



LEBANON PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE

FEBRUARY 4, 2025 - 7:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE

1. Call to Order

- A. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 879 192 168#). If you have trouble accessing this meeting, please [email catheryn.hembree@lebanonnh.gov](mailto:catheryn.hembree@lebanonnh.gov).

2. Approval of Minutes

- A. January 7, 2025

3. Open to the Public

4. Study Items

- A. **AARP (American Association of Retired Persons) Grant - E-bike charging stations:** Presented by the Lebanon Energy Advisory Committee
- B. **Non-infastructure Walk, Bike, Ride Lebanon Projects**
- C. **Complete Streets Policy**
- D. **Updates from Other Boards**
- Planning and Development
 - Planning Board
 - City Council
 - Police Reports
 - Mascoma River Greenway Coalition
 - West Lebanon and Hanover Greenway (WaHG)
 - Class VI Roads
 - Communications Plan

5. Other Business

6. Future Agenda Items

7. Adjournment

The order of agenda items is subject to change.

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to [LebanonNH.gov/Live](https://lebanonnh.gov/Live) where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

DRAFT

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE
REGULAR MEETING MINUTES
MEETING ROOM 1- CITY HALL &
REMOTE VIA VIRTUAL PLATFORM LebanonNH.gov/LIVE
7:00 PM, JANUARY 7, 2025**

MEMBERS PRESENT: Colin Smith (Chair); Ben Swanson (Alt); Sean Dittrich (Vice Chair);
Marie McCormick; Nelson Rooker (Alt); George Sykes (City Council,
Alt); Tim Gilbert

MEMBERS ABSENT: Clifton Below (Alt); Jared Toon (Alt); Erling Heistad (City Council);
Haynes Bunn

STAFF PRESENT: Catheryn Hembree (Associate Planner)

1) CALL TO ORDER:

Chair Smith called the meeting to order at 7:00 PM.

Mr. Swanson, Councilor Sykes, and Mr. Rooker sat as voting members.

2) ELECTION OF OFFICERS

A. Chair and Vice Chair

A MOTION was made by Mr. Dittrich to nominate Colin Smith as Chair of the Pedestrian & Bicyclist Advisory Committee. Mr. Smith accepted the nomination. All were in favor, with Mr. Smith abstaining.

A MOTION was made by Ms. McCormick to nominate Sean Dittrich as Vice Chair of the Pedestrian & Bicyclist Advisory Committee. Mr. Dittrich accepted the nomination. All were in favor, with Mr. Dittrich abstaining.

3) APPROVAL OF MINUTES

A. December 3, 2024

A MOTION was made by Mr. Dittrich to approve the meeting minutes of December 3, 2024, as presented. Seconded by Mr. Rooker.

**The vote on the MOTION was approved (6-0).*

4) OPEN TO THE PUBLIC:

Rachel Thomeer, Fairview Avenue, presented her proposal for three “no parking” signs at the intersection of Fairview Avenue and High Street. She explained that there is heightened foot traffic in this area due to its proximity to downtown. This area is a confusing roadway and there are safety issues during peak travel times.

Tim Gilbert entered the meeting at 7:20PM and took his seat as a voting member. Mr. Swanson sat as an alternate.

A MOTION was made by Mr. Dittrich that there has been public concern regarding parking around the vicinity of the Fairview Ave/High Street/Hanover Street/Hough Street intersection, and so move that the City Manager place “No Parking Here to Corner” signs on Fairview Avenue and High Street

1 *in accordance with RSA 265:69. It appears that signs have already been placed on Hough Street in*
2 *accordance with this regulation. Seconded by Mr. Gilbert.*
3 **The vote on the MOTION was approved (6-0).*

4
5 Chair Smith noted that Haynes Bunn is planning to step down from her seat on the Committee.

6 7 **5) STUDY ITEMS**

8 **A. Food Truck Task Force Public Comments**

9
10 The Committee reviewed the locations proposed for food trucks. There was discussion regarding
11 pedestrian safety items of keeping people out of the street while they are accessing the food trucks and
12 keeping the trucks downstream of crosswalks while not impeding sight lines.

13 14 **B. TAP Funding for Mechanic Street Sidewalk - Ped and Bike Advisory Committee letter of support**

15
16 Ms. Hembree explained that the request is for a letter of support from the Committee regarding the
17 proposed TAP funding project. The Committee discussed the request.

18
19 *A MOTION was made by Councilor Sykes that the Pedestrian and Bicyclist Advisory Committee support the*
20 *TAP Grant application for the furtherance of pedestrian, public, and bicycle safety in the City of Lebanon*
21 *and to authorize the Chair to sign the letter of support on behalf of the Committee. Seconded by Mr. Dittrich.*
22 **The vote on the MOTION was approved (6-0).*

23 24 **C. Walk, Bike, Ride Lebanon Plan Items**

25
26 The Committee reviewed the Walk, Bike, Ride Lebanon Plan items.

27
28 Councilor Sykes suggested that the Committee could consider presenting an appeal to the City Council
29 for a more robust Complete Streets Policy.

30 31 **D. Strategic Plan Items**

32
33 The Committee reviewed its items in the Strategic Plan. The Committee discussed adding a goal of
34 renewing Lebanon's bike-friendly community designation.

35 36 **6) OTHER BUSINESS**

37
38 None at this time.

39 40 **7) FUTURE AGENDA ITEMS**

41
42 As discussed during the meeting.

43 44 **7) ADJOURNMENT:**

45
46 *A MOTION was made by Mr. Dittrich to adjourn the meeting. Seconded by Ms. McCormick.*
47 **The vote on the MOTION was approved (6-0).*

48
49 **The meeting was adjourned at 8:27 PM.**

50
51 Respectfully submitted,
52 Kristan Patenaude, Recording Secretary

Lebanon E-bike Charging

Possible locations & proposed equipment
for grant application to AARP

Proposed shelter



Dero Vizor shelter: 12' long x 7.5' deep x 9.75' high = \$13,552

Proposed bike charging: 4 outlets



Saris Power Post (left) x 2 = \$700 OR Saris Charging Station x 4 = \$6,000

Proposed location: outside tunnel's east end



Alternative 1: Lebanon mall, plaza NW corner



Alternative 2: Lebanon mall @ skylight



Alternative 3: Colburn Park @ billboard



Rationale for proposed equipment

- Dartmouth student engineering team proposed solar-powered stations but e-bike and solar expert Karl Kemnitzer found major problems with this plan. City Electrician Ted Makalinaw also recommends strongly against solar for this purpose, and instead hardwiring the stations to Lebanon's account.
- The Dartmouth proposal did point us to the Dero shelter and Saris stands.
- Each Saris Power Post contains 2 electrical outlets at much lower cost than Saris Power Stations, which helps our chances for an AARP grant.
- Users would bring their charge cords. The Saris Power Station has outlets + a lockable box to hold the charger but at prohibitive cost. Saris Power Posts are sufficient; users will find a way to secure their chargers to their bikes.

