

Draft New London Bike and Pedestrian Master Plan Discussion Guide





**Town of New London
Bike/Ped Master Plan
Presentation
September 2022**

Part 1: Statement of the Problem

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About NLBWC

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Community Support for

Part 2: Investment in Biking and

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Walking Accommodations.....

Part 3:

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Public Education and

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Enforcement- Keys to Success

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State Regulations and

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Part 5: The Planning Process

Part 6: The Draft Plan

Part 7: Implementation and
Benchmarks



Incalculable Value of Biking and Walking

Biking

“I thought of that while riding my bicycle.”

Albert Einstein (regarding the Theory of Relativity).

Walking

“The sum of the whole is this: walk and be happy; walk and be healthy. The best way to lengthen out our days is to walk steadily and with a purpose.”

Charles Dickens

“There is no habit you will value so much as that of walking far without fatigue.”

Thomas Jefferson



New London Bike Ped Plan Vision Statement

A bike and walk friendly community that features a robust network of sidewalks, trails, bike/walk paths and bike/walk lanes that are interconnected in order to encourage residents and visitors to have ready access to safely enjoy the active transportation recreational opportunities of our Town.

Why Bicycle and Pedestrian Planning?



- **Supporting active transportation like walking and biking promotes public safety and public health.**
Increased walking and biking can help reduce obesity, prevent car crashes and improve air quality.
- **Walkability and bikeability are good for the economy.**
Walkability can improve property values, reduce transportation expenses, support thriving business districts and village centers, and help attract young, talented workers
- **Walking and biking help fight climate change.**
In the United States, transportation is the leading source of greenhouse gas emissions, largely from personal vehicles
- **Walkable neighborhoods help build community cohesion.**
For example, a study out of the University of New Hampshire found that residents in more walkable neighborhoods in Portsmouth and Manchester, NH had higher levels of trust in their neighbors
- **Community members can't drive or don't have access to a car.**
Neighborhoods that are safe to walk and bike in grant our young people freedom to make friends and socialize, as well as access educational and recreational opportunities. They also help preserve the personal autonomy of our aging population, placing daily needs within walking distance. For individuals and households who can't afford a personal vehicle, walking and biking can become critical for commuting to work or reaching essential services.

One Fatality or Serious Injury is One Too Many in Our Community!
New Hampshire Has Serious Accidents Involving Motorists, Pedestrians and Bicyclists



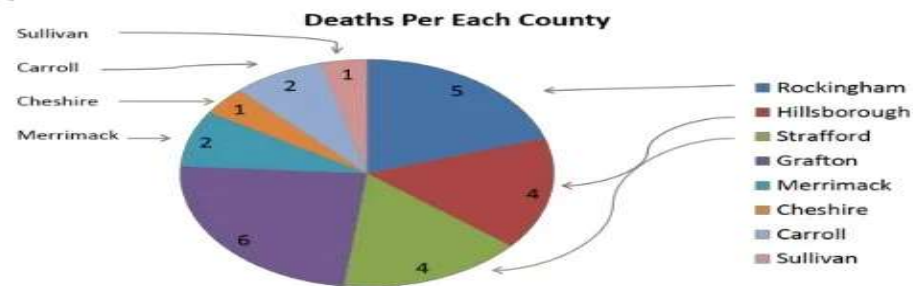
Recent pedestrian crashes, hit-and-runs shed light on crash statistics

WMUR Updated: 5:55 PM EDT Oct 27, 2021 MANCHESTER, N.H.

- A fatal pedestrian accident is under investigation in Manchester, and Hudson authorities are investigating a hit-and-run that seriously injured a bicyclist.
- In Manchester, a 67-year-old man was in the road on McGregor Street around 7 p.m. when he was struck and killed. Two hours later in Hudson, a 29-year-old bicyclist was seriously injured during a hit-and-run. Police said the pickup truck left the scene in Hudson and crashed into a telephone pole. The driver, Leah Haselton, faces multiple charges, including aggravated DWI.
- In September, a retired Hudson police lieutenant was struck and killed by a hit-and-run driver as she rode her bicycle along Route 125 in Kingston.
- A Rochester jogger was severely injured by a driver that ran him before leaving the scene.
- Incidents involving bicycles are on the rise, with 113 in all of 2020 compared to 77 by this July. Last year, 16 pedestrians were killed. There have been seven deaths so far this year.
- But motor vehicle crashes are on the rise. "Fatal crashes are up. Total deaths are up. Operators killed are up," New Hampshire State Police Capt. Chris Vetter said. "Speed is always high, impairment is always high, but neither of those are as high as distracted driving."

The locations of the accidents were split up by counties of New Hampshire. Rockingham and Hillsborough had the most with a total of nine out of twenty five.

