



**LEBANON PEDESTRIAN & BICYCLIST ADVISORY
COMMITTEE
SEPTEMBER 2, 2025 - 7:00 PM
MEETING ROOM 1, 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: 287 536 005#). If you have trouble accessing this meeting, please [email Catheryn Hembree](#).

2. Approval of Minutes

- A. July 15, 2025

3. Open to the Public

- A. Starr Hill Neighborhood Speed Limit Concerns

4. Study Items

- A. Crash Data - Deputy Police Chief Alan Lowe
B. Bicycle Friendly Community Designation Application - Due June 17, 2026
C. Planning Board Item: Mount Support Rd, Marek West Conceptual Review

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 who wish to attend remotely may do so by going to 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 disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.

DRAFT

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE
REGULAR MEETING MINUTES
COUNCIL CHAMBERS– CITY HALL &
REMOTE VIA VIRTUAL PLATFORM LebanonNH.gov/LIVE
7:00 PM, JULY 15, 2025**

MEMBERS PRESENT: Sean Dittrich (Vice Chair); Erling Heistad (City Council); Alan Schnur (Alt); Kellen Appleton (Planning Board); Nelson Rooker; Marie McCormick; Ben Swanson (Alt); Tim Gilbert

MEMBERS ABSENT: Colin Smith (Chair); Jared Toon (Alt); George Sykes (City Council, Alt)

STAFF PRESENT: Catheryn Hembree (Associate Planner)

1 **1) CALL TO ORDER:**

2
3 Vice Chair Dittrich called the meeting to order at 7:00 PM.

4
5 **2) APPROVAL OF MINUTES**

6 **A. June 3, 2025**

7
8 *A MOTION was made by Mr. Heistad to approve the meeting minutes of June 3, 2025, as presented.*

9 *Seconded by Mr. Rooker.*

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

11
12 **3) OPEN TO THE PUBLIC:**

13
14 None at this time.

15
16 **4) STUDY ITEMS**

17 **A. Anna White from Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC):**
18 **American Disabilities Act (ADA)**

19
20 Anna White, UVLSRPC, spoke to the Committee regarding the Thriving Communities Program. The
21 group reviews infrastructure and what makes it vulnerable to flooding. A goal for Lebanon is to hire an
22 ADA compliance intern to complete an audit on the infrastructure. She noted that she could be contacted
23 at: *Anna White, Resilience Coordinator at Upper Valley Lake Sunapee Regional Planning*
24 *Commission, awhite@uvlsrpc.org*

25
26 Trent Meckenstock (West Lebanon resident) asked about current grant applications in the works. Ms.
27 White reviewed the bike/ped infrastructure related grants that she has been involved with for other
28 communities and entities.

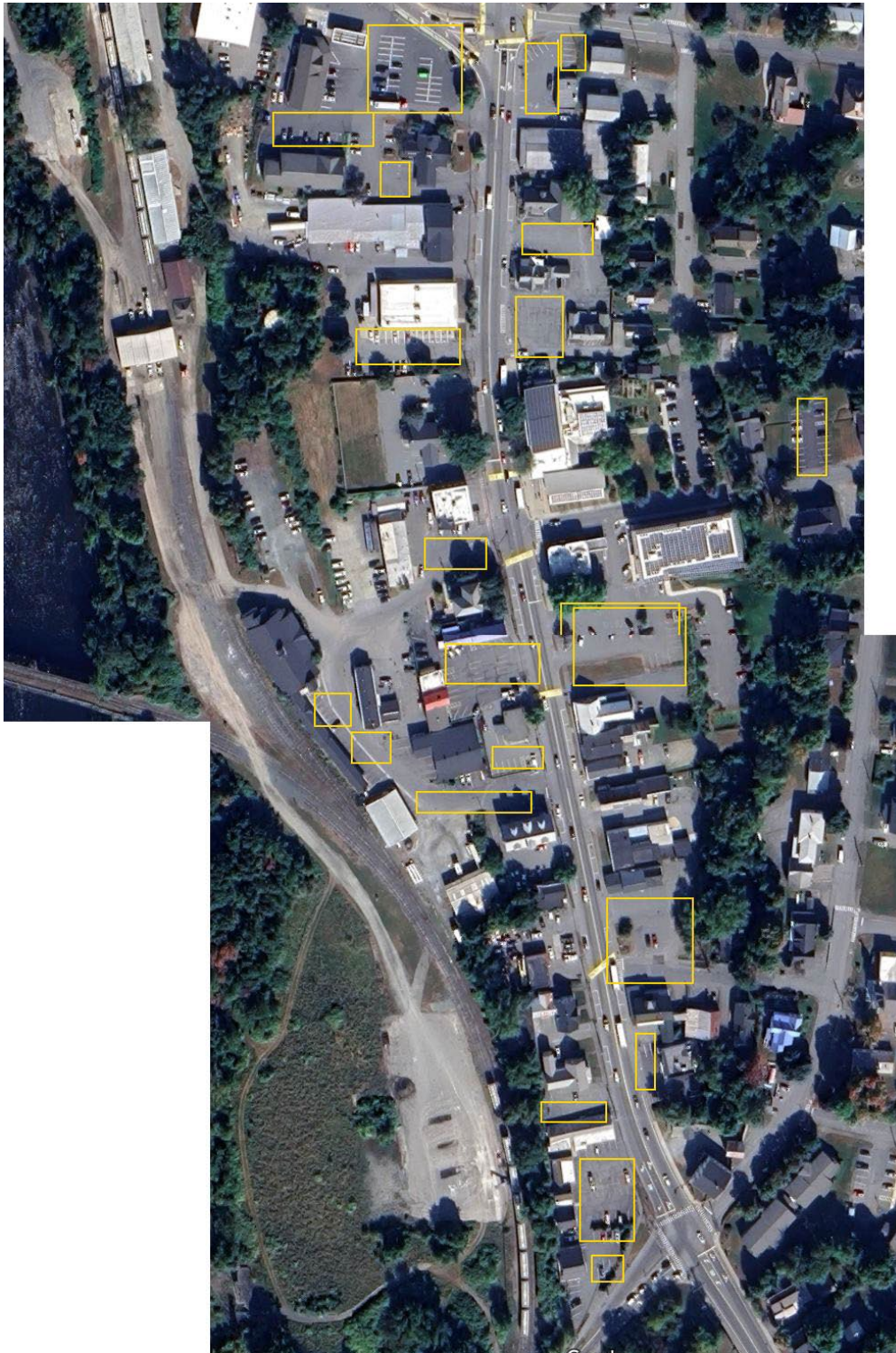
29
30 **B. Capital Improvements Program (CIP) list with Ped/Bike Components**

31
32 Rod Finley, City Engineer, reviewed the CIP list with the Committee including the dry bridge project, the
33 Mechanic St/Mascoma St/High St roundabout, the Trues Brook Road bridge project, the Mechanic Street
34 sidewalk, and the Main Street West Lebanon project.

35
36 Regarding the Main Street West Lebanon project, Trent Meckenstock stated that the plan seems to make a
37 lot of accommodations for vehicles and parking but not for pedestrians and bicyclists. If the intention is to
38 revitalize the area for people, then the accommodations should more consider bike/ped-friendly

1 infrastructure. The Committee discussed that this segment could be highlighted for when the area is
2 reconstructed in the future, as the project is likely already bid out at this time. There was discussion
3 regarding reducing the width of the traffic lane or the parking area in order to include a bike lane.
4

5 Trent Meckenstock supplied the Committee with a map highlighting all of the off-street parking that
6 already exists in this area.
7



8
9

1 There was discussion regarding the Westboro Yard project. Mr. Finley explained that there could be a
2 multiuse path in the area in the future, but he needs signatures from DOT on the wetland and shoreland
3 applications.
4

5 Mr. Finley continued with his review of projects, including Old Pine Tree Cemetery Road Phase 2, which
6 the Committee discussed concerns with such as the configuration of the shoulder. Mr. Finley stated that
7 he also heard from another person that they would like the configuration changed back to the original one.
8

9 Mr. Finley continued with his review of projects, including the Etna Road sidewalk. The Committee
10 discussed a crosswalk to LaBombard Rd as part of the project. Additional projects include the Hanover
11 Street bridge project, Slayton Hill roundabout, Mack Ave. reconstruction, Estabrook Circle, the Mechanic
12 Street sidewalks, a sidewalk near Buckingham Place, Green St/Shaw St, Elm St/Union St, and the
13 Meriden Road safety improvement project.
14

15 Ms. Hembree noted two included Parks & Rec CIP projects: the extension of the Mascoma River
16 Greenway to the Powerhouse Mall and the connector road from the Greenway to the Boston Lot trail
17 network.
18

19 C. Bike to Lebanon Middle School (LMS): Advertising
20

21 Ms. McCormick stated that this event will take place on August 25th tentatively prior to the Popsicles on
22 the playground event. There will be summer communications from the school which this could be
23 advertised in.
24

25 **5) OTHER BUSINESS**

- 26 A. Updates from Other Boards
27 • Planning and Development
28

29 No updates at this time.
30

- 31 • Planning Board
32

33 No updates at this time.
34

- 35 • City Council
36

37 No updates at this time.
38

- 39 • Police Reports
40

41 Mr. Schnur stated that there was one crash involving a pedestrian or bicyclist in May, bringing the total
42 for the year up to five. This puts the total for this year on par with the total from last year at this time. Last
43 year saw the highest number of total crashes throughout the year, 12, since 2006. He stated that he would
44 review the data from previous years to try to find any correlations.
45

- 46 • Mascoma River Greenway Coalition
47

48 No updates at this time.
49

- 50 • West Lebanon and Hanover Greenway (WaHG)
51

52 No updates at this time.
53

- 54 • Class VI Roads

1
2 No updates at this time.

