

Pedestrian and Bicyclist Advisory Cmte.

Quarterly Report for City Council

July 2019

A. Accidents In the month of May, there were three crashes reported by the Police in the City Manager's Update involving pedestrians and bicyclists. In 2019, there have been four crashes reported so far. There have been an average of 4.5 crashes per year from 2006 to 2017. Historically, the two months with the highest number of crashes involving pedestrians and bicyclists have been May and October, so it is not unexpected to have more crashes in May as weather gets better. They are waiting for details about locations and causes, when known, including for the Nov. 2018 Evans drive fatality; several inquiries have been made to LPD and PedBike is awaiting response.

B. Master Plan Priorities Ms. McCormick has led discussion reviewing the first-round of the Pedestrian & Bicycle Advisory Committee report to the Master Plan and provided updates on how the City is doing in several areas. The following represents the 15 actions/strategies they want to report on in the first round and some examples of the committee's support for or direct projects related to each action/strategy. They demonstrate a variety of completed, ongoing, current and future priority efforts of the committee. We intend to continue reporting on these 15 in the coming year.

1. **Complete Streets** - Address walking and biking ability in conjunction with traffic planning. *Ensure implementation of the Complete Streets Policy in 12A, project reviews, Mechanic St projects, CSO reviews, etc. Safety for all is paramount and Ped-Bike may look into a popular national movement called Vision Zero, to orient design and behavior to zero fatality goal-setting and associated level of design.*
2. **Transportation Alternatives** - Encourage and support [facilities for] transportation alternatives to a single occupancy vehicles, including mass transit, pedestrian and bicycle paths and facilities. *Pilot bikeshare, create new routes, add more public bike storage like on the Mall/tunnel*
3. **Transportation Alternatives** - Manage the growth in traffic volume by promoting alternatives to vehicle trips, such as telecommuting, rideshare and transit use. *Leadership by example—Ped Bike members frequently walk, bike, and bus as well as carpool and we encourage other City officials and volunteers to do so. Ped-Bike organized Lebanon's Curb the Car Day (Bike to Work Day) on May 17th and will support a "Hop on Bus" AT rider training in August with Vital Communities, between Kilton and the Farmer's Market. Also, while more apt to another Master Plan action/strategy, education is key to the uptake of alternative transportation and the 2019 Bike Rodeo in June was quite successful [see summary below***].*
4. **Transit / Development Regs** - Require transit and support facilities during development and site plan review. *Downtown Design Project – ZO and Site Plan Amendments 2019; with staff support, will review full amendments in later 2019 to Site Plan Regs only*
5. **Update Development Regulations** - Require developers to install bicycle racks, showers, and lockers as part of the site plan approval. *See #4. 20 Spencer RFP is a "pilot" example to some degree.*
6. **Regional Collaboration & Partnerships** - Continue to work with surrounding communities and the Regional Planning Commission to seek local solutions for regional transportation challenges. *Continues to have crossover event coordination, feedback and similar collaboration with UVLSRPC, Vital Communities, Dartmouth, UVTMA, Town of Hanover for sharing best*

practices, managing events like Curb the Car Day, discussing corridor and connectivity needs (e.g., at Centerra), and to inform regional/state plans and legislation (e.g., electric bike legislation, draft NH Ped Bike Plan, MRG Extension Study). If have not already, we encourage councilors to respond to the NH Ped Bike Plan survey/map comment tool. Several PBAC members have contributed. Manchester and southern part of state have more than 2x the response rate; the project will offer more public meetings up this way, via the RPC, this fall

