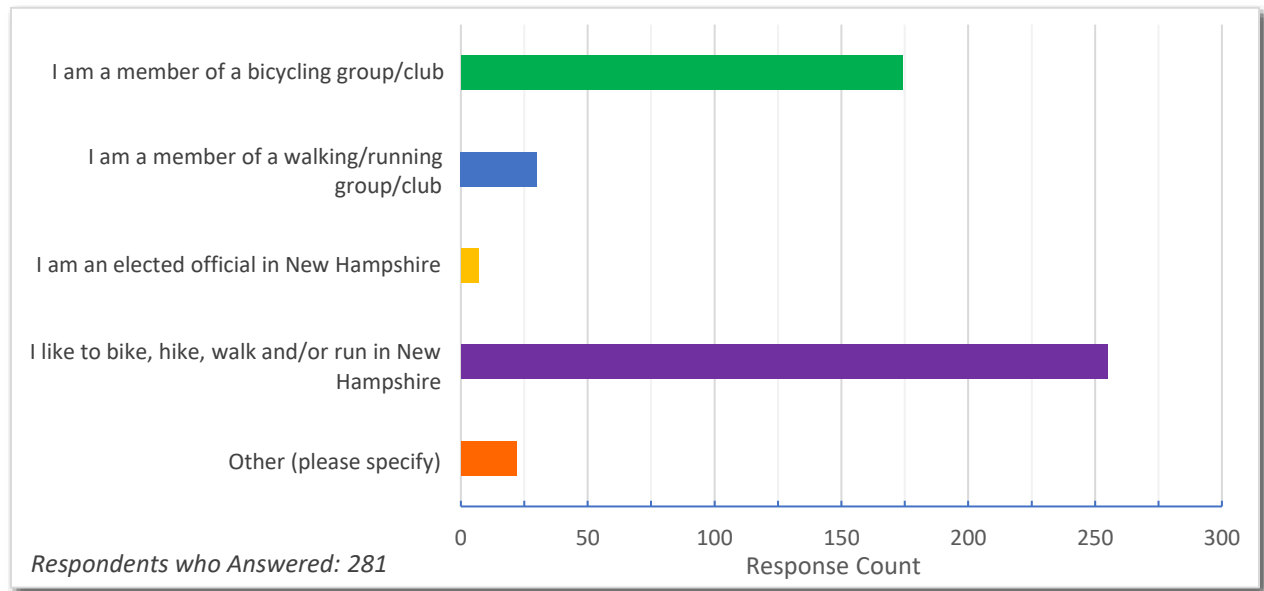


Better Biking. Better Walking. Better Being.

Bike-Walk Alliance of New Hampshire 2020 Survey Responses

Question 1: Please check all that apply.



Option	Response Count	% of Respondents
I am a member of a bicycling group/club	174	62%
I am a member of a walking/running group/club	30	11%
I am an elected official in New Hampshire	7	2%
I like to bike, hike, walk and/or run in New Hampshire	255	91%
Other (please specify)	22	8%

OTHER:

School Board Member

Also a bicycle commuter

I am a bicycle commuter -- all weather, all season

BICYCLE RETAILER

Friends of Pisgah and Pisgah mountain trail riders

I am a member of a rail trail

I am a transportation planner for a regional planning agency

Paddle and winter sports as well

I belong to 3 NH snowmobile clubs. I am a appointed member to our local conservation commission.

I need trails where I can ride and drive horse/pony!

I kayak in NH.

NH has more RTs per capita than anywhere else in the US. However they are among the least developed.

I am a member of our town's conservation commission and manage several miles of trails

I chair a committee and work with Town officials to build multi-purpose recreational trails

I am enthused by riverside trails

7 term not currently in office, running again 2020

commute by bike to work (but retired 3 months ago), groceries, bank, ...

Municipal Planner

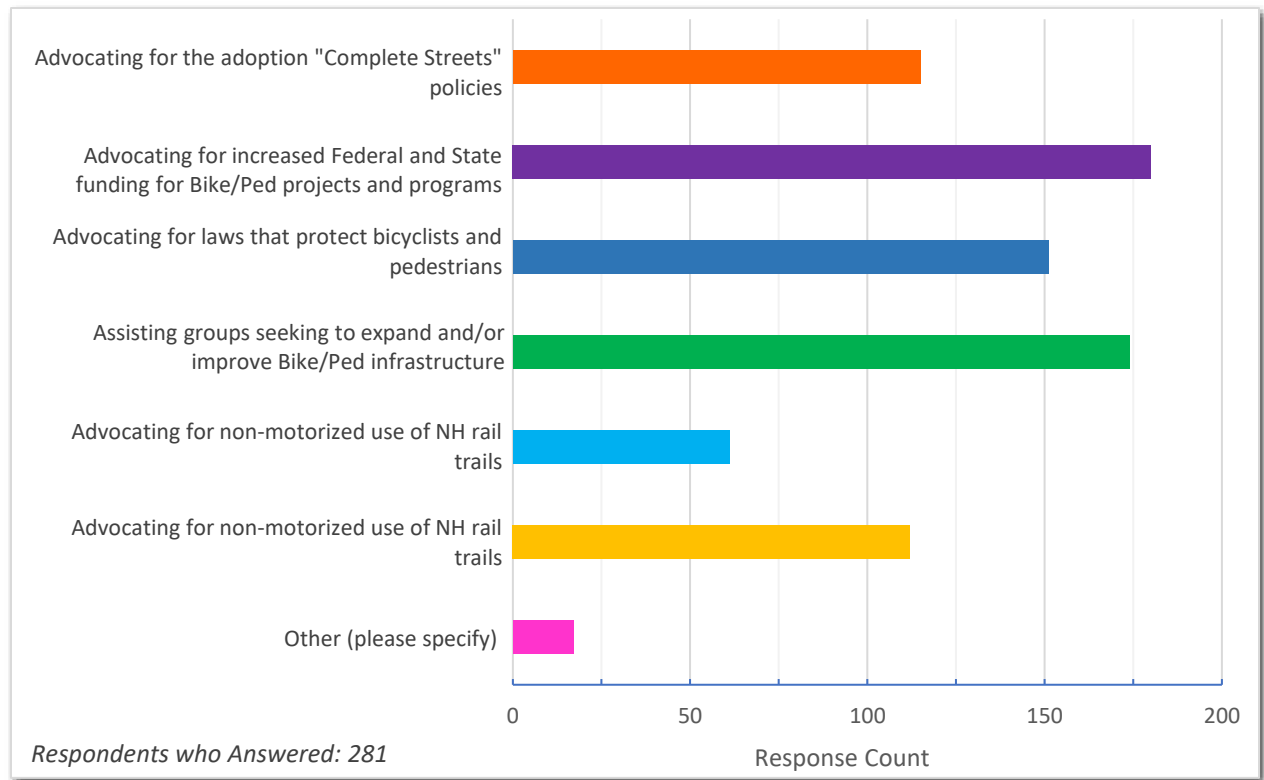
I am a bike rehab committee of 1.

