

SAFE ROUTES TO PLAY
CITY OF LEBANON

*A Blueprint for
Active
Transportation for
Children and
Families*

October 2014

October 1, 2014

SAFE
ROUTES
TO
PLAY

Safe Routes to Play City of Lebanon

October 1, 2014

Safe Routes to Play (SRTP) is a child-centered transportation planning process created by GP RED, a national non-profit whose mission is to provide education and research on healthy community design for health, recreation, and land management agencies. SRTP helps communities assess the potential to create non-motorized connectivity between neighborhoods and parks, playgrounds, trails, and natural areas for children and their families. A key component of Safe Routes to Play involves youth engagement strategies to gather youth perceptions of community safety, independent travel, and challenges in choosing active transportation. Children are commuters in our communities, and deserve the choice to travel safely and independently to their destinations. Safe Routes to Play is licensed under a Creative Commons Attribution-Non Commercial 4.0 International License. <http://gpred.org/safe-routes-to-play/>

This Study was funded by generous grants from the HNH Foundation, Upper Valley Healthy Eating Active Living Partnership, and Dartmouth Hitchcock Medical Center

The Upper Valley Lake Sunapee Regional Planning Commission prepared this study in collaboration with The Upper Valley Trails Alliance and the City of Lebanon Planning and Recreation Departments

Safe Routes to Play City of Lebanon

October 1, 2014

Table of Contents

Safe Routes to Play	5
Summary of Methods	5
Map-Based Surveys & Walking Tours.....	6
Parent Survey	7
Survey Response Overview	8
Key Themes – Where Kids Go To Play in the City Of Lebanon	10
Improving Existing Facilities & Playgrounds for Children of All Age Groups	10
Completing the Mascoma Greenway	10
Opportunities for New Trail Connections	10
Other Safety Concerns	10
Next Steps / Improvement Strategies	11
Blueprint for Lebanon Safe Routes to Play – Improvement Strategies.....	12
Appendix 10	
Map 1 – Sachem Village Neighborhood	14
Map 2 – North Lebanon Neighborhood	15
Map 3 – West Lebanon Neighborhood	16
Map 4 – Airport / Route 12A Neighborhood	17
Map 5 – Mechanic Street / Miracle Mile Neighborhood	18
Map 6 – Hanover Street / Lebanon High School Neighborhood.....	19
Map 7 – City Center Neighborhood	20
Map 8 – Lebanon Middle School Neighborhood	21
Map 9 – Mascoma Lake Neighborhood.....	22
Appendix 11 – Public Comments on Bicycle Access	23
Appendix 12 – Trail Connection Possibilities – <i>Upper Valley Trails Alliance</i>	25

