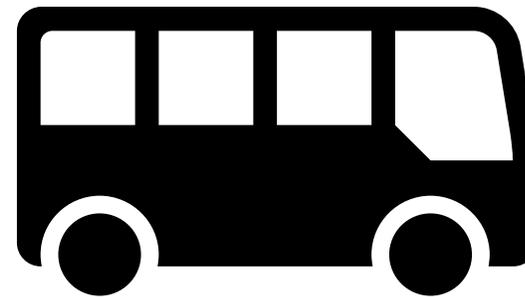




Transportation Advisory Committee Meeting

June 13, 2023





June TAC Agenda

- 1. Call to Order and Roll Call (Name and City/Town)**
- 2. Action on Minutes from April 11, 2023**
- 3. FY 2025-2034 Ten-Year Plan Updates**
4. Regional Corridor Transportation Plan – Implementation Update
5. Long Range Transportation Plan Update
6. Updates from Members
7. Other Business
8. Adjourn

Technical Assistance Projects

1. 223 total projects in Corridor Plan
2. 3 new projects this year
3. Provided technical assistance on 20+ projects
4. 3 funded projects through TAC process (Total ~ \$7 million) CMAQ and TYP

All corridors received Technical Assistance Support in FY24

- 120N
- 11/103
- 12A/12/11
- 10 S
- 4
- 4A
- 120S
- 10N

Technical Assistance Examples from FY 23



Road Safety Audit Applications for 2nd NH Turnpike in Unity/Lempster and for Charlestown Rd/Rt 11/Grissom Ln in Claremont



Ten Year Plan Project Development Claremont Main St Phase 2, Lebanon Hanover Street



CMAQ Project Development Newport Park and Ride, Lebanon Mascoma River Greenway Extension



Data Collection and research— Newport Maple St and Bradford St traffic study, Acworth Culvert inventory, School bus stop signs on Route 4A Corridor



Collaboration with NHDOT Enfield Shaker Hill, Wilmot 4A, New London Route 11 and Westside Drive