3
4 • Communications Plan

5
6 No updates at this time.

7
8 **6) FUTURE AGENDA ITEMS**

9
10 None at this time.

11
12 **7) ADJOURNMENT:**

13
14 *A MOTION was made by Mr. Heistad to adjourn the meeting. Seconded by Mr. Rooker.*

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

16
17 **The meeting was adjourned at 8:55 PM.**

18
19 Respectfully submitted,
20 Kristan Patenaude, Recording Secretary



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon Pedestrian Bicyclist Advisory Committee

FROM: Planning and Development Department Staff

RE: Starr Hill Speed Limit Reduction Petition

DATE: August 26, 2025

A group of concerned citizens approached staff to discuss the reduction of the speed limit in the Starr Hill neighborhood. The group of residents would like PBAC's support before taking their concerns to the Public Safety Committee.

The packet includes a statement from the residents and a copy of the online petition they intend to launch. Also attached is State and Local laws that deal with this topic. Staff talked to the Police Department and Assistant Chief Lowe gave staff the relevant laws and policies listed above. He welcomed the residents to bring their concerns to the Public Safety Committee and then a traffic study would have to be completed. If there is a high volume of cars traveling a high rated of speed, the Committee would consider taking the matter before City Council for approval to lower the speed limit. It is a concern that the State Law RSA 265:63 stated you can not decrease the speed limit to less than 25 MPH.

This summer a traffic study was conducted a Granite and Hough Streets because the request was made for a 4 way stop. The results where On Hough St (no stop signs), over 50% of cars were traveling between 6-10 MPH and there was only 1 vehicle traveling over the speed limit of 25 mph. On Granite St (where there are stop signs), about 75% of vehicles were traveling between 6-10 MPH and again only 1 vehicle exceeded the speed limit. Staff suggests that the residents work with the LPD on where to place the monitoring equipment so the most troublesome areas are where data is collected.

Pedestrian-Bicyclist Advisory Committee,

A number of residents of the Starr Hill neighborhood would like their neighborhood's streets to be safer for all users. Currently the speeds of many vehicles pose a hazard to the safe use of the streets by pedestrians and cyclists. Traffic calming and speed reduction are requested. Advocating for changes at the state level, to allow for enforceable permanent speed limits as low as 15mph, is likely going to be needed. Meanwhile, a petition has been drafted to show resident support for lower speed limits. The hope is that the PBAB will support this effort and bring the matter to the Public Safety Committee, to City Council, and to our Representatives in Concord.

Copy of the Petition Text:

PETITION TO LOWER THE SPEED LIMIT IN THE STARR HILL NEIGHBORHOOD FROM 25MPH TO 15MPH

TO: The Honorable Members of the Lebanon City Council and the City Manager's Office

We, the undersigned residents and friends of the Starr Hill neighborhood, respectfully request that the City of Lebanon reduce the speed limit on all streets within the Starr Hill neighborhood from 25 miles per hour to a posted 15 miles per hour.

Additionally, we request the installation of visible signage at all entry points and throughout the neighborhood to clearly mark the new limit and to remind drivers they are entering a residential area.

Reason for Petition:

The current default speed limit of 25mph is unsafe for Starr Hill's conditions. Our neighborhood is home to families, children, seniors, and neighbors who expect safe, livable streets. Street design features, including blind hills and high retaining walls, lack adequate signage and infrastructure, reducing driver visibility and reaction time.

Speeding is also a daily occurrence in the neighborhood, particularly on longer stretches without stop signs, such as Eldridge Street, Colburn Street, Williams Street, Granite Street, and Young Street, where drivers often exceed 25mph. These longer, open sections encourage drivers to treat them as arterial routes through the neighborhood, rather than as residential streets.

Lowering the speed limit to 15mph aligns with the City of Lebanon's Complete Streets Policy, which calls for designing streets for all people of all ages and abilities. Slowing vehicles from 25 to 15mph on these neighborhood streets would only add a few seconds to a driver's trip, while dramatically improving safety for residents, especially children and seniors.

Safety Concerns:

- **Children at risk:** Lower speeds dramatically reduce stopping distance and collision severity. According to the National Association of City Transportation Officials (NACTO), residential areas should be designed for target speeds as low as 15mph to maximize safety. Additionally, children in this neighborhood

walk and bike to the elementary and high schools. Safe routes to school should be a community priority.

- **Driver behavior:** The longer, unobstructed stretches of Starr Hill's streets encourage drivers to exceed the speed limit and treat these roads as cut-through arterials rather than neighborhood streets, increasing the risk of serious accidents.
- **Neighborhood livability:** High speeds make streets less safe and less usable for all residents, discouraging walking, biking, and social activity, and reducing the overall quality of life in the neighborhood.

Streets include:

- Winter Street
- Ela Street
- Williams Street
- Young Street
- Downes Ave
- Davis Dr
- Colburn Street
- Summer Street
- Amsden Street
- Wheatley Street
- Clark Street
- Eldridge Street
- Granite Street
- Hough Street
- Fairview Ave
- Light Street
- Mason Street
- West Street
- Child Street
- Bliss Ave
- Guyer Street
- Worthen Street
- Cameron Ave
- Barrows Street



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

- I. Stop, Multi-Way Stop, and Yield Signs (pages 1-6)
 - II. Speed Tables (page 7)
 - III. Crosswalk Locations and Markings (pages 8-10)
 - IV. Resources and References (page 11)
-

I. Stop/ Multi-Way Stop/ Yield Signs

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard for installing and maintaining traffic control on roadways, bikeways, etc. throughout the United States and is utilized by the City of Lebanon. The 2009 MUTCD Chapter 2B provides the standards and guidance for installation of stop signs. I would recommend that the City adopt the MUTCD as the standard. Below are the sections of the MUTCD (2B.05 – 2B.10) pertaining to stop sign consideration and installation.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see [Figure 2B-1](#)) shall be used.

[Figure 2B-1](#) STOP and YIELD Signs and Plaques



02 The STOP sign shall be an octagon with a white legend and border on a red background.

03 Secondary legends shall not be used on STOP sign faces.

04 At intersections where all approaches are controlled by STOP signs (see [Section 2B.07](#)), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see [Figure 2B-1](#)) shall have a white legend and border on a red background.

05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in [Section 2C.59](#).

Guidance:

08 Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see [Figure 2B-1](#)) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in [Section 4L.05](#).

Section 2B.06 STOP Sign Applications

Guidance:

01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see [Sections 2B.08](#) and [2B.09](#)).

02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in [Sections 8B.04](#) and [8B.05](#).



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in [Section 2B.04](#) also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 The YIELD (R1-2) sign (see [Figure 2B-1](#)) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
- D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
- E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

Standard:

02 A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.

03 Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see [Section 2C.36](#)) shall be installed in advance of the STOP sign or a Yield Ahead sign (see [Section 2C.36](#)) shall be installed in advance of the YIELD sign.

02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

03 STOP signs and YIELD signs shall not be mounted on the same post.

04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.

05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.

06 No items other than retroreflective strips (see [Section 2A.21](#)) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.

Guidance:

07 STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in [Figure 2A-3](#)).

08 A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.

Option:

09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

Support:

10 [Figure 2A-3](#) shows examples of some typical placements of STOP signs and YIELD signs.

11 [Section 2A.16](#) contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

12 Stop lines that are used to supplement a STOP sign should be located as described in [Section 3B.16](#). Yield lines that are used to supplement a YIELD sign should be located as described in [Section 3B.16](#).

13 Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

14 Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

15 Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

16 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.

Option:

17 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.

18 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

19 More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.

Option:

20 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see [Section 2C.40](#)) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.



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II. Speed Tables

The City of Lebanon recognizes that the installation of speed tables on streets within the City can be an effective means of traffic calming when installed in appropriate locations. The installation of speed tables should be viewed as a final effort in a comprehensive program for reducing vehicle speeds and cut-through traffic in a residential area. Prior to the installation of speed tables, other efforts such as police enforcement, signage, pavement markings, etc., shall be utilized.

The following procedure shall be used for the consideration of speed tables:

1. A request to the Public Safety Committee (PSC) for the installation of a speed table can be made by a resident or a City Department representative. The initial request shall be reviewed by City staff to determine appropriateness. If the request does not meet guideline requirements and appropriateness, the proposer and PSC shall be informed and no action will be taken.
2. If the proposer wishes to appeal staff's decision, a written request shall be made to the PSC. The request must be accompanied by a petition memorializing that a minimum of 2/3rds of the property owners on the street affected support the installation of the speed table(s).
3. Upon acceptance of the appeal, the PSC shall instruct City staff to conduct the appropriate investigation to report back to the PSC to allow for further consideration.
4. The following criteria shall be utilized to determine the appropriateness of speed tables at specific locations:
 - a. The street must be a local residential street.
 - b. The average daily traffic volume for both directions on the street must be greater than 500 and no more than 3000 per day on average weekdays.
 - c. The posted speed limit shall be a maximum of 25MPH and the 85th percentile speed is at or greater than 35MPH.
 - d. The grade of the street is a maximum of 5%.
 - e. The street should not be a truck or transit route.
 - f. The street shall not be more than one lane in each direction.
 - g. Possible speed table locations shall be a minimum of 200' from intersections.
 - h. Possible speed table locations shall only be installed on through streets with a minimum length of 1000'.
 - i. Speed tables should not be installed where stop/yield signs or traffic signals are less than 500' apart.
 - j. Speed tables should not be installed over manholes, water valves, or catch basins and should be located a minimum of 10' from driveway entrances.
5. If the installation of speed tables is approved, the location shall be placed on a priority list and installation will take place as funding is available.
6. A request for removal of a speed table shall follow the same procedure.
7. This does not preclude the review of any requests by other appropriate boards and committees in the City of Lebanon.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

III. Crosswalk Locations and Markings

The purpose of this guideline is to ensure that pedestrian crossings are treated consistently in the City of Lebanon by providing guidance on the location of marked and unmarked crossings, and the associated pavement markings and signs.

