

FINAL

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE
REGULAR MEETING MINUTES
CITY COUNCIL CHAMBERS, 51 NORTH PARK STREET &
REMOTE VIA WEBEX [LebanonNH.gov/LIVE](https://lebanonnh.gov/LIVE)
7:00 PM, TUESDAY APRIL 5, 2022**

MEMBERS PRESENT: Colin Smith (Chair); Erling Heistad (City Council); Haynes Bunn (remote); Alan Schnur (remote); Marie McCormick (Vice-Chair); Amy Chan [7:12 PM]; Sean Dittrich; Jake Kelleher (remote)

MEMBERS ABSENT: Gregorio Amaro; George Sykes (City Council Alt); Clifton Below (Alt)

STAFF PRESENT: Rebecca Owens (Associate Planner)

1) CALL TO ORDER:

Chair Smith called the meeting to order at 7:13 PM.

A roll call was conducted to confirm attendance as three members participated virtually: Mr. Schnur, Ms. Bunn, and Mr. Kelleher.

2) APPROVAL OF MINUTES

A. March 1, 2022

A Motion was made by Mr. Heistad to accept the meeting minutes of March 1, 2022, as amended.

- *Page 2, line 43 – change to “Trues Brook”*
- *Remove Sarah Crysl Akhtar from Members Present*
- *Page 3, line 24 – Change to “Coats”*

Seconded by Ms. McCormick.

Roll Call Vote:

Members voting in favor included Mr. Heistad, Ms. Chan, Mr. Diitrich, Ms. Bunn, Ms. McCormick, Mr. Schnur, Mr. Kelleher, and Chair Smith.

None voted Nay.

****The vote on the MOTION was unanimously approved (8-0).***

3) OPEN TO THE PUBLIC: none at this time

4) STUDY ITEMS

C. Review and discussion re: Mt. Support Rd & Lahaye Dr Special Assessment District - DRAFT preliminary roundabout & traffic signal design alternatives – *the Committee took up this item at this time.*

Brian Vincent and Jeff Santacruce addressed the Committee. Mr. Vincent explained that this project is in the preliminary phase at this time. It still needs to go through the public hearing process, which will likely occur within 3-4 weeks. This project will be presented to the Conservation Commission next week. The bid phase will likely take place next January. The purpose of the project is to improve all modes of transportation through the intersection. The current intersection is prone to poor efficiency. There are three options for this project: an improved signaled intersection, a roundabout, and a no-build option. The build options include a 1200' long multiuse path along the east side of Mt. Support Road. This will be a

10-12' wide path, depending on certain project specifics. One important goal of this project is minimizing any impacts to the current TAP project, which runs from Route 120 to Lahaye Drive on the north side. There are also considerations being made to minimize impacts to utilities, rights-of-way, wetlands, and shoulder widths. Both build options will impact wetlands, approximately 10,000 s.f. or so. There are also stormwater considerations for both build options, as there are currently no stormwater treatments for the area. The utility impacts will be significant for both build options. The intention is to work with Dartmouth College and Dartmouth Hitchcock Medical Center regarding the potential right-of-way impacts. Both groups have indicated support of the project.

Mr. Vincent explained that the roundabout option would provide the highest level of efficiency for vehicles in this area, but would include greater impacts to rights-of-way, wetlands, and the TAP project. He explained that there is an existing crosswalk on the east side of Lahaye Drive, which is connected to the Mt. Support Road multiuse path and would intersect with the multiuse path. This crosswalk is proposed to be rebuilt. A crosswalk on the north side of Lahaye Drive is still being considered. There is a small extension of this proposed project north and south along Mt. Support Road. There is also a small extension of the project proposed heading east and west along Lahaye Drive. Mr. Santacruce explained that the current design shows a 4' shoulder with 11' travel lanes. There may be some curbing needed in the corners for extra protection.

Mr. Vincent explained that the roundabout option would contain two lanes that will accommodate large trucks. The proposal is to extend the current multiuse path north toward the TAP project, and then to the proposed 1,200' multiuse path located on the east side of Mt. Support. There is no current connection up Lahaye for pedestrians. The advantage of this option is efficiency on non-peak hours. During peak hours, it is equal or slightly better than the signaled intersection for vehicles. The impacts are similar to the other build option. Mr. Santacruce stated that this is a slightly modified roundabout; there are two lanes in both directions on Lahaye Drive, but on Mt. Support there are two lanes coming in, but only one exiting. This is due to capacity and will allow for tighter geometry. The roundabout option allows for better overall operation, as it does not cause cars to stop during non-peak hours.

Mr. Vincent stated that single-lane roundabouts do not have signalization for pedestrians. The crosswalk on the east leg of the intersection is proposed approximately 25-30' back from the intersection. This allows for pedestrian crossing behind the first car in line, to allow for that car to focus on the roundabout. For a two-lane roundabout, NH DOT's policy is for a pedestrian hybrid beacon on both the entry and exit side. This allows for pedestrian-dedicated movement in the roundabout. These would be mounted on an overhead mast arm.

Mr. Kelleher stated that he is not convinced that three lanes are needed for Lahaye Drive going east. Mr. Vincent explained that removal of this area will not offer many gains to the project but including it does allow for easier traffic flow when needed.