Rationale for proposed site outside tunnel

- Cement pad already exists (former Soofa sign site) for bolting the shelter and is appropriate size: pad is 18 feet wide x 10 feet deep and shelter is 12 feet wide x 7.5 feet deep x 9.75 feet high
- Rain / snow would slide off roof onto lawn behind shelter
- Costs to connect electricity = similar or less than other options (~ \$2k); minimal trenching required
- Location is on high-traffic bike route (tunnel & Rail Trail) with security cameras
- Sloped pathway leads to Colburn Park, stairs lead to Lebanon Mall
- DEI Commission members favor this site; nearby Ledyard Charter School would like e-bike charging in its vicinity

Site: outside NE end of tunnel



Alternative 1: Mall plaza

- PROS:
 - Relatively unused portion of mall, same level as shops/restaurants
 - No trenching to bring electricity from tunnel up the wall to site
 - Near Omer & Bob's bike shop
- CONS:
 - Police Dept. concerns that location will lead to bike riding on mall, which is prohibited
 - Drill through plaza floor to bolt shelter & Saris Power Posts

Alternative 2: Mall skylight

- PROS:
 - Just off the Hanover St. parking lot, so no bike riding on the mall
- CONS:
 - Not enough room for the shelter & station without blocking some ped/wheelchair access
 - Would need to drill through the rim around the skylight to access electricity, increasing risk of leaks when raining

Alternative 3: Colburn Park

- PROS:
 - Survey found Colburn Park was top site desired for e-bike station
 - City electrician sees this as an opportunity to remove bulletin board and upgrade all electrical equipment at the site (but might increase costs?)
- CONS:
 - Would need new dedicated electrical circuit & cement pad for the site
 - Likely push-back from Heritage Commission
 - Location in center of Park may increase bike riding in park (prohibited)

Suggested proposal for AARP grant (max \$25,000, though most grants are \$10-\$12,000)

- Dero Vizor shelter = \$13,552
- 2 Saris Power Posts = \$700
- Electrical installation = \$2,000
- Misc. costs (personnel, shelter installation, maintenance, electrical supply, & what else?) = \$2,000 (+ separate fundraising)
- **Tentative total for grant: \$18,252**



RELATED KEY STRATEGIES

Pedestrian and bicycle capital projects are critical for increasing connectivity and facilities. However, non-capital and policy decisions enhance and strengthen overall mobility goals of the City. Strategies were divided into categories: education/engagement, infrastructure design, operations & maintenance, pilot programs, regulations & policy, and safety.

Education/engagement involves describing who you need to communicate your improvement work to, the purpose of communication with them, the communication method you will use, how often you will communicate and who will communicate with the audiences identified.

Infrastructure design incorporates the integral elements of the urban and natural environment. Operations and Maintenance is a combination of asset management, budgeting, and the day-to-day activities necessary for the assets.

Pilot programs are small-scale, short-term experiments that help an organization learn how a large-scale project might work in practice. Regulations and policies are rules or commitments made by municipalities and other committees to achieve certain goals. Safety focuses on preventing conditions that would cause hurt, injury, or loss.



Education/Engagement

Infrastructure Design

Operations & Maintenance

Pilot Programs

Regulations & Policy

Safety

EDUCATION/ENGAGEMENT

Goal: Increase usership of bicycle and pedestrian facilities by utilizing education strategies to increase awareness among community members

Suggested Activities:

- Map showing current and planned bike-walk network including on- and off-street facilities, other markings and features, and speed limits
- Equity / DEI-related recommendations including public participation parameters
- Bolster educational programs including schools, youth instruction
- Bolster ped-bike educational facilities to support City programs and school PE classes (e.g., traffic garden)
- Community signage plan with unified design/branding and wayfinding
- Run ride/route showcase series like Wild About Lebanon
- Driver education
- Recommend for future updates to brand routes e.g., Providence's urban trails network
- Use social media platforms and other communication methods for project statuses



Figure 8. Example of the Walking School Bus Program in Lebanon. Source: https://www.sau88.net/apps/pages/index.jsp?uREC_ID=331608&type=d&termREC_ID=&pREC_ID=622812

Examples/Resources:

- [Boulder, CO Multimodal Planning Division](#)
- [Environmental Justice Public Participation Checklist for Governments](#)
- [Bicycle Friendly Community Equity and Participation Criteria](#)
- [Spectrum of Public Participation](#)
- [Indianapolis revised Complete Streets Policy](#)
- [Alta Quick Build Guide](#)
- [USDOT National Roadway Safety Strategy](#)
- [Street Mix Interactive Tool](#)
- [New London, NH Bike Rodeo Engagement Materials](#)
- [Bicycle Friendly Driver Initiative](#)
- [Bike Signage Project in Santa Cruz, CA](#)
- [Bike Route Wayfinding Signage and Markings System](#)
- [Providence Complete Streets Plan](#)

INFRASTRUCTURE DESIGN

Goal: Incorporate design principles that promote sustainability, safety, and smart-growth concepts in infrastructure

Suggested Activities:

- Update requirements/design guidance (in Complete Street Policy, Roadway Design Manual, Traffic Calming Bid Specifications with lane widths, shoulders, boulevards, traffic calming criteria, etc.)
- Incorporate green infrastructure into ped-bike projects
- Improve commercial/service offerings in downtown areas/near residential clusters
- Equity/DEI-related recommendations including public participation parameters



Figure 9. Picture of a "shared space" concept. Source: <https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf>

Examples/Resources:

- [Alta Quick Build Guide](#)
- [Design Guide for Low-Speed Multimodal Roadways](#)
- [Seattle Design Standards](#)
- [FHAW Self-Enforcing Roadways](#)
- [NACTO Urban Design Guide](#)
- [Green Infrastructure and Bike Design in Utah](#)
- [Boulder County Transportation Master Plan](#)

OPERATIONS & MAINTENANCE

Goal: Strengthen bicycle and pedestrian programs through updating municipal procedures and daily activities

Suggested Activities:

- Maintain sidewalks through a pedestrian asset management system
- Maintain shoulders by sweeping, plowing, and reducing edge cracks
- Maintain bicycle storage facilities
- Provide and support development of public bike/micromobility storage
- Pursue federal funding programs for major capital projects
- Coordination opportunities with related plans
- Continue participating in Upper Valley Transportation Management Association (UVTMA) and Upper Valley Lake Sunapee Regional Planning Commission's Transportation Advisory Committee (TAC)
- Increase staff resources for transportation planning
- Toolkits/checklists (Transit Demand Management etc.)
- Bike Friendly Community designation - timeline, integration, key outstanding actions

- Continue annual/regular interdepartmental and Public Works-PedBike Committee reviews of facility improvement and maintenance opportunities
- Overall criteria for City project prioritization including CIP (noting back to how WBRL priority project list was developed) / Ped-bike checklist for major capital road & bridge projects
- Metrics: prioritizations, tracking success
- Update criteria for traffic studies in development review and capital projects
- Do regular multimodal traffic counts/get permanent counters
- Update employee dress code to facilitate more active walk-bike commuting and activity between facilities and become a "bicycle-friendly" workplace
- Travel demand management programs
- Monitor impacts of development to currently low-stress bicycle roads