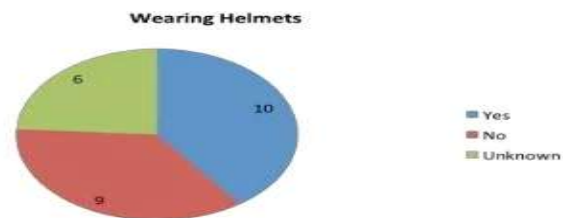
Figure 3: Counties



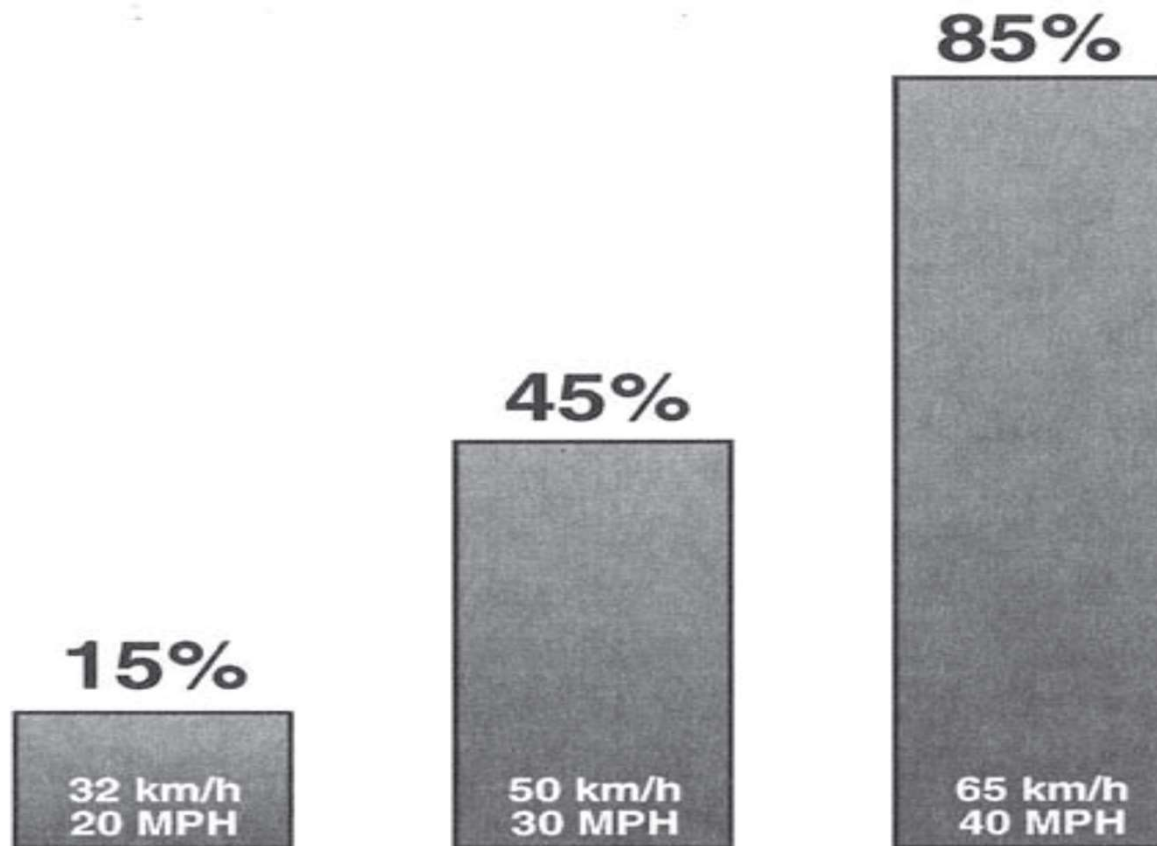
Pie chart showing the distribution of accident location in New Hampshire. Coos and Belknap had no cases from 2003-2015.

The main interest was to see whether the accident had the person wearing a helmet or not. The results are about 50-50 as ten killed were wearing helmets while nine not wearing helmets with six that are unknown.

Figure 4: Helmet



Pie chart showing if the bicyclist killed was wearing a helmet or not. The six unknown were because the files on the specific cases didn't specify if they were wearing a helmet or not.



Pedestrians' chances of death if hit by a motor vehicle

WHO WE ARE

*A group of neighbors, friends,
and community partner
organizations in New London,
New Hampshire.*

Steering Committee

Russell Moore, Chair
Anne Forzley, Secretary
Ernest Rowe, NLPD
Tim Josephson, UVLSRPC
Josh Sattely
Kathleen Kennedy, NLH

Coalition Membership

60 community members+

Partner Organizations



Colby Sawyer
College



New London Hospital
Dartmouth-Hitchcock



OUR MISSION

The New London Bike Walk Coalition's (NLBWC) mission is to encourage safe biking and walking and to promote access to these activities to all New London residents and visitors.



WHAT WE DO

- Public Safety & Education
- Public Advocacy
- Infrastructure & Route Planning
- Collaboration & Community Engagement





NLBWC Activities and Accomplishments to Date

- Community Bike Walk Survey 2021
- Incorporating into 2021 New London Master Plan the Promotion of Active Transportation and Complete Streets Planning
- 14 Share the Road Signs Installed
- Initial Downtown Business Bike Walk Loop Planning
- Main Street Traffic Stress Study
- Proposed Bike Rack Map
- Be Bike Safe Events KRES 2021 and 2022
- Hospital Days Information Booth and Children's Bike Helmet Giveaway
- Tentative -2022 Bike to School/Walk to School Event



BE BIKE SAFE!



Bring your bike to the KRES–NL School for a free bike safety check, plus fun giveaways and a bike course!

For riders of all ages!

Wednesday, June 16th from 4PM to 6PM

64 Cougar Court, New London

Thank You Sponsors!