Mr. Vincent explained that there is not currently the technology to detect bicycles in a separate way than the pedestrian crossing button. This proposal is for all cyclists to use the multiuse path, unless comfortable using the roadway itself.

Mr. Schnur explained that there are trailheads located along Lahaye Drive, so a 4' wide path would be helpful to allow cyclists to access those areas. He suggested using certain sewer caps that may be more bicycle-friendly.

Mr. Vincent explained that the intersection currently operates at a Grade F for most movements during peak hours. A signal option would allow for the intersection to improve to a Grade D. For a roundabout, only one movement during peak hours would be considered a Grade D, the other movements would be more improved.

Mr. Dittrich explained that this project could potentially entice people who live in the nearby apartments and are employed at the hospital to walk to work. He asked about the precedence for the crosswalk in the roundabout in North America. Mr. Vincent explained that there is one currently being installed with this same configuration along Route 4. There is also a similar one being completed in Keene along Winchester Street. The prevalence for these types of roundabout systems is increasing in North America.

Ms. Owens asked about cyclists using the roundabout instead of the multiuse path. Mr. Santacruce noted that all four approaches are under a yield in this system. It was noted that there takes a level of bravery for cyclists to use the roundabout as their travel lane. Mr. Vincent explained that another option could be crossings along all four legs of the intersection to run the multiuse path around the rotary with bike ramps to enter/exit the road and the path. This would cause many more impacts to the area though. Committee members stated that they might like to see this option in the future.

B. Update on Walk Bike Ride Lebanon Multimodal and Complete Streets implementation plan – the Committee took up this item at this time

Alex Belenz gave an update on the development of this plan. He explained that the two concurrent tasks are to determine what the desired city-wide pedestrian and bicycle network might look like, and individual projects to make improvements to achieve the network. Along with a public survey, there were approximately 10 stakeholder discussions held that will be used to inform the process. There are nine people on the Project Advisory Committee for this plan, which will meet later this month to look at a couple of priority projects. He noted that one of the tasks is to engage with engineers and stakeholders to make some of the projects more design ready. One of the projects is Meriden Road, from Messenger Street to Laplante Road, and ped/bike access in the area. Another project is creating a multiuse path or trail to connect the Mascoma Greenway to Mascoma Street. Additionally, projects for the Mascoma Greenway itself, extending it to Riverside Park and then to Westboro yards. Other projects along NH 10 include one for Sachem Village to the Wilder Dam, and a multiuse path or trail from Sachem Village to Medical Center Drive. Finally, a project to create a multiuse path or trail along the riverfront of NH 12A.

It was noted that, regarding the Mascoma Greenway to Mascoma Street project, the City has acquired the neighboring residential property for future cemetery expansion and to create an extension along the right of way, parallel to Mascoma Street.

Mr. Belenz stated that updates will be shared with the Committee as they become available.

A. Updates from Other Boards

- Planning Office - Planning Staff

Ms. Owens explained that, on Wednesday, Congresswoman Kuster will visit Lebanon to do a site walk from the American Legion and look at a section of Mechanic Street proposed for federal funding.

- Safe Routes to School - Planning Staff

There was no update at this time.

- City Council - Erling Heistad

There was no update at this time.

- Planning Board/CIP Meeting - Gregorio Amaro

There was no update at this time.

- Police Reports - Alan Schnur

Mr. Schnur explained that there was one crash reported in February; thus, there is 1 crash reported year-to-date.

- Mascoma River Greenway Coalition - Colin Smith

There was no update at this time.

- Class VI Roads - Colin Smith

This item was previously discussed.

- State of NH Updates – Vacant

There was no update at this time.

- Rails to Trails - Amy Chan

Ms. Chan noted that the group is moving forward with plans to build a tri-shaw storage shed on Eldridge Lot. If the Eagle Scout moves forward with his proposal, as previously presented, to replace the existing kiosk in this area, FNRT would like to actually relocate it to a different area.

- Communications Plan - Marie McCormick

There was no update at this time.

5) OTHER BUSINESS

A. Curb the Car Day

Ms. Owens stated that this is usually held in May. This year, it is proposed to be held on May 13, 2022. She asked for volunteers from the Committee to help on the day of the event.

B. Updates on City and NHDOT projects (e.g., TAP Lahaye, Westboro, Exit 18) – *This was not addressed at this time*

C. Electronic Agendas – *This was not addressed at this time*

D. Bike Rodeo – *This was not addressed at this time*

6) FUTURE AGENDA ITEMS & FOLLOW-UP NEEDS: – This was not addressed at this time

A. Bike racks/Repair stations

B. Bike Friendly Community Designation Renewal

C. SAU88 Coordination

7) ADJOURNMENT:

***A Motion was made by Mr. Heistad to adjourn the meeting.
Seconded by Ms. McCormick.***

Roll Call Vote:

Members voting in favor included Mr. Heistad, Ms. Chan, Mr. Diitrich, Ms. Bunn, Ms. McCormick, Mr. Schnur, Mr. Kelleher, and Chair Smith.

None voted Nay.

****The vote on the MOTION was unanimously approved (8-0).***

The meeting was adjourned at 9:04 PM.

Respectfully submitted,
Kristan Patenaude, Recording Secretary