my wife and I have a tandem which we have taken on trails in Maine, New Hampshire, Vermont

I am a member of the New Hampshire Rail Trails Coalition

Work for municipal park and recreation department

Question 2: Please select up to three (3) advocacy efforts that you think BWANH should focus on in the next two years.



Advocacy Effort	Response Count	% of Respondents
Advocating for the adoption "Complete Streets" policies	115	41%
Advocating for increased Federal and State funding for Bike/Ped projects and programs	180	64%
Advocating for laws that protect bicyclists and pedestrians	151	54%
Assisting groups seeking to expand and/or improve Bike/Ped infrastructure	174	62%
Providing testimony on bills related to biking and walking	61	22%
Advocating for non-motorized use of NH rail trails	112	40%
Other (please specify)	17	6%

OTHER:

Providing sidewalks near schools so kids can walk/bike to school.

Education by way of weekly newspaper & social media articles/opinions regarding NH laws & best practices for bicyclists themselves

Advocate for policies that induce mode shift away from cars (traffic calming, higher operators licensing qualifications, pollution standards, road diets and scaled-down construction projects, narrower pavements fewer lanes, less space dedicated to automobiles and reduced highway construction & maintenance funding)

as a snowmobiler I "PAY" to use the trails. soon to be \$120. each machine X 6 machine to include grandchildren and friends plus \$30 to each local club. .

Developing the network for non-motorized uses.

BE a group seeking to expand/improve bike infrastructure.

NH needs signage at all highway interchanges signifying passing rules for bikes/ peds

Advocating for paved shoulders on NH public highways/roads

Resurrect State advocacy and funding for the Heritage Trail along the Merrimack from Franconia Notch to MA

Design that is safe. Not like Portsmouth's Middle Street fiasco.

Increasing the paved shoulder area along back roads

Work to get NHDOT to pay attention to, support, and maintain railtrails, especially the west end section of Northern Railtrail in Lebanonil

Ensure handicap folks can enjoy rail trails beyond being limited to a wheelchair.

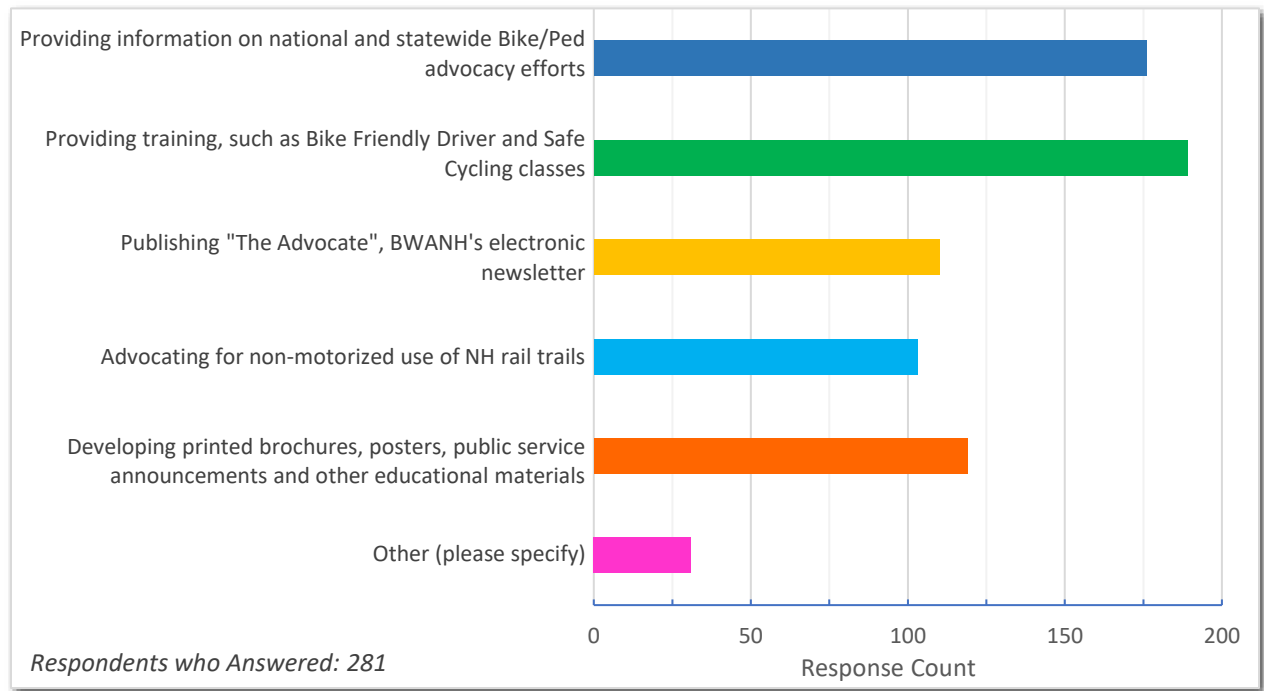
Advocating to enforce laws that protect pedestrians and bicyclists.

educating or advocating for enforcement of the laws already on the books

I think we need a statewide complete streets policy.

Advocating for schools to have a standard PE class on bike-walk safety for every grade, once a year or similar and/or for it to be in drivers ed training too

Question 3: Please select up to three (3) BWANH educational activities/initiatives that you think are the most effective.