MEASURING GOAL & OBJECTIVES

Goal and Objectives		Outcome Measures	Region		Trend		New Hampshire	United States	Data Source(s)
Goal			2012	Today	Desired	Observed			Note: Some figures may be influenced by the COVID-19 pandemic.
	Increase use and availability of local and regional transportation options in the Monadnock Region	Average Annual Vehicle Miles Traveled Per Resident	8,553	8,699	🟢	🔴	10,486	9,807	NHDOT and USDOT 2013, 2019 HPMS Data; 2019 NH OSI Annual Population Estimates, US Census Bureau
1	Increase Use & Availability of Sidewalks & Walkways	% of People that Walk to Work	5.2	2.8	🟢	🔴	3.0	2.8	American Community Survey 2006-2010 and 2015-2019 Estimates, US Census Bureau
		Miles of Sidewalk	103.0	105.4	🟢	🟢			SWRPC, 2021
		Miles of Improved Rail Trail		12.0	🟢	🟢			SWRPC, 2021
		Local Complete Streets Policies	0	9	🟢	🟢	13	1,404	Smart Growth America, 2021
2	Increase Use & Availability of Bicycle Infrastructure	# Commute Trips by Bike		1,472	🟢				Strava Metro, 2020 (Cheshire County)
		# Leisure Trips by Bike		23,375	🟢				American Community Survey 2006-2010 and 2015-2019 Estimates, US Census Bureau
		% of People that Bike to Work	0.5	1.7	🟢	🟢	1.2	1.8	
		Miles of Bike Lanes	0.7	0.7	🟢	↔️			SWRPC, 2021
		Bicycle Friendly Communities	1	1	🟢	↔️	5	485	League of American Bicyclists, 2021
		Bicycle Friendly Businesses	0	2	🟢	🟢	7	1,406	
		Bicycle Friendly Universities	0	1	🟢	🟢	2	208	
3	Use & Availability of Public Transportation	% of People that Wish the Bus Were Available or Easier to Use		42%	🟢				Cheshire Medical Center Community Survey, 2020 (Cheshire County)
		# of Trips Per Week		21	🟢				Home Healthcare Hospice & Community Services, MOOver, 2021
		# of Stops		37	🟢				
		Route Miles	17.6	18.5	🟢	🟢			SWRPC, 2021
4	Increase Use & Support for Ridesharing & Car Sharing	% of People that Carpool to Work	8.1	7.8	🟢	🔴	8.0	9.8	American Community Survey 2006-2010 and 2015-2019 Estimates, US Census Bureau
		# of Park and Ride Lots	1	1	🟢	↔️			SWRPC, 2021
		# of Park and Ride Parking Spaces	35	35	🟢				Commute Smart NH, 2021
		# of Commute Smart NH Rideshare Participants		4	🟢				
5	Increase Awareness & Support of Intercity Bus Services & Rail	# of Stops	1	1	🟢	↔️			Greyhound, 2021
		# of Trips Per Week		14	🟢				Greyhound, 2021
6	Implement Non-Transportation Strategies to Replace Vehicle Trips	% People that Work from Home	7.4	9.8	🟢	🟢	4.3	5.6	American Community Survey 2006-2010 and 2015-2019 Estimates, US Census Bureau
7	Increase Location Efficient Siting of Housing, Jobs and Services	% of People that Live Less than 15 Minutes Away from Work	39.4	34.7	🟢	🔴	27.1	25.5	American Community Survey 2015-2019 Estimates Table B08303, US Census Bureau

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Figure 10. Sample Metrics for Implementing Action Plan. Source: <https://www.mastnh.org/wp-content/uploads/2022/01/MAST-Action-Plan-2021-2030.pdf>

Examples/Resources:

- [Employer Guide to Promoting Alternative Transportation](#)
- [Resources for Building a Bicycle Friendly Community](#)
- [Winter Bike Lane Maintenance](#)
- [Decision Support Framework for Cycling Project Prioritization](#)

- [Vital Communities Mobility Checklist](#)
- [Quick Build Prioritization Process](#)
- [Sample Metrics for Implementing Action Plan](#)
- [How to Become a Bicycle Friendly Workplace](#)

PILOT PROGRAMS

Goal: Test novel bike/ped projects to maximize limited resources and generate public enthusiasm

Suggested Activities:

- Tactical urbanism/demo project/quick build project ideas and resources
- Low-cost traffic calming measures
- E-bike program
- (Electric) bikeshare or at least fleet for City employees e.g., meetings between City Hall and DPW and/or Leb Housing Authority



Figure 11. Picture from Vital Communities' E-Bike Lending Library Program. Source: <https://vitalcommunities.org/transportation/upper-valley-e-bike-lending-library/>

Examples/Resources:

- [Calbike Quick-Build Street Design](#)
- [Burlington, VT Quick Build Design](#)
- [Transportation Intervention Objects](#)
- [Quick Build Materials](#)

- [Worcester, MA E-Bike Program](#)
- [Colorado E-Bike Program](#)

REGULATIONS & POLICY

Goal: Reduce regulatory barriers and promote policies that further the adoption of bike/ped projects

Suggested Activities:

- Create dedicated ped-bike capital reserve
- Promote connectivity, walkability through land use regulation, including updated site plan requirements
- Revise Lebanon Complete Streets Policy and/or require annual review with annual actions that go into City Workplan
- Update Lebanon streetscapes policy
- Update Class VI Roads policy
- Adaptive speed management policy
- Identify bicycle parking gaps
- Add bicycle parking requirements to local regulations

- m. **Bicycle parking:** Off-street bicycle parking may be required by the Board whenever any new use is established or any existing use is enlarged for which more than 25 vehicle parking spaces are required. If required by the Board, the quantity of required bicycle stalls will be determined as shown in TABLE 2, below

TABLE 2
BICYCLE PARKING

Vehicle Spaces Required	Bicycle Stalls Required
25-100	5% of vehicle
100+	3% of auto (minimum of 5 stalls)

1. A minimum of two (2) stalls shall be provided.
2. A bicycle "stall" shall include a delineated and safe parking area, and an appropriate structure to which bicycles can be secured.
3. Appropriate structure means a stand or other device constructed so as to enable the user to secure by locking the frame and one wheel of each bicycle parked therein. Racks must be easily usable with both U-locks and cable locks. Racks shall support the bikes in a stable upright position so that a bike, if bumped, will not fall or roll down. Racks that support a bike primarily by a wheel are not acceptable.
4. Bicycle parking racks, shelters or lockers must be securely anchored to the ground or attached to a structure.

Figure 12. Example of bicycle parking requirements in the Town of Merrimack, NH.