Safe Routes to Play City of Lebanon

October 1, 2014

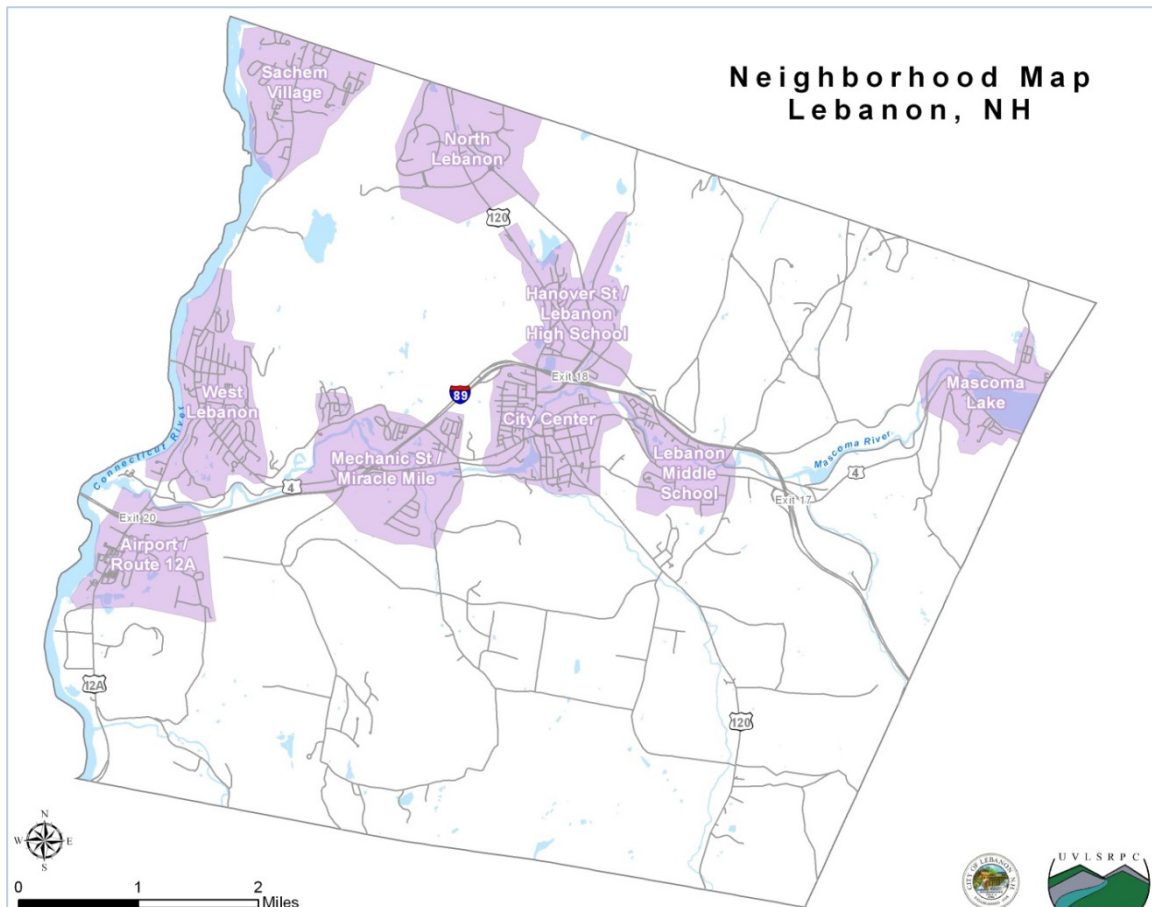
Safe Routes to Play

The City of Lebanon has undertaken the “Safe Routes to Play” study with an objective of increasing safe places to bike and walk for children up to age five and their caregivers. The target group was families with children aged 0-5, but the study inherently addresses families with children of all ages. This study includes a “Blueprint for Safe Routes to Play” travel plan for the City of Lebanon that informs active transportation modes, including walking and biking, for Lebanon children and families.

The project team, comprised of Rachel Ruppel of Upper Valley Lake Sunapee Regional Planning Commission, Greg Norman of the Upper Valley Healthy Eating Active Living Partnership (UVHEAL), Russell Hirschler of Upper Valley Trails Alliance, and Andrew Gast-Bray, Mark Goodwin and Paul Coats with the City of Lebanon, formed in February 2013 to direct the project’s work. The team initiated six community events and created a Parent Survey which was distributed both online and in hardcopy.

Summary of Methods

The City of Lebanon identified nine unique neighborhood areas (depicted on the map below and individual neighborhood maps are as attached as appendices labeled as follows): Sachem Village (Map 1), North Lebanon (Map 2), West Lebanon (Map 3), Airport / Route 12A (Map 4), Mechanic St / Miracle Mile (Map 5), Hanover St / Lebanon High School (Map 6), City Center (Map 7), Lebanon Middle School (Map 8) and Mascoma Lake (Map 9).