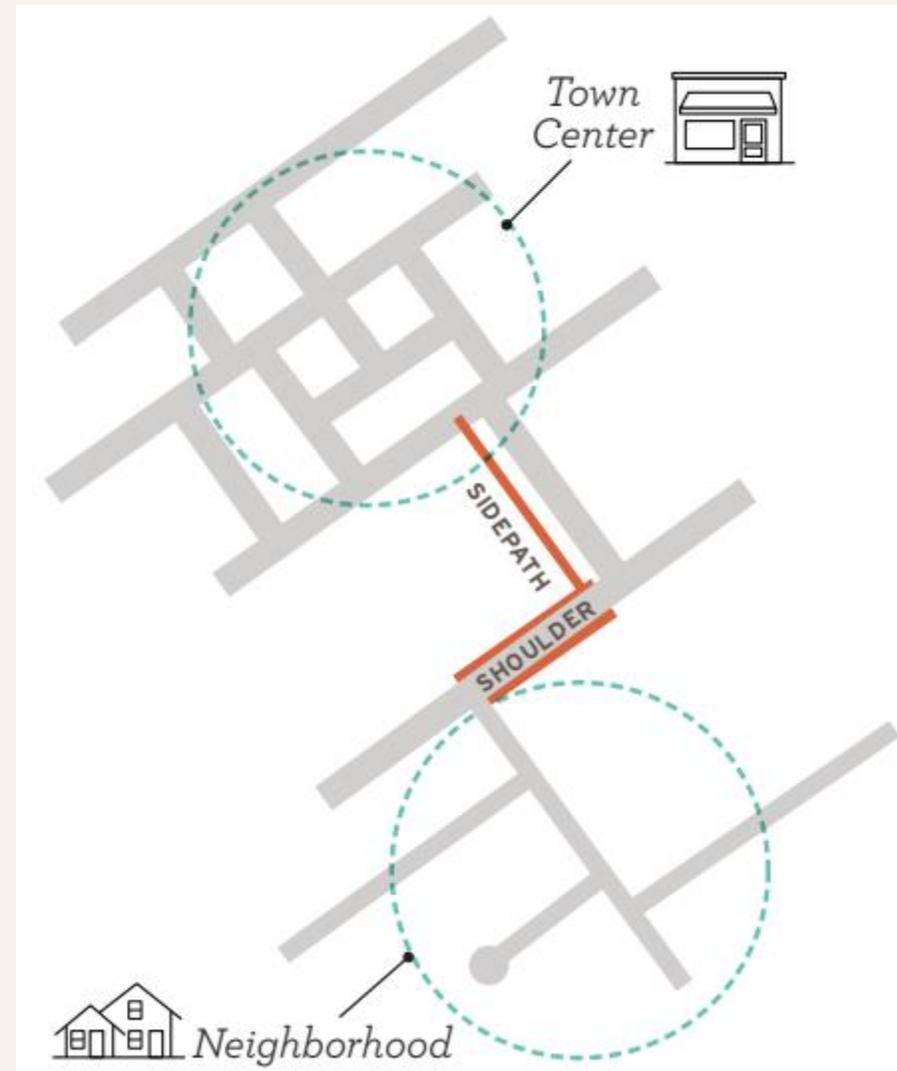


June TAC Agenda

1. Call to Order and Roll Call (Name and City/Town)
2. Action on Minutes from April 11, 2023
3. FY 2025-2034 Ten-Year Plan Updates
4. Regional Corridor Transportation Plan – Implementation Update
5. **Long Range Transportation Plan Update**
 1. Transportation Café on **July 11th at 6 pm** at the Kilton Library Community Room
 2. Complete Streets
6. Updates from Members
7. Other Business
8. Adjourn

Complete Streets

SAFE. ACCESSIBLE.
ATTRACTIVE.
ENGAGING. THE PATHS
OF YOUR COMMUNITY.



Small Town and Rural Multi-Modal Networks (2016)





Small Town and Rural Multi-Modal Networks (2016)



Small Town and Rural Multi-Modal Networks (2016)

Today's Agenda:

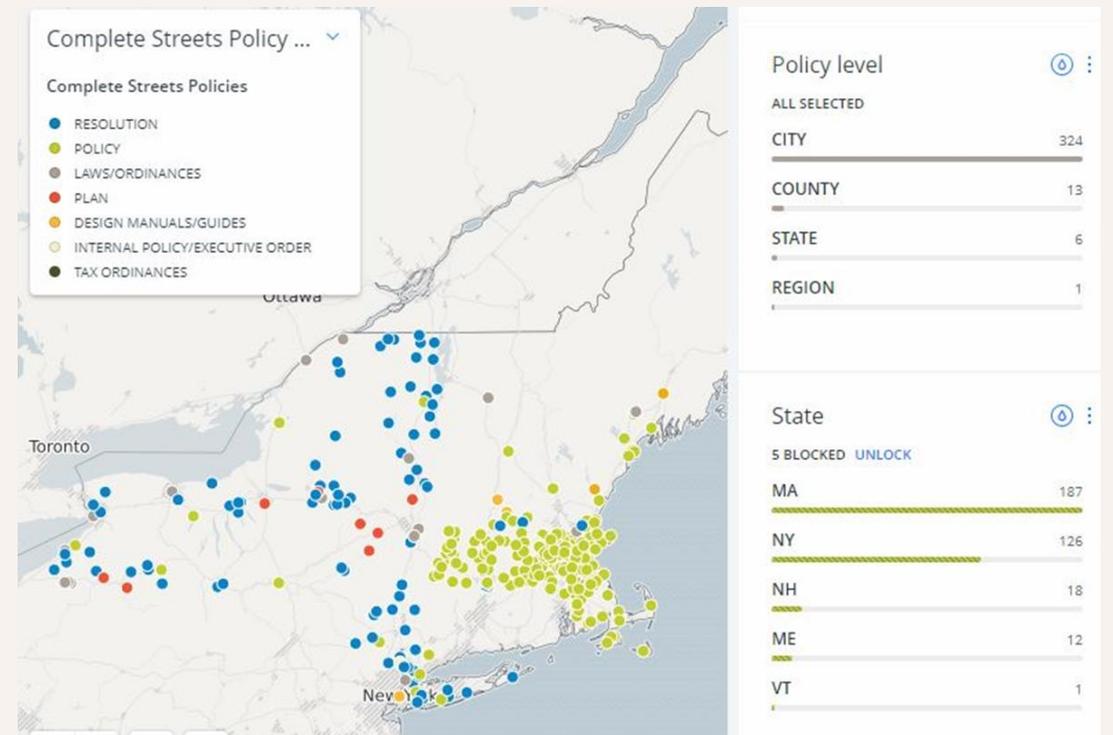
- What are "Complete Streets"?
- How to build and foster them
- Case Studies
- What UVLSRPC can do

History of Complete Streets

Started in 2003 as a response to car-centric planning

Smart Growth Principle

By 2012, nearly 500 policies were in place nation-wide



Why do "Complete Streets" matter in rural contexts?