This guideline is intended to supplement the Manual on Uniform Traffic Control Devices (MUTCD). Any conflicts between the two documents should defer to the latest edition of the MUTCD.

It must be recognized that not all situations can be adequately addressed in this guideline; therefore engineering judgment must be used at all times.

The following procedure shall be used for the consideration of crosswalks:

1. A request to the Public Safety Committee (PSC) for the installation of a marked crosswalk can be made by a resident or a City Department representative. The initial request shall be reviewed by City staff to determine appropriateness. If the request does not meet requirements and appropriateness, the proposer and PSC will be informed and no action will be taken.
2. If the proposer wishes to appeal staff's decision, a written request shall be made to the PSC. If the PSC accepts the request on appeal, the PSC instructs staff to conduct the appropriate investigation to report back to the PSC to allow for further consideration.
3. The following excerpts from the MUTCD and the NHDOT Guidelines provide the framework for this guideline.

MUTCD Support and Guidance:

MUTCD Section 3B.17 states in part:

- "Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops
- Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by traffic signals or STOP signs.
- At non-intersection locations, crosswalk markings legally establish the crosswalk.
- Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements.
- Marked crosswalks also should be provided at other appropriate points of pedestrian concentration, such as ... mid-block pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross.
- Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic signals or STOP signs.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

- Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs ... should be installed and adequate visibility should be provided by parking prohibitions.”

NHDOT Guidelines:

Crosswalks shall be in compliance with the standards established in the current edition of the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), and the current requirements for the AMERICANS WITH DISABILITIES ACT (ADA).

Crosswalks shall connect pedestrian facilities that are ADA compliant and be located in areas where the motorist will expect pedestrian traffic, typically at intersections.

Crosswalks shall only be allowed in areas where the posted speed limit is 35 MPH/ 55 KPH or less.

Mid-block Crosswalks shall have the following minimum stopping distance determined from the driver’s eye at a height of 3 feet 6 inches to any part of proposed crosswalk and based on AASHTO “Green Book”.

Table 1

Posted Speed (MPH)	Required Sight Distance (ft)*
25	155
30	200
35	250



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

Criteria for installation:

All of the following criteria should be met prior to installing a crosswalk.

- a. The speed limit is 35 mph or less, and;
- b. There are 20 or more pedestrians using the crossing per hour during the vehicular A.M. and P.M. peak periods (lesser volumes may be considered if the pedestrian population consists of young, elderly, or disabled pedestrians), and;
- c. The AADT (annual average daily traffic) for the roadway (both directions combined) exceeds 1500 vehicles per day, and;
- d. A sidewalk or adequate shoulder for use by pedestrians (as determined by traffic volumes, adjacent land uses and other site specific considerations) or other pedestrian destination, such as a recreation field, where there is low potential for vehicle/pedestrian conflicts exists on both sides of the roadway, and;
- e. There is not another crosswalk across the same roadway within 60 m (200 ft), and;
- f. A determination has been made that the pedestrian shall have the right of way over the vehicular traffic, and;
- g. Adequate sight distance (Table 1) is available in both directions. At a minimum, a driver must be able to see either the crosswalk or the pedestrian warning sign. Sight distance shall be measured from the driver's perspective to the outer edges of the traveled lanes, to ensure that an approaching driver can see a pedestrian at any point on the crosswalk within the traveled way.
- h. Parking shall be prohibited within 20 feet of a crosswalk

When a proposed crosswalk is associated with a new development, change in land use, or new pedestrian facilities, an engineering study may be used to predict whether these criteria will be met once the development or facility has been constructed.

Crosswalks should not be marked on 3 or 4 lane roadways with AADT greater than 9,000 vehicles per day unless other safety features, such as raised median refuges, traffic calming measures, or overhead lighting are included, and an engineering study concludes that pedestrian safety will be enhanced.



CRITERIA FOR STOP/YIELD SIGNS, SPEED TABLES, CROSSWALK LOCATIONS AND MARKINGS

IV. Resources and References

Manual on Uniform Traffic Control Devices (MUTCD) Federal Highway Administration, 2003

<http://mutcd.fhwa.dot.gov/pdfs/2003/pdf-index.htm>

Americans with Disabilities Act Accessibility Guidelines (ADAAG) US Department of Justice

<http://www.access-board.gov/>

A Policy on Geometric Design of Highways and Streets (aka "AASHTO Green Book" American Association of State Highway and Transportation Officials, 2001 <http://www.transportation.org>

New Hampshire Department of Transportation Work Instructions for Marked Crosswalks

Vermont Agency of Transportation Guideline for the Installation of Crosswalk Markings and Pedestrian Signing at Marked and Unmarked Crossings (Revised July 2004)

<http://www.aot.state.vt.us/Progdev/Documents/TrafficOperations/Crosswalk%20Guidelines%202004.pdf>

[Town of Davie, FL - Speed Table Policy and Procedures for Residential Areas](#)

[City of Arcata Speed Table Policy.pdf](#)

[City of Duarte 2010-speed-tables.pdf](#)

NH RSA 265:60 –

I. No person shall drive a vehicle on a way at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the way in compliance with legal requirements and the duty of all persons to use due care.

II. Where no hazard exists that requires lower speed for compliance with RSA 265:60, I, the speed of any vehicle not in excess of the limit specified in this section or established as hereinafter authorized shall be prima facie lawful, but any speed in excess of the limit specified in this section or established as hereinafter authorized shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

(a) In a posted school zone, at a speed of 10 miles per hour below the usual posted limit from 45 minutes prior to each school opening until each school opening and from each school closing until 45 minutes after each school closing.

(b) 30 miles per hour in any business or urban residence district as defined in RSA 259:118;

(c) 35 miles per hour in any rural residence district as defined in RSA 259:93, and on any class V highway outside the compact part of any city or town as defined in RSA 229:5, IV;

(d) 55 miles per hour in other locations, except as provided in (e);

(e) 65 miles an hour on the interstate system, the central New Hampshire turnpike and the eastern New Hampshire turnpike in locations where said highways are 4-lane divided highways or other divided highways of 4 or more lanes, except that the speed limit on the portion of I-93 from mile marker 45 to the Vermont border shall be 70 miles per hour.

265:63 Alteration of Limits. –

I. Whenever local authorities in their respective jurisdictions determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which:

(a) Decreases the limit at intersections;

(b) Increases the limit within an urban district but not to more than 60 miles per hour;

(c) Decreases the limit outside an urban district but not to less than 25 miles per hour;
or

(d) Decreases the limit within any business or urban residence district but not to less than 25 miles per hour.

II. Local authorities in their respective jurisdictions shall determine by an engineering or traffic investigation the proper prima facie speed for all arterial streets and shall declare a reasonable and safe prima facie limit thereon which may be greater or less than the prima

facie speed permitted hereunder for an urban district.

II-a. Local authorities shall not be required to hire outside consultants to determine the proper prima facie speed limits as provided in paragraphs I and II if the local community has sufficient staff to conduct the required engineering or traffic investigation.

III. Any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or way.

IV. Any alteration of limits on state highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the commissioner of transportation.

V. Notwithstanding the other provisions of this section, local authorities shall modify the speed limits authorized herein so that said speed limits shall not exceed the temporary prima facie speed limits established for the state highway system under RSA 265:62, II, so long as the same are in effect.

VI. (a) Notwithstanding the provisions of paragraph I and RSA 265:60, II, or any other law to the contrary, the governing body of a municipality, or its designee, upon the basis of an engineering and traffic investigation, may act on its own, or in response to a petition of at least 10 residents of that municipality, to reduce any prima facie speed limit to provide reasonable and safe conditions upon any part of the municipal highway system that is seasonally congested by pedestrian or bicycle traffic.

(b) The resident petition submitted to the governing body of the municipality, or its designee, for the municipality's assessment of a seasonal speed limit request shall designate the area of the highway system to be affected and the reasons for the reduction in the speed limit request. The municipality, or designee, may recommend a seasonal decrease in the posted prima facie speed limit based upon an assessment in response to a resident petition, and upon the basis of an engineering and traffic investigation.

(c) There shall be only one seasonal speed limit permitted, but in no case shall the seasonal speed limit be less than 20 miles per hour, or exceed a maximum duration of 4 months, in any 12-month period.

(d) A municipality may specify the time of day when the reduced seasonal speed limit would be in effect.

(e) A municipality, or designee, approving a seasonal speed limit shall bear the cost of signage. The design, construction, and installation of any seasonal signage shall be approved by the commissioner of the department of transportation.