Educational Activity/Initiative	Response Count	% of Respondents
Providing information on national and statewide Bike/Ped advocacy efforts	176	63%
Providing training, such as Bike Friendly Driver and Safe Cycling classes	189	67%
Publishing "The Advocate", BWANH's electronic newsletter	110	39%
Maintaining a relevant resource directory	103	37%
Developing printed brochures, posters, public service announcements and other educational materials	119	42%
Other (please specify)	31	11%

OTHER:

Don't know.

Avoid printing but continue to advocate for trails using non print media. Thank you for all that you do!

Advocating for bicycle safety to be included in Driver's Ed classes.

Digital as well as printed. Dig deep into laws on the books. Many road bicyclists break laws so either laws need to be changed or bikers should be held accountable. Also, should be creating beginners bike routes and rides.

Initiative to encourage state and local highway agencies to design, maintain and operate all local and state highways like safety for pedestrians & other vulnerable users matters

emphasizing that roads are not only for motorized vehicles when training new drivers

Organizing, promoting, low cost/ no cost bicycle rides that involve young people, families to get out and use their bikes. Rides should be kids safe ,free of motor vehicle challenges, and relatively short duration. The intent would be to get more people involved in bicycling. To build upon the recent (covid related) bicycle activity growth.

Educating law enforcement on bike laws.

Honestly, I am unaware of any of these activities/initiatives.

lobbying in Concord for bike/ped interests

teach Bicyclist how to share the trail with other users. Like blowing by Equestrians with total ignorance to the danger they are subjecting everyone to.

I was a member of BWANH and heard nothing about activities. Very disappointed

helping to coordinate bike/ped connectivity throughout the state so that municipal efforts aren't inconsistent or happening in a vacuum

Develop learning videos like this. <https://nhrtc.org/stonedust-video/>

Mandate bike safety in all NH Driver Educations courses

none

no opinion

i don't know enough about your activities/initiatives to select wisely.

Add the Rail Trail to the Attractions Sign on I-93 Highways

Work with engineering departments to enhance signal detection for cyclists and work with local law enforcement to educate cyclists, pedestrians and drivers

Not familiar with other resources

Infrastructure is better than education

Listing of bike trails

Post information on railtrails related to your efforts -- to makes other users more acquainted with your projects.

pressuring NH DOT to take cycling infrastructure seriously

not aware of these activities

driving school education iniatives

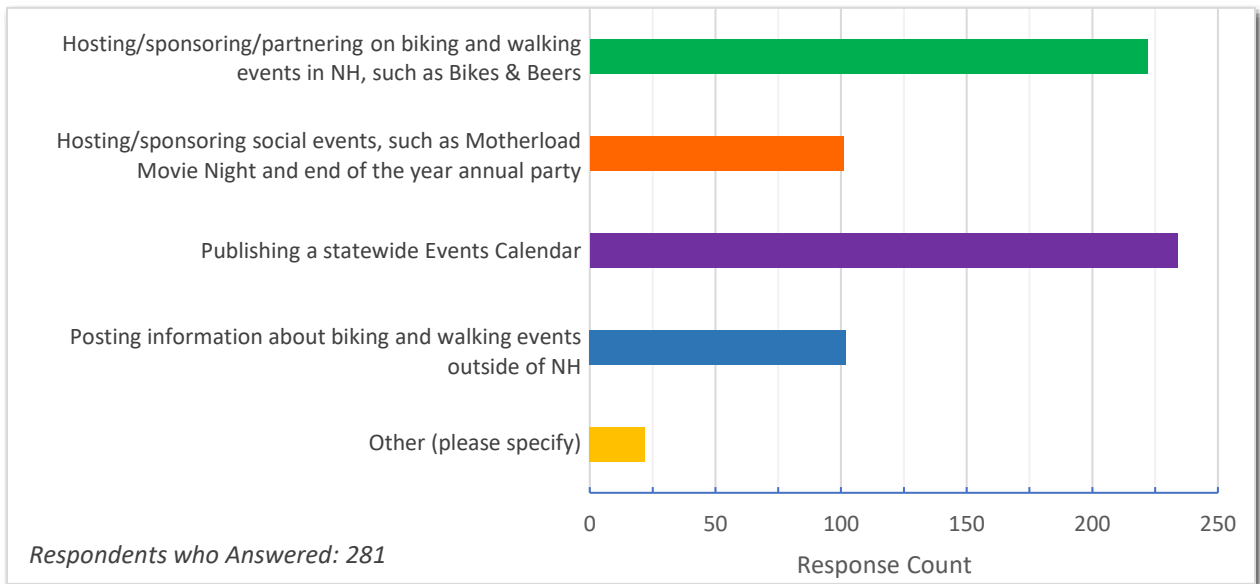
lobbying for bike/ped concerns

outreach to Police Depts, prosecutors and legislators

Advocate for tax breaks for local companies who allow work from home instead of in-office only work. This takes cars off the streets.

Develop materials online ie. YouTube

Question 4: Please select up to three (3) BWANH event-related activities that are of importance to you.



Event-Related Activity	Response Count	% of Respondents
Hosting/sponsoring/partnering on biking and walking events in NH, such as Bikes & Beers	222	79%
Hosting/sponsoring social events, such as Motherload Movie Night and end of the year annual party	101	36%
Publishing a statewide Events Calendar	234	83%
Posting information about biking and walking events outside of NH	102	36%
Other (please specify)	22	8%

OTHER:

Don't know

Beginner biking events to get more people educated about biking; to clarify specific resistance to community biking

Please reconsider involvement in bikes and beers. Vehicles and alcohol don't mix. However innocent it may seem, bikes and beers will be a public relations disaster from which will be to recover.

As an 85-year old biker & walker, my desire to attend events is pretty limited.

I live north, so unfortunately too far away for most events

How about hosting something including ALL trail users?

Keep your focus local, as in NH

I don't know enough about these.

Contributing to the statewide 'Visit New Hampshire' events calendar

Advocate for cycling improvements

an event to have a meeting with all bicycle related groups.

Encouraging active participation in GACIT ten-year plan; Sponsor annual Alternative Transportation symposium

On line listing of trails

Improve the resource library

advocating new riverside trails

I have not been aware of these events -- where have they been posted?

How about a day of NH bike advocacy, similar to what the LAB does in D.C. every April, have a group of 150 bike advocates descend upon Concord and meet with reps and senators, get the governor to go on a ride with a group of cyclists.