Safe Routes to Play City of Lebanon

October 1, 2014

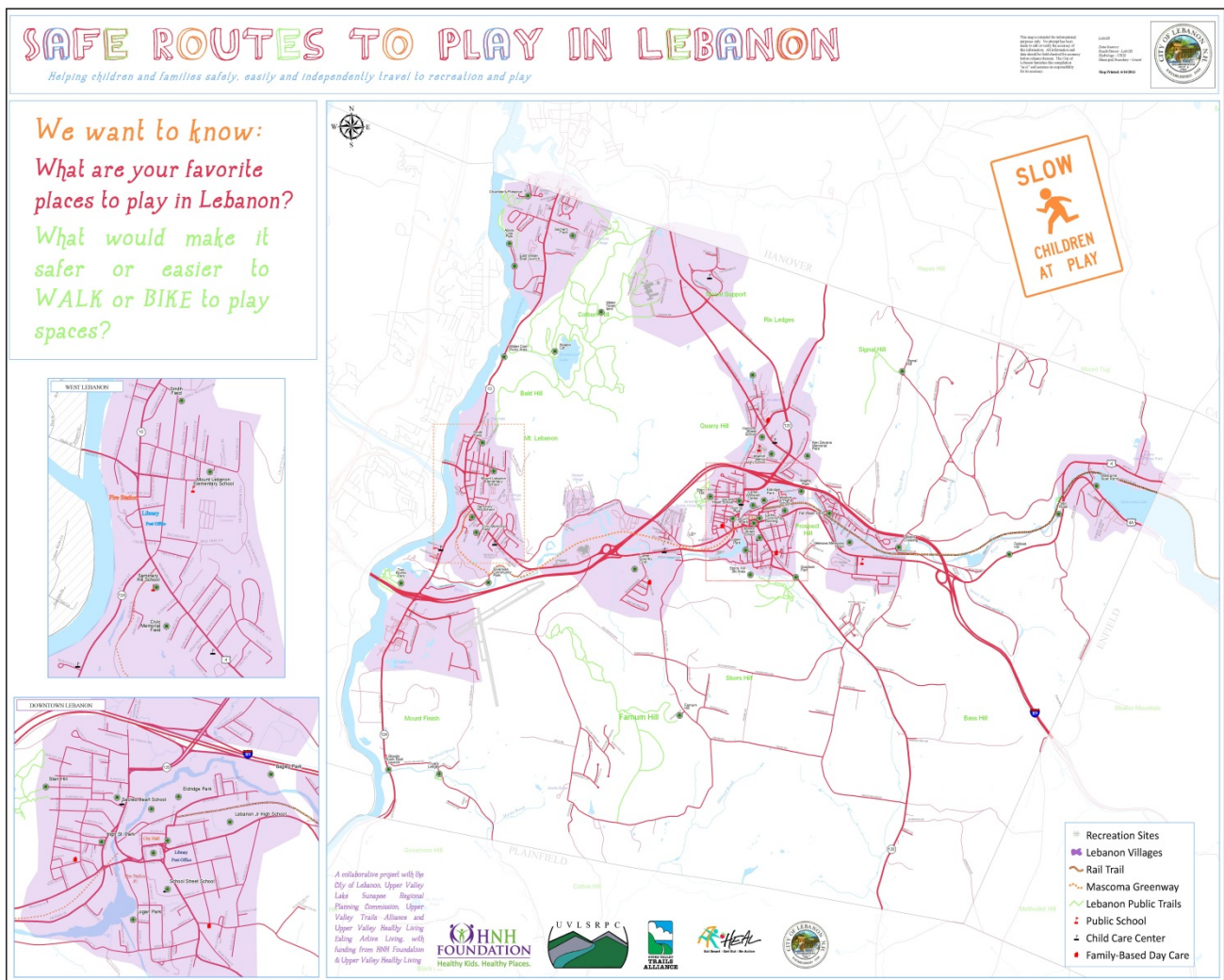
To engage the public in the process, the City of Lebanon sponsored four neighborhood walkabout events during the summer and fall of 2013. These events were held in the West Lebanon, City Center, Sachem Village, and Mechanic Street neighborhoods. In partnership with the Upper Valley Healthy Eating Active Living Partnership, the City also sought public input from children and their parents at two School Open House events held at Lebanon Middle School and Hanover Street School in October 2013.

Public input was gathered using the following methods.

- A participatory mapping effort with walking tours in four neighborhoods.
- A participatory mapping effort in two School Open House events.
- Parent surveys distributed online and as hardcopies in April 2014 to gather information about existing travel patterns to and from locations where children play.

Map-Based Survey & Walking Tours

The map-based survey allowed participants to directly share their favorite places to recreate and identify any barriers for bicyclists or pedestrians to access these recreation areas.



Safe Routes to Play City of Lebanon

October 1, 2014



Sachem Village Walkabout participants discussing pedestrian safety at the intersection of NH Route 10/Gould/Oak Ridge Road in August 2013.