Local Law

City Code 168-10 Speed Limit states the following: The prima facie speed limit on all City streets and roads shall be 25 miles per hour unless otherwise posted.

TECHBRIEF



PBCAT—Pedestrian and Bicycle Crash Analysis Tool Version 2.0

Publication No. FHWA-HRT-06-090

FHWA Contact: Ann Do, HRDS-06, 202-493-3319,
ann.do@fhwa.dot.gov

This TechBrief provides a summary of the computer software, Pedestrian and Bicycle Crash Analysis Tool (PBCAT) Version 2.0, which replaces PBCAT Version 1.0. The application manual for the software, *Pedestrian and Bicycle Crash Analysis Tool (PBCAT): Version 2.0 Application Manual*, FHWA-HRT-06-089, will be published by the Federal Highway Administration (FHWA).

What is PBCAT?

In 2004, 4,641 pedestrians and 725 bicyclists were killed in traffic crashes, accounting for more than 12 percent of all traffic fatalities in the United States. An additional 68,000 pedestrians and 41,000 bicyclists were reported to be injured as a result of incidents involving motor vehicles.^{1,2} PBCAT is a software application designed to assist State and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems.

PBCAT accomplishes this goal by enabling users to develop a database of details associated with crashes between motor vehicles and pedestrians or bicyclists. One of these details is *crash type*, which describes the pre-crash actions of the involved parties. After developing a database of crash information, PBCAT users can analyze the data, produce reports, and select countermeasures to address the problems identified by the software.

Why Crash Typing?

The development of effective countermeasures to prevent bicyclist and pedestrian crashes is hindered by computerized State crash files that contain insufficient details about the crashes. Analysis of these files often provides data that includes where pedestrian and bicyclist crashes occur, such as the city, street, type of street, or intersection; when crashes occur, such as the time of day or day of the week; and the characteristics of the victims, such as their age, gender, and severity of injuries. These data, however, do not provide adequate detail to determine the sequence of events that lead up to and cause crashes.



U.S. Department of Transportation
Federal Highway Administration

Research, Development, and
Technology

Turner-Fairbank Highway
Research Center

6300 Georgetown Pike
McLean, VA 22101-2296

www.tfhr.gov



Pedestrian and Bicycle Safety

During the 1970s, the National Highway Traffic Safety Administration developed methodologies for *typing* pedestrian and bicycle crashes to better define the sequence of events and precipitating actions leading to crashes.^{3,4} In the 1990s, the methodologies were applied to more than 8,000 pedestrian and bicycle crashes in six States. The results provided a representative summary of the distribution of crash types experienced by pedestrians and bicyclists.^{5,6,7} Over time, this method has evolved and was refined during development of PBCAT Version 1.0.⁸

Version 2.0 Features

PBCAT Version 2.0 includes significant improvements in functionality and has an enhanced design that makes the software easier to use.

Some features of PBCAT Version 2.0 include:

- **User-friendly environment and improved navigation**—PBCAT Version 2.0 operates in a Microsoft® Windows® environment and includes easy-to-use pulldown menus and toolbars.
- **Form Designer**—Users can customize the form for inputting crash data and design it to match the police crash reports used in their community. (See figure 1.)
- **Group Crash Typing**—An alternative version of crash typing is available for users who do not want the level of detail on crash type offered in PBCAT Version 1.0, which only included the standard version of crash types.
- **Location Data**—Users have the option of recording specific location information, such as approach and travel direction, for pedestrian crashes occurring at intersections. (See figure 2.)
- **Crash Reports**—PBCAT users can produce single variable and multivariable tables within the application and export the results to Microsoft Excel® for further customization and graphics production. (See figure 3.)
- **Countermeasures**—PBCAT Version 2.0 provides users with access to detailed descriptions of engineering, education, and enforcement countermeasures that address specific types of crashes. Each countermeasure description includes a purpose, considerations, estimated cost, and real-world case studies. (See figures 4 and 5 for samples of a countermeasure description and matrix.)

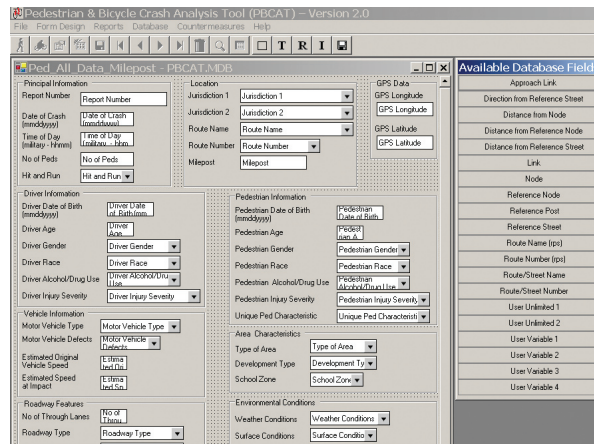


Figure 1: Form designer.

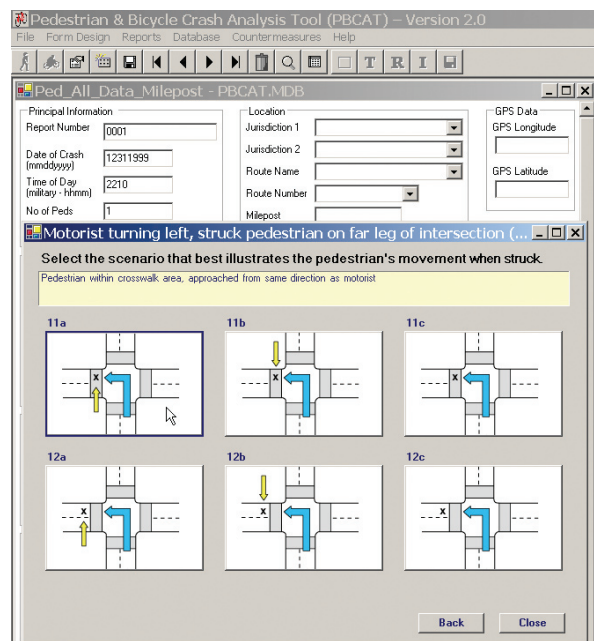


Figure 2: Location data.

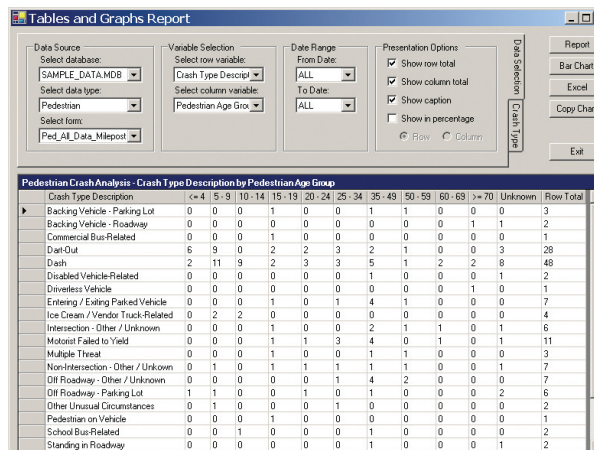


Figure 3: Crash report.

Bicycle Lanes:

[View Other Roadway Design Treatments](#)

Bike lanes indicate a preferential or exclusive space for bicycle travel along an arterial street. Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists. Marking bicycle lanes can also benefit pedestrians—as turning motorists slow and yield more to bicyclists, they will also be doing so for pedestrians.

Bike lanes are typically designated by striping and/or signing. Colored pavement (e.g., blue or red surfaces) is also used in some locations, although it is not yet an accepted MUTCD standard. If the addition of bike lanes results in fewer motor vehicle lanes, safety may be enhanced for pedestrians crossing the street. Bicycle lanes also provide a buffer between motor vehicle traffic and pedestrians when sidewalks are immediately adjacent to the curb. On high-speed, high-volume roads, it may be more appropriate to provide a multi-use path to physically separate both bicyclists and pedestrians from motor vehicle traffic. However, the application of this treatment requires that care be taken to minimize the conflicts between bicyclists and pedestrians.

Purpose

- Create on-street travel facilities for bicyclists.
- Narrow the roadway to encourage lower motor vehicle speeds.
- Provide additional separation between pedestrians and motor vehicles.
- Adding on-street bike lanes reduces the distance pedestrians must travel to cross automobile lanes.

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Considerations

- All roads should be evaluated for on-street bicycle facilities.
- Provide adequate space between the bike lane and parked cars so that open doors do not create a hazard for bicyclists.

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Estimated Cost

The cost of installing a bike lane is approximately \$3,100 to \$31,000 per kilometer (\$5,000 to \$50,000 per mile), depending on the condition of the pavement, the need to remove and repaint the lane lines, the need to adjust signalization, and other factors. It is most cost efficient to create bicycle lanes during street reconstruction, street resurfacing, or at the time of original construction.

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Case Studies

Boulder, CO
 Allegheny County, PA
 Grand Junction, CO
 Tempe, AZ
 University Place, WA
 Portland, OR

view purpose
 view considerations
 view estimated cost
 view case studies

Typical optional word and symbol pavement markings for bicycle lanes
 Adapted from MUTCD

Figure 4: Countermeasure description.

