicycle and Pedestrian Transportation Policy Advisory Committee (BPTAC), established by the commissioner in 2013 to advise the Department of Transportation (NHDOT) on Bicycle and Pedestrian matters, has discussed and reviewed HR 2468/S 2004, the Safe Streets Act, and the implications it may have on the Department and the state of bicycling and walking in New Hampshire. The Safe Streets Act will change the approach to the way federally funded roads are planned, designed, and built, ensuring new roads follow Complete Streets policies.

As the Safe Streets Act states, a “complete street means a roadway that safely accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), motorists and freight vehicles, to enable all travelers to use the roadway safely and efficiently.”

The provisions of the Safe Streets Act are in line with NHDOT’s Purpose and Mission to provide “transportation excellence enhancing the quality of life in New Hampshire” and to “provide safe and secure mobility and travel options.” The Safe Streets Act augments NHDOT’s objective of “increased access to all modes of transportation” as identified in the Balanced Scorecard and adds depth to the Department’s NH Driving Toward Zero campaign. The Complete Streets provisions in the Safe Streets Act would ensure that all NH residents, visitors, and businesses can contribute to our economy, improve our environment and health, and keep our communities safe.

By adopting their own complete streets policies, the municipalities of Concord, Portsmouth, Dover, and Keene have demonstrated that including complete streets principles is practical. The Safe Streets Act gives sufficient flexibility for all state transportation departments to conform to its provisions and allows sufficient time for preparation and training of Department staff to implement. The principles outlined in the Safe Streets Act would strengthen NHDOT’s long-range plans, planning studies and new construction and reconstruction projects. The Safe Streets Act will complement the Department’s Context Sensitive Solutions process by ensuring that new transportation projects consider equitable access for all users.

The NHDOT BPTAC respectfully recommends the NHDOT support the Safe Streets Act and consider Complete Streets as a policy for the Department. We would welcome the opportunity to discuss further with you the opportunities and challenges, and to chart out a course toward implementation.

Sincerely Yours,



Nicholas Coates, Chair
NHDOT Bicycle and Pedestrian
Transportation Advisory Committee