Examples/Resources:

- [Guidelines for Regulating Shared Micro-mobility](#)
- [EPA Walkability Index](#)
- [Essentials of Bike Parking](#)

- [Streetscape Policy in Stoughton](#)
- [Durham, NH Class 6 Road Policy](#)
- [Creating a Speed Management Program](#)
- [FHWA Speed Management Strategic Initiative](#)

SAFETY

Goal: Proactively combat safety issues for all biked/ped users and strive towards eliminating all bike/ped accidents

Suggested Activities:

- Integrate Safe Routes to School with WBRL including safe bus stops and crossings
- Adopt Vision Zero
- Improve ped-bike crash data collection/reporting
- Revamp the Safety Committee
- Develop and adopt a Pedestrian and Bicycle Safety Action Plan



Safety Treatment Evaluation (2005-2018)

2022 – New York City Department of Transportation

Sample Size

Safety Treatment	Treatments	Centerline Miles
Road Diets	28	29.1
Conventional Bike Lanes	542	133.8
Protected Bike Lanes	146	36.7
Pedestrian Islands	177	2.1
Curb & Sidewalk Extensions	266	9.5
Turn Calming	107	NA
Leading Pedestrian Intervals (LPIs)	1446	NA

Figure 13. Safety Treatment Evaluation Example. Source: <https://www.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf>

Examples/Resources:

- [New York City DOT Safety Measure Rankings](#)
- [Safe Routes to School Toolkit](#)
- [Boulder's Vision Zero](#)
- [Pedestrian and Bicycle Safety Action Plan](#)

KEY FUNDING SOURCES

Funder	Program Name	Details
OST Programs	Safe Streets and Roads for All (SS4A) Grant Program	The SS4A program supports the Department's goal of zero deaths and serious injuries on our nation's roadways.
OST Programs	RAISE	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$12.1 billion for fourteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.
FHWA	Congestion Mitigation and Air Quality Improvement (CMAQ) Program	The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.
FHWA	Transportation Alternatives Program	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
FHWA	Reconnecting Communities Pilot Program	The Reconnecting Communities Pilot Program seeks to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions. Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility. Capital construction grants may be used to implement these types of projects.
League of American Bicyclists	Community Spark Grants	Small grants intended for classes/educational opportunity, pop-up infrastructure/traffic calming, placemaking/tactical urbanism, end-of-trip facilities (bike parking/fix-it stations, etc.)
State/Federal Representatives	Congressionally Directed Spending (Earmarks)	Some communities have seen success with engaging their congressional delegates. Congressionally Directed Spending for Fiscal Year 2023: How Counties Can Navigate the Earmarks Process (naco.org) provides a good overview of the process. Also, as seen in this memo , \$7,522,450 went to NH last year.
New Hampshire Trails Bureau	Recreation Trails Program (RTP)	Recreational Trails Program (RTP) is a competitive grant program that offers funding for quality public trail projects throughout New Hampshire. Limited grants are available for motorized, non-motorized and diversified trails. Eligible projects include

		maintenance and restoration of existing trails, purchase and lease of trail construction and maintenance equipment, construction of new trails, development and rehabilitation of trailside and trailhead facilities and trail linkages.
National Wildlife Federation	Neighborhood Access and Equity Grant Program	This new program provides grants to help reconnect neighborhoods divided by infrastructure, mitigate negative impacts of transportation facilities or construction projects on communities, and support equitable transportation planning.

MULTI-MODAL PLACE-MAKING WISHLIST

The Project Team developed a Walk, Bike, and Ride Related Accessibility and Place-Making Wishlist to be used for fundraising activities. Many of these items include multi-modal accessories that are essential to a comprehensive multi-modal transportation system. To connect with the City's Bike/Ped Committee, click [here](#).

Ready to partner with us on these goals?

Here's Lebanon's Walk, Bike, and Ride Related Accessibility and Place-Making Wishlist

Platinum Needs
\$\$\$\$

Bikeshare
Stations for
Electric Bikes
(e-bikes)

Construction
of new
bike/ped
facilities

Conceptual
Designs

City of Lebanon – Complete Streets Policy

(Adopted January 18, 2017)

VISION AND PURPOSE

The City of Lebanon is a thriving small City that is the regional center of the Upper Connecticut River Valley. Lebanon has just over 13,000 residents, but experiences an influx of as many as 19,000 daily commuters for employment, shopping, and services, which makes transportation a key component in achieving the goals of the City's 2012 Master Plan.

The Vision statement of the Master Plan's Transportation Chapter states:

"The City of Lebanon's transportation systems shall be balanced and integrated in order to improve mobility, enhance resident's quality of life, improve the attractiveness of our neighborhoods, and support planned regional growth. Transportation decisions shall be based on environmentally sound and health-promoting principles, shall focus on reinforcing Lebanon's residential neighborhoods, and shall be pedestrian and bicycle friendly.

"The City of Lebanon shall strive for a balanced and integrated multi-modal (the combination of transit, motor vehicle, air, rail, pedestrian, and bicycle transportation) transportation systems that provides incentives for increased use of transit, bicycle, and pedestrian modes; supports compact, mixed-use development; reduces carbon footprints, and contributes to decreases in both traffic congestion and volumes. The City shall approach transportation issues with an eye to the prevention of future challenges, as well as seeking to remedy problems and support sustainable development."

With this Vision in mind, the Master Plan specifically describes "Complete Streets" as one policy the City can employ to improve mobility and safety for all users. "Complete Streets" are streets designed and operated to enable safe access and mobility for all users, regardless of age and ability, so that pedestrians, bicyclists, motorists, and transit users are able to safely move along or across City streets.

The goal of this Complete Streets policy is to assemble and codify portions of the 2012 Lebanon Master Plan into a document that will guide and inform planners, engineers, and policy makers going forward and to ensure that the City of Lebanon's streets and public ways will be convenient, safe, and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, regardless of age and physical ability.

CORE COMMITMENT

All Users and Modes

The City of Lebanon shall plan, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, motorists, transit vehicles and riders, and all other users, in all new construction, retrofit, or reconstruction projects, subject to the exceptions contained herein.

Planning

The City of Lebanon shall incorporate Complete Streets principles from the City's Master Plan, into area plans, transportation plans, the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations, and other documents, regulations, and programs as appropriate.

Projects and Phases

The City of Lebanon shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction engineering, construction, reconstruction, operation, and maintenance.

Complete Streets principles will be applied to all new City projects, privately funded developments, and incrementally on existing streets through a series of small improvements and activities over time. This policy also encourages the NH Department of Transportation to incorporate these principles in their state-initiated projects that are located within the City. Additionally, the City will strive to continue to improve connectivity with neighboring communities by asking and encouraging other communities to participate in Complete Streets design and implementation.

It is understood that maintenance activities do not necessarily trigger requirements for major street improvements and should not be expected to do so. However, maintenance activities do present some opportunities for smaller improvements that will result in better access and safety for roadway users.

Exceptions

Complete Streets principles will be applied to all street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances outlined below. Even under the conditions outlined below, a project's impact will be evaluated for the effect it would have on the usefulness of the street for all users, now and in the future, and the ability to implement other adopted plans in the future:

1. Where pedestrians and bicyclists are prohibited by law from using the facility and where no alternative facilities and accommodations can be provided within the same transportation corridor.
2. Where the construction of walkways, bikeways, or other accommodations are not practically feasible or cost effective because of unreasonable adverse impacts on the environment, neighboring land uses, right-of-way acquisition, or would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.

3. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to the public safety and increase risk of injury or death.
4. Where regular maintenance or repair work does not require new design and engineering plans for a full retrofit of a street.

When construction, reconstruction, or retrofit of a street is proposed, any determination that a project will or will not meet Complete Streets principles based on the above exceptions will be reviewed and confirmed cooperatively among departments in the City of Lebanon and/or by the appropriate governing body.