New London Bike Walk Coalition

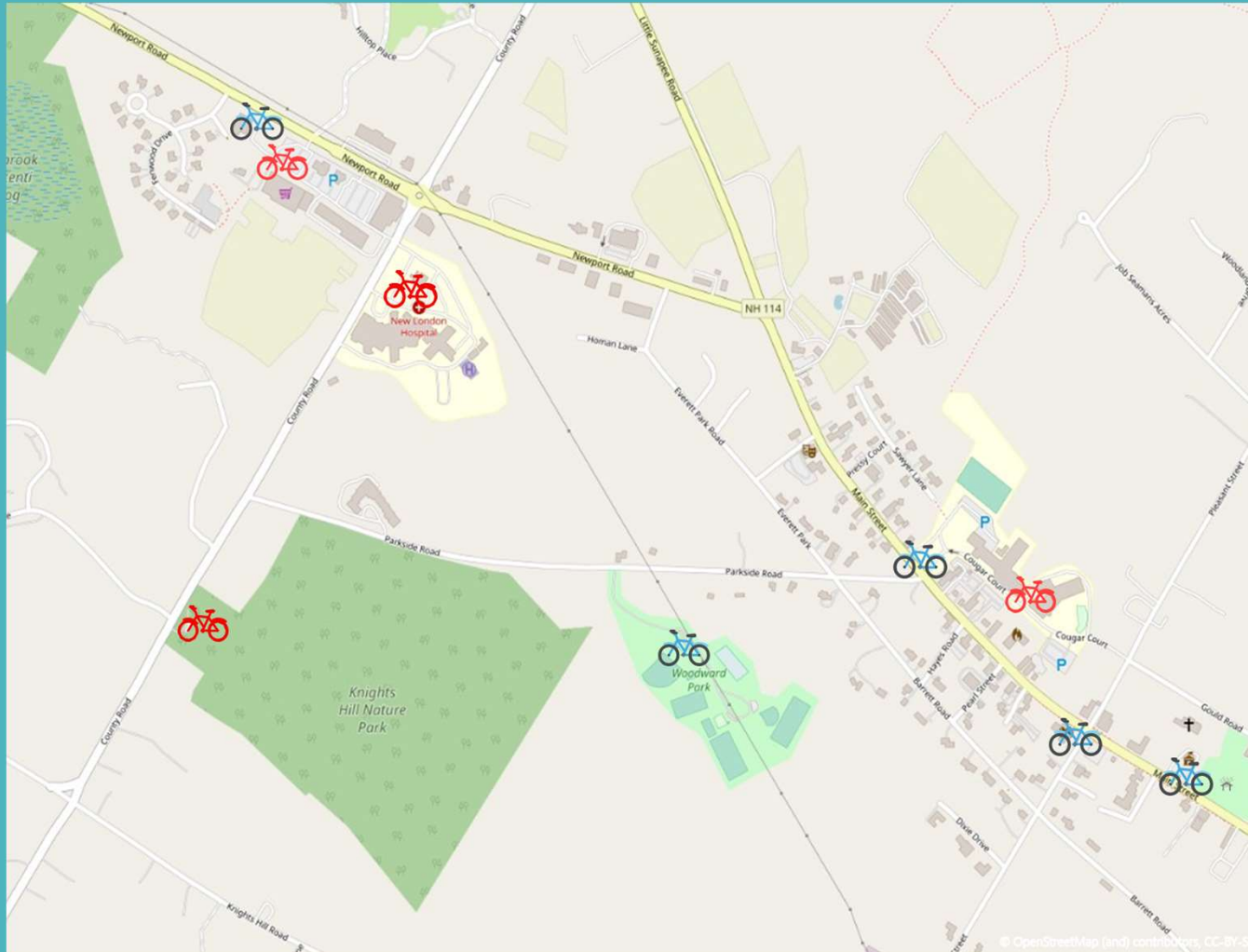


New London Hospital
Dartmouth–Hitchcock



Bike Rack Installation Proposal 2022





Community Support for Biking and Walking Investment

Community Survey June 2021 Response Tabulation-Walking

- 68% of 329 respondents indicated that pedestrian safety improvements important to the quality of life
- 63% replied that lack of adequate road shoulders or sidewalks prevented them from walking more

Community Survey June 2021

Response Tabulation-Biking

- 61% of respondents indicated that bicycle safety improvements very important to quality of life
- 71% supported the creation of walking/biking lanes on existing streets and widening road shoulders at select locations
- 68% indicated that connecting downtown to adjoining neighborhoods via off street trail or paths would be most important improvement