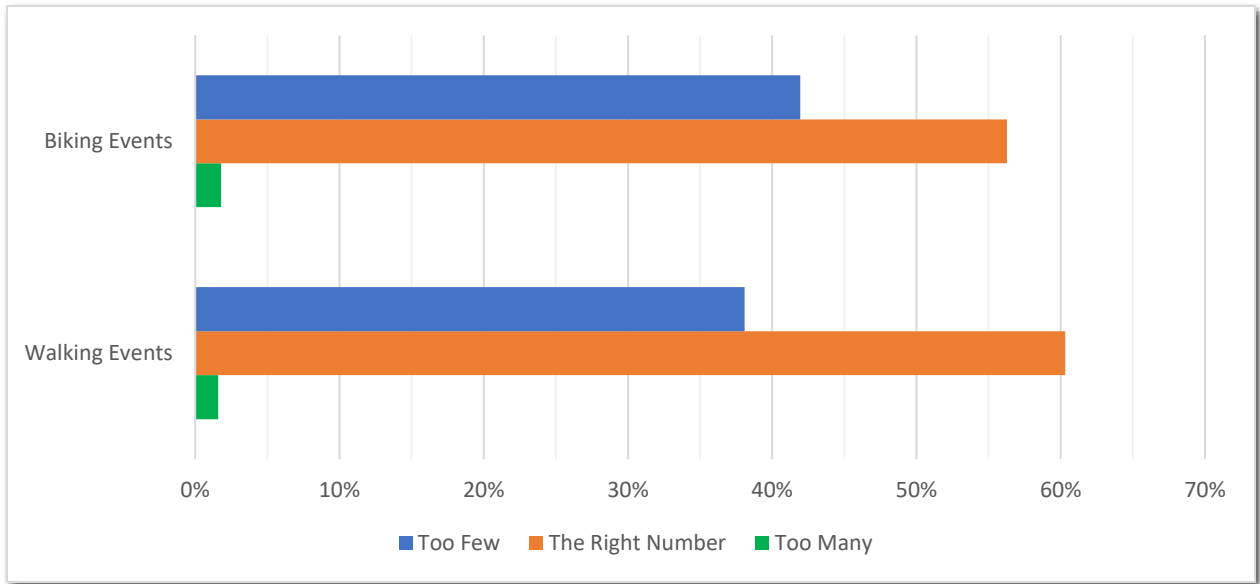
not aware of these activities

Meet and greet legislators, prosecutors and police officers; organizing attendance at public meetings (city council, police meet and greet) where bike/walk topics are being discussed;

Support club and organization events.

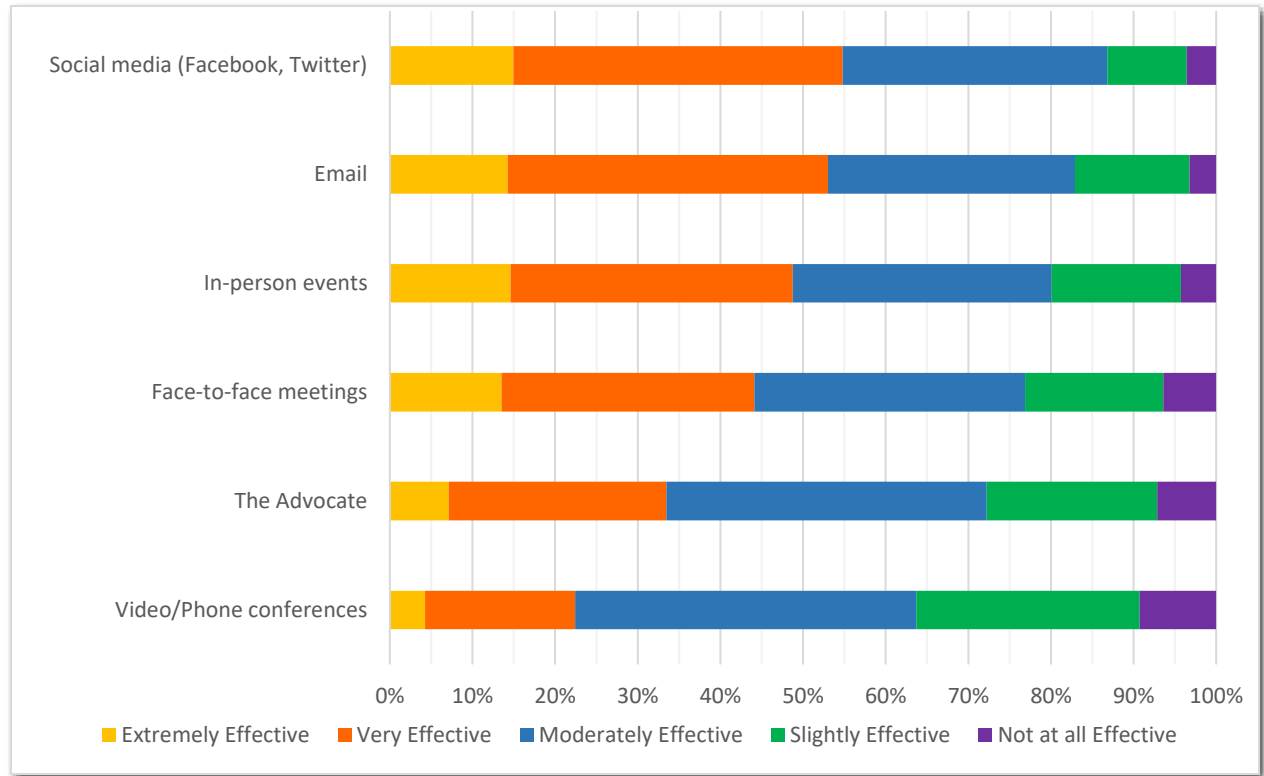
There are not a lot of options to rank/choose from - so I am not sure what the usefulness of this and the prior question are unless it's to further hone BWANH's focus on the top 3 of 5 for each... Would help to have follow-up focus question on the TOP activities that asks "why" those are important?

Question 5: Do you think BWANH participates in/hosts/partners on too few, too many, or the right number of biking/walking events?



Event	Too Few		The Right Number		Too Many		Total
	Count	%	Count	%	Count	%	
Biking Events	117	42%	157	56%	5	2%	279
Walking Events	96	38%	152	60%	4	3%	252

Question 6: How effective do you think the following methods are for communicating BWANH information, news, and events?