Longer Non-local Trip Distances
Rural trip distances have been increasing.⁽ⁱ⁾



Health Disparities
Rural areas have higher rates of physical inactivity and chronic disease than urbanized areas.⁽ⁱⁱ⁾



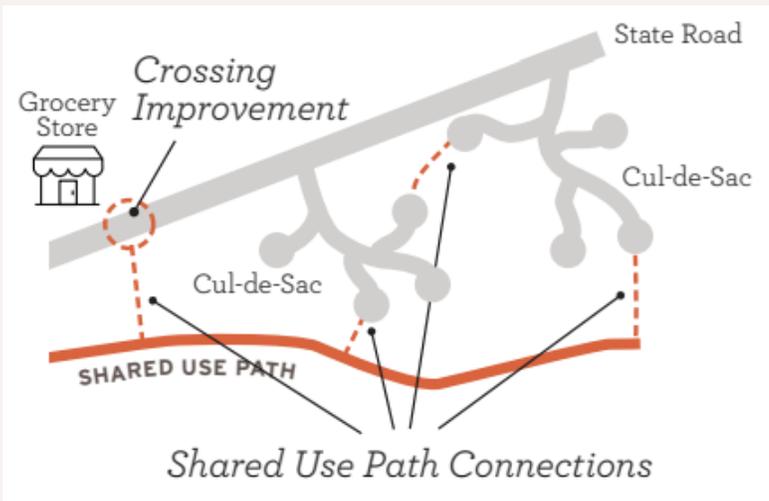
Higher Crash Rates
While only 19 percent of the population lives in rural areas, 58 percent of all fatal crashes and 60 percent of traffic fatalities were recorded in rural regions.⁽ⁱⁱⁱ⁾



Income Disparities
Urban households earn 32 percent more in yearly income than rural households.^(iv)

- Many streets are inadequate.
- Rural areas (20% population) experience over 50% traffic fatalities
- Who does not have a vehicle? Many who are 65+, underage, with disabilities, low income or prefer alternate lifestyle.
- We still need cars and trucks.

Why have a policy?



