

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

NHDOT Complete Streets Advisory Committee (CSAC) Meeting

DATE: June 23, 2021

LOCATION: Online via Teams

ATTENDED BY: S. Verdile, M. Marshall, C. Lentz, S. Bogle, T. Dunn, J.B. Mack, D. Topham, A. Paulino, N. Sanders, C. Tufts, W. Schoefmann, K. Lamb, R. Grandmaison, G. Bakos, A. Belensz
All participants attended online

SUBJECT: Complete Streets Advisory Committee (CSAC) Meeting

CSAC MEETING NOTES:

1. Meeting notes (5-26-21), to be approved at the next meeting (new format)
2. Chipseal sections CY 2022
 - a. Review and provide comments or feedback to provide to the pavement section
 - b. Sections and overview provided by T. Dunn
 - i. low traffic and smooth routes are sought out for chipsealing
 - ii. 10 chipseal locations for 2022; mainly in District V; will distribute updated locations to group; no chipsealing done in 2021 (more chipsealing locations to be done in 2022 to compensate)
 - iii. Send out Youtube video on chipseal
 - c. G. Bakos (BWNH) – opinion on chipseal; rough riding; provides maintenance function; cost saving; not a comfortable ride at first, surface gets smoother over time; travel lanes improve quicker than the shoulders
 - d. C. Craig – some sections are popular bicycling routes (as they are lower volume and speed)
 - e. A. Belensz – is there a reason all chipseal routes are in southern portions? T. Dunn – no there are more built roads in the south that can be used for chipseal. (built roads – proper structure) More built routes in south, larger population, more investment.
 - f. N. Sanders asked Greg if there was there a change in your perception/expectation or if the road surface got better. Greg noted that both changed and clarified that he rides a road bike and noticed the vibrating/chatter in the handlebars when riding – it was a comfort (not safety) issue.
 - g. JB Mack – Are there updates on pavement preservation (resurfacing) and not only chipseal sections? When can someone provide input on lane widths and shoulder widths; T. Dunn – Pavement resurfacing program is on a 3-year cycle; update is being conducted internally at NHDOT. Department establishes lane widths based on roadway characteristics (volume, classification of vehicle, local context, etc.). J.B. Mack – Can RPC's be notified early on when information becomes available? T. Dunn – We will follow up and hope to get information out a year before.
3. Non-motorized volume data
 - a. Previous work efforts
 - b. Benefit to standardize and centralize collection/storage/access of bike/ped data
 - i. CSAC effort – likely set up subcommittee
 - c. Current data:
 - i. RPC Data collection (Eco-Counters – Data Storage locally)
 1. H. Underwood at SWRPC (noted via email) have been active with bike/ped counting (over 100 short term studies are available in our Eco-Visio account).

Thus far, they are exclusively on multi-use paths, rail trails and bike lanes. They are interested in sharing data, keeping informed of future plans, etc.

- ii. NHDOT Bureau of Traffic data collection program – Motorized (volume, class, limited speed)
- iii. Strava Data
- d. Discussion of future needs / objectives
 - i. Get a comprehensive idea of what we have for data – N. Sanders
 - ii. NHDOT has access to free Strava data (as do all public agencies that work on transportation)
 - 1. A. Belenz – Has anyone look at comparing Strava metro to recorded data
 - 2. A. Belenz – Are there any statewide bike count data to provide a model to how to normalize data; streetlight may be prohibitively expensive
 - 3. J.B. Mack – shared link
 - a. <https://stravametro.zendesk.com/hc/en-us/articles/360054069173>
 - 4. S. Bogle - Were there correlations between Strava data and other counts data
 - 5. C. Tufts – less optimistic about value of Strava data and being able to correlate the data to a meaningful actual volume.
 - 6. N. Sanders – challenge will be how many permanent sites will need to be installed statewide to accurately correlate the data in various regions of the State
 - 7. C. Tufts – research has been done on how this can be done
 - 8. C. Lentz – would be interested in participating in this effort; completed LTS at RPC; interested in gap analysis
 - 9. D. Topham – count information around Manchester; define peds vs bikes users on trails; note where the count is taken (for destination); Strava has always been used primarily by hardcore cyclists; good information for tourists to NH
 - 10. C. Tufts – user type depends on trail length, location, etc.; Eco-counter sensors can detect user, tubes can be set up to count bikes only, occlusion errors for sensor
 - iii. A. Belenz – our RPC has Trafix which is infrared, has group size, direction, mode split
 - iv. Video detection data
 - v. Streetlight (we have not currently looked into obtaining this data but it is likely available; overlap with motorized vehicle data)
 - vi. S. Bogle – has shown promise on transportation modeling; need to update origin destination here.
 - vii. Put together subcommittee or task force for this action (C. Tufts look into Grants). S. Bogle and Christian Matthews from the RPC would be interested in participating
 - 1. Trail organizations
 - 2. RPC
 - 3. Municipalities
 - viii. Any low hanging fruit?
- 4. Housekeeping
 - a. Status of CSAC membership
 - i. Roster shared by N. Sanders
 - b. Identify current vacancies
 - i. A. Belenz – nominated Dave Harkless from Littleton Bike & Fitness (email: info@littletonbike.com) for the Bicycle Industry Rep; G. Bakos agrees
 - ii. E. Feldbaum and M. Whitten (added when group became a part of complete streets) do not regularly attend but are still in their positions
 - iii. Some staff have not attended due to staff shortages in their offices
 - iv. S. Corson (now Vacant) has left his position in Amherst

- v. A. Belensz – look for more people in the north
- vi. S. Verdile – agree that Lakes should be included
- c. Term limits, RPC voting members
 - i. C. Lentz and K. Lamb fell they do not need to be voting members
 - ii. C. Tufts – would K. Lamb be able to regularly attend; Mt Washington bike club to attend
 - iii. C. Tufts – are NHDOT voting members? T. Dunn – I believe two of the NHDOT are voting members
 - iv. S. Verdile – nominate C. Tufts to stay; C. Tufts may resign as chair at the end of Statewide Bike Ped Plan process
 - v. D. Topham – will remain on the list for now; put a feeler out for membership up north
 - vi. S. Verdile – to renew all expired members
 - vii. N. Sanders – will push membership renewals into next meeting; NHDOT to fill vacancy for NHDOT Active Transportation tech which will fill a membership vacancy
- d. Identify what regions of the state and/or groups are not represented
 - i. S. Verdile – I am with the Office of Highway of State Initiatives
- e. Discussion of possible nominations.
- 5. Future Meetings
 - a. Wednesday meetings (4th of the month) in the early afternoon (1PM) are good.
 - i. Target July meeting, which could be a presentation of the Draft Statewide Pedestrian and Bicycle Plan or a normally scheduled (July 28th 1 PM meeting).
 - b. N. Sanders to follow up with Statewide Pedestrian and Bicycle Plan presentation meeting

Submitted by:

Nick Sanders, P.E.

NHDOT Active Transportation Engineer