



CHAPTER IV: IMPLEMENTATION COMPONENT

A. ACTION PLAN

The NRPC Regional Bicycle and Pedestrian Plan is a comprehensive set of recommendations that will combine to create a system of policies, programs and physical improvements to encourage increased bicycling and walking for everyday transportation over short distances. In order for the goals of this plan to be achieved, an action plan is necessary. The implementation strategy for this plan was developed based on the assumption that the proposed recommendations can be achieved in three phases; short-term (<5 years), mid-term (6-10 years) and long-term (10+ years).

The Action Plan lists the recommendations as they appear in the text of this plan, and assigns each recommendation to a particular phase in the implementation strategy. The recommendations build on each other to bring about the physical improvements and behavioral changes that will lead to an increase in bicycling and walking in the region. The recommendations are intended to compliment each other. For example, the physical bicycle and pedestrian network will provide comfortable conditions and therefore an incentive to bicycle and walk throughout the region. The education and enforcement efforts will reinforce the perception that bicycling and walking are enjoyable ways to travel short distances. The order and timing of the implementation strategy are intended as a guide and it is understood that as time passes priorities will evolve and the order and timing of implementation will change. Proposed leading roles are shown in bold type in the agency role column. Coordinating roles are shown in underlined type in the same column. **The Action Plan appears at the end of this chapter.**

Recommendation:

- Use the Action Plan as a guide to begin implementation of the plan.

B. MANAGEMENT, COORDINATION AND EVALUATION OF PROGRESS

The overriding purpose of this plan is to increase the incidence of bicycling and walking in the region for destination-oriented trips. This goal will only be reached when the recommendations laid out in the plan are implemented by the agencies that have a mandate to effect such change. A number of entities may assume this responsibility, ranging from state and local government, to NRPC (advisory capacity) to local businesses and school districts. There is currently no coordination at the regional level for implementing any kind of bicycle network and the level of commitment for improving the atmosphere for bicycling and walking locally varies from town to town. The NRPC should work with key local officials, business representatives and private citizens to translate the goals and policies of this plan into reality. An assessment of progress made towards achieving the goals of this plan should be conducted once per year. The assessment effort must be given serious consideration in order to assure the progress of the improvements made in accordance with the recommendations in this plan. Accomplishments and setbacks will be noted, and goals and strategies will be revised accordingly.

Recommendations:

- A regional bicycle and pedestrian steering committee should be formed to oversee the implementation of the regional plan. The steering committee should include a representative cross section interested members of the public, bicycle advocates and professionals.
- A member of the NRPC staff should be the designated regional bicycle and pedestrian Program Manager. The Program Manager will provide bicycle and pedestrian related staff assistance to the Steering Committee, among other responsibilities.
- Assign responsibility for the implementation of the recommendations in the plan. The Program Manager should maintain contact information and carry on an open dialog with bicycle and pedestrian advocates and other stakeholders from throughout the region.



- The Program Manager should coordinate a cooperative effort with local jurisdictions, the business community, and other interested parties to implement the recommendations contained in this plan.
- The Program Manager will pursue local, state, federal and private funds for the facilitation of bicycle and pedestrian projects and programs.

C. FUNDING

The recommendations contained in this plan require funding and program support. Some improvements can be part of regular roadway maintenance. For example, making sure that travel corridors are well defined with the proper pavement markings can be part of the annual DPW maintenance schedule. Other improvements are more community oriented. For example, employers could provide showers and changing areas for employees who choose to commute via bicycle. Large projects, such as construction of the Nashua to Amherst rail with trail, will require funding through a variety of municipal, state and federal programs.

The goals of funding efforts are:

- Provide consistent funding for the bicycle and pedestrian transportation projects and programs;
- Provide adequate funding so that bicycle and pedestrian facilities can be included in all new roadway development;
- Acquire maximum available funding from municipal, state, federal and private sources.

Sources of funding include:

- ISTEA: Transportation Enhancement (TE), Congestion Mitigation and Air Quality (CMAQ). Surface Transportation Program (STP), Bridge & Betterment, Federal Transit Authority.