Crash Group	Countermeasures						
	Pedestrian Facility Design	Roadway Design	Intersection Design	Traffic Calming	Traffic Management	Signals and Signs	Other Measures
1. Dart/Dash	•	•	•	•	•	•	•
2. Multiple Threat/Trapped	•	•	•	•	•	•	•
3. Unique Midblock	•	•	•	•	•	•	•
4. Through Vehicle at Unsignalized Location	•	•	•	•	•	•	•
5. Bus-Related	•	•	•	•	•	•	•
6. Turning Vehicle	•	•	•	•	•	•	•
7. Through Vehicle at Signalized Location	•	•	•	•	•	•	•
8. Walking Along Roadway	•	•	•	•	•	•	•
9. Working or Playing in Roadway	•	•	•	•	•	•	•
10. Non-Roadway	•	•	•	•	•	•	•
11. Backing Vehicle	•	•	•	•	•	•	•
12. Crossing an Expressway	•	•	•	•	•	•	•

Figure 5: Countermeasure matrix.

- **Expert System Tools**—To help users select appropriate countermeasures, PBCAT Version 2.0 includes links to the Web-based Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and the Bicycle Countermeasure Selection System (BIKESAFE).^{9,10}
- **Import/Export Capabilities**—The software includes a conversion utility that enables users to import data from PBCAT Version 1.0. In addition, users can export data from PBCAT Version 2.0 in several formats that allow for more sophisticated analyses with other applications, such as Excel and SAS® software.

Product Access

PBCAT Version 2.0 can be downloaded from www.tfhrc.gov, www.walkinginfo.org/pbcats, or www.bicyclinginfo.org/pbcats. The compressed file for PBCAT Version 2.0 is 40 megabytes and should be downloaded over a broadband connection. Using a 56K connection to download the software may take up to 2 hours. Users who do not have a broadband connection can request a copy of PBCAT Version 2.0 on CD-ROM by sending an e-mail to ann.do@fhwa.dot.gov.

For more information on PBCAT Version 2.0 or FHWA’s pedestrian and bicycle research program, contact Ann Do of FHWA at ann.do@fhwa.dot.gov.

References

1. *Traffic Safety Facts 2004 Data, Pedestrians*, DOT HS 809 913, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Washington, DC, 2005.
2. *Traffic Safety Facts 2004 Data, Pedestrians*, DOT HS 809 912, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Washington, DC, 2005.
3. Snyder, M.B. and R.L. Knoblauch. *Pedestrian Safety: The Identification of Precipitating Factors and Possible Countermeasures*, FH-11-7312, National Highway Traffic Safety Administration, Washington, DC, 1971.

4. Cross, K.D. and G. Fisher. *A Study of Bicycle/Motor Vehicle Accidents: Identification of Problem Types and Countermeasure Approaches, Volume I*, DOT-HS-803-315, National Highway Traffic Safety Administration, Washington, DC, 1977.
5. Hunter, W.W., J.C. Stutts, W.E. Pein, and C.L. Cox. *Pedestrian and Bicycle Crash Types of the Early 1990's*, FHWA-RD-95-163, Federal Highway Administration, Washington, DC, June 1996.
6. Hunter, W.W., J.C. Stutts, and W.E. Pein. *Pedestrian Crash Types: A 1990's Informational Guide*, FHWA-RD-96-163, Federal Highway Administration, Washington, DC, April 1997.
7. Hunter, W.W., W.E. Pein, and J.C. Stutts. *Bicycle Crash Types: A 1990's Informational Guide*, FHWA-RD-96-104, Federal Highway Administration, Washington, DC, April 1997.
8. Harkey, D.L., J. Mekemson, M.C. Chen, and K.A. Krull. *PBCAT: Pedestrian and Bicycle Crash Analysis Tool, Version 1.0, Software and User's Manual*, FHWA-RD-99-192, Federal Highway Administration, Washington, DC, December 1999.
9. Harkey, D.L. and C.V. Zegeer. *PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System*, FHWA-SA-04-003, Federal Highway Administration, Washington, DC, September 2004.
10. Hunter, W.W., L. Thomas, and J.C. Stutts. *BIKESAFE: Bicycle Countermeasure Selection System*, FHWA-SA-05-006, Federal Highway Administration, Washington, DC, April 2006.

Researchers—This product was developed by David L. Harkey, Sean Tsai, Libby Thomas, and William W. Hunter of the University of North Carolina, Chapel Hill, NC.

Distribution—This TechBrief is printed with direct distribution to the Divisions and Resource Center. Printed copies can be obtained from the FHWA Research and Technology Product Distribution Center by e-mail to report.center@fhwa.dot.gov, by fax to 301-577-1421, or by phone to 301-577-0818. Electronic copies are available on the Turner-Fairbank Highway Research Center Web site. To download this TechBrief, go to www.tfhrc.gov.

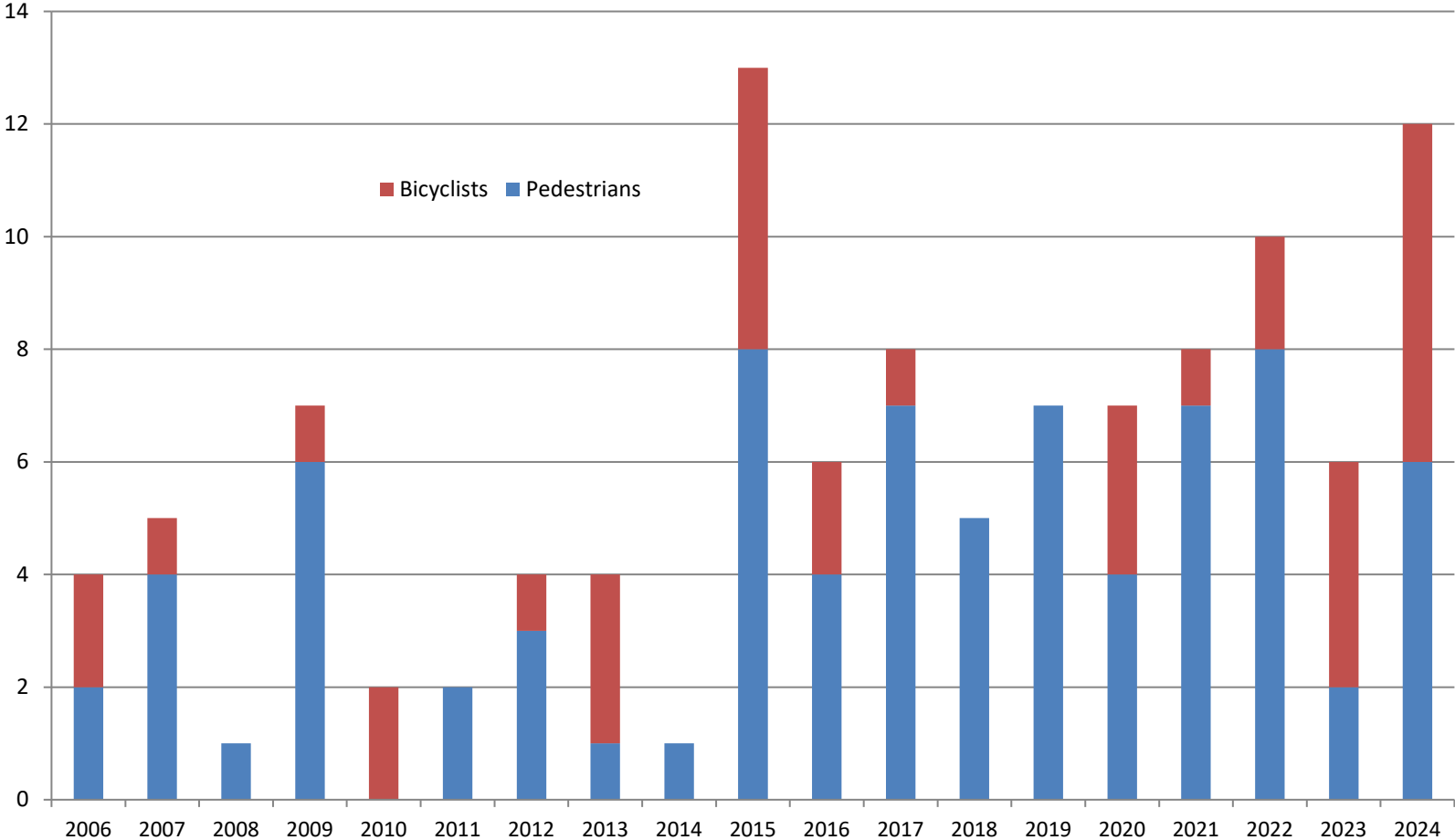
Availability—The software and manual *Pedestrian and Bicycle Crash Analysis Tool (PBCAT) Version 2.0*, which is the subject of this TechBrief, will be available for download from www.tfhrc.gov, www.walkinginfo.org/pbcats, or www.bicyclinginfo.org/pbcats.

Key Words—pedestrian crashes, bicycle crashes, crash typing, crash analysis, pedestrian countermeasures, bicycling countermeasures.