Communication Method	Very Effective		Extremely Effective		Moderately Effective		Slightly Effective		Not at all Effective		Total
	Count	%	Count	%	Count	%	Count	%	Count	%	
Social media (Facebook, Twitter)	112	40%	42	15%	90	32%	27	10%	10	4%	281
Email	109	39%	40	14%	84	30%	39	14%	9	3%	281
In-person events	96	34%	41	15%	88	31%	44	16%	12	4%	281
Face-to-face meetings	86	31%	38	14%	92	33%	47	17%	18	6%	281
The Advocate	74	26%	20	7%	109	39%	58	21%	20	7%	281
Video/Phone conferences	51	18%	12	4%	116	41%	76	27%	26	9%	281

Question 7: What specific activities or initiatives do you think BWANH should focus on in the following areas?

Activity/Initiative	Response Count
Enforcement	85
Infrastructure	118
Legislation	83

Enforcement

- _____ Educating motorists about bicycles, passing on roads and cyclists rights.
- _____ Open dialog between motorists and people who ride
- _____ Non motorized sections
- _____ Stricter penalties for motorist who do not follow laws Re: pedestrians & cyclists
- _____ Advocacy for enforcement of vehicular laws
- _____ So few people change their ways; what does enforcement even mean in today’s world? Community policing is national news; how can it change driving & biking enforcement?
- _____ Operator infractions, drivers AND cyclists
- _____ tough one, resources are already strapped
- _____ Bicyclist, driver, and PD education
- _____ Little. The standing-down of police as a result of recent media hysteria make enforcement of minimal effect
- _____ Education
- _____ advocating for not treating bad driving as "normal;" proper enforcement of existing laws.
- _____ Work with police to be more aware of aggressive driving vs bicyclists
- _____ Get ATV’s off the rail trails
- _____ laws pertaining biker safety
- _____ Keeping a separation between biking & OHRVs
- _____ establish and advertise rules for ebikes as their use grows
- _____ Keep non motorized trails free of ATV and dirt bikes.
- _____ Laws to keep bikers and pedestrians safer, education
- _____ Holding people responsible when cyclists are injured by mototists
- _____ road riding rules for drivers and riders
- _____ Try to work more closely with the Office of Highway Safety to educate law enforcement on nh bike/Ped laws
- _____ not a ohrv fan . have worked to hard on trails and watched them destroyed in a weekend.
- _____ Developing or expanding in-service training for officers on bicycle related traffic law to complement academy training newer officers have received. It would be great for all officers to become familiar with RSA 265:96 that makes dooring a citable offense.
- _____ Less important than infrastructure
- _____ Education
- _____ 3 feet law in educating all drivers when passing a cyclist on the road

Enforcement

The "3 foot" clearance law

Stricter laws for accidents involving bikers or walkers with motor vehicles. Enforcing distance laws for vehicles passing cyclists. Cyclists riding two abreast need to be cited on roads without a sufficient breakdown lane to support it.

Law enforcement need more presence on roadways

3 FOOT LAW ENFORCEMENT-NOT AWARE OF ANY EVER

Bike safety

Bike lane use

Speeding and ATV on Tap granted rail trails

Getting the officials to crack down on impaired drivers

The "3 foot" clearance law

catch more speeders

Educating drivers to the rights of bikes on public roadways

Focus on police training to enforce existing laws

Educating local town police departments about the current bike safety laws

Encourage police to enforce laws pertaining to motorists, cyclists, and walkers.

Coordiante with local authorities for make trail safe

Keeping the trails safe and making sure that access entrances are well lit

A close pass initiative would be helpful. Also, a video database for cyclist submissions.

Better education for motorists, OHRV users and cyclists

Unsafe bikers on sidewalks and especially in crosswalks. Distracted driving.

How to manage rogue trail construction - educating the biking community about proper trail design/siting

impound bikes Unlit at night or impaired. [zero tolerance], repeat bicycle offenders [contra-flow, ...]

Educate drivers on 3-foot rule

School zone speed cameras, all schools

More education than enforcement. Wrong way riding, riding through stop lights and signs

Continue to emphasize awareness of driver and rider responsibility particularly 6 foot rule

Informing media when enforcement occurs thereby letting the public know that the bike laws are serious.

Police partnership

Yes this is an issue, but don't think much is going to change. Probably the toughest out of the three

Laws that aid cyclists on the road

get accident or near incidents reported

Educating police to enforce safe biking laws

Citing drivers and cyclists who don't adhere to the rules of the road.

Find a way to educate all people of existing laws & have them enforced...to many cycling on left side, sidewalks, ...cars next to cycle on read, ...

We have the 3-ft law, but drivers don't know that and it's not enforced.

Keep trails safe from motorized vehicles

Enforcement

Lower vehicle speed limits. Criminal charges for injuries to bike/ped
as above, NHDOT has not been at all listening to, and supporting the development of our MRG, NRT section

Bike Lives Matter

Keep ATV & other such vehicles off Rail Trails

Enforce traffic laws re: bicycle lanes, distancing from bikes and walkers, etc.

Keep ATVs off designated hike/bike trails.

Safety

Work to get more accurate data on bicycle/auto crashes, and follow-up about who was charged after

Legal penalties for cars causing bike and pedestrian injuries

Educate and advocate.

law enforcement on illegal use of bicycles on the street.

restricting OHRVs on rail trails

Encourage police to enforce laws for cycling & texting while driving.

Awareness of bicycling laws by local police depts and by automobile drivers

3 ft law, safe overtaking,

I'm not sure, but any efforts here should be sensitive to issues around equity/race.

NA

More police bike patrols...expanded well beyond downtown and including undercover police so they can see some of the motor vehicle nonsense that regular cyclists see.

Partner with LEs to better educate LEs on more enforcement of motorists' behavior toward bicyclists & peds.

People need to say when they are coming up on your while biking

Enforce rules of the road for both cyclist and motor vehicle operators

Fund and encourage communities to have BIKE COPS

speed limit reductions

Infrastructure

Rail Trails

Finish Hampton trail.

Advocate for funding for on and off road riding/walking.