D. SUMMARY

This plan aims to provide guidance for the planning, development, and implementation of safe, usable facilities for bicycle and pedestrian travel in the Nashua region. This plan will integrate bicycle and pedestrian travel into the regional transportation system, and it will serve as the bicycle and pedestrian element of the NRPC Long Range Transportation Plan. This integrated system will benefit drivers by encouraging increased biking and walking, which will result in less competition for limited roadway and parking space. Bicyclists and other non-motorized travelers will benefit from a safer and more enjoyable biking and walking environment. Additionally, all users of this integrated system will benefit from increased transportation options for both local and regional travel.

The overriding purpose of this plan is to effect positive change in the region's non-motorized transportation system. This goal will be realized if the strategies and recommendations described in these chapters are implemented. A number of entities may assume this responsibility, ranging from state and local government to the NRPC to local businesses and school districts.

This plan has been developed to provide a blueprint that will guide municipalities as they work towards improved bicycle and pedestrian facilities, as well as increased awareness of the economic, environmental and social benefits of increased biking and walking. The components of the plan support a vision for bicycling and walking in the region that recognizes the need for improved education, encouragement and enforcement as well as the need for improved bicycle and pedestrian facilities. These components also provide a framework and an implementation strategy to make the physical and behavioral improvements that are necessary to increase the incidence of biking and walking in the region. Implementation of the plan will encourage an increase in the number of personal trips undertaken on bicycles and on foot, which will in turn lessen dependency on the automobile.

**ACTION PLAN**

Opportunity/Need	Recommendation	Agency Roles	Target Date
Task 2.0 Physical Improvement Component			
2.II Bicycle Friendly Region			
2.II.A Policies and Programs			
<u>Pavement marking policy</u>			
Purpose: Motorists, pedestrians and bicyclists benefit from pavement markings that clearly define travel lanes, crosswalks, shoulder and other roadway characteristics.	<i>Recommendation: The pavement marking policy for each municipality should be reviewed and updated as necessary.</i>	PB's,¹ DPW's, NRPC²	Short Term (2005-2008)
<u>Shoulder striping policy for rural roads</u>			
Purpose: The white stripe on the rural roadway shoulder that marks the edge of the travel lane offers the opportunity to provide added space for a cyclist to operate.	<i>Recommendation: Municipalities should monitor re-striping projects in their towns and encourage NHDOT to limit width of travel lanes on State (numbered) routes to 11 feet. Municipalities should also develop a policy similar to NHDOT's that limits the travel lane on town roads to 11 feet where practical.</i>	PB's DPW's, NRPC	Short Term (2005-2008)
<u>Traffic calming (local roads)</u>			
Purpose: The overall objective of traffic calming is to reduce the negative effects of motor vehicles while improving conditions for other modes of travel.	<i>Recommendation: Traffic calming guidelines should be reviewed in each community to ensure that they are sensitive to the needs of bicyclists.</i>	PB's DPW's, NRPC	Short Term (2005-2008)
<u>Exempt bikes from some traffic regulations</u>			
Purpose: Cyclists share the same responsibilities as motorists. In some cases, though, it does not make sense to apply the same rules to bicycles.	<i>Recommendation: Existing turn and entry restrictions should be reviewed and amended to exclude bicycles where it is safe enough to do so.</i>	Police	Short Term (2005-2008)
<u>Consider bicycle needs during design phase for new & rehabbed roadways</u>			
Purpose: Bicycle amenities on new or rehabbed roadways should be planned for during the earliest stages of the design phase.	<i>Recommendation: Municipalities should have guidelines that encourage the consideration of the needs of bicycles during the roadway planning process.</i>	DPW's, NRPC	Short Term (2005-2008)
<u>Street sweeping program</u>			
Purpose: Debris that ends up on roads tends to accumulate on the shoulders, where bicycles are typically operated. Roadway shoulders should be kept free of debris through regular street sweeping.	<i>Recommendation: The street sweeping policy for each municipality should be identified and reviewed. Street sweeping practices should recognize and respond to the needs of cyclists.</i>	DPW's, NRPC	Short Term (2005-2008)

¹ Leading role in bold typeface.² Advisory role underlined.