The walking tours were an active way for citizens to interact with the project team. The walking tours provided an opportunity to view and discuss particular bicycle and pedestrian issues specific to the neighborhood and its residents.

Overall, more than 175 children and adults provided their input to this project. In this report, we present the results of these sessions by summarizing the most commonly-reported ideas, issues or recommendations across all public input-gathering events.

Parent Survey

The Parent Survey was a principal source of information for a Safe Routes to Play (SRTP) Travel Plan. The SRTP Parent Survey was designed to gather information about existing active travel patterns of respondents between their homes and their children's places of recreation. The simple eight question format provided insight into the opinions and perceived barriers to active transportation to and from places of play. With knowledge gained from the survey, the SRTP Task Force targeted actions and messaging to address the issues and perceptions most frequently commented on/revealed.

SAFE ROUTES TO PLAY

The City of Lebanon is working on an exciting effort called **Safe Routes to Play** to make it easy and safe for kids and families to walk and bike to parks and play areas.

For more info, contact Rachel Ruppel 603-448-1680 or rruppel@uvlsrpc.org

Where do you go to play?
How do you get there?
What obstacles make it hard to get there safely?

Please take our short survey online at:
<http://www.tinyurl.com/LebPlays>

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Healthy Kids. Healthy Places.

Outreach flyer used to promote participation in the Safe Routes to Play parent survey at early care child facilities in Lebanon.

Safe Routes to Play City of Lebanon

October 1, 2014

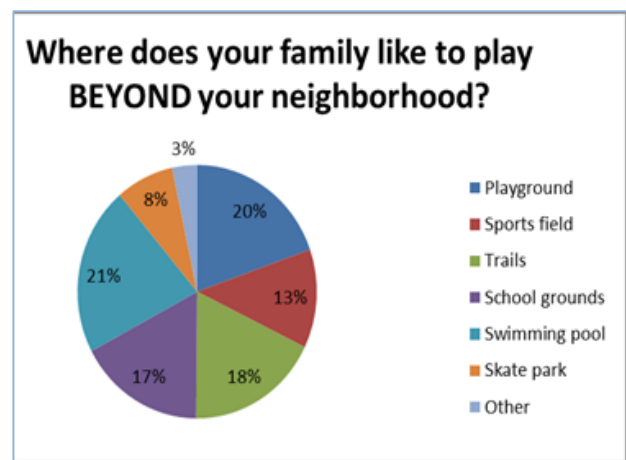
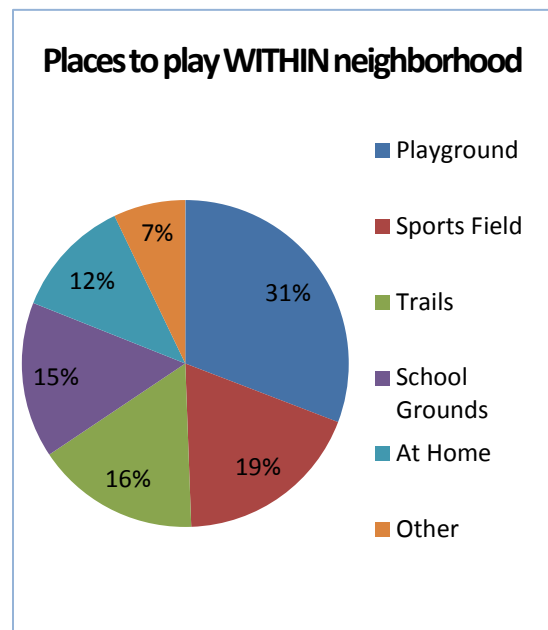
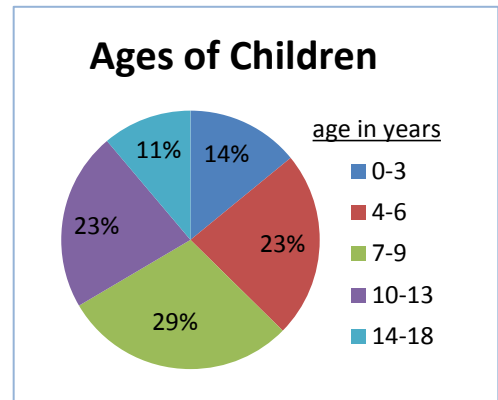
Survey Response Overview

The Parent Survey targeted households with children of any age. Of the 175 surveys distributed, more than 60% were returned. Of the 107 survey respondents, approximately 21% were parents with children under the age of five years old.