BEST PRACTICES

Policies

The City shall utilize all adopted policies that relate to the right-of-way as appropriate, including:

- City of Lebanon Policy Statement on Design and Construction Standards for Streetscapes (June 27, 2012)

Design Guidance and Flexibility

The City shall utilize the latest accepted or adopted design standards available, including:

- American Association of State Highway and Transportation Officials (AASHTO)
 - o [Guide for the Development of Bicycle Facilities \(4th Edition, 2012\)](#)
 - o [Guide for the Planning, Design and Operations of Pedestrian Facilities \(2004\)](#)
 - o [A Policy on Geometric Design of Highways and Streets \(2011\)](#)
- American Planning Association (APA) & American Society of Civil Engineers (ASCE)
 - o [U.S. Traffic Calming Manual \(2009\)](#)
- Federal Highway Administration (FHWA)
 - o [Manual of Uniform Traffic Control Devices \(MUTCD\)](#)
 - o PEDSAFE: [Pedestrian Safety Guide](#) and [Countermeasures Selection System](#)
 - o [Guidance on Bicycle and Pedestrian Facility Design Flexibility](#)
- Institution of Transportation Engineers (ITE)
 - o [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach \(2010\)](#)
 - o [Neighborhood Street Design Guidelines \(2010\)](#)
- National Association of City Transportation Officials (NACTO)
 - o [Urban Bikeway Design Guide \(2nd Edition, 2012\)](#)
 - o [Urban Street Design Guide \(2013\)](#)

- U.S. Architectural and Transportation Barriers Compliance Board (the Access Board)
 - [Accessible Rights-of-Way: A Design Guide](#)
- Active Transportation Alliance
 - [Complete Streets Complete Networks: A Manual for the Design of Active Transportation](#)

Public Participation

During the planning, design, and review phases of projects, every effort shall be made to encourage public participation and to incorporate feedback as part of the final project.

Context Sensitivity

During the planning, design, and review phases of projects, every effort shall be made to reflect the context and character of the surrounding built and natural environments, and when possible enhance the appearance and character of the existing street.

Streetscape amenities such as street trees, lighting, landscaping, and way-finding, should be incorporated where appropriate and feasible.

Stormwater

The City of Lebanon, in addition to providing safe and accessible streets, shall incorporate best management practices for addressing stormwater runoff.

Measures of Success

Complete Streets shall be regularly evaluated for success and opportunities for improvement. This policy encourages the evaluation of progress, including the following parameters when appropriate:

- User data – bike, pedestrian, transit, and traffic
- Crash data
- Use of new projects by mode
- Compliments and complaints
- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built
- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted

IMPLEMENTATION

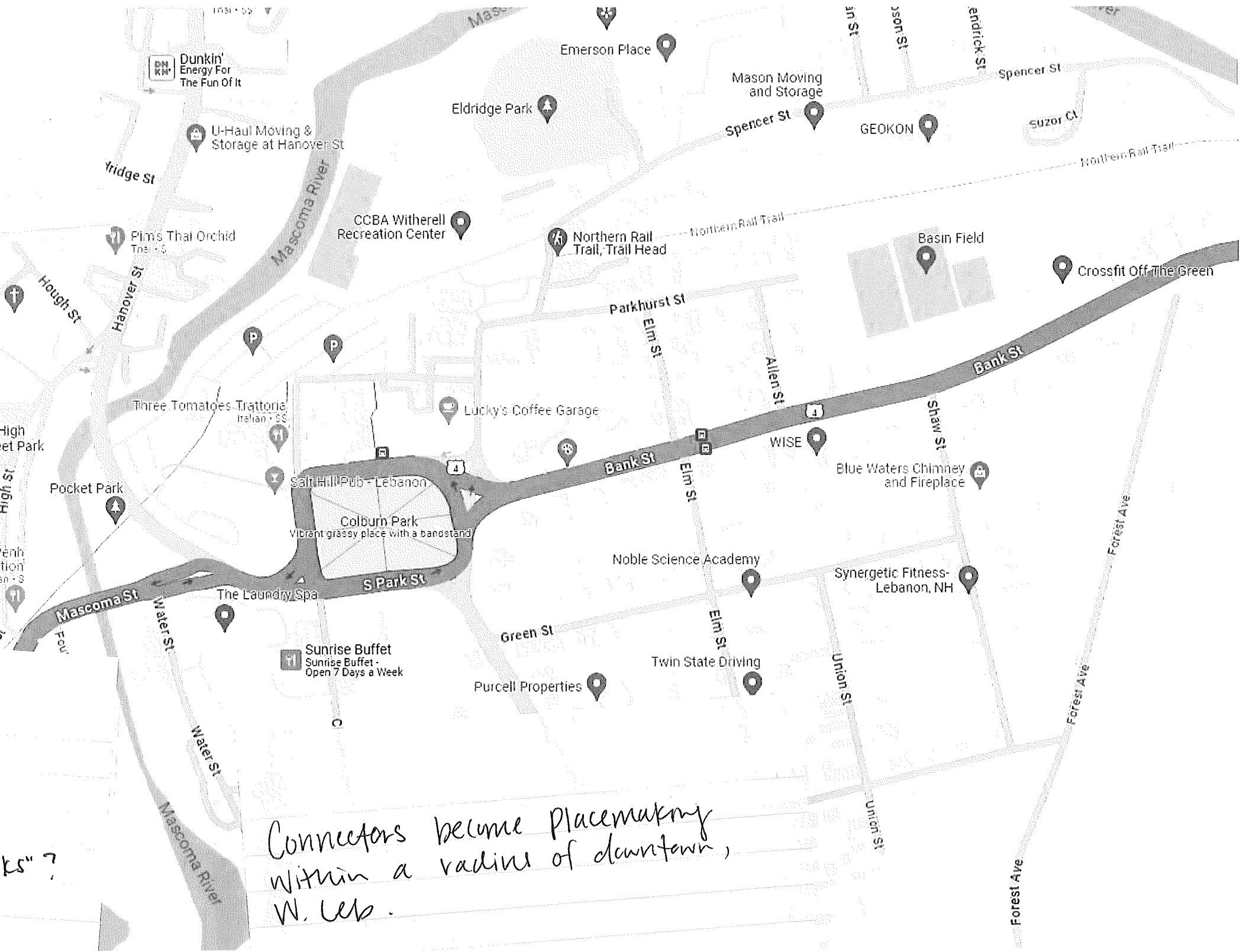
The City views Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