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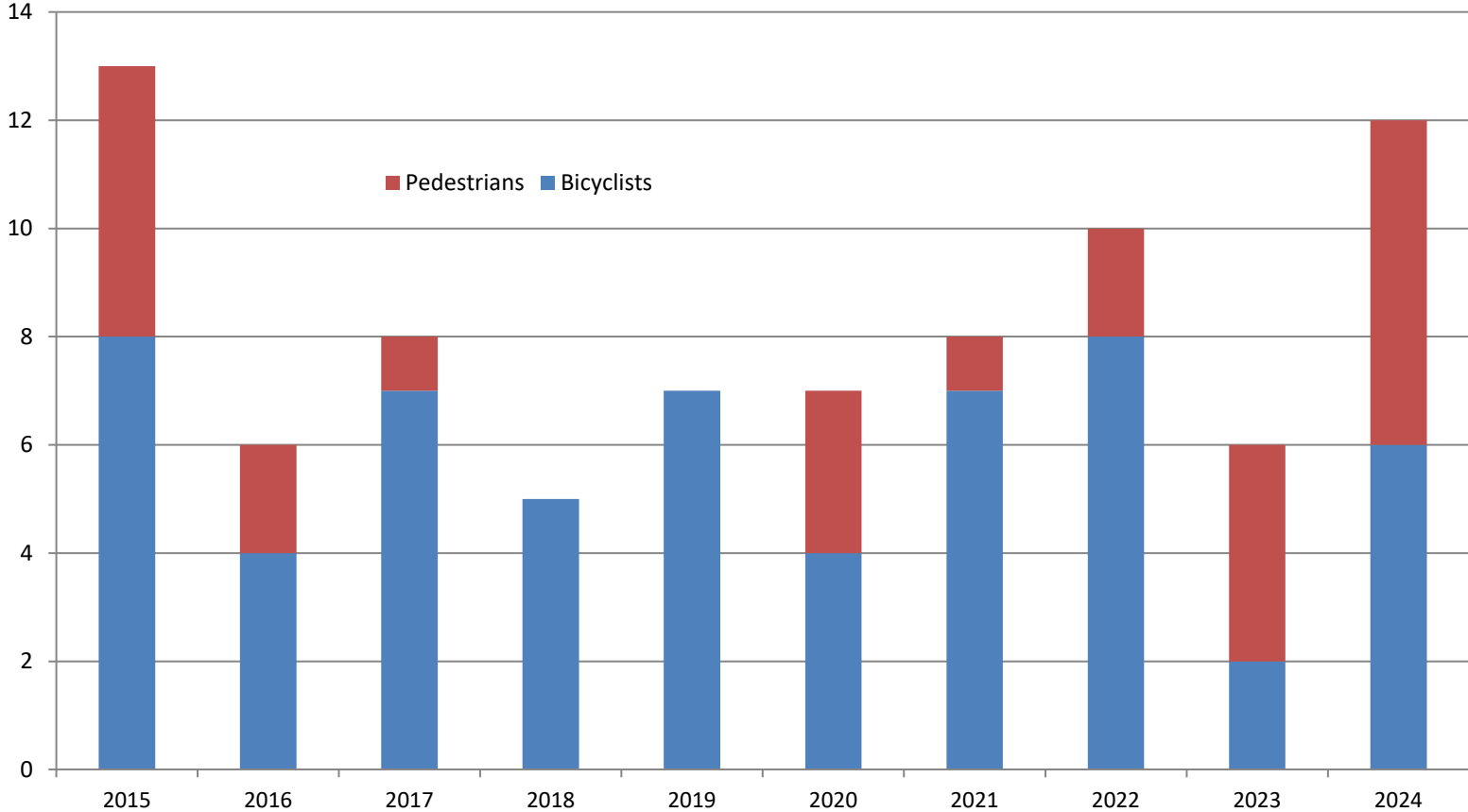
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No. of crashes involving pedestrians and bicyclists, by Year, Lebanon NH, 2006-2024 (n=112)



Source: Lebanon Police Dept. and Leb. Fire Dept. EMS data provided to LPBAC

No. of crashes involving pedestrians and bicyclists, by Year, Lebanon NH, 2015-2024 (n=82)



Source: Lebanon Police Dept. and Leb. Fire Dept. EMS data provided to LPBAC



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Lebanon Pedestrian-Bicyclist Advisory Committee

FROM: Planning and Development Department Staff

RE: Planning Board Case Review

DATE: August 26, 2025

The Planning Board received a conceptual review application for a property located at 0 Mount Support Road, adjacent to 343 Mount Support Road, home to the Merek Apartment Complex. The applicant is proposing the construction of three 4-story residential apartment buildings with associated parking, landscaping, and amenities.

The Planning Board and Staff are asking the Pedestrian-Bicyclist Advisory Committee to review the application for elements that pertain to Pedestrian and Bicyclist mobility and safety.

Attachments:

1. Planning Board Conceptual Review Application



August 11, 2025

Ref: 52980.00

City of Lebanon Planning Board
51 North Park St
Lebanon, NH 03766

Re: Conceptual Site Plan Review
Project Narrative
0 Mount Support Road
Tax Map 24 Lot 1-100

Dear City of Lebanon Planning Board,

Project Description

The proposed project involves the construction of three, 4-story residential apartment complex buildings with podium and surface parking, amenities, and landscaping, known as The Marek West ("Project") at 0 Mount Support Road, adjacent to 343 Mt. Support Road, in Lebanon, New Hampshire. The Project is westerly adjacent to a previously permitted residential project. The development parcel ("Site") is located approximately 1 mile south of the Dartmouth-Hitchcock Medical Center and approximately 3 miles south of Dartmouth College. The Project is targeted to serve employees of the medical center and other local residents. The Site is identified as Parcel 1 on Tax Map 24 Lot 1-100, is zoned for residential development, and is owned by SPNH Mount Support, LLC. In total, the Site encompasses approximately 58 acres, which was subdivided from a larger 75-acre parcel.

The parcel consists of sloping elevations on mostly forested land. The proposed development area is smaller and focused on approximately 6 acres. The Site is currently undeveloped, but it was previously logged at various times, and rock quarrying and earthen material removal activities also occurred. The proposed development would share an entrance drive to an adjacent residential development located at 343 Mt. Support Road. Several multi-family complexes and apartment buildings are present in the general area. Other properties to the west are forested (zoned as rural lands) and have many hiking trails, including trails to the top of Quarry Hill to the south of the Site.

Permitting

As there is wetland impacts proposed, a Special Exception from the ZBA was applied for and granted with a positive Conservation Commission recommendation. As it relates to the wetlands, the applicant has concurrently submitted an NHDES Wetlands Permit application to the state, which is pending final review. The site is also subject to the NHDES Alteration of Terrain Permit for stormwater design approval, which will be applied for after the full design plans have been developed for Site Plan Review.



Conformance with the Master Plan

The Northern Lebanon Community Plan encourages the introduction of a range of housing types and higher density residential options to accommodate the City's growing population and workforce demands. Consistent with that plan, the proposed 260-unit multifamily development located at 0 Mt. Support Road offers a mixture of studio, one- and two-bedroom apartments in an already developing corridor. The project further supports the overarching goals of the Northern Lebanon Community Plan in several important ways. The project advances Strategy 1 with a substantial expansion of the adjacent wildlife corridor conservation areas and an extension of the adjacent trail system maintained by the Upper Valley Mountain Biking Association. The project advances Strategy 2 by building near key corridors already prioritized for pedestrian and multimodal enhancements with the Advanced Transit bus line and multi-use path both located to the front of the project on Mt. Support Road. With its proximity to DHMC and the many businesses along the Rt 120 corridor, the proposed development also reinforces the plan's vision of increasing housing opportunities in close proximity to economic hubs, a major theme of Strategy 3. In summary, the project's type of housing in this location together with the substantial expansion of the wildlife corridor area promotes smart growth while also expanding conservation lands.

Thank you for your time and consideration of the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "D Fenstermacher", with a long horizontal flourish extending to the right.

Dave Fenstermacher, PE
Managing Director

APPLICATION

**CITY OF LEBANON
APPLICATION FOR**

SPECIAL EXCEPTION	<input type="checkbox"/>	<input type="checkbox"/>	SITE PLAN REVIEW
VARIANCE	<input type="checkbox"/>	<input type="checkbox"/>	SUBDIVISION
MOTION FOR REHEARING	<input type="checkbox"/>	<input type="checkbox"/>	LOT LINE ADJUSTMENT
APPEAL OF AN ADMIN. DECISION	<input type="checkbox"/>	<input type="checkbox"/>	CONDITIONAL USE PERMIT