Comparing bike/walk safety concerns



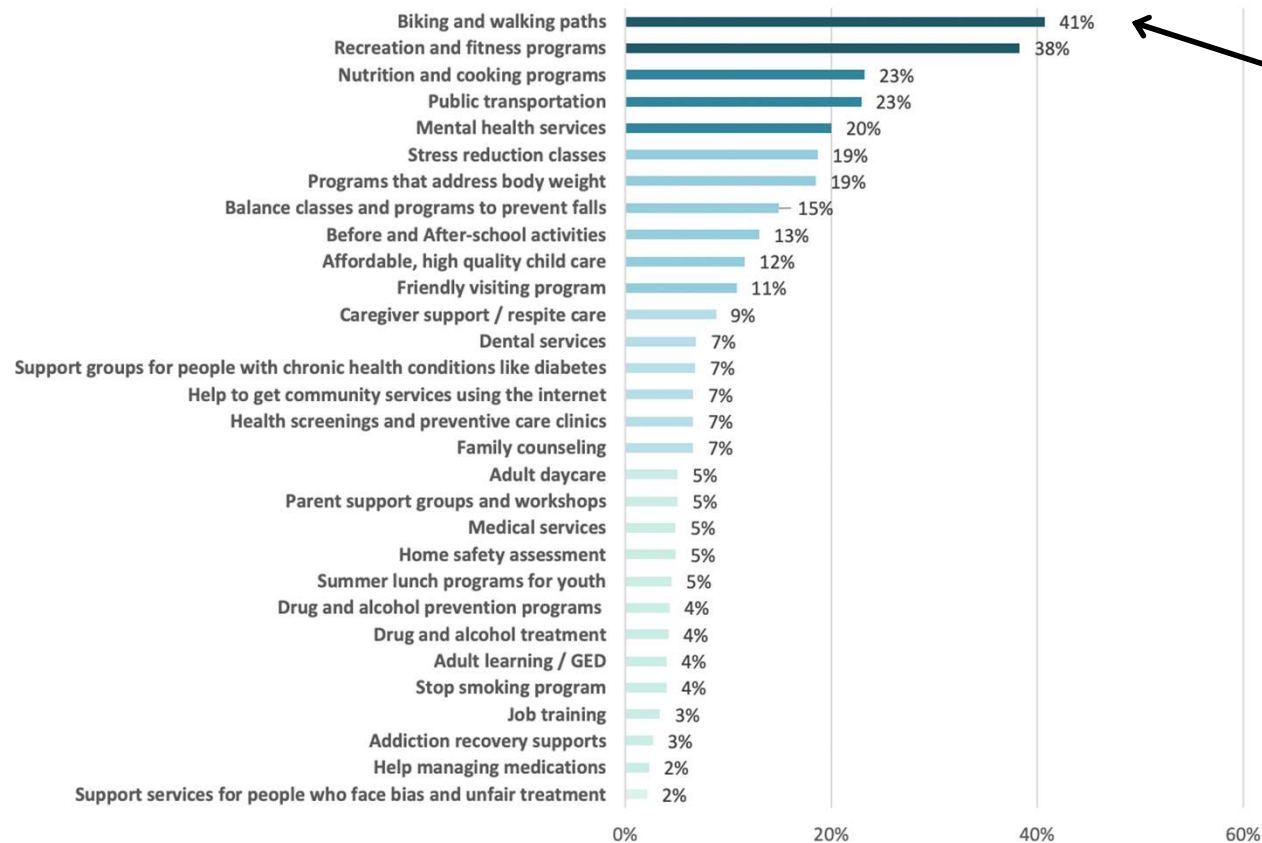
Biking/walking safety concerns need to be addressed on the following streets and intersections

Walking	Biking
Main Street	Main Street
Little Sunapee Road	Newport Road
Seamans Road	Seamans Road
County Road	County Road
Pleasant Street & Main Street	Main Street & Newport Road

What biking and walking safety improvements would you like to see implemented in the New London region?

Biker education
Improved signage
Speed limit enforcement
Walking groups
Bike/walk lanes
Shoulders
Crosswalk visibility
Motorist education
Street lighting

Which of the following programs or services would you or your family use if it were more available in your community?



New London community members were interested in using biking/walking paths, if made more available

Excerpts from 2021 Town of New London Master Plan Transportation Section

The Town of New London is dedicated to a well-balanced and connected transportation infrastructure: safe and welcoming to vehicles, public transportation, pedestrians, cyclists and all ages and abilities equally. The Planning Board proposes to research and incorporate Complete Streets guidelines (or similar) to address planning for nonmotorized transportation into street infrastructure projects. (Complete Streets is a road rehabilitation and construction planning methodology with an inclusive approach to design, operation and maintenance in order to enable safe access and mobility to all users.)

Recommendations:

- Encourage the continued maintenance of bicycle and pedestrian amenities while exploring additional improvements where appropriate.
- Conduct a parking study of the Main Street corridor.
- Conduct a corridor study of Main Street and Newport Road to identify deficiencies and potential safety improvements for motorists, pedestrians, and cyclists.
- Research and evaluate the implementation of a Complete Streets policy.

Purpose Of The New London Bike and Pedestrian Master Plan

The proposed Bicycle and Pedestrian Plan is a comprehensive strategy to make bicycling and walking safe, comfortable, and convenient for people of all ages and abilities. The Plan calls for a connected bicycle and pedestrian network and new programs and policies to help encourage people to walk and bike on a daily basis. This Plan builds on the Town’s considerable attributes and growing support for walking, bicycling, and “Complete Streets.”

The Bicycle and Pedestrian Plan will help make walking and bicycling in New London safer and more convenient throughout Town by creating a prioritized set of improvements to streets, sidewalks, and paths. The Plan will use data collection and analysis and include broad public and stakeholder involvement.

Town of New London Bike and Pedestrian Master Plan Goals:

The plan recognizes that walking and bicycling serve both transportation and recreational needs. As a small town with mix of residential, employment, education, recreational and cultural attractions all within a compact area, walking and bicycling are, and have historically been, a viable means of transportation. This plan sets forth a long term vision of a pedestrian and bicycle network for New London that is safe and convenient for a broad cross- section of walking and bicycling abilities.

1. Increase the level of walking and bicycling

A. Infrastructure: Build infrastructure that encourages walking and bicycling; that ensures pedestrian and cyclist safety, convenience, and accessibility; and provides for enjoyable travel.