Paved paths

Safety of roads

Better bike lanes

More bike lanes and trails

Bridges and wet areas

Complete Streets + protected bike/walk paths/lanes

Way more off road trails and designated areas

Infrastructure

More bike lanes, signs indicating "share the road" ect

Portsmouth railtrail—how can it get done?

Help strengthen some of the trails (or support trail groups) that work on the rail trails that are in need of improvement.

more bike lanes and paths

Speed up the creation and conversion of more rail and dirt trails, education and fund raising events, similar to SELT

Getting more spaces on roads that are safe for bikes

signage and a directory/interactive map of routes

Complete Streets, bike ped infrastructure funding

Lots. Traffic calming by design - narrower lanes, lower design speeds, less space and funding dedicated to the accommodation of speeding automobiles.

Bike Lanes

When roads are repaved, lanes are widened at the expense of rideable shoulder. This is not right!

Be involved in all infrastructure work e.g. have a seat at the table

IT WOULD BE NICE TO DEVELOP A PLAN FOR A CONNECTED TRAIL FROM MANCHESTER TO THE METHUEN LINE.

bike friendly roads

Helping local groups improve their trails, help with grant applications

Developing dedicated safe riding corridors through cities and the countryside. Posting signage and markings designate the routes for bicycling. Existing bike maps are not necessarily a good guide of where to ride. Many noted routes have high vehicular traffic and I would consider very dangerous places to ride.

Advocate for added rail trails

Funding for Rail Trails in NH

Support non motorized trail development (Snowmobiles are ok)

Developing, building and maintain non motorized path ways

bike trail funding

Building and maintaining bike lanes and bridges to protect cyclists from motorized vehicular traffic
?

Campaign for complete streets.

high visibility bike lanes and more sidewalks

Attend nhdot public information meeting to encourage more bike friendly infrastructure

Continue working to build support for complete streets policies. Generate high turnout for public hearings on the draft NH Ped/Bike Plan when a draft is completed and brought out for comment.

Infrastructure in NH should be multimodal and based on established systematic safety principles - use science to inform good design, don't just "build something because we can". Bicycle and Pedestrian Infrastructure must be incorporated into road reconstruction projects as it is the cheapest and most effective way to form a broad network.

improving

Improve pavement stenciling Bike/Walk on tarmac in busy high volume auto Intertsections/

Infrastructure

Breakdown lanes on all roads. Dedicated bike paths. Rail trail expansion

More paved bike lanes, trails, and paths

CONSISTANT ROAD SHOULDERS

Bike safe roads / paths

Sidewalk improvement in Manchester partnering with disability rights groups or parents groups

When the state reconstructed the S NH 93 corridor, I would have liked to see a separate but adjacent bicycle/ walking trail. All future state legislation for upgraded roadways should include funding for either a paved or gravel bike/walking trail. The rail trails are providing great access to travel from town to town. They are used not just for recreation but also for commuting. However, these legacy rail trails are not in every community. It is much less costly to create a bike path during a new roadway/ highway construction project than to develop from scratch.

safer bike lanes

Advocate for the future recommendations of the NH Rail Trails Plan

More dedicated bicycle lanes needed

Improve pavement stenciling Bike/Walk on tarmac in busy high volume auto Intertsections/

Protected lanes, rail trails and paved trails

Advocate for separation of Bicycle Travel, Walking Travel and Car/Truck Traffic; as practical, in new construction.

good shoulders on roads

Advocate with city and town governments to install bike lanes

Smoothly paved shoulder without rumble strips in them

More & where are they

improve the number of, and safety on, longer distance routes so NH can be a bicycling vacation destination.

Help with property/right of way issues to connect trails together

more signage

Leveraging COVID-related interest in active transportation to secure greater support (slice of resources, etc.) for it.

Signage to educate motorists is sorely lacking

Complete Streets!

urban multi use paths - off street cycling and walking paths

Promoting trail and trail connection information through a common (property owner controlled) database like trailfinder

Appropriate striping [10' lanes at 30 MPH, no centerlines wherever permitted], proper setback of guardrails

Safe bike lanes

Safe bike lanes

Facilitate federal-state support for government-funded alt. trans. projects, e.g., dedicated multi-use non-motorized trails/paths

Car free Main Streets

Infrastructure

Safe streets, bike paths, pedestrian bridges over interstate type highways, pedestrian crossings on busy roads

Outreach and media articles about infrastructure successes and needs.

improved bike lanes

Private property outreach

Proper design trails; e.g., car doors don't open into the bike paths.

Signage, improve things within DOT

More bike lanes.

advocate every road reconstruction gets a 2 - 6' shoulder depending on the class of highway

Continue to educate municipalities about safe bicycling needs

Protected Bike Lanes

not sure

dedicated multi-use lanes or paths that keep bikes and pedestrians away from cars (like sidewalks, but where bikes can go too)

More bike paths

Design of bicycle infrastructure that is safe. A guy got doored this month in Portsmouth.

Unacceptable.

Bike lanes and paths

Working with DOT to get the roads more bike friendly.

see above

How long until we have a group of DOT partners? How can we win them over?

Encourage NHDOT to include bike lanes on all road reconstruction

Expand and connect currently disconnected trails, particularly in southern NH

Bike paths

Build out MTB trails

Portsmouth to Seabrook rail trail

Help local communities/bike/pedestrian organizations get more of a voice in planning board decisions and stipulations for commercial and residential development to include consideration of needs and safety of pedestrians and cyclistsment

Rail trail improvements

Bike Trail Construction and Maintenance Manual

Information, support, advocate.

connecting the Granite State Rail Trail

More paths

Bike signage and lane width marking

Designated Bike lanes - no sharrows; Recreational Bike trails.

separated bike lanes, bike route mapping, covered bike parking, make it easier to get around on a bike or by foot then in a car

Infrastructure

A huge challenge is in rural towns that are bisected by state highways. Creating walkable/bikeable downtowns becomes more difficult when state roads are involved. A state complete streets policy would help provide NHDOT with a directive to build/maintain infrastructure for all roadway users.

Get money from the DOT to fund and build paved rail trails

More bike/walk paths in more urban areas - away from traffic and more sidewalks on heavy traffic (non commercial) roads

NA

Close some downtown streets to motorized traffic. This is LONG overdue, and has been proven to improve motor traffic flow, ironically enough.

need the state & local municipalities to adopt Complete Streets Policies reinstate the CSAC.