The Parent Survey asked the respondent to identify the nearest intersection to the child's residence. This information was then used to create geographic point data which allowed the information returned from the respondents to be plotted on a map, enabling a spatial evaluation of the distribution of child residences from the survey. Each point therefore, represents a clustering of data from neighborhoods based on the nearest intersection to the child's home. From this information, the survey identified a new area of study in Southern Lebanon. The maps illustrating the data are found in the appendices of this report.

The survey also asked parents to identify where their child liked to play *within* their neighborhood. The survey provided five examples of play places that are within each of the neighborhoods, and then a catchall "other" category. *At Home* and at the *Playground* were the top responses, but notably trails and school grounds were also cited. Locations that were also mentioned specifically by respondents were neighbor's houses, the rail trail, and the town green, which would be within particular neighborhoods. The survey also found that the most reported modes of transportation to these play places within respondent's neighborhoods were walking and biking and the Advance Transit Bus system.

When asked where children liked to play *beyond* their neighborhood, with *swimming pool* added to the choices, that is what the majority of respondents indicated as the most common place their children play outside of their neighborhood. Playgrounds, trails and school grounds followed. The most common mode of transportation respondents reported to utilize when traveling to places to play beyond the neighborhood was, overwhelmingly, the family vehicle. About 17% of the responses indicated walking was how they traveled to play places outside of their neighborhood.

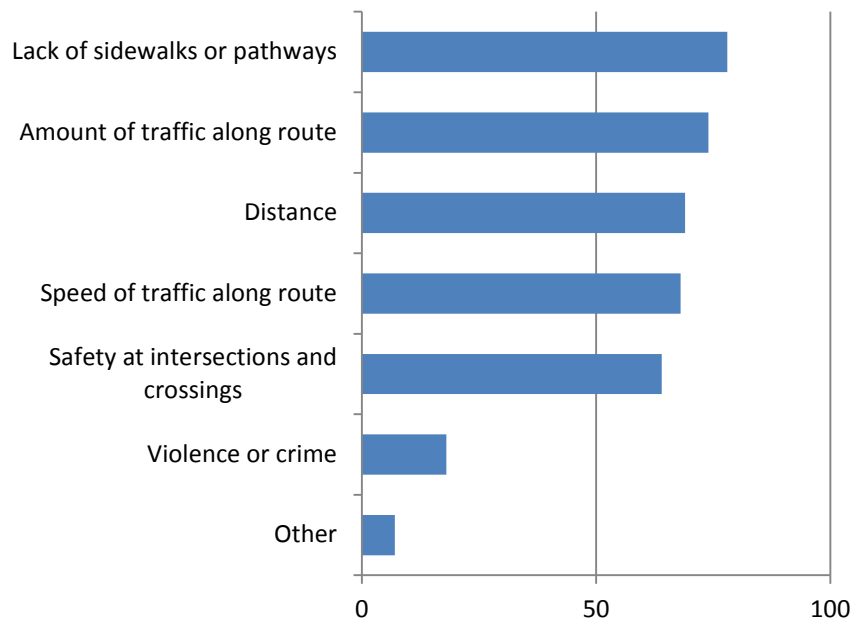


Safe Routes to Play City of Lebanon

October 1, 2014

A focus of this study was also to identify barriers which may prohibit or discourage families from using active transportation. A question was designed to ask parents what affects their decision to walk or bike. Most responses indicated a lack of sidewalks or paths, but also important were the amount and speed of traffic along the route, distance from home to play place, and safety at intersections and crossings. Violence or crime and other reasons were of less concern. The following question

What affects your decision to walk or bike with your child to a place to play?



probed the respondents to consider if they would walk or bike to the identified places of play if the obstacles were improved or changed. For every choice, the respondents had significantly positive answers. Respondents tended to be less decisive about if they would chose walking or biking if distance or violence/crime was changed or improved.