**ACTION PLAN**

Opportunity/Need	Recommendation	Agency Roles	Target Date
Task 2.0 Physical Improvement Component			
2.II Bicycle Friendly Region (cont.)			
2.II.A Policies and Programs			
<u>Shoulder repair program</u>			
Purpose: Shoulder hazards such as cracks, potholes and crumbling pavement can have a devastating impact on cyclists.	<i>Recommendation: Municipalities should develop pavement repair reporting procedures designed specifically to include cyclists.</i>	DPW's, NRPC	Short Term (2005-2008)
<u>Bicycle friendly grates program</u>			
Purpose: Catch basin grates are usually located in the shoulder where bicycles travel.	<i>Recommendation: Each municipality in the region should develop a program to replace old style grates with bicycle friendly grates where practical.</i>	DPW's, NRPC	Short Term (2005-2008)
<u>Break barriers to bicycle travel</u>			
Purpose: Barriers that force a one or two mile detour can discourage many non-motorized trips. Major barriers include the Merrimack & Nashua Rivers as well as the FEE Turnpike. Other barriers include lack of connections between housing developments and commercial properties.	<i>Recommendation: Develop bicycle and pedestrian friendly crossings of major barriers, including the Nashua and Merrimack Rivers and the FEE Turnpike. Additionally, each municipality in the region should require connections between housing developments, cul-de-sacs, and commercial properties that are reserved for non-motorized travel.</i>	NHDOT, DPW's, NRPC	Mid Term (2009-2013)
<u>Provide bicycle transit links</u>			
Purpose: Use of mass transit is limited by the potential capture area of each route and its stations or stops. By making it easier for bicyclists to get to and use transit, it is possible to increase the capture area.	<i>Recommendation: The Nashua Transit System should investigate ways to encourage the combined use of transit and bicycles in order to increase its transit capture area.</i>	NASHUA TRANSIT	Short Term (2005-2008)
<u>Provide end-of-trip facilities</u>			
Purpose: People will be more willing to ride a bike to work if there are bicycle parking facilities and showers at their destination.	<i>Recommendation: An inventory should be done in order to determine if bike racks or other bicycle parking facilities exist at strategic locations such as places of employment, as well as at parks and other recreational facilities. A "bicycle parking plan" should be developed.</i>	NRPC	Short Term (2005-2008)

**ACTION PLAN**

Opportunity/Need	Recommendation	Agency Roles	Target Date
Task 2.0 Physical Improvement Component			
2.II Bicycle Friendly Region (cont.)			
2.II.A Policies and Programs			
Bridge and underpass improvement program			
Purpose: Bridges and underpasses are important because they provide crossing points of major barriers such as rivers and highways. They are not always bike & ped friendly.	<i>Recommendation: An inventory of bridge and underpass conditions should be undertaken by the municipalities in the region to determine where improvements should be made.</i>	NHDOT DPW's	Mid Term (2009-2013)
2.III Designated Bike Routes			
2.III.C Recommended bicycle network			
Purpose: Develop a continuous, coordinated regional bicycle & pedestrian network.	<i>Recommendation: Encourage municipalities to develop and implement local bike plans.</i>	<u>NRPC</u>	Short Term (2005-2008)
	<i>Recommendation: Identify & construct the segments of the regional network that are easiest and cheapest first</i>	NHDOT Municipalities <u>NRPC</u>	Short Term (2005-2008)
	<i>Recommendation: Construct major east/west and north/south corridors.</i>	NHDOT Municipalities <u>NRPC</u>	Mid to Long Term (2009-2014+)
	<i>Recommendation: Fill in remaining segments of regional network to complete major travel corridors</i>	NHDOT Municipalities <u>NRPC</u>	Mid to Long Term (2009-2014+)
	<i>Develop Nashua/Amherst Rail-with-Trail Corridor:</i>		
	<i>Feasibility Study</i>	<u>NRPC</u>	Short Term
	<i>Construction</i>	NHDOT Municipalities <u>NRPC</u>	Mid Term
	<i>Develop Key Connector routes</i>	NHDOT Municipalities <u>NRPC</u>	Mid Term (2009-2013)