Mark trails with better mileage

Making sure all road paving/replacing creates wide safe shoulders for biking/walking.

Rail trail acquisition & development

Rail trails and bike lanes.

Maps Access/public like rail trail does

Help get the Granite State Rail Trail Completed - and work to have it included as a 2nd route for the East Coast Greenway

Educational and information.

bike trails separate from streets

Need NHDOT to be proactive in bike ped

increased state funding portion from Transportation dedicated to non-motorized travel facilities and for the states rail trail plan to include rail trails that are not owned by the state

Need NHDOT to be proactive in bike ped

Legislation

Advancing town and city commuting pedestrian and bike trails

Laws protecting the trails and users

Stronger laws against motorists

More communication/understanding of law from both cyclists and motorists

Mandate money in DOT for physical roads or paths for bikes

Advocating for funds to fix what we have and plan for future expansion.

Find money in a tight budget to support these initiatives

Complete Streets

Little. Legislation results in laws that must be enforced and that is not going to happen.

Electric Assist Bikes

More bicycle infrastructure outside of the larger urban areas.

Updating and keeping current laws and related legislation

same as number one

Testifying and keeping biking public aware of upcoming legislation & how to respond to legislatures.

Driver education for licensing as biking increases on roads

Legislation

Support non motorized trail development

Funding and safety

bike trail funding

Passing laws that promote cycling and bicycle safety

?

BWANH needs to build a much larger coalition if it's going to move the needle on policy and funding for bike/Ped infrastructure.

paid position in DOT for complete streets; BOT to represent bike-ped

Lobby legislators about the importance on bike friendly roads in nh

pass legislation that includes All trail users to PAY their way. If you can ride a \$5,000 dollar Bicycle you can pay a \$120 fee to use the trail. Bikers are freeloaders. they need to step up and pay their own way as well.

I'd like to see BWANH revisit Vulnerable Road User legislation in the coming term. It will be a tough budget year given COVID impacts, but VRU legislation would not have a significant fiscal impact. More careful drafting will be necessary when this is next introduced to make the penalty a Class A misdemeanor rather than a Class B felony. Vigilance will also be needed of the study committee passed with HB1182 to study on-road use of ATVs.

RSA 265:39 is terrible and needs to be changed. It makes illegal some established mixed-use road designs, rendering many complete streets efforts technically illegal, and reinforces that roadways are solely for cars.

to get dedicated funding

Bike pedestrian paths over busy roadways where appropriate

Funding for the above including a bill that all new roads or repaved/repared roads have a breakdown lane of at least 2' and increasing that as speed allowed on road increases

Severe penalties to cyclist and motorists ignoring road laws

LOBBYING

E bikes rules and regs

help local clubs with funding issues

Long term funding for biking on roads

Advocate for biking and walking infrastructure

Funding for the 2 items above

Bike pedestrian paths over busy roadways where appropriate

Advocate for Equitable Traffic Laws for Bicyclists. i.e. Arkansas and North Carolina.

try vulnerable user law again

State-level funding for bike safety signage and non-motorized trail development / maintenance.

get state officials to get behind the idea of NH being a bicycling vacation destination.

Make sure legislators are aware of public use of trails

emphasize the benefits to the community - health, green space, community

The legislation has been passed. Most motorists do not know of the new laws (I've surveyed)

I do NOT support a helmet law. Focus on funding for safer infrastructure

Support and funding for non-motorized trails

Legislation

road test motorists after a personal injury crash. Operating speed must match posted [10%] for any roadwork done

How to include E-bikes on non-motorized trails/paths

Temperature index car ban - at 90° non-essential driving should be banned

Endangered user laws

Keep pressing for current legislative priorities.

don't know enough to comment

Advocacy

Keep up the good work you have already done

Laws that make cars slow down when passing cyclists.

link bikepaths and highway shoulders to form longer viable routs to work or recreational locations statewide

same as above

State commitment on building bicycle and walking and money to fund it.

improve on laws like the 3'+ on the road one several years old now

There should be a heavy burden of responsibility on drivers for any accident that involves a car hitting a biker or pedestrian.

Enforcement of existing laws.

Manslaughter for causing the death of a cyclist or pedestrian

see above

We need investments in bike routes and trails to inspire tourists visit to NH.

Explaining legislation

Anything that expands finding for local bike/hike trail groups who expand and maintain trails

Continue to work on getting bills and laws passed to protect the rights and safety of pedestrians and cyclists

Safety from motor vehicles

Advocate, inform, support.

changing funding of NH Trails Bureau

VRU bill

Funding/funding/funding

funding

Statewide complete streets policy. All projects that utilize state-administered federal transportation funds should be accounting for all roadway users. A good complete streets policy would give bikes/ped priority, not just equal footing, in particular circumstances, e.g. in downtown areas.

NA

Much higher penalties for those who injure/kill people with their cars.

Vulnerable Road User Law

complete streets and updating existing infrastructure to be more community friendly

More rail trails and bike lanes.

Ebikes - I have to tow my son with special needs

Legislation

Funding bills for biking infrastructure

Advocating, educate, and inform.

State Complete Streets Policy that has teeth and action plan for steps required of municipalities

Question 8: Is there anything else you would like to share with BWANH?

Response Count: 68

I never heard of BWANH before someone sent me this survey. I am unable to answer many of your questions re: efficacy.

I find it challenging to find information regarding the status of the trail construction from Portsmouth to Seabrook.

I have not heard a lot about BWANH. I am completing this survey because a friend posted about it on Facebook and your cause is very important to me. I think raising awareness of your work is a critical need at this point.

Thank you

We have such a large opportunity to utilize the outdoors in this state. Oregon has the largest amount of cyclists and it should NH

I'm interested only in biking and am not a member of BWANH.

Thanks BWA. I've been to a few events that mix fun with education. These are a lot of effort to put on but seem to reach a lot of people, help with networking, and build bike culture. BWA can partner or support other organizations with events or event ideas.

Thanks!

More paved rail Trails

Cycling will never become mainstream if drivers feel it's OK to pass cyclists by, say, 20". This is THE issue that must be addressed in education and enforcement.

I believe that I'm already a member of NWANH; if not please sign me up....