B. Connectivity: Create links for pedestrians and cyclists on streets and other places, which connect neighborhoods, schools, shopping, places of employment, transit, and public spaces.

C. Access: Prioritize routes to school and transit that enable pedestrians and cyclists to travel safely and freely.

D. Streetscapes and Land Use: Create an environment using landscaping, public spaces and amenities that encourages pedestrian and cyclist travel; builds a sense of community; complements neighborhoods and commercial districts; and reduces impact on air and water resources.



Town of New London Bike and Pedestrian Master Plan Goals (cont'd):

2. Integrate pedestrian and cyclist considerations into all projects, policies and the planning processes- Master Plan Annual Budget Plan and Planning Commission project reviews
3. Inform and educate residents of the benefits of walking and cycling.
4. Develop a comprehensive pedestrian and cyclist plan based on the 'Five E's' as follows: Education, Engineering, Encouragement, Enforcement, and Evaluation
5. Strive to achieve the standards of the League of American Bicyclists to be designated a *Bicycle Friendly Community* and the Pedestrian and Bicycle Information Center standards to be a *Walk Friendly Community*.



PROMOTE WALKING AND BIKING

Implement policies and programs that will encourage Town residents and visitors to walk and cycle.

In addition to undertaking physical improvements to the streetscape, there are plenty of ways in which the Town, the School District and other entities can make biking and walking more commonly accepted modes of transportation.

Offer education programs. Bike and pedestrian safety courses at schools in the past, annual "Safe Routes to School" and a bicycle rodeos in the spring to reinforce the wearing of helmets, use of hand signals, etc. Organizations could offer additional programs to adults as well as children, on topics such as the ease and benefits of walking and bicycling, and how to become a one-car family.

Create and publicize a safe routes map. some sort of map, either online or on paper, that bicyclists can use to find the best and safest ways to reach certain destinations.

Host Regional Activities. The Committee, along with the Village, can reach out to local bicycling organizations to plan events where the Town is a destination or part of a larger route.. The Town's presence on the internet and in local publications should emphasize that active transportation is a Town priority.

Partner in local and national events. The Town should partner with local businesses to participate in events like the national "Dump the Pump", Earth Day, and more.

Run pilot projects. The Village can test interest in new bicycle or pedestrian services through low- or no-cost pilot projects. For example, partnering with local organizations to create a number of "Walking School Bus" routes, which paired children with other children from their neighborhood interested in walking to school with one another. Additional pilot ideas include providing secure bicycle storage bike parting at the New London Park & Ride.



The Importance of Public Education: Share the Road for a Healthy Maine Campaign

The messages focused on these main points:

- “Same Roads, Same Rules, Same Rights”
- etiquette for motorists (yield when turning, slow down and allow three feet of clearance, no honking, no dooring)
- etiquette for bicyclists (obey all traffic laws and signals, ride on the right, signal turns, use lights at night)

Results

Over a span of two weeks in May 2006, a targeted media blitz of the Greater Portland area rolled out 115 television ads, 276 radio spots, 10 newspaper ads and 300,000 Web impressions. Positive anecdotal evidence suggested that the campaign was widely recognized.

Share the Road



Motorists:

- Yield to a Bicyclist when Turning
- Slow Down and Give 3 Feet Clearance when Passing
- NEVER Honk Your Horn at a Bicyclist - it could cause them to swerve into traffic and crash
- Check for a Bicyclist Before Opening Your Car Door

Bicyclists:

- Obey ALL Traffic Laws, Signs, and Signals
- Always Bike on the RIGHT with Traffic
- Signal All Turns
- Use Lights if you are Biking at Night So Others Will See You

Same Roads • Same Rules • Same Rights

More info at:

www.BikeMaine.org

Sponsored by the U.S. Department of Transportation, MaineDOT, and the Bicycle Coalition of Maine

**Same Roads
Same Rules
Same Rights**



Share The Road

Share The Road
For A Healthy Maine



www.BikeMaine.org





Enforcement

Enforcement is a component of a successful walkable and bikable community. It should clearly be tied with education, so that drivers and riders are aware of the laws that exist. The town should also review any local ordinances, and adjust as needed to reflect the town's goals. One of the most important enforcement provisions that can improve safety for bicyclists and pedestrians is traffic speed enforcement.

Ultimately, one of the best approaches is to develop appropriate infrastructure that meets the needs of bicyclists and pedestrians and allows them to walk and drive lawfully.

Pedestrian Rights and Duties

Pedestrians Rights and Duties' under New Hampshire state statutes are described in **RSA 265:34-40**. The question often is raised regarding the 'rules of the road' so these key provisions of New Hampshire statutes are listed below for reference.

Pedestrians Subject to Traffic Signs and Regulations. – A pedestrian shall obey the instructions of any traffic sign or regulation specifically applicable to him, unless otherwise directed by a police officer. Pedestrians shall be subject to traffic and pedestrian control signals as provided in RSA 265:9 unless required by local ordinance to comply strictly with such signals. At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter. (NH RSA 265-34).

Pedestrian's Right of Way in Crosswalks

- When traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.
- Paragraph I shall not apply under the conditions stated in RSA 265:36. crosswalk.