OTHER Conceptual Site Plan Review

PROPERTY OWNER (APPLICANT):					
NAME: SPNH Mount Support, LLC			TEL.#: 781-875-3304		
MAILING ADDRESS: Saxon Partners, 25 Recreation Park Drive, Suite 204, Hingham, MA 02043					
E-MAIL ADDRESS: dsmith@saxon-partners.com					
CO-APPLICANT, AGENT, OR LESSEE:					
NAME: Dave Fenstermacher			TEL.#: 603.391.3929		
MAILING ADDRESS: 2 Bedford Farms Dr, Suite 200, Bedford, NH 03110					
E-MAIL ADDRESS: dfenstermacher@vhb.com					
PROJECT LOCATION:					
TAX MAP #:	24	LOT#:	1-100	PLOT #:	ZONE: R-1 and RL-3
STREET ADDRESS OF PROJECT: 0 Mt. Support Road					
IS THIS PROPERTY LOCATED IN THE:					
WETLANDS		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	HISTORIC DISTRICT	
FLOOD PLAIN		<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SCOPE OF PROJECT:					
Conceptual Site Plan review for 0 Mt. Support Road in Lebanon, New Hampshire.					
TYPE OF OCCUPANCY:					
EXISTING	<input checked="" type="checkbox"/> VACANT	<input type="checkbox"/> ONE FAMILY	<input type="checkbox"/> TWO FAMILY	<input type="checkbox"/> MULTI-FAMILY	<input type="checkbox"/> COMMERCIAL
PROPOSED	<input type="checkbox"/> VACANT	<input type="checkbox"/> ONE FAMILY	<input type="checkbox"/> TWO FAMILY	<input checked="" type="checkbox"/> MULTI-FAMILY	<input type="checkbox"/> COMMERCIAL
IF USE IS <u>COMMERCIAL</u> OR <u>INDUSTRIAL</u> , PLEASE NOTE <u>SPECIFIC</u> USE: _____					
SIGNATURE BLOCK:					
<p>FOR PLANNING BOARD APPLICATIONS ONLY: I, the undersigned, hereby submit this application on the date noted below with the knowledge and understanding that the Planning Board shall determine if the submitted application is complete according to its regulations at its next regularly scheduled meeting on _____, 20____, unless I personally request, in writing, that the Board delay its determination of completeness to a later date.</p> <p>PROPERTY OWNER: <u>Donald Smith</u> DATE: <u>August 5, 2025</u></p> <p>NOTE: IF, AS OWNER, YOU WISH TO DESIGNATE AN AGENT TO ACT ON YOUR BEHALF, PLEASE READ THE FOLLOWING AND SIGN BELOW: I hereby designate the person listed above as my agent for the purpose of procuring the necessary local permits for the proposed work as described herein. Representations made by my agent may be accepted as though made by me personally, and I understand that I am bound by any official decision made on the basis of such representation.</p> <p>PROPERTY OWNER: <u>Donald Smith</u> DATE: <u>August 5, 2025</u></p>					
DATE RECEIVED	FILE # (MAP/LOT)	APPLICATION #	FEE - \$ AMOUNT	DATE PAID	VOUCHER #

Notification List

CERTIFIED NOTIFICATION LIST

Notice shall be sent by certified mail to the Owner; Applicant, if different from Owner; Abutters; Holders of conservation, preservation, or agricultural preservation restrictions (as defined under RSA 477:45) on the subject property; the holders of easements, rights-of-way, and other restrictions; and every engineer, architect, land surveyor, or soil or wetlands scientist whose seal appears on any plan submitted to the Board; and any other persons required by RSA 676:4, I(d). The names and mailing addresses shall be furnished by the Applicant.

672:3 Abutter. – "Abutter" means any person whose property is located in New Hampshire and adjoins or is directly across the street or stream from the land under consideration by the local land use board. For purposes of receiving testimony only, and not for purposes of notification, the term "abutter" shall include any person who is able to demonstrate that his land will be directly affected by the proposal under consideration. For purposes of receipt of notification by a municipality of a local land use board hearing, in the case of an abutting property being under a condominium or other collective form of ownership, the term abutter means the officers of the collective or association, as defined in RSA 356-B:3, XXIII. For purposes of receipt of notification by a municipality of a local land use board hearing, in the case of an abutting property being under a manufactured housing park form of ownership as defined in RSA 205-A:1, II, the term "abutter" includes the manufactured housing park owner and the tenants who own manufactured housing which adjoins or is directly across the street or stream from the land under consideration by the local land use board.

Source. 1983, 447:1. 1986, 33:2. 2002, 216:1, eff. July 15, 2002.

PLEASE PROVIDE NAMES & MAILING ADDRESSES FOR ALL PERSONS LISTED ABOVE.

Map & Lot Number: 24-1-100 (Owner)	Map & Lot Number: 24-1
Property Owner: SPNH MOUNT SUPPORT, LLC 25 RECREATION PARK DR, SUITE 204 HINGHAM, MA 02043	Applicant, Co-Applicant, Agent, or Lessee: MAREK LEBANON LLC 25 RECREATION PARK DR HINGHAM, MA 02043
Map & Lot Number: 24-4, 24-2, 76-10	Map & Lot Number: 48-11
DARTMOUTH COLLEGE TRUSTEES PO BOX 5188 HANOVER, NH 03755	LEBANON QUARRY HILL LLC PO BOX 1051 NORWICH, VT 05055
Map & Lot Number: 24-11	Map & Lot Number: 24-9
AUDUDON TIMBERWOOD LLC 535 BOYLSTON ST BOSTON, MA 02116	SPNH LEBANON NORTH LLC 25 RECREATION PARK DR HINGHAM, MA 02043

Map & Lot Number: Wetland Scientist	Map & Lot Number: Engineer
VHB C/O Jacob Tinus, CWS 2 Bedford Farms Dr, Suite 200 Bedford, NH, 03110	VHB C/O Dave Fenstermacher, PE 2 Bedford Farms Dr, Suite 200 Bedford, NH, 03110
Map & Lot Number: Surveyor	Map & Lot Number:
VHB C/O Mike Hammer 2 Bedford Farms Dr, Suite 200 Bedford, NH, 03110	
Map & Lot Number:	Map & Lot Number:
Map & Lot Number:	Map & Lot Number:
Map & Lot Number:	Map & Lot Number:
Map & Lot Number:	Map & Lot Number:
Map & Lot Number:	Map & Lot Number:

(Revised 2/8/2024)

Fee Calculation

FEE SCHEDULE LEBANON PLANNING BOARD

Adopted January 24, 2022

LOT LINE ADJUSTMENT (Boundary Line Adjustment)		
		TOTALS
FILING FEE	\$25.00	\$25.00
ADVERTISING FEE	\$100	\$100
NOTIFICATION FEE (see note on page 2)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ _____ abutter certified(s)
TOTAL DUE		\$202.02

MINOR SUBDIVISION		
		TOTALS
FILING FEE	\$150.00	\$150.00
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note on page 2)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ _____ (abutter certified(s))
TOTAL DUE AT TIME OF FILING		\$

**Engineering Review fees may also be required. See note on page 2.

PRELIMINARY REVIEW OF A MAJOR SUBDIVISION		
		TOTALS
FILING FEE	\$200.00	\$200.00
NUMBER OF LOTS* _____	\$30.00 per lot*	
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note on page 2)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ _____ (abutter certified(s))
TOTAL DUE AT TIME OF FILING		\$

**Or units when the subdivision does not create individual lots.*

**Engineering Review fees will also be required. See note on page 2.

FINAL REVIEW OF A MAJOR SUBDIVISION		
		TOTALS
FILING FEE	\$500.00	\$500.00
FIRST FIVE (5) LOTS*	\$75.00 per lot*	
NUMBER OF LOTS 6+*	\$150.00 per lot*	
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note on page 2)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ _____ (abutter certified(s))
TOTAL DUE TIME OF FILING		\$

**Or units when the subdivision does not create individual lots.*

**Engineering Review fees will also be required. See note on page 2.

SITE PLAN REVIEW		
		TOTALS
FILING FEE	\$250.00	\$250.00
SQUARE FOOTAGE	\$75.00 per 1,000 sq. ft. (gross floor area)	75
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note on page 2)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ __ abutter certified(s)

SITE PLAN REVIEW		
TOTAL DUE AT TIME OF FILING		
**Engineering Review fees will also be required. See note on page 2.		

SITE PLAN REVIEW AMENDMENT (WITH STRUCTURAL CHANGES)		
		TOTALS
FILING FEE	\$250.00	\$250.00
SQUARE FOOTAGE	\$75.00 per 1,000 sq. ft. (gross floor area)	
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note below)	\$5.00 + Current USPS rate per certified notice (see below) X _____ notices	\$5.00 \$ _____ (abutter certified)
TOTAL DUE AT TIME OF FILING		\$
**Engineering Review fees may also be required. See note below.		

OTHER		
-SITE PLAN REVIEW AMENDMENT (WITH NO STRUCTURAL CHANGES) -EXTENSION REQUESTS -Conceptual Site Plan Review -CONDITIONAL USE PERMITS		
		TOTALS
FILING FEE	\$250.00	\$250.00
ADVERTISING FEE	\$100.00	\$100.00
NOTIFICATION FEE (see note below)	\$5.00 + Current USPS rate per certified notice (see below) X 10 notices	\$5.00 \$ 60.40 (abutter certified)
TOTAL DUE AT TIME OF FILING		415.40
**Engineering Review fees may also be required. See note below.		

