

**Valley Road Advisory Lane Pilot Project--DRAFT
Two-Year Data Summary
Observations and On-the-Street Interviews #1, #2, #3**

5/2/2016

	6/9/2014	10/29/2014	4/29/2016
Vehicles	561	479	468
Pedestrians	132	139	172
Bicyclists	55	44	62

Summary:

Advisory Lanes were painted on about 400 meters of Valley Road in the summer of 2014. Valley Road was selected for the pilot project for the following reasons: two way residential street with 25 mph speed limit and no sidewalks; important transportation link for pedestrians, cyclists and vehicles between downtown, neighborhoods and schools; low volume of traffic; and approval by most of the neighborhood in a survey and public meeting.

No accidents or other significant problems have occurred. Nothing bad happened. Vehicular traffic volume decreased at 4 and 16 months. Pedestrians (Walkers, joggers, skate boarders) and bicyclists increased. Observers judged that most vehicles are going slower, but some are still speeding. Objective traffic speed data is not available due to computer software problems.

Nearly all the street users interviewed on April 29, 2016 strongly supported the Advisory Lanes, felt more comfortable walking, and judged that it was equally or more safe than before.

People walking, biking or driving on the streets and the traffic counters raised the following safety concerns. Two novice preadolescent bicyclists made poor stops as they entered from a side street. They did stop before crossing the advisory lane dashed line but it was close. Two alert drivers slowed down significantly. It is possible the advisory lanes helped both the drivers and cyclists.

Second, a lawn care truck was parked for 2 hours in the North advisory lane. All walkers and bikers needed to swing out in to the traffic lane. Third, two regular street pedestrians judged that many cars traveling in the central travel lane pass walkers in the advisory lane with less clearance. In the past cars moved further to the opposite side. No one interviewed reported a close call or accident.

Follow Up

The Valley Road Advisory Lane pilot has been helpful and supports using them in other settings. Since 2014, the United States Department of Transportation has funded 5 experimental Advisory Lane projects. <http://www.fhwa.dot.gov/environment/>

bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm

The Hanover Bicycle and Pedestrian Committee has responded to requests for information about our Advisory Lane from the Massachusetts Bicycle Coalition in Boston, the New Jersey Department of Public Works, and City of Calgary, Alberta, Canada.

The Rip Road neighborhood has requested Advisory Lanes. <https://ripadvisory.wordpress.com/>The Hanover Pedestrian and Bicycle Master Plan (2012) listed Advisory Lanes as one option for Rip. It is approximately one mile long, does not have sidewalks, provides the only other North South option to Lyme Road, and has significantly higher average daily vehicular traffic. It also has high pedestrian and bicyclist traffic. The elementary school is near the North end of Rip. The Hanover Police are currently counting vehicles, passing vehicles, and recording speeds on Rip. The neighborhood has conducted a survey, held a neighborhood meeting, and is planning on road observations. The Hanover Department of Public Works is strongly considering Advisory Lanes for the summer of 2016.

18 Street Survey Comments from April 29, 2016 Count -7 AM to 7 PM.-selected.

- Love them. Speed less. Traffic calming. Walk road 3-4x/day
- Lanes wake people up and slows them down.
- Did not feel unsafe before but definitely better. Cars know what to do.
- US Postal. Confusing first 2 times but figured it out. Drivers are slower. Feels like pedestrians rule the road.
- Extremely enthusiastic.
- Rip needs it. (4)
- Jogger with dog. Use this road because it feels safe.
- Do not need it.
- Could use speed bumps.
- Feels like pedestrians have a place.
- Cyclist- Use this route all the time. Sets aside a part of road for cyclists and walkers. There is no ambiguity or doubt about where to ride. Drivers too.
- Neutral. Friends with kids love it. They can tell the kids where to walk. A friend on a side street hates them and drives on them to get them to disappear.
- Walking with dogs, especially at night may be more of a problem since cars stay in the middle.
- Elite marathon runner. Confused at first but now they clearly mark my space. Cyclists and runners have to appreciate this.
- Note- 3 Dartmouth Track Teams squads of 6-8 jogged down the Ad. Lanes.
- Son bicycles on Valley to Rip to Richmond School daily. Valley feels safe.

Thank you to neighbors Priscilla Runstadler, Peter Runstadler, Barbara Callaway, Alan Callaway, and HBPC members Barb McIlroy, David Dostal, Peter Clarke, and Scott Hunt.