Bicyclists Rights and Duties

According to the New Hampshire state law bicycles are vehicles and have the same rights to the roadway and duties as motor vehicles. (RSA 265:143). This means that 'bicyclists may occupy any part of a traffic lane when their safety warrants it. If the lane is too narrow to share, it is safer for the bicyclists to communicate that information by riding in the center of the lane.' (NH DOT *Don't be a Road Hog/Don't be a Road Warrior*)

New Hampshire recently joined several other states in passing a 'three-foot law' which requires motorists to allow a safe distance when passing bicycles:

Three-Foot Law. When passing a bicycle, leave a reasonable and prudent distance.

That should be at least three feet when the vehicle is traveling at 30 miles per hour or less and one extra foot for every 10 miles per hour over 30. (RSA 265:143-a). Motorists may overtake bicycles only if it is safe to do so (RSA 265:18).

Other statutes that address frequently asked questions:

Where to Ride. Bicyclists must ride on the right side of the road, with the flow of traffic (RSA 265:16-II).

Riding Two-Abreast. Persons riding bicycles two or more abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. (RSA 265:144-5).

Visibility. A bicyclist must wear at least one item of reflective apparel such as a reflective vest, jacket, or helmet from one-half hour after sunset to one-half hour before sunrise (RSA 265:144-12). When bicycling after dark a bicyclist must use a white front headlight and a red rear headlight or rear reflector visible for 300 feet. (RSA 266:86).

Helmets. Riders under the age of 16 must wear a helmet when operating a bicycle on a public way. (RSA 265:144-10).

The Bike Ped Planning Process

- Form a Town Bike Ped Committee
- Gather Additional Plan Input from Community Leaders/
Public
- Develop Draft Plan
- Schedule and Conduct Community Forum Discussions
- Revised Draft Plan with Clear Outcomes, Annual
Benchmarks and Timelines
- Obtain Planning and Engineering Resources to Delineate
Shovel Ready Projects
- Obtain Property Owner Support/Easements As Necessary
- Secure Funding for Bike Ped Implementation Phase 1
- Complete Phase 1 Project
- Community Celebration Event!
- Launch Evaluation/Feedback Modules to Inform Bike Ped
Phase 2 Plan
- Secure Funding for Bike Ped Implementation Phase 2
- Community Celebration Event!



Existing Character of Bike Pedestrian Network Connectivity and Roadway Conditions

New London streets and paths vary in their appeal to walkers and bicyclists. Local neighborhood streets with low vehicle volumes and speeds often provide comfortable places for walking and bicycling but do not form a connected network.

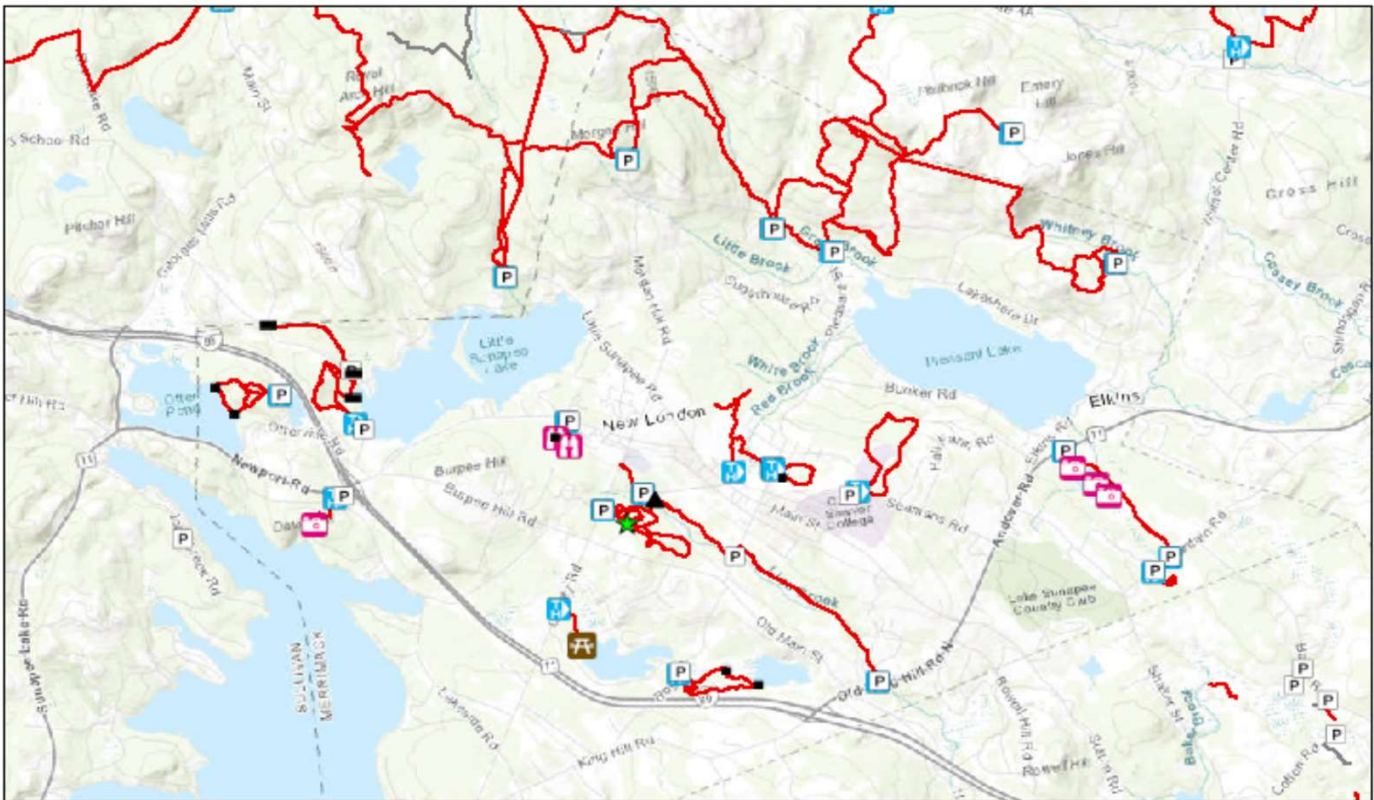
Larger arterial streets provide greater connectivity but higher speeds frequently make them less desirable as pedestrian and bicycle routes.