Establishes commitment and vision

Prioritizes diverse users

Applies to all phases and projects

Allows only clear exceptions

Mandates coordination

Adopts design guidance

Requires proactive land-use planning

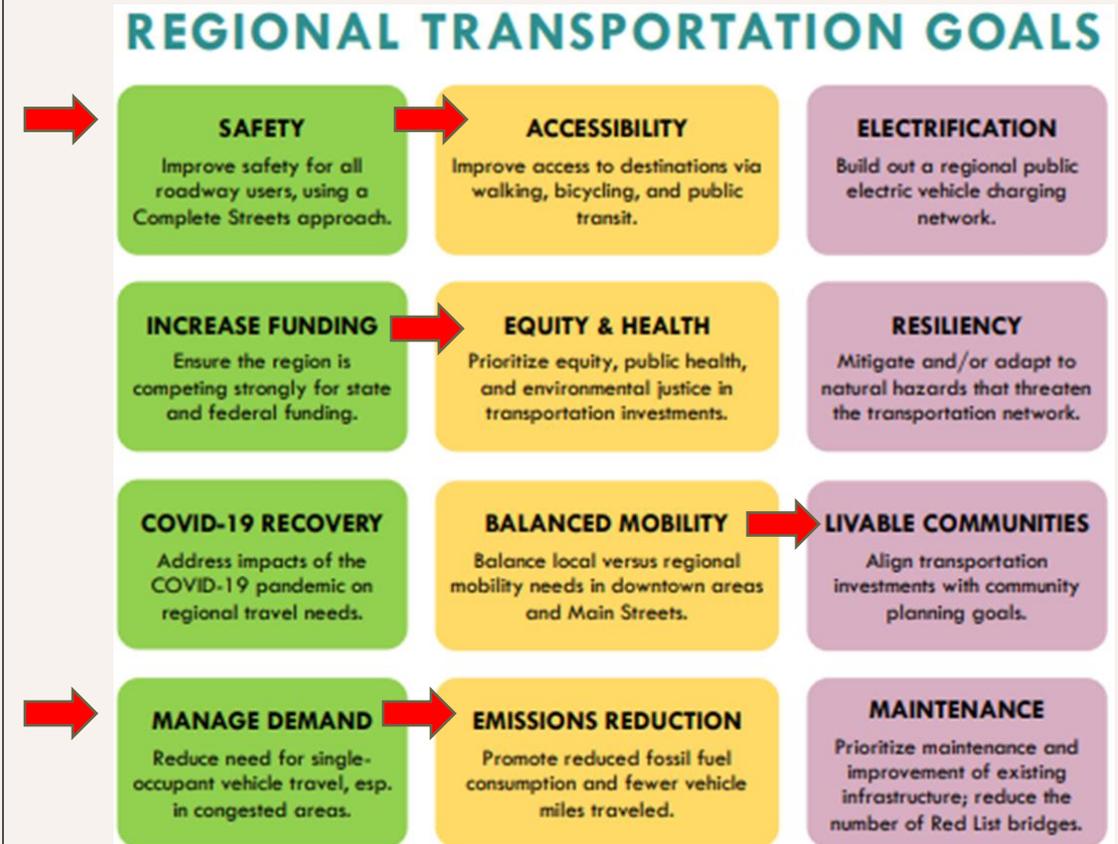
Measures progress

Sets criteria for prioritization

Creates a plan

How do "Complete Streets" meet our transportation goals?

- Safety
- Accessibility
- Equity & Health
- Livable Communities
- Manage Demand
- Emissions Reduction



Public Preferences & the Millennial Factor

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

- Between, 2001 and 2009, the average driven miles dropped by 23% for 16-to-34 year-olds.
- Compared to older Americans, Millennials take fewer and shorter trips, and take a larger share of trips by walking, bicycling, or other modes.



Unexpected Benefits



- Create Networks and address income and health disparities



- Opportunities for small business development and tourism



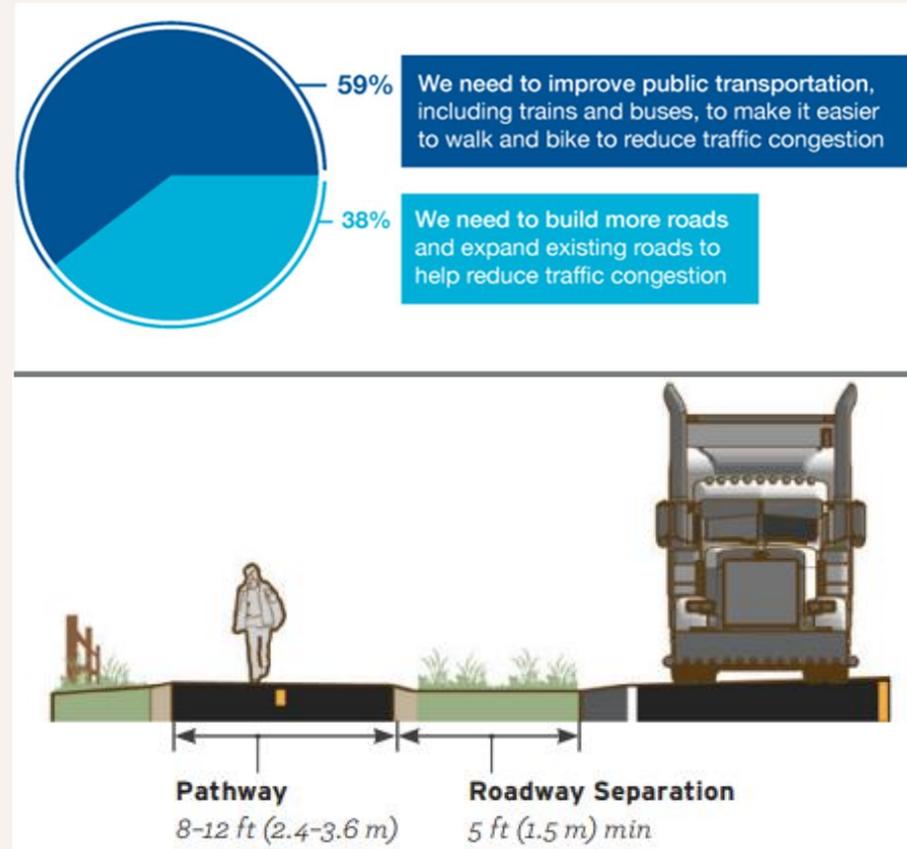
- Connect bike paths/rail trails with business centers