MINOR SITE PLAN REVIEW		
		TOTALS
FILING FEE	\$150.00	\$150.00
NOTIFICATION FEE (see note below)	Current USPS rate per certified notice (see below) X _____ notices	\$ _____ (abutter certified)
TOTAL DUE		\$

ENGINEERING REVIEW FEES:

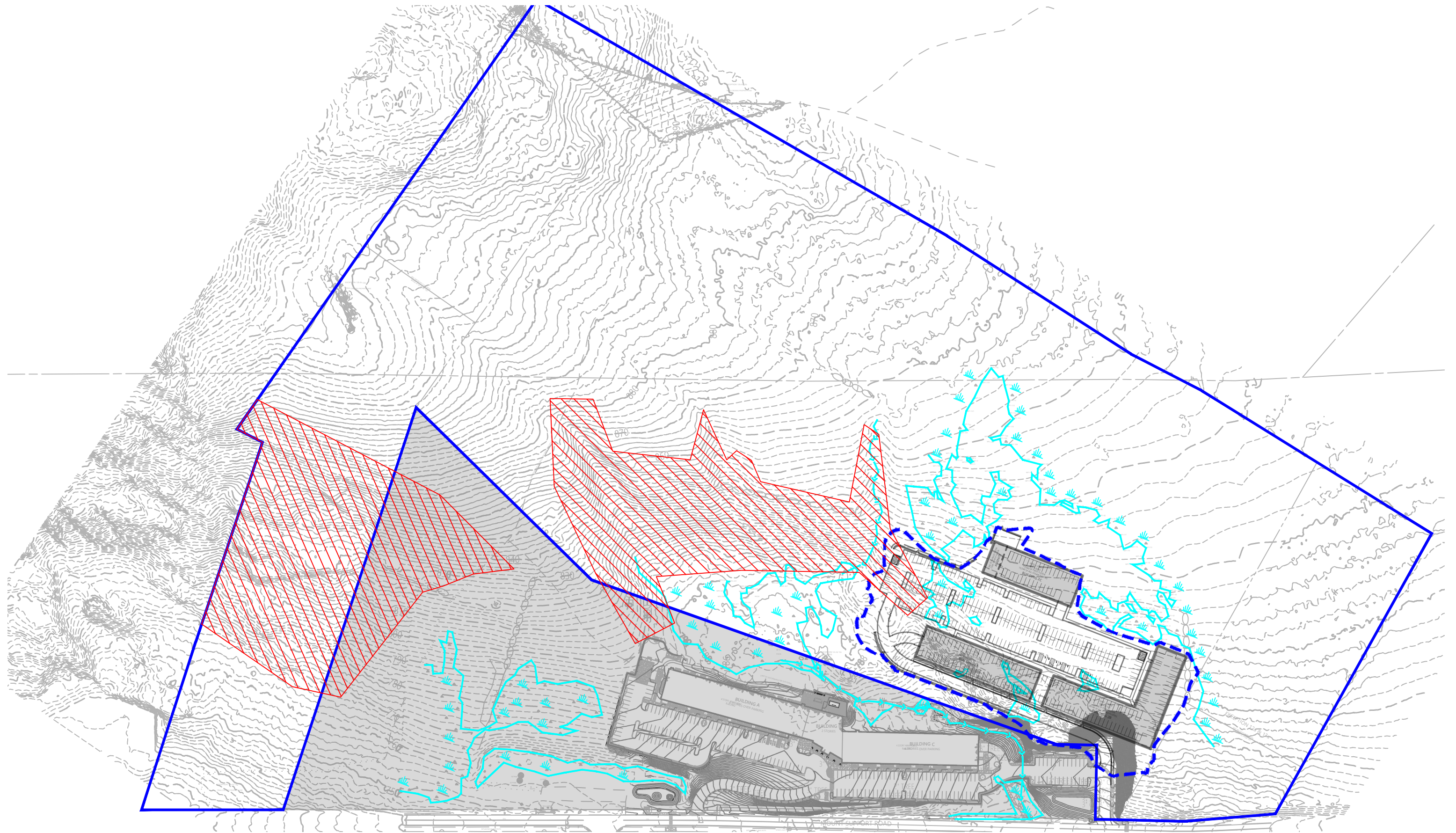
After an application to the Planning Board is submitted and the filing fees identified above have been paid, the Planning & Development Department will determine the scope of required engineering review and will obtain an estimated cost from the reviewing engineer. A cost estimate of the review fees will usually be generated within two (2) - three (3) business days. Once conveyed to the applicant, the estimated review fees shall be paid by the applicant within five (5) business days, and an escrow account shall be established by the Planning & Development Department. No plans will be reviewed unless and until the review fee estimate is paid, if required.

Please note that escrow fees are only an estimate of what services will cost and actual costs of review may be less or more than the amount initially estimated. Any unused portion of the escrow will be returned to the applicant at the end of the approval process if such a surplus remains. Additionally, in the event the escrow amount does not cover the full cost of services the Applicant shall pay any remaining costs as a condition of approval. See also Section 4.7 of the Site Plan Review Regulations and Section 7.7 of the Subdivision Regulations.

NOTIFICATION FEE: CURRENT FEE as of July 2024 is \$6.04 per certified notice

THE CERTIFIED NOTIFICATION FEE IN ALL SECTIONS ABOVE INCLUDES THE FOLLOWING: ALL ABUTTERS, THE APPLICANT, PROPERTY OWNER, HOLDER OF CONSERVATION, PRESERVATION, OR AGRICULTURAL PRESERVATION RESTRICTION(S); AND EVERY ENGINEER, ARCHITECT, LAND SURVEYOR OR SOIL SCIENTIST WHOSE PROFESSIONAL SEAL APPEARS ON ANY PLAT SUBMITTED TO THE BOARD AND ANY OTHER PERSONS REQUIRED BY RSA 676:4, I(d).

Existing Conditions



LEGEND			
STREAM		343 MOUNT SUPPORT ROAD PROPERTY	
WETLAND		THE MAREK WEST PROPERTY LINE	
LIMIT OF WORK		SLOPES > 25%	

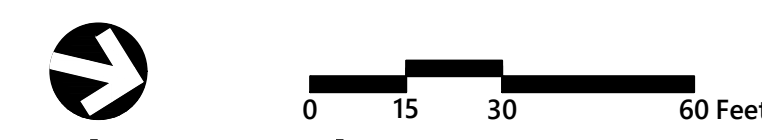
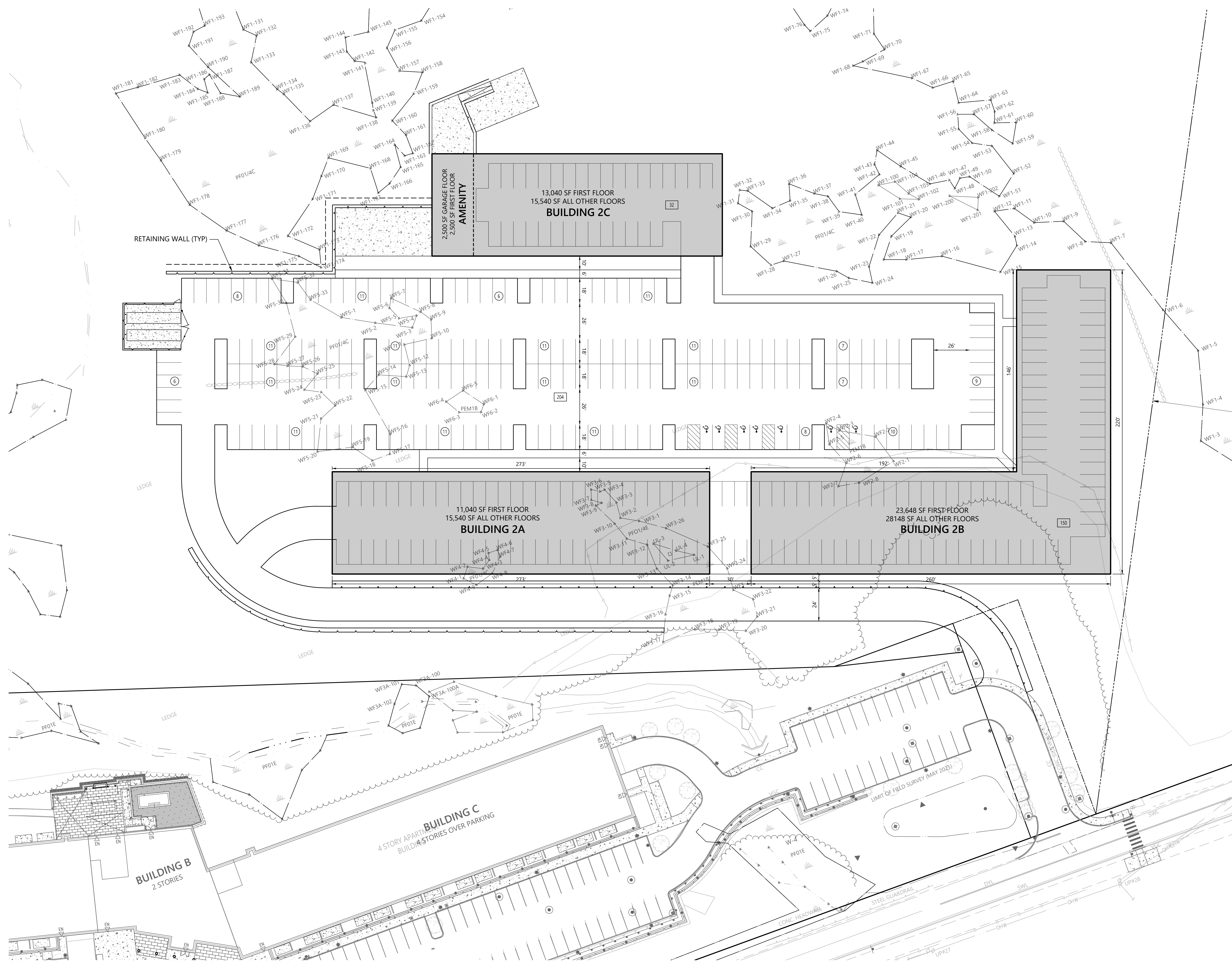


Site Constraints
The Marek West
Lebanon, NH

Figure 1

August 2025

Conceptual Site Plan



The Marek West
at Lebanon, NH
0 Mount Support Road
Lebanon, New Hampshire

No.	Revision	Date	App'd.

Designed by: **SJF** Checked by: **DHF**
 Issued for: **Permitting** Date: **August 11, 2025**

Drawing Title:
Conceptual Site Plan Layout

Drawing Number:
CSP 1.00

Sheet 1 of 1

Project Number:
52980.00