Similarly busy intersections can be a deterrent to walkers and bicyclist. Main Street & Pleasant Street, County Road and Main Street (rotary) and Little Sunapee Road (Rt.114) & Main Street are illustrative of these types of intersections.

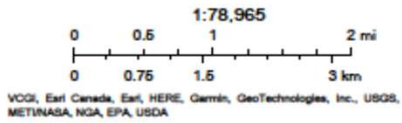
Bicycle and pedestrian accidents and injuries occur primarily on roads with higher vehicle volumes and speeds such as Main Street, Seamans Road and Route 11 and its main intersecting streets.

The Department of Public Works, under the leadership of Bob Harrington, has consistently instituted traffic slowing signage in the summer months and painted crosswalk grids on pavement to alert motorists and pedestrians to appropriate crossing points on Main Street.

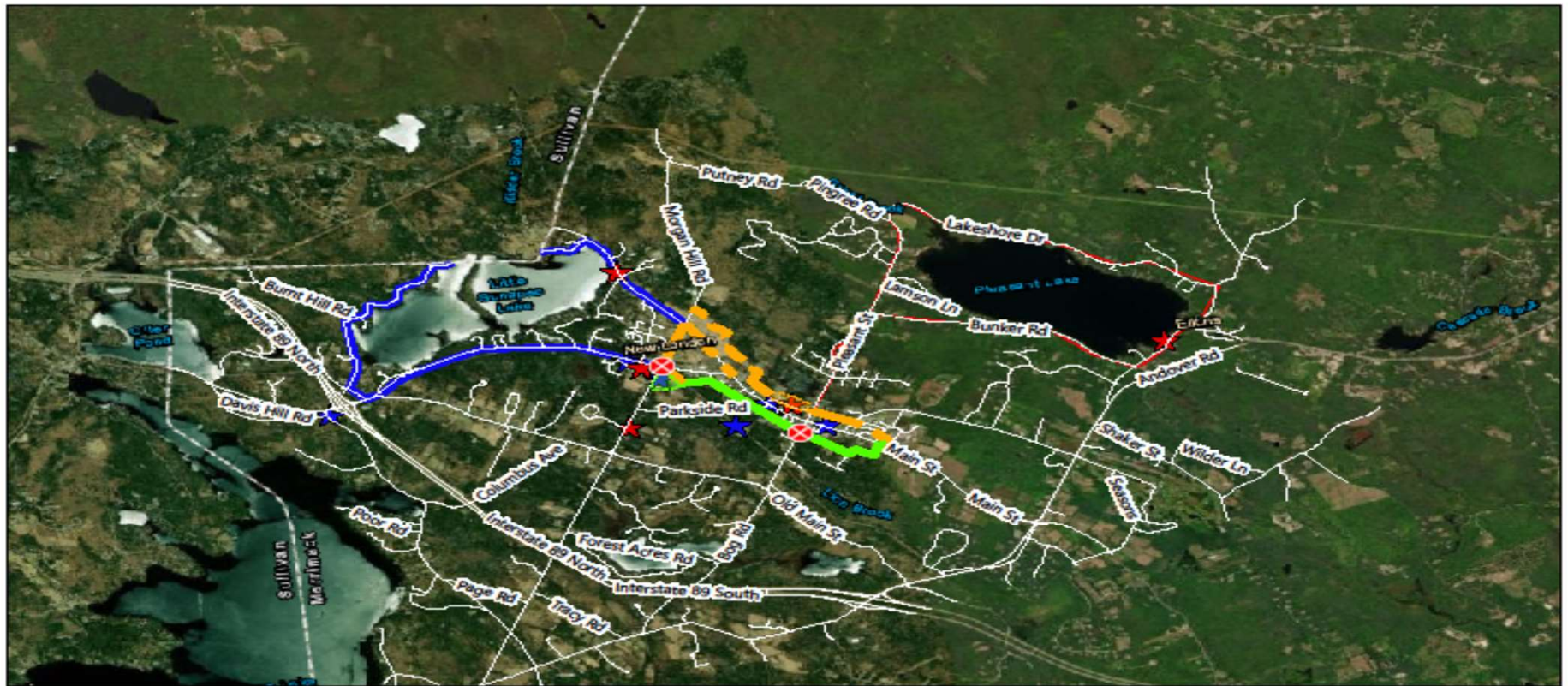
New London Trails on Topographic Map



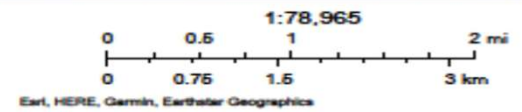
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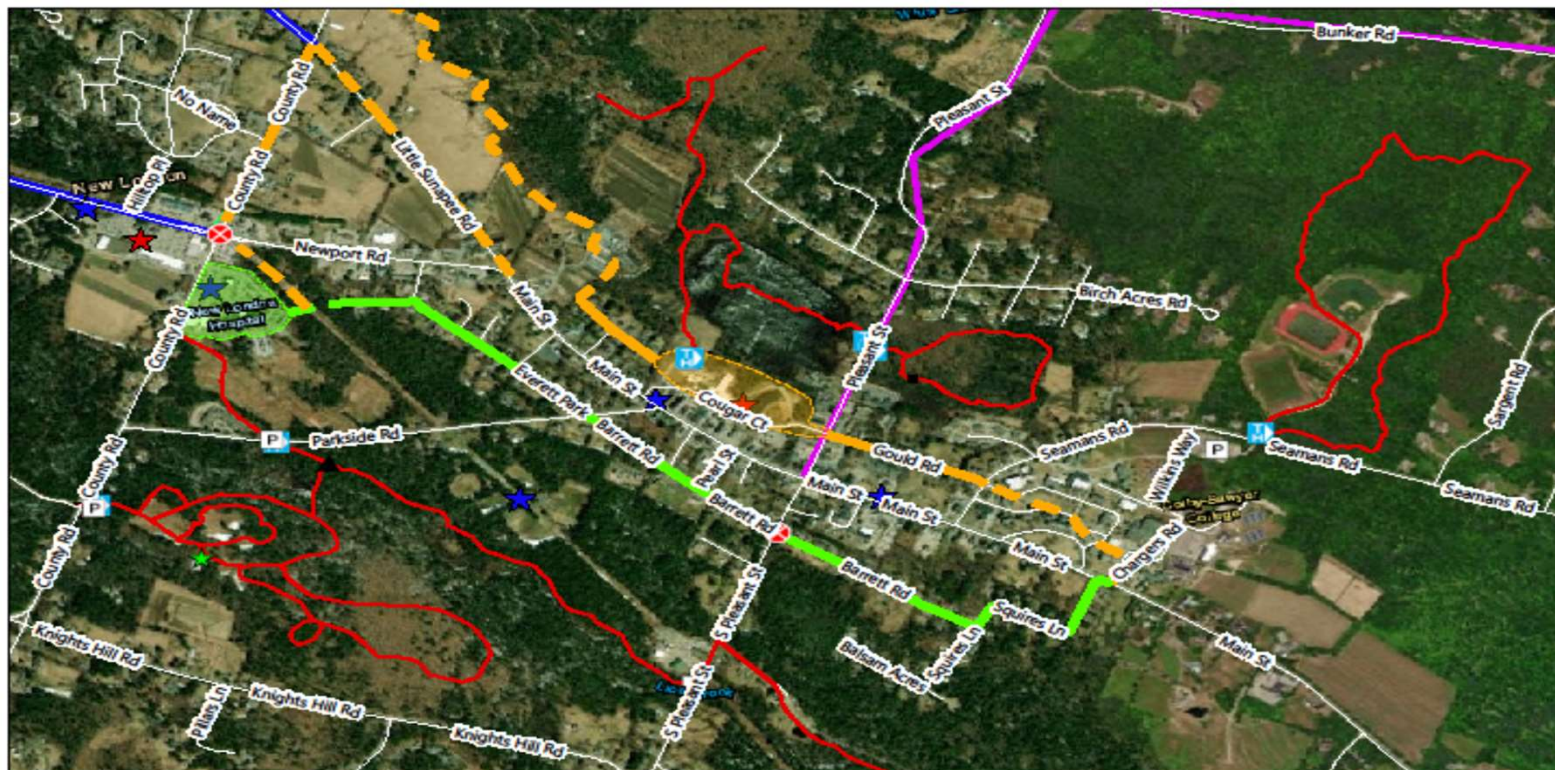
New London Bike Loops - Discussion purposes only



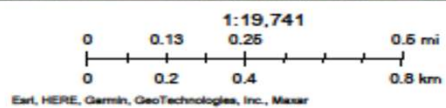
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New London Bike Loops - Discussion purposes only



9/22/2022



Bike/Ped Master Plan Committee Implementation Sample Schedule



Jan. 1, 2023 – Form Town Bike-Ped Planning Committee

Jul. 1, 2023- Assess Resources and Expertise Needed to Complete Plan

Nov.1, 2023- Secure Resources and Expertise Required to Complete Plan

Jan. 1, 2024- Gather Community Input from Public, Property Owners, State and Local Agencies

Jul. 1, 2024-Finalize Draft Plan

Nov.1, 2024- Obtain Approvals from Property Abutters, Local and State Agencies

Jan. 1, 2025- Obtain Funding and Secure Contractors

Jul. 1, 2025- Complete Bike-Ped Phase 1 Implementation

Nov.1, 2025 – Evaluate Phase 1 Implementation and Modify Phase 2 Plan as Necessary

Jan. 1, 2026- Gather Community Comment for Phase 2 Implementation

Jul. 1, 2026- Secure Funding and Approvals for Phase 2 Implementation

Nov.1, 2026 – Complete Phase 2 Implementation

Jul. 1, 2027 – Community Celebration Event for Bike/Ped Project



Let's build a safer
& healthier
community together.

<https://www.facebook.com/newlondonbwc>

Thank you