ACTION PLAN				
Task	Opportunity/Need	Recommendation	Agency Roles	Target Date
2.0	Physical Improvement Component			
2.IV	<u>Land Use Planning</u>			
2.IV.A	i. Strategies for Increasing Bicycling and Walking			
	Purpose: Land use regulations & strategies that encourage increased biking & walking should be developed.	<i>Recommendation: Local planning boards should review town zoning & subdivision ordinances in order to identify changes that could be made to implement bicycle and pedestrian friendly modifications.</i>	<u>NRPC</u>	Short Term (2005-2008)
	Purpose: Access management strategies that encourage increased biking & walking should be developed.	<i>Recommendation: Local officials & property owners identify access management issue areas.</i>	<u>NRPC</u>	Short Term (2005-2008)
		<i>Recommendation: Apply appropriate guideline recommendations based on access management guidelines developed by NRPC (FY2002).</i>	<u>NRPC</u>	Short Term (2005-2008)
		<i>Recommendation: Develop an access management plan that specifically identifies all proposed access management areas and the steps necessary to carry out the recommendations.</i>	<u>NRPC</u>	Short Term (2005-2008)
	Purpose: Bicyclists and pedestrians are most comfortable in areas that are free from visual and physical clutter. Design strategies can provide a more comfortable biking and walking environment.	<i>Recommendation: Identify and inventory design issues in local roadway corridors.</i>	<u>NRPC</u>	Short Term (2005-2008)
		<i>Recommendation: Design recommendations should be applied based on NRPC documents.</i>		Short Term (2005-2008)



ACTION PLAN				
	Opportunity/Need	Recommendation	Agency Roles	Target Date
Task 3.0	Behavioral Change Component			
3.II	<u>Education & Safety</u>			
3.II.A	Strategy for Improving Education and Safety	<i>Recommendation: Educate key target groups in lawful, responsible bicycling, walking and driving.</i>	Schools Police Munic. NRPC	Short Term (2005-2008)
3.III	<u>Encouragement & Promotion</u>			
3.III.A	Encourage the increased use of bicycling for transportation and recreation	<i>Recommendation: Promote the Livable, Walkable Communities program that has been developed by New Hampshire Celebrates Wellness.</i>	Schools Police Munic. NRPC	Short Term (2005-2008)
		<i>Recommendation: Promote bike to school and walk to school programs, such as the Safe-Routes-to-School program.</i>	Schools NRPC	Short Term (2005-2008)
		<i>Recommendation: Promote events, such as a Bike Week or a Bike-to-Work Day.</i>	Municipal Business NRPC	Short Term (2005-2008)
		<i>Recommendation: Encourage the Nashua Transit System to promote the combined use of bicycles and transit.</i>	Nashua Transit NRPC	Short Term (2005-2008)
	Use the media to promote awareness of the bicycle and pedestrian network	<i>Recommendation: Encourage media campaigns that increase public awareness of the economic, environmental and social benefits of biking and walking.</i>	Municipal Police	Short Term (2005-2008)
		<i>Recommendation: Inform the public about the location of the bicycle and pedestrian network.</i>		Short Term (2005-2008)



ACTION PLAN				
	Opportunity/Need	Recommendation	Agency Roles	Target Date
Task 3.0	Behavioral Change Component (cont.)			
3.IV	<u>Enforcement</u>			
3.IV.A	Strategy for Improving Enforcement Methods	<i>Recommendation: Improve traffic laws that affect bicyclists and pedestrians</i>	Police NRPC	Short Term (2005-2008)
		<i>Recommendation: Enforce laws affecting bicycle safety and security.</i>		Short Term (2005-2008)
		<i>Recommendation: Consider adding bicycle enforcement options to routine police department procedures. Example: Mountain Bike patrols.</i>	Police	Short Term (2005-2008)
Task 4.0	Implementation Component			
4.III	<u>Management, Coordination & Evaluation</u>			
	Purpose: to assure that the recommendations laid out in the plan are implemented by the agencies that have a mandate to effect such change.	<i>Recommendation: A steering committee will be formed to oversee implementation of plan recommendations</i>	NRPC	2005
		<i>Recommendation: A member of the NRPC staff should be designated as regional bike/ped Program Manager.</i>	NRPC	2005
		<i>Recommendation: Assign responsibility for the maintenance of all bicycle & pedestrian facilities.</i>		Short Term (2005-2008)
		<i>Recommendation: Program Manager should coordinate a cooperative effort with local jurisdictions, the business community, & other interested parties to implement the recommendations in this plan.</i>	NRPC	On going
		<i>Program manager will pursue local, state, federal & private funds for facilitation of programs and projects.</i>	NRPC	On going