7. **Trails** - Cooperate with groups, such as the Friends of the Northern Rail Trail and the Upper Valley Trails Alliance, to maintain and extend the existing Rail Trail from Lebanon to West Lebanon. *Provided feedback to MRG Extension Study and will help seek new leadership for NRT operations.*
8. **Transportation Project Design - Road Diets** - Include five-foot shoulders on City and State bridges and road projects to provide safe bicycle and pedestrian access. *The 2019 NHDOT resurfacing schedule was postponed. The City must still communicate this request to NHDOT and Ped-Bike intends to bring Jim Donison into the loop, as Mike Lavalla had previously been looking into District 2 support. This is a City Planning Department undertaking that Ped-Bike will support. It has not been initiated but is hoped for on the 2020-2026 horizon.*
9. **Transportation Project Design & Safety Countermeasures** - Promote safe intersection design for bicyclists/pedestrians and add transit friendly traffic signals. *Ongoing advocacy for interim and permanent safety measures at High/Mechanic/Mascoma St. Roundabout, Mascoma Bridge construction detour area, Miracle Mile midblock crossing, Potential FHWA Bikeway Selection Guide workshop with regional partners. Several City and Regional Staff participated in "Safe Transportation for Every Pedestrian" NHDOT workshop this spring and are freshly equipped to help update the City's Traffic Calming guidelines for public projects.*
10. **Transportation Project Design** - Promote safe pedestrian accommodations, including curb extensions where appropriate, at crosswalk locations and segregated sidewalks with landscaped buffers along all major roadways. *This ties into #1, with Ped-Bike working to review City transportation projects and private development projects that have opportunities for improvements. Recently, Ped-Bike provided feedback on crossings, wayfinding, connectivity and safety for the downtown tunnel project, for example,*
11. **Accessibility** - Complete the Americans with Disability Act transition plan to ensure the public facilities meet ADA guidelines. *This is a City Planning Department undertaking that Ped-Bike will support. It has not been initiated but is hoped for on the 2020-2026 horizon.*
12. **Ped Bike Master Plan** - Support the City in creating a comprehensive pedestrian and bicycle facilities plan which identifies where linkages can be made and additional infrastructure is warranted. *This is a City Planning Department undertaking that Ped-Bike will support. It has not been initiated but is hoped for on the 2020-2026 horizon. This could help us be "shovel ready" for funding application opportunities like TAP, to show the attributes and data behind prioritizing certain facilities improvements—and also to get a better handle on what should be incorporated into private projects when they abut areas with recommended improvements.*
13. **Facilities** - Promote improved pedestrian facilities throughout the City, including a well maintained, interconnected network of sidewalks, benches, and landscaping that provides shade for pedestrians and are attractive. Add non-obtrusive lighting. *This can be part of the Plan considerations for #11i. It's worth noting that the folks who organize the Safe Routes programs just reached out to City Planning and the RPC to check on implementation of the UVLSRPC's Safe Routes to Play report for Lebanon and was pleased to see progress and they're looking to expand the connectivity promotion to park routes. We also want to say it's been key to have ongoing direct involvement with DPW, such as the annual spring review with the Director and we hope for continued positive impact; during the spring meeting with Mr.*

Donison, we looked at some DPW projects and annual maintenance programming to discuss street and sidewalk sweeping coordination, sharrows, street/roadway painting and crosswalk projects and more. You might notice a new crosswalk at Bank and Elm St now, for example. While not involved substantially, some Ped-Bike members did review a sub-set of areas planned for streetlight removals and provided feedback on that matter to DPW as well.

14. **Facilities** - Provide dedicated bike facilities to allow cyclists to safely travel City roads, including bike lanes and cycle tracks, as well as more bike-focused facilities such as multi-use paths and sharrows (shared lanes). *This can be part of the Plan considerations for #11. To note, Planning just received the Preliminary Design for the TAP shared use path at Lahaye Drive and Ped-Bike will be involved with any questions upon staff review.*
15. **Facilities** - Improve facilities at urban transit stops, such as pull off areas, and assist with bus shelter construction, snow removal, and parking facilities. *We're supporting the City's project to implement a recommendation of the 2010 Bus Stop Study, to relocate the Miracle Mile stops.*

****2019 Bike Rodeo Round-up*

As reported in the City Manager's June Newsletter and in [LebNews](#) by the Police Department, Lebanon's Annual Jim Wechsler Bike Rodeo & Safety Fair was successfully held on Saturday, June 1, 2019 at the CCBA Taylor Street basketball courts. Approximately 117 children attended, over 100 parents joined, and 1 sun fully cooperated for the event. The 'Rodeo' aims to promote bicycle safety and to teach children bike safety skills. Activities included helmet fitting and safety checks and free replacement when needed, a skills and 'rodeo' course, bike checks and tune-ups, bike registration by the Lebanon Police Department, games, face painting, yoga, pizza and snacks, information booths, a raffle with gifts donated by community businesses, and a trail ride on the Mascoma River Greenway. The large number of children taking part in each of the activities, the bikes constantly moving smoothly (mostly) through the bike skills course, the smiling faces, and all the food eaten illustrated the enjoyment and benefit of the event. About half the children reported having attended the Rodeo in previous years, indicating the value the children and their parents place on the event. Children from throughout the Upper Valley attended, including from Lebanon, West Lebanon, Grantham, Hanover, Enfield, and Norwich and as far away as Lyme and Grafton. Ninety-two (92) percent of the children attending reported that they owned a helmet, although checks at the helmet station found that many of the helmets were not of the correct size or past their expiry date and kids benefitted from getting new helmets at the CHaD table. It is worth noting that while the primary age group targeted was 6-14 years of age, due in part to sibling attendance and the prevalence of bike types now, over 42% of those registered were under the age of 6, and future events may take this into consideration. Support for the event was provided by the City of Lebanon Police, Planning Fire, and Recreation Departments; Jane McLaughlin; The Prouty; LL Bean; Carter Community Building Association; Children's Hospital at Dartmouth; Lebanon Pedestrian & Bicyclist Advisory Committee; Omer and Bob's; and Vital Communities plus many other organizations, businesses and volunteers. For example, Upper Valley Haven lent 12 bikes that were well-used by kids without their own wheels, and leftover helmets were contributed to the Haven's Wheels in Motion program. Other contributors included: The Co-op Food Stores, Dairy Twirl, Fore-U Golf & Ice Cream, Price Chopper, Lebanon Opera House, Drummond Cycles, VT Be True Yoga Fest, and Upper Valley Nighthawks. Event photographs (click [link](#) to view) were provided by Lynne LaBombard.