

**PC Multi-Modal Transportation Subcommittee
Special Meeting
Tuesday, January 9, 2024 at 10:30 am**

To be held in person at the Bandstand on the Norwich Green

1. Approve Agenda
2. Public comment for items not on the agenda
3. Discussion of a 6-month plan for the group
4. Approve 11-17-23 Draft Minutes
5. Adjourn

Norwich Multi-Modal Transportation Subcommittee Minutes -11/17/23

Members Present: Ernie Ciccotelli, Vince Crow, Jaan Laaspere

Public: Elissa Close, Marcia Calloway

Meeting Opened: 8:15am

1. Approve Agenda:

The group had consensus to approve the agenda.

2. Correspondence

Any correspondence regarding the bike corridor received after the agenda was posted will be included at the end of the minutes

3. Public Comment on items not on the agenda

N/A

4. Administrative

The group had consensus that the name is sufficient and applicable to multiple types of transportation, and that membership and charter should be discussed at a future PC meeting.

5. Route 5 Bicycle Corridor

The chair of the PC completed and submitted the survey, taking input from the group. The answers are as follows:

“Is your organization supportive of a planning study related to a future bicycle corridor on or along a route that is roughly adjacent to U.S. 5? Please note that while project funding and timeline have not been defined, the scale of this effort will require financial support in the form of local investment or funding match.

Yes

How important is improving bicycling conditions on or along a route that is roughly adjacent to U.S. 5. in your town or region?

Very Important

How would you anticipate a bicycle corridor on or along a route that is roughly adjacent to U.S. 5 to be used in your town or region?

Local transport

Connection to local destinations

Connection regional destinations

Exercise and health

OTHER: Commute to work and school

How do you rate present bicycling conditions on U.S. 5 in your town or region?

Fair

What factors currently DISCOURAGE bicycling on U.S. 5 in your town or region?

Narrow shoulders

Personal safety concerns (high speed)

Deficient or unmaintained facilities (multi-use paths, sidewalks, or bicycle lanes)

Significant vehicular traffic on route

Lack of connected facilities (multi-use path, sidewalks, or bicycle lanes)

Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5.

Dresden athletic fields

King Arthur Baking Company

Farmers' Market

Montshire Museum of Science

Educational facilities in Hanover, NH

Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry?

Norwich Main Street / Church street intersection

Intersection 10A & Route 5, Northbound left turn on 5

River Rd intersection with Route 5

Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous?

North after Norwich school, lacks multimodal width

Narrow shoulders around Hopson Road in both directions

Main Street/Church Street intersection

Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity?

Main Street/Church Street intersection

Route 5 south (from village)

If you have any additional comments or concerns, please feel free to share them below.

We received many enthusiastic expressions of support for this project from Norwich residents. People expressed desire for consideration of a shared use path on Route 5 south of the village.

6. Adjourn

Consensus to adjourn

Minutes by Vincent Crow on 10/20/23

Additional correspondence:

As a bicyclist who has biked on Route 5 for both exercise (good for my health) and commuting to work (good for the planet), I can attest to how important it is to have a paved road with wide shoulders in good condition. I used to bike commute from Norwich to White River Junction. I would ride part way on Route 5, but with the cracked pavement and narrow shoulders I did not feel safe in traffic, and so would ride the rest of the way on side roads with less traffic. The section of Route 5 between Norwich and East Thetford was repaved a few years ago and that made an enormous difference. Before then, fellow cyclists and I avoided Route 5 due to the broken pavement and crumbling narrow shoulders. Now it feels much safer. Though, ideally it could be a bit wider. For example, Route 10 in NH from Hanover to Lyme has a wide shoulder that allows cars to pass cyclists at a safe distance. A narrow road is unsafe for bicyclists and is also frustrating for drivers waiting for a safe opportunity to pass. A Route 5 bike corridor with improved bike lanes would also greatly benefit recreational cycling events, such as the annual Prouty fundraiser that typically uses Route 5 from East Thetford up to Wells River.

Thank you,

Jeremy Wallis, Norwich, VT

Hi - thanks for your note in the Norwich list serve today about the route 5 bike corridor. I am an enthusiastic supporter of the project.

There have been some horrific bike accidents on route 5 which is a heavily used bike route.

I wonder if a rail trail might be a better use of the tracks than the two trains a day currently using the track.

My experience with rail trail use in NH, VT, various other states and in Europe is "if you build it they will come". It supports the local economies and the health of the community by providing a safe space for exercise and outdoor activity.

Paul Bozuwa

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