Targeting outdoor enthusiasts (leisure or races) to bring revenue to smaller communities. Thing about how the tour divide has helped smaller rural communities We can work with natural and make a living
no

If you can afford placing ads in NEMBA's magazine it would get BWANH's name and purpose in front of their 7000 members. Ditto for starting to communicate with NEBRA/USA Cycling members. Also NEHSCA to reach high school riders and their parents. BWANH needs to go to where the cyclists are. They will not come to you.

Absolutely love running and walking on all the rail trails in NH. We have spent several days each week walking at least three miles on the rail trails since the start of the pandemic. What a wonderful resource for exercise, exploration, and getting back to nature.

thank you!

the BWANH should be Thanking all the groups that pay to upgrade and maintain the trails. We are all trail users and should advocate for each other. including sharing the cost!

I never heard of you before I was asked to fill out this questionnaire.

Very disappointed. I was a member with every intention of continuing my membership, as I have with GSW. However, no communication at all, until they wanted to charge my Pay Pal account for another year. No thank you. I sincerely hope that my experience is a fluke.

Regarding education projects in Q3, I think PSAs and targeted social media messaging can be much more effective at this point than brochures and posters. With greatly expanded participation bicycling due to COVID what sort of opportunity is there currently to expand BWANH membership?

Not at this time

Please keep up the GREAT work. Thanks

Efforts to expand rail trails and to include \$ from the state and maintenance support for said trails

BE MORE VISIBLE

Thank you for your advocacy

The roads in NH are around the least safe roads for bicycle riding in the country. There is not much you can do about the lack of no shoulders and blind curves but it would be nice if serious legislation could be passed to reduce the number distracted drivers.

Not at this time

Questions 5 and 6 I supplied nonsense answers since I had no opinion or knowledge but was *forced* to complete. Dumb.

I am really tired of being bullied by motor vehicles on the road, especially when I am in a safe lane on the side of the road. For the most part, drivers are courteous and we are lucky to live in a beautiful bicycling environment. But even when I'm wearing high viz clothing, using blinking lights, and staying well on the side of the road, it's rare not to have some aggressive driver honk or swerve or drive much too close to me during a ride

N/A

Keep up the good work!

It's great that you're doing this!

I live in Salem. Over the past few years, it has become such a constant stream of close passes and abuse riding a bike that I no longer feel safe on the roads in town (and the surrounding towns) consequently, I've stopped riding. Just about everyone I used to ride with has quit, as well, I can back this up with video evidence.

Thank you for the work you are doing.

BWANH should be more involved with DMV, specifically drivers ed/licensing and with DOS, specific to the way laws are enforced or how officers could focus on education.

Workshops for local communities on how to create trail easements across private lands

Increase NHDOT accountability. Record operating speed whenever there is a crash.

you a group like the bicycle coalition of Maine. work with them.

There are questions here that I would have liked to have answered "Don't know" or "No Opinion" but had to 'lie' to complete the survey. E.g. I don't read the Advocate, so how would I know how effective it is? Or Q4, I had to pick events I knew nothing about in order to get to 3.

Keep doing what you're doing! Your advocacy is making a difference.

Thanks for the work you do.

Would like to continue the signage discussion we previously started.

keep up your good work

two thumbs up for all you do!

I would love a safe way to bike to Manchester and around Concord. We need to change the mindset. If other countries can do it. Why can't we.

Do not really know how to answer #5. It is amazing how many walkers are on the right-hand side of a road without sidewalks & cyclists on the left side or middle of road, sidewalks, not stopping for red lights/stop signs, ... When mentioning the laws, very offensive replies are common...

Keep up the good work!

I think you are great and are doing wonderful "behind the scenes" work for the betterment of everyone on two wheels

Glad the organization exists, doing a great job 😊

not aware of any BWANH activities

Please place emphasis on off-road bike paths such as those that are prevalent in Europe. It's safer and encourages folks of ALL ages and abilities to use.

Support and promote local groups such as the Baker River Valley Outdoor Guide have a presence in bike shops.

I would like to see BWA-NH do more to promote pedal-assist, Class 1 e-bikes acceptance on all trails and roads.

Your work is needed, and appreciated.

Not at this time

Q 5 - IDK. I wouldn't be interested in these types of events. Q 6 - IDK. I think all of those strategies could be effective. I just don't think BWANH is really effective with any of those strategies.

Keep up the great work!

We need better data on vehicle crashes involving bicyclists and pedestrians. I believe legislation was recently passed instructing the Dept. of Safety to share crash data with NHDOT, but the quality of that data is suspect, especially when it comes to crashes involving bicyclists/pedestrians. We also need better data on bike/ped infrastructure use. NHDOT has a comprehensive count program for vehicles, but bike/ped counting is spotty and there is no integrated system for storing/presenting bike/ped count data.

and I'd add to the prior survey sent, if you going to ask people how you are doing on social media, perhaps split out Facebook and Twitter, since the last time you posted on twitter was Jun 11, 2019

It would be helpful if the survey had a "Don't know enough information to make an assessment option ie Do you think BWANH participates in/hosts/partners on too few, too many, or the right number of biking/walking events? the correct answer is "I don't know" and the same with others of the questions, I was not that familiar with your group prior and came across it because someone posted on our business page messaging please share the survey

We enjoy the rail trails that are paved. Gravel paths are harder to navigate for some and restrict the use of more miles for all abilities to enjoy.

No

Be careful to stay as politically neutral as possible. Self-awareness is key as a lot of left-leaning people have lost the ability to recognize what is perceived as political by others.

State wide trail and route maps that are current and accurate.

I'm on the trail during the weekends and it's busy. These Avid cyclists just come up on top of you without even saying that they're on your left or your right. And then you have the people that just walk down the middle, with their dogs, they don't pick up their poop, they stop in the middle. But I love the trail.

Thank you for what you do.

As much ebike approval as possible and family friendly rides in lesser known areas than rail trails

Thanks for the important work you do.

Question 9: If you are a member of an advocacy group that is interested in partnering with BWANH to improve biking and walking in New Hampshire, please provide your contact information and the activities you are interested in partnering on with BWANH.

Response Count: 21 responses were received and provided contact info for partnering with BWANH on various activities!

**Note: One contact was "None"*