- Improve safety and green infrastructure simultaneously! (shade trees, storm water management)

Complete Streets Today

- The market is not meeting demand
- Common features:
 - Ample sidewalks
 - Street trees and landscaping
 - Bike lanes
 - Dedicated bus lanes
 - Comfortable and accessible transit stops
 - Frequent crossing opportunities, median islands, curb extensions
 - Safety Plan



Solutions and Pop-Up Projects

- Repaint travel lane for more shoulder. For roads 40mph or less, 10-11 ft
- Shoulders as bike lanes
- Bike lane maintenance
- Fluorescent signs for bike/ped areas
- Mark crosswalks
- Parking - Crosswalk Proximity
- Crosswalk refuge islands
- Bulbouts
- Winter maintenance
- Bike Rodeos
- Active Transportation Charette
- Bike Tours



Communities with Complete Streets Policies	Communities with Complete Streets in Master Plans
Hanover	Claremont
Lebanon	New London



Case Study: Valley Road in Hanover, NH

- Advisory Shoulders
- Rural Design (no sidewalks)
- Local Bicycle Connection
- Safe Routes to School Plan
- Pilot Project

How to build and foster Complete Streets



Research and communication is key to showing the problems and effective. Without it there can be friction.



With varied perspectives, the capacity to try out changes can be essential!



Use existing opportunities to build!



Resurfacing of roads, utility work and new development

Hanover Street

Planning Tool: StreetMix

2.1 m width

Unknown location

Remove

- 2.7 m +



1.8 m
Sidewalk

0.6
Si...

2.7 m
Transit shelter

0.6
L

3.6 m
Shared bus/bike lane

2.7 m
Drive lane

0.9 m
Pla...

3 m
Turn lane

2.1 m
Parking lane

1.2 m
Plante...

1.8 m
Bike lane

0.6
L

0.6
Si...

1.8 m
Sidewalk



What can UVLSRPC do?

Let's Brainstorm! Any other ideas?



Develop Complete Streets Policy



Pop-Up Demonstration Projects



Impact Analysis



Stakeholder and Community Engagement



Grant Writing



Project Development

Resources

- US DOT Guide: Small Town and Rural Multimodal Networks
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf
 - Bike Walk Alliance of New Hampshire
<https://bwanh.org/what-are-complete-streets/>
 - AARP - Complete Streets Archive
<https://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html>
 - Smart Growth America - National Complete Streets Coalition
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
-



June TAC Agenda

1. Call to Order and Roll Call (Name and City/Town)
2. Action on Minutes from April 11, 2023
3. FY 2025-2034 Ten-Year Plan Updates
4. Regional Corridor Transportation Plan – Implementation Update
5. Long Range Transportation Plan Update
- 6. Updates from Members**
- 7. Other Business**
8. Adjourn



Other Business

- Enfield Shaker Village Byway received a grant to build a parking lot and recreational path
- [PROTECT Grant](#)
- [Wildlife Crossings Grant](#)
- [EPA Clean School Bus Grant](#)
- [NHDES Clean Diesel Program](#)
- [NHDES Fleet Electrification Program](#)
- [Safe Streets for All Grant Program](#)
 - Sullivan County is putting forth an application
- [Charging and Fueling Infrastructure Grant Program](#)
 - State and Lebanon is putting forth an application
- Lebanon Multi-Modal Plan
- UVLSRPC Staff Updates



June TAC Agenda

1. Call to Order and Roll Call (Name and City/Town)
2. Action on Minutes from April 11, 2023
3. FY 2025-2034 Ten-Year Plan Updates
4. Regional Corridor Transportation Plan – Implementation Update
5. Long Range Transportation Plan Update
6. Updates from Members
7. Other Business
- 8. Adjourn**