AGENDA 1/09/2023 4:00-5:30pm

GOOGLE DRIVE: January 2023 Mtg Folder
https://drive.google.com/drive/folders/17F2tu-HfLODJhm-fkXpbyVDAKrr3te?usp=share_link

HBW ZOOM: https://dartmouth.zoom.us/j/93751554984?pwd=cERYeEJDUhU0dUTvhT3Nnb0ErUT09

1. In the news: Deaths (131/134) keep rising along N.H. roads, both in and out of vehicles (14/17), Rochester pedestrian, Stratham pedestrian, Gotham pedestrian (2 min)

2. INTROS: Tim Boyle, Irina Perreard (5 min) 4:10pm

3. RECAP: Zoning reform and the impact of smart growth principles on walking and biking
   Parking Mandates & The Macri Report on Parking Mandates funding (1 min)

4. ORGANIZATIONAL: Dec Minutes [4 min] 4:15pm

5. CURRENT [60 min]
   - new Hanover Bike Walk members
   - Speed Limit by RMS (20 min) - Tim Boyle, RMS Principal
   - Walk Bike Safety on S. Main (10 min) - Irina Perreard, Brook neighborhood resident
   - Park/Lyme intersection (5 min) - Dave Anderson
   - HBW Vision, Mission, Goals (5 min) - Jennie/Patrick/Scot
   - Hanover sidewalk clearance (5 min) - Nicolás Macri
   - Reflective band distribution (5 min) - Bill Young

6. UPDATES [10 min] 5:15pm
   - Walk Bike Plan (google drive folder) - (2 m)
   - Hop pedestrian detours, crossing closures, transit hub move (5 m)
   - Sustainability Master Plan - mtg 1/10 5-7pm
   - HBW request for HPD crash reports to update crash map with 2022
   - HBW letters sent to Safety Committee re: 25mph by RMS, Dunster Crosswalk

7. FUTURE
   - Metrics (Network Scoring, GHG emissions reductions by project, Engagement, Equity, Walk Bike Data
   - Shared Streets 4 All - street by street, intersections, connections to other towns
   - Neighborhood Walk ‘N Rolls
   - Safe Routes to DHMC, CHAD
   - Safe Routes to Sachem

HANOVER BIKE WALK   Town of Hanover   PO Box 483   Hanover, NH  03755
The Compact City Scenario Electrified
The Only Way to 1.5°C

As we recover from COVID-19, we must choose how our cities will grow. Recent research studied four possible scenarios for the future. Only one scenario is consistent with limiting global warming to less than 1.5°C and avoiding the worst effects of climate change.

We keep building cities for cars instead of people. car use increases, and most cars and vehicles are powered by fossil fuels.

Clustered development allows drivers to take fewer, shorter trips.
Every day, Jane drops her granddaughter off at daycare, drives to work, and picks up groceries on the way home. Walking, biking, rolling, or transit are usually safe and convenient options.

Sprawling development requires drivers to take more trips—and longer trips.
Like Jane, every day Jeremy drops his daughter off at school, drives to work downtown, and picks up groceries on the way home. Walking, biking, rolling, and transit are not safe or realistic options.

“Sprawling, car-oriented development is leading to more driving. Clustered development allows drivers to take fewer, shorter trips. Sprawling development requires drivers to take more trips—and longer trips.”

1990-2017
Even as our vehicles have gotten far more efficient, emissions have risen.

Why? A 50% increase in driving overwhelmed all of those improvements in fuel efficiency.

Smart Growth American, Transportation for America, “Driving Down Emissions”


Read the report, The Compact City Scenario - Electrified, by ITDP and UC Davis, at: www.itdp.org/publication/the-compact-city-scenario-electrified/