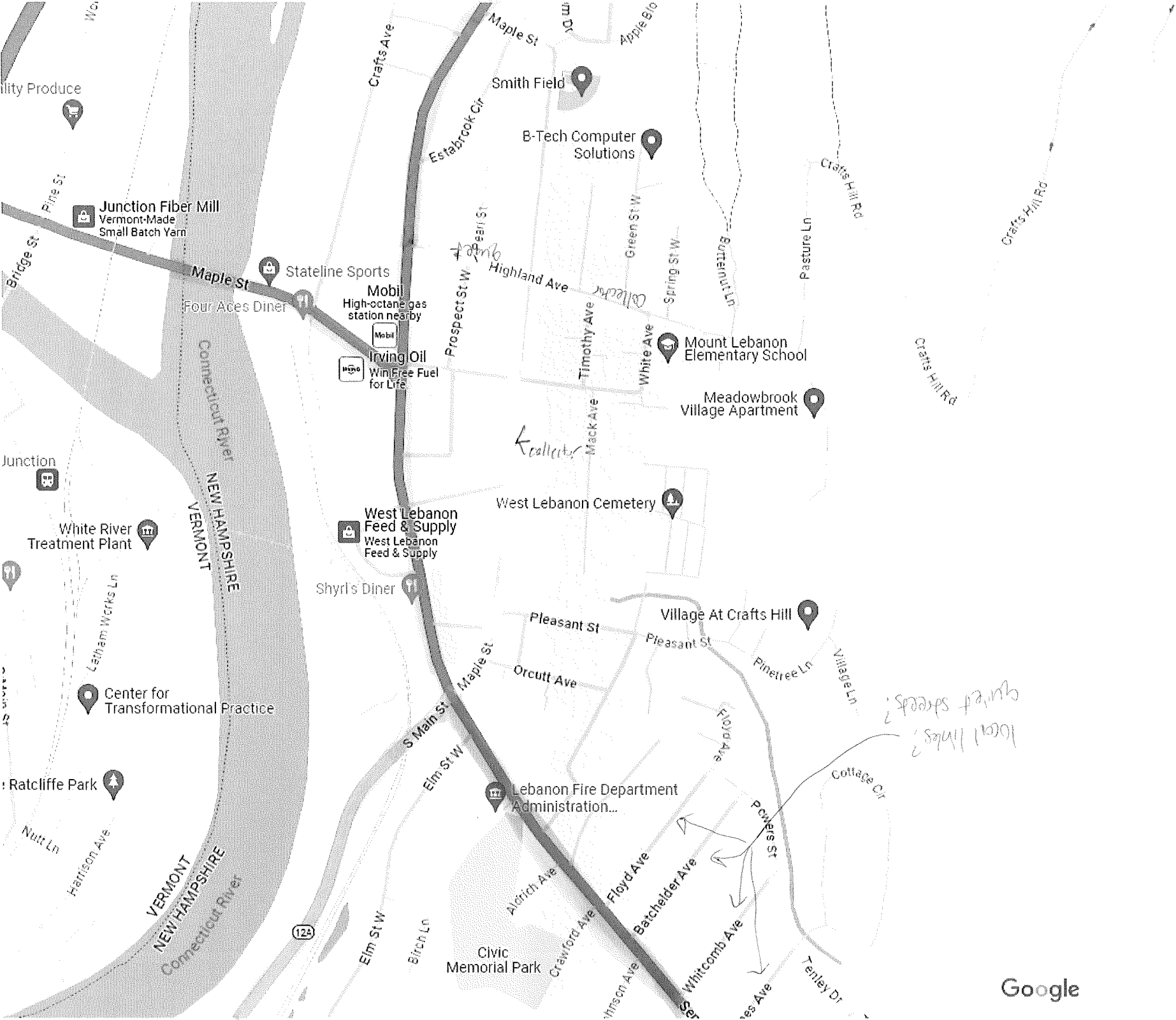
1. The Planning Department, Department of Public Works, and other relevant departments, agencies, or committees shall incorporate Complete Streets principles into current design standards, including Subdivision and Site Plan Review Regulations, future transportation regulations, Zoning codes, and other appropriate procedures, plans, rules, regulations, and other manuals and programs as appropriate.
2. The Planning Department and Department of Public Works, and other relevant departments, agencies or committees shall review current and future projects and applications, to ensure that they reflect the best available design guidelines, and effectively implement this Complete Streets policy.
3. The City shall make Complete Street practices a routine part of everyday operations, shall approach every transportation project and program as opportunity to improve streets and the transportation network for all users where feasible, and shall work in coordination with other agencies and jurisdictions in the implementation of such practices.
4. The City shall encourage staff professional development and training on Complete Streets attending conferences, classes, seminars, and workshops.
5. The City shall promote project coordination among City departments and agencies with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
6. The Planning Department shall document progress on the implementation of this policy.

Reclassfy Eldridge St

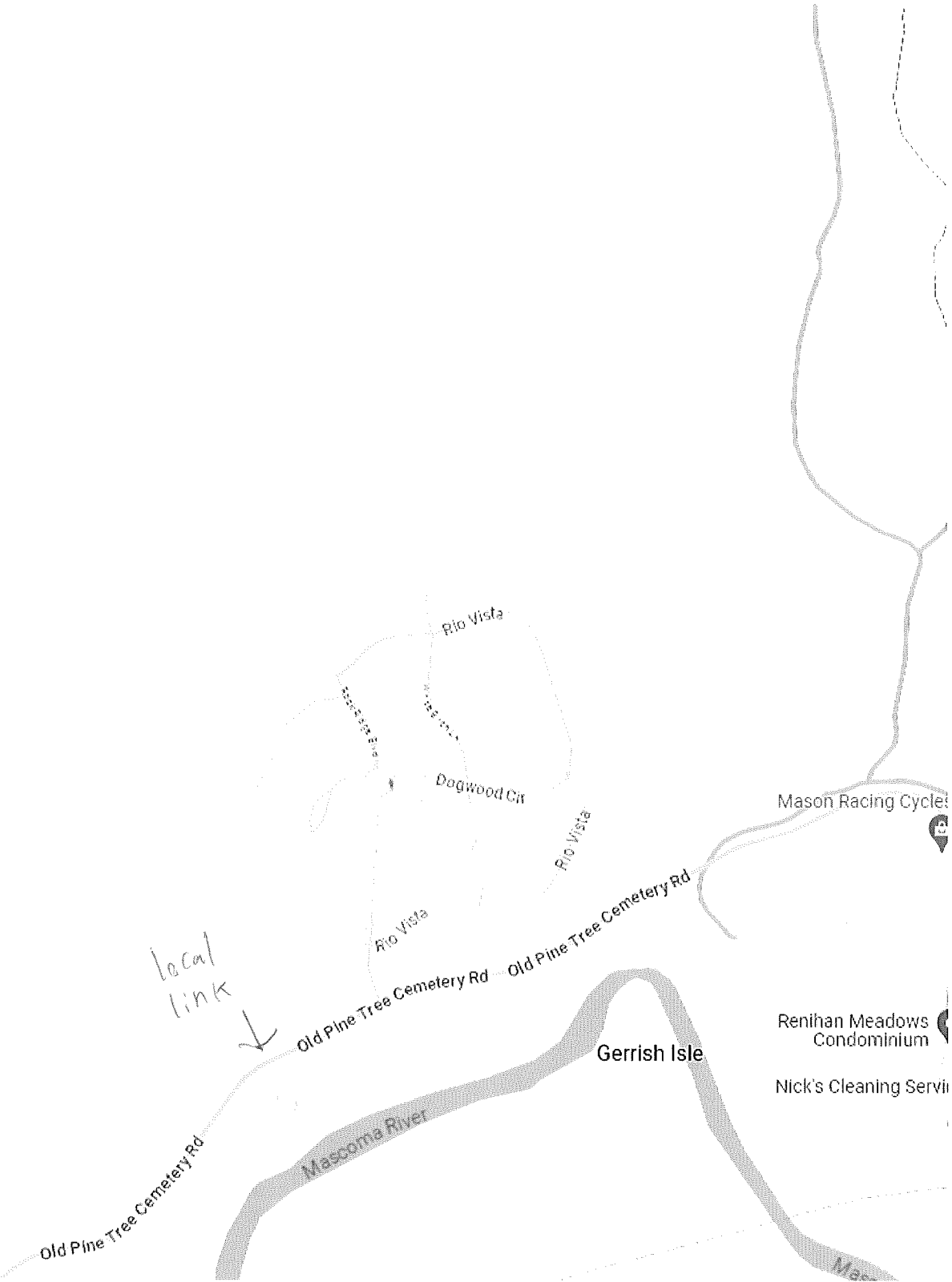
Quiet Street - should we remove "no sidewalk" requirement? Instead make it "may not have sidewalks"?

