

HIGHWAY SAFETY COMMISSION  
MINUTES  
September 30, 2019

Present: Chris Noyes (LPD), chair; Chad Vaillancourt(LFD); Malcolm Murray(School Board); Kimon Koulet (Resident); Dean Trefethen (Planning); David Stamps (Resident), Secretary  
Absent: Henry Lipman

- Meeting was called to order at 2:00pm by Chairman Chris Noyes, who stated a quorum was present
- Motion to approve minutes of September 7, 2019 by Malcom; Second by Kim. David pointed out the date at the top should be 3-7-19 not 3-4-10. Approved with changes unanimously.
- Chris Noyes presented an overview of an FY 2020 Traffic Safety grant #20-098. After discussion Chad moved for approval and Malcolm seconded. Approved unanimously.
- Kim mentioned he attended NHDOT presentation on Promoting Walking & Bicycling in Gilford last week. The attachment includes links for more information on ways to make your community's roads and streets safer and more accommodating to bikers, walkers and others.
- There was no other business.
- The commission voted to adjourn at 2:30pm

Submitted by David Stamps, secretary



Would you like  
to learn more  
about promoting  
walking and  
bicycling in your  
community?

YOUR GUIDE TO PROMOTING  
**Walking and Bicycling  
Accommodations**  
IN NEW HAMPSHIRE

New Hampshire  
**DOT**  
Department of Transportation

The New Hampshire Department of Transportation (NHDOT) has produced a guide to empower state residents and business owners to become more engaged in developing walking and bicycling infrastructure in their local communities. If you have ever wished it were safer or easier to walk, bicycle, or access transit in your community check out *Your Guide to Promoting Walking and Bicycling Accommodations in New Hampshire!*

COMPLETE GUIDE AT: [http://www.nh.gov/dot/programs/bikeped/documents/NHDOT\\_BPGuide.pdf](http://www.nh.gov/dot/programs/bikeped/documents/NHDOT_BPGuide.pdf)

New Hampshire  
**DOT**  
Department of Transportation

# 2

## BACKGROUND

### 2.1 | How Walking and Bicycling Benefit a Community

If you are reading this guide, you are probably already convinced roads should support more than just motor vehicles. However, you may have to persuade community members and decision makers that walking and bicycling accommodations are worth the time, effort, and money required to implement and maintain them. Below is a list of key benefits of bicycling and walking, most of which benefit the individuals using these modes of transportation and the community as a whole.



#### WALKING & BICYCLING BENEFITS...

##### THE PEOPLE WHO WALK & BICYCLE



##### THE COMMUNITY



##### THE PLANET



- A person who walks or rides a bicycle may experience all kinds of **health benefits**, including lower blood pressure, a healthier weight, a lower risk of chronic diseases, and improved mental health.
- A person who walks or rides a bicycle can **save money** on motor vehicle maintenance and fuel.
- Walking and bicycling foster a **greater sense of community** by creating more opportunity for interaction.
- Pedestrians and bicycles consume less roadway space than motor vehicles, leading to which benefits those who are traveling by any mode and those who live near busy roads.
- Reduced motor vehicle emissions results in **less air pollution** and therefore a **healthier** environment.
- Improved walking and bicycling infrastructure reduces the **risk of crashes and injuries** for those who walk, ride bicycles, and drive.
- Improved walking and bicycling infrastructure gives people **more transportation choices**, especially important for children and others who do not drive.
- Homes in walkable neighborhoods are more likely to have **higher property values** than homes in car-dependent neighborhoods.
- Pedestrians and bicycles cause much less wear-and-tear to infrastructure than motor vehicles, leading to **reduced maintenance costs**.
- More people choosing to walk and ride bicycles instead of drive to their destinations **greenhouse gas emissions**, leading to a reduced effect on climate change and a **healthier environment**.

2 | Your Guide to Promoting Walking and Bicycling Accommodations in New Hampshire

The Guide walks the reader through the benefits of walking and bicycling, how local and state planning processes work, and how **YOU** can get involved each step of the way. It also includes a visual guide to important types of walking and bicycling designs.

**OPERATING SPACE**

Pedestrians, bicycles, and motor vehicles all need a minimum amount of space to operate, and more space in certain cases. Knowing the minimum operating space necessary and understanding when additional space is needed will help you advocate for a practical design considerate of all modes of transportation.

BIKE LANE / SHOULDER TRAVEL LANES BIKE LANE / SHOULDER

PARKING LANE BIKE LANE BUFFER TRAVEL LANES BIKE LANE GREEN STRIP GUTTER SIDEWALK

**Pedestrians**

Pedestrian accommodations should be at least wide enough for two people on wheelchairs to pass each other. Therefore, a **travel lane** should be at least **5 feet wide** and **preferably 6 feet wide**. The travel lane does not include space used for things like street signs, mailboxes, outdoor seating, and bicycle racks. In a downtown area or near a school, a sidewalk may be **much wider** than 6 feet.

**Bicycles**

A person riding a bicycle needs at least 3 feet of rideable surface. Therefore, bike lanes **2** should generally be **4 to 6 feet wide** since the edge of a road is often not rideable due to storm drainage or accumulated debris in the gutter **3**. When a bike lane is adjacent to a parking lane, a painted buffer **4** is helpful to prevent "dooring".

**Motor Vehicles**

**5** Travel lanes can be as narrow as **10 to 11 feet**, and as little as **9 feet** on some local roads, provided these dimensions are appropriate for the traffic volumes and speeds. Traditionally, travel lanes have been designed with widths of at least **12 feet** and sometimes as wide as **16 feet**, which comfortably accommodate higher speeds. Narrower lanes create a safer environment for bicyclists and pedestrians and open up space within the public way for walking and bicycling accommodations.

**6** Parking lanes can be as narrow as **7 to 8 feet**.

2 | Your Guide to Promoting Walking and Bicycling Accommodations in New Hampshire