



Project: TAP Lahaye Drive Multi-Use Path Date
Federal #: X-A004 (617)
NHDOT #: 41366
Dubois & King #: 624260

Issued: 6-7-2018
Meeting Date: 5-23-2018
Location: DHMC Level 3 Aud. A & B
Time: 4:30 PM

Project Kick-Off Meeting Minutes

Regarding: NHDOT Transportation Alternatives Program (TAP), Lebanon NH – Lahaye Drive Multi-Use Path Local Concerns Meeting

Attended By: (See Attached Sign-In Sheet)

Attachments: Sign-In Sheet

Prepared By: Brian Breslend, P.E., DuBois & King

MEETING NOTES

The meeting began at approximately 4:30 PM.

Rebecca Owens, Associate Planner from the City of Lebanon Planning & Zoning Department organized the meeting. Darren Benoit, P.E., the Project Manager for the project consultant, DuBois & King (D&K), conducted the presentation, providing an overview of the project including: funding, LPA/TAP design process, project schedule, project limits, a regional plan and next steps. Mr. Benoit's team included Brian Breslend, P.E., Senior Project Engineer.

Existing Conditions

An attendee commented that the existing pavement markings (arrows) as shown on D&K's existing conditions plan were incorrect. D&K concurred with the attendee's assessment and noted that the plans would be updated.

Natural Resources

D&K noted the anticipated impacts to the project. Architectural or Archaeological impacts are not anticipated as there are no known resources in the immediate area. There are wetlands at the toe of slope of Lahaye Drive on either side of the roadway. Due to the existing grading, any multi-use path constructed along Lahaye Drive would impact wetlands. These are anticipated to include temporary and permanent wetland and buffer impacts. D&K mentioned that these impacts could be minimized, depending on the location of the multi-use path, the use of



reinforced slopes, or the implementation of a retaining wall. Additionally, D&K mentioned that there is the potential to impact endangered or threatened bat habitat as the wood line is at the toe of slope of the roadway.

Signage

Active bicyclists that attended the meeting pointed out that the existing bicycle signage in the area is confusing. There is a lack of proper signage in some areas and conflicting signage in other areas. City officials noted the concern.

Design

There was a question about the recommendation for a path for both pedestrians and bicyclists. An attendee felt that the only bicyclists using the corridor were experienced and would either use the paved shoulder or ride in the travel lane with motorists. A sidewalk was discussed as an alternative. David Brooks, Planning and Zoning Director, mentioned that there are other planned multi-use paths being developed in the near future and that there were going to be residential development projects on NH Route 120, just south of Centerra Parkway. These residential housing units are anticipated to have families and Dartmouth-Hitchcock employees that may be more likely to use a multi-use path as opposed to roadside use.

Mr. Brooks discussed the future bicycle/pedestrian plans in the area. There is a multi-use path that has been designed and ready for construction along NH Route 120. It begins near the Altaria development and extends to Centerra Parkway. Mr. Brooks mentioned that there is a lack of funding for the construction of this project. The construction cost estimate is higher than allowable funding so the City will need to pay for the difference in the estimate versus the allowable funding.

Mr. Benoit questioned the crowd about the potential addition of amenities such as a bench within the project segment. A bench at the NH Route 120 intersection may not be the most attractive location due to the higher vehicle speeds and volumes. Alternatively, Mr. Benoit suggested a bench might be a welcome respite at the intersection of Mount Support Road and Lahaye Drive. This area offers lower vehicles speeds and volumes and is an advantageous location as it is approximately halfway between DHMC and the Centerra Parkway business park. The public generally agreed that this appeared to be a good idea. Due to the presence of wetlands at the base of the slope on both sides of Lahaye Drive, addition of a bench within the corridor would likely increase wetland impacts.

There was a general discussion regarding fencing and guardrail along the project. Mr. Benoit stated that the existing guardrail located along either side of Lahaye Drive would likely be retained. Even with the addition of a path, a crash resistant barrier would be needed to protect vehicles from the steep slopes and further protect pedestrians. Similarly, Mr. Benoit mentioned that fencing may need to be installed on the outside of the path depending upon the available recovery area, the slope of the embankment or the addition of a retaining wall. Mr. Benoit suggested the use of wooden rail or chain link fence. The attendees appear to have no adverse opinion to the type of fencing. An attendee requested that the fencing be installed two to three



feet away from the bike path as bicyclists tend to move away from this obstacle. Mr. Benoit stated that if fencing was installed it would be placed an adequate distance away from the path.

There was a discussion about the lack of “no right turn on red” traffic signal for NH Route 120 right turn movements on to Centerra Parkway. Attendees were concerned with pedestrian and bicyclist conflicts with this movement. The City took note of this concern.

Mr. Brooks asked Mr. Benoit if the crosswalk and approaches from the Altaria multi-use path could be added to the Lahaye Drive project. Mr. Benoit stated that was possible, and would look into it further.

Other

An attendee asked next steps, which would be the alternatives presentation. Mr. Benoit stated there would be two alternatives presented. Advantages and disadvantages of each alternative would be stated and discussed. These would include but not be limited to construction costs, environmental impacts, drainage issues and signalization issues.

An attendee requested the slides from the presentation. He said it would be helpful if he wanted to talk to other interested parties about the project. Rebecca stated she would provide the slides via the City’s website.