Connectors become placemaking within a radius of downtown, W. Leb.





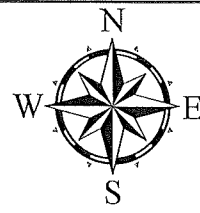
Google



Map data ©2024 500 ft







DRAFT

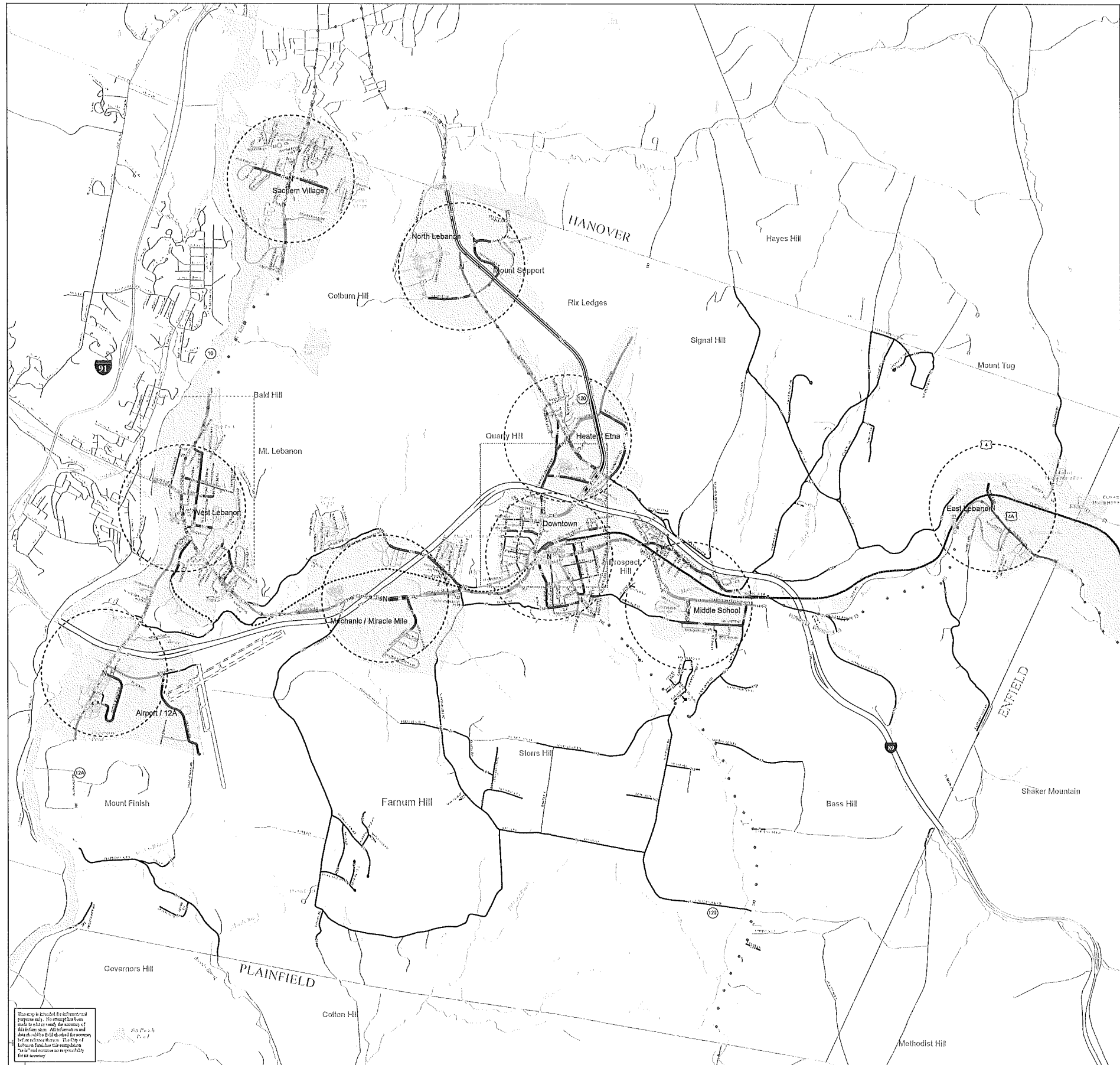
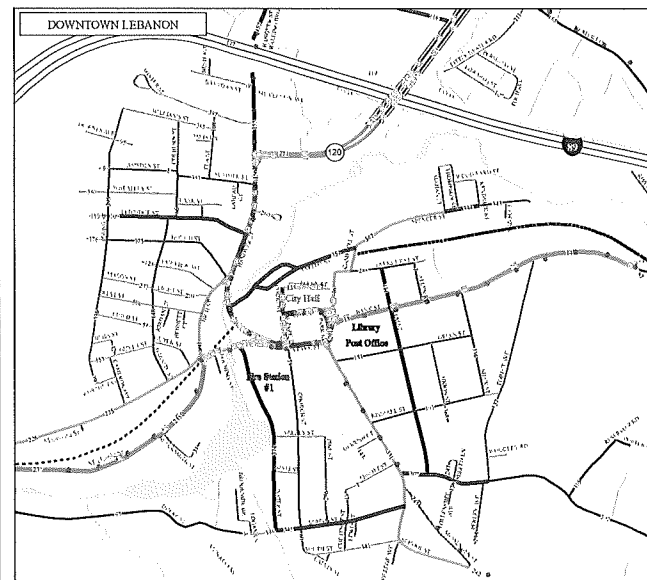
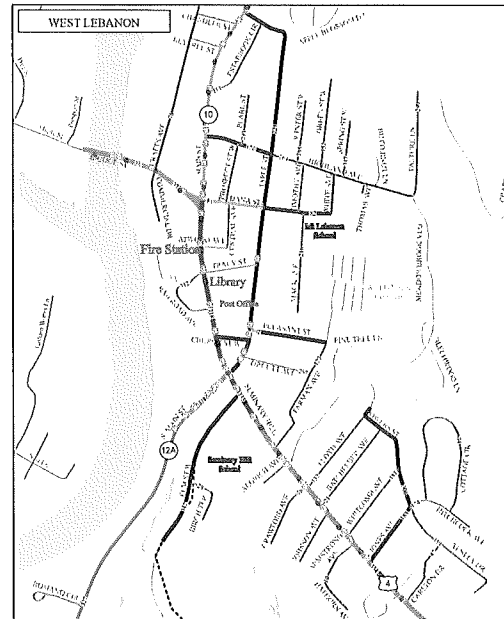
LebGIS
Data Sources:
Roads/Streets - LebGIS
Hydrology - USGS
Municipal Boundary - Grant

