

Meeting summary

Attendees: Evan Gerson (Vice Chair), Rob Houseman (Town Manager), Jennie Chamberlain, Hugh Mellert, Captain Jim Martin, Scot Drysdale, Doug Deaett, Tim Cox, David Anderson, Bill Young, Daniel Chamberlain (guest), Barbara McIlroy (guest), Carolyn Radisch (Toole Design Consultant)

Quick recap

The main focus was on reviewing crash data and analyzing walking/biking patterns in Hanover, with detailed discussions about infrastructure improvements and safety measures for people walking and bicycling. The committee concluded by examining various transportation infrastructure projects and discussing a town-wide Shared Streets Vision Plan for a high comfort walking and biking network, emphasizing community input, prioritizing key areas for improvement, and near term prioritization based on coinciding with other street projects.

Next main steps

- [Carolyn: Add Verona Road to the network map as a yellow line](#)
- [Rob: Work with Carolyn to develop a prioritized list of network improvements based on safety, connectivity, mobility, and land use considerations, in consultation with David and Scot as needed](#)
- [Prioritize based on upcoming street work \(Note the 3-5 year horizon for priority projects including Crosby, West and East Wheelock, Lebanon and South Main Street and any upcoming street resurfacing. Lebanon by high school may be later\)](#)
- [Rob and Carolyn: Finalize the vision plan within budget constraints and present draft to the Bike Walk Committee for buy-in](#)
- [Rob: Present the final plan to the Select Board for their consideration and formal endorsement](#)

Additional steps

- [Rob: Engage with New Hampshire DOT about the Buck Road to Medical Center Drive sidewalk extension](#)
- [Rob: Continue discussions with Dartmouth College about the Crosby Street complete street design implementation](#)

- [Rob: Explore the feasibility of advisory bike lanes on Rip Road, similar to Valley Road](#)
- [Rob: Consider community input on potential traffic calming measures for Rip Road, including possible diverters at Verona](#)
- [Rob: Investigate the crossing improvement at East Wheelock and Verona in coordination with Peter Kulbacki and the Girlbrook Path project](#)
- [Rob: Address the pedestrian signal issue on the east side of Lebanon Street heading south at Summer Street](#)
- [Rob: Consider bicycle path cut-throughs or ramps at the bulb-outs in front of Richmond Middle School](#)
- [Rob: Work on South Street Library path connection with the Catholic Church](#)
- [Rob: Explore the feasibility of a shared use path segment along Lyme Road from Kendall to Kendall Riverfront Park with Kendall](#)

Summary

Getting started

As Carolyn set up the presentation, the committee mentioned the need to align the West Wheelock with bridge design, considering potential improvements to the temporary bridge design.

Hanover Crash and Safety Analysis

The meeting focused on reviewing crash data and walking/biking patterns in Hanover, with Carolyn Radisch presenting findings from a 10-year analysis. They discussed Hanover's crash rates compared to other New Hampshire towns, noting that while Hanover has lower severe crash rates, they still have more vulnerable road user crashes per capita than some other communities. Carolyn emphasized the importance of a safe systems approach to road design, including considerations for speed, vehicle safety, and infrastructure improvements. The group also touched on the increasing trend of bicycle injury crashes, particularly in certain areas like Wheelock Street, and discussed potential strategies for pedestrian and bicycle education.

Bike Lane Separation Strategies Discussed

The committee discussed the differences between e-scooters and motorized scooters, noting that the latter primarily use roadways while e-scooters can go anywhere bicycles can. They analyzed walking and biking patterns, finding that many automobile trips are short enough to be replaced by walking or biking. The discussion focused on whether to separate or share bike lanes, with the board

considering factors like speed, vehicle volume, and proximity to schools. They also examined the effectiveness of traffic diverters (also known as modal filters) and traffic calming measures for creating safe bike routes, particularly in neighborhoods like Dresden and Richmond.

Rip Road

The board discussed traffic diverters or flexible bollards as a low-cost solution to prevent cut-through traffic on Rip Road, particularly during school hours. They explored the possibility of making changes permanent or temporary, depending on community preferences. Carolyn also mentioned a strategy from other places where cars are not allowed within the vicinity of school during drop off. The group also discussed potential solutions for Rip Road, including revisiting the advisory shoulder option. The issue previously had been occasional parking needs but consultants have found that these temporary parking incursions don't interfere. The group agreed to include Verona Road on the map for better connectivity.

Transportation Infrastructure and Safety Improvements

Carolyn raised questions about the feasibility of implementing separated bike accommodations and suggested prioritizing critical gaps in the network based on safety, connectivity, and mobility considerations. The group discussed several transportation infrastructure projects, focusing on improvements for walking and bicycling. Bill reported on a meeting about the Girlbrook path, where Peter Kulbacki suggested improving the East Wheelock Road crossing at Verona as a first step, with potential for a shared use path on the west side of Verona in the future. The discussion also covered Summer Street in front of the high school as a potential shared street approach, and pedestrian signal issues along Lebanon Street. Bill mentioned ongoing discussions about a path on the south side of Leverone Field House, though funding challenges remain. Bill made a joke about needing some women to donate money to get the path. The group identified several priority areas for future improvements, including sidewalk gaps, complete street network improvements, and complete intersections, with particular attention to the Richmond Middle School area where a recent injury crash occurred due to the way the bike lane abruptly ends where there is a bulb-out obstruction.

Walking and Bicycling Infrastructure Planning

The board discussed several walking and bicycling infrastructure projects, including a sidewalk extension near the hospital and various street improvements. Bill suggested forming a group involving the town and hospital to advance the sidewalk project, though the board noted it would be included in the Shared Streets Vision Plan. Bill said he talked to Athos Rassias at the Norwich Farmer's market and Athos thought we should complete this connection. The group agreed to prioritize larger, more impactful projects like West and East Wheelock streets, South Main Street,

Lebanon Street, and Crosby Street, which could be implemented within a 5-year window, rather than focusing on smaller individual projects.

Street Improvement Projects Priority Review

The board discussed parking and street design priorities, with Bill suggesting a small working group to evaluate projects and prioritize them with Carolyn and Rob. Rob presented a list of street improvement projects, including South Main Street, East and West Wheelock, and Crosby Street, which he estimated would take 3-5 years to complete. The group agreed that extending the Lyme Road multi-use path through the Park/Lyme/College intersection was a priority. The group discussed there may be low cost operational changes that can be done to the streets not on the nearterm list. Bill raised concerns about the exclusion of Girlbrook Path from the current list of priorities, emphasizing its importance as a connection to playing fields and the food co-op. Carolyn mentioned the Girlbrook Path project already had different funding. Rob mentioned that the Girlbrook Path project was out of scope of this project.

Town Walking and Biking Plan

The meeting focused on discussing a town-wide walking and biking Shared Streets Vision Plan, with Rob and Carolyn explaining that while the initial survey results were considered, the current discussion was an early stage and not finalized. The group discussed specific projects including a sidewalk extension from Kendall to Kendall Park, with Scot suggesting it would be beneficial, and that Kendall and the Kendall community would be very interested in this. Scot pointed out how challenging it was for seniors to walk along the road to hear Yo Yo Ma. Bill suggested having a committee member join future staff discussions to provide historical context and community perspective. The conversation ended with agreement on the framework of safety, comfort, mobility, and connectivity as key priorities for developing an all-ages and abilities network.