Map Printed: 8/12/2013

Long Range Multimodal Transportation Plan



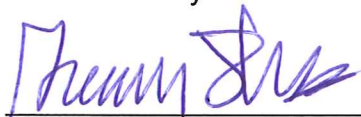
- Statewide Bike Route
- Transit Network
- Off Street Corridor
- Street Classification**
- Thru Corridor
- ~ Placemaking Corridor
- ~ Connector Corridor
- ~ Local Corridor
- ~ Other
- 1/2 Mi Walkable Radius



CITY OF LEBANON POLICY STATEMENT ON DESIGN AND CONSTRUCTION STANDARDS FOR STREETSCAPES

Effective Date: June 27, 2012

Authorized By:



Greg Lewis, City Manager

Approved by City Council: June 27, 2012

POLICY STATEMENT: Streets must be designed and constructed in a manner that protects the financial interest of the community, and that preserves the character and ecology of existing neighborhoods. They must withstand long-term use by a diverse population, allowing safe travel by motorists, bicyclists, and pedestrians, and be planned with future development patterns in mind.

PURPOSE: To provide safe, cost-cautious, well-planned travel-ways that serve the best interests of the Lebanon Community now and for the foreseeable future.

1. FUNCTIONAL CLASSES OF STREETS

PLACEMAKING – Lower-speed streets with ample sidewalks and facilities for all travel modes (bikes, transit, cars, pedestrians) designed to accommodate the highest volume of traffic for the space allocated. Main Street, West Lebanon and Hanover Street, Lebanon are examples of the Placemaking class.

THRU - Higher-speed thoroughfares, often with many travel lanes and very large rights-of-way. Interstate 89 and Route 120 (North to Hanover) are examples of the Thru class.

CONNECTOR – A street that transitions travelers from a higher-speed Thru street to a lower-speed Placemaking street. Seminary Hill, West Lebanon and Bank Street, Lebanon are examples of the Connector class.

LOCAL – Smaller low-speed, low-volume residential and rural streets that can safely accommodate bicycles and pedestrians. The majority of streets in the City are considered to be in the Local class.

**CITY OF LEBANON POLICY STATEMENT ON
DESIGN AND CONSTRUCTION STANDARDS FOR STREETSCAPES
Adopted: 6/27/2012**

2. LOCAL STREET TYPOLOGIES

LOCAL LINK – Often accommodates bicycle and pedestrian traffic with sidewalks, and possible bike lanes. Street is used as a connection to higher volume streets and specific destinations.

LOCAL COLLECTOR – Creates a merger of local streets, but does not conduct significant through-traffic. Street is usually served with one sidewalk.

QUIET STREET – Locally utilized with very little through traffic. Travel way is shared by all users and street does not contain sidewalks.

3. DESIGN STANDARDS FOR STREET CLASSES AND TYPOLOGIES

A. PLACEMAKING, THRU, & CONNECTOR STREETS

The functional classes of these streets often dictate that they serve as “gateways” (in one form or another) and should therefore be designed in a manner that is inviting, highly usable, and aesthetically welcoming for residents and visitors. Construction should include concrete sidewalks, granite curbing, sufficient facilities for all forms of travel, and street trees wherever possible.

B. LOCAL (TO INCLUDE LOCAL LINK, LOCAL CONNECTOR, AND QUIET STREETS)

The functional class and typology of these streets allow for greater flexibility in design and construction. Reconstructed streetscapes should be planned to facilitate existing conditions (i.e. replacement of existing sidewalks and/or curbing) unless neighborhood input dictates change.

1. Streets deemed to be “quiet” streets shall not contain sidewalks unless neighborhood input requires reconsideration. Curbing and/or a drainage swale shall be utilized to separate private property from the street line, and to control the movement/disbursement of water.
2. Curbing materials (whether or not there is a sidewalk) shall be determined at the time of final design and should be based on the character and ecological conditions of the existing neighborhood.
3. Separated bicycle lanes should be considered on streets deemed to be “local link,” and in some cases, “local collector.”

**CITY OF LEBANON POLICY STATEMENT ON
DESIGN AND CONSTRUCTION STANDARDS FOR STREETSCAPES
Adopted: 6/27/2012**

4. PROTECTION OF EXISTING TREES

Street trees enhance the quality of life in the City, and serve an important function in traffic calming and encouraging pedestrian travel. To the greatest extent possible, existing trees shall be protected and maintained during street projects. An expert on urban tree maintenance and preservation shall be consulted during the design phase to assess all potentially affected trees, and a report shall be provided outlining options to mitigate any impact. Property owners and/or residents of the street shall be informed of the report's findings before the final street design is completed.

In the event a tree must be removed, all attempts will be made to replace the tree in the same general vicinity where the tree existed.

VISION AND PURPOSE

The City of Lebanon is a thriving small City that is the regional center of the Upper Connecticut River Valley. Lebanon has just over 15,000 residents but experiences an influx of as many as 17,000 daily commuters for employment, shopping, and services, which makes transportation a key component in achieving the goals of the City's 2012 Master Plan.

The Vision statement of the Master Plan's Transportation Chapter states:

"The City of Lebanon's transportation systems shall be balanced and integrated in order to improve mobility, enhance resident's quality of life, improve the attractiveness of our neighborhoods, and support planned regional growth. Transportation decisions shall be based on environmentally sound and health-promoting principles, shall focus on reinforcing Lebanon's residential neighborhoods, and shall be pedestrian and bicycle friendly.

"The City of Lebanon shall strive for a balanced and integrated multi-modal (the combination of transit, motor vehicle, air, rail, pedestrian, and bicycle transportation) transportation systems that provides incentives for increased use of transit, bicycle, and pedestrian modes; supports compact, mixed-use development; reduces carbon footprints, and contributes to decreases in both traffic congestion and volumes. The City shall approach transportation issues with an eye to the prevention of future challenges, as well as seeking to remedy problems and support sustainable development."

With this Vision in mind, the Master Plan specifically describes "Complete Streets" as one policy the City can employ to improve mobility and safety for all users. "Complete Streets" are streets designed and operated to enable safe access and mobility for all users, regardless of age and ability, so that pedestrians, bicyclists, motorists, and transit users are able to safely move along or across City streets.

The goal of this Complete Streets policy is to assemble and codify portions of the 2012 Lebanon Master Plan into a document that will guide and inform planners, engineers, [developers](#), [contractors](#), and policy makers going forward and to ensure that the City of Lebanon's streets and public ways will be convenient, safe, and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, regardless of age and physical ability.

CORE COMMITMENT

All Users and Modes

The City of Lebanon shall plan, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, motorists, transit vehicles and riders, and all other users, in all new construction, retrofit, or reconstruction projects, subject to the exceptions contained herein.

Planning

The City of Lebanon shall incorporate Complete Streets principles from the City's Master Plan, into area plans, transportation plans, the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations, and other documents, regulations, and programs as appropriate.

Projects and Phases

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departments in the City of Lebanon, **PBAC Review** and/or by the appropriate governing body.