Written Survey Responses

The final question on the survey asked respondents to comment on concerns pertaining to active transportation that may not have been covered in the survey. There were 40 responses which indicate a high level of engagement and interest in active transportation. Summary bullets of common topics and themes addressed by respondents are listed below. All written responses are included in the detailed survey summary data, titled *Public Comments on Bicycle and Pedestrian Access to the City of Lebanon's Parks and Recreation Areas*, found in Appendix 11 of this report. Common responses included the following:

- Lighting along walkways and playgrounds to keep safe during all seasons.
- Keeping the sidewalks free of debris, dog droppings, bushes and trees.
- Keep play places maintained and updated to suit more people and people from a wider age range. There is a lack of equipment.
- Young adults and teens have no place to go so they are in parks and playgrounds which makes parents uncomfortable with their children playing there.
- Better transportation for Grantham children. Maybe a late bus?
- Security and safety of parks. Maybe add cameras or patrols
- Lebanon Green is an area where it is difficult to cross streets safely and the park only 2 swings, drinking and smoking.

Safe Routes to Play City of Lebanon

October 1, 2014

Key Themes - Where Kids Go to Play in the City of Lebanon

Improving Existing Facilities & Playgrounds for Children of All Age Groups

Playgrounds, in general, were also identified as popular places to recreate, particularly for elementary school students. Several respondents identified the skate park at Riverside Community Park, Storrs Hill, Veterans Memorial Pool and the Rail Trail as important. A few participants commented that following the closure of the School Street School and the Sacred Heart School, the playgrounds are no longer utilized as they used to be.

Several respondents also indicated that many playgrounds in Lebanon do not have age-appropriate play facilities for pre-kindergarten children, and that this inhibited their family's use of those play areas.

The CCBA is a recreational facility near the City Center Village in Lebanon. It was identified as the most utilized recreational facility in Lebanon, especially for Lebanon Middle School students (grades 5-6) and Hanover Street School K-4 students (grades K-4).

Completing the Mascoma River Greenway

Significant community interest was demonstrated in the City's current project to extend the Mascoma River Greenway to from the City Center West Lebanon. Participants at the community events made several suggestions for improvement of the existing and future Greenway/Rail Trail:

- Create safe road crossings for bicyclists and pedestrians to access the Greenway/Rail Trail. In particular, the intersections at Mechanic Street, near the Carter Country Club; Slayton Hill Road/Mascoma Street intersection; along Route 4, near the Lebanon Middle School; and along Glen Road, near the Riverside Community Park. A new sidewalk was also suggested along Mechanic Street, extending from Carter Country Club to downtown Lebanon.
- Seek to better understand safety concerns for users of the Greenway/Rail Trail. A few participants expressed concern about children and adults walking alone or unsupervised.

Opportunities for New Trail Connections

A popular topic of discussion was the creation of new trails &/or formalizing trail connections between different Villages or various parts of town. Of particular interest were trail connections between:

- Linking Sachem Village, Boston Lot and West Lebanon.
- A connection between Sachem Village and North Lebanon that would provide connectivity to the bicycle/pedestrian infrastructure network in the City Center.
- A connection between Carter Country Club & the Farnum Hill Reserve.

The Upper Valley Trails Alliance has compiled a report of suggested trail connections for the City to consider in the future (Appendix 12).

Other Safety Concerns

In addition to a general concern that users of Lebanon's roads do not know or follow the rules of the road, participants identified several intersections or sections of road that they consider especially unsafe for bicycle or pedestrian use. These include:

- The Lebanon Green (Colburn Park);

Safe Routes to Play City of Lebanon

October 1, 2014

- The intersection of NH Route 10/Gould Rd/Oak Ridge Rd;
- NH Route 10 from Sachem Village to West Lebanon;
- School Street (near South and Messenger Street);
- NH Route 120 (Meriden Road) at the access to Goodwin Park;
- Mechanic Street between High Street and I-89 Exit 19;
- The intersection of Plainfield Road/NH Route 12A;
- The intersection of U.S. Route 4/NH Route 4A adjacent to Mascoma Lake.

Next Steps/Improvement Strategies

The neighborhood-level approach used to gather information for this project has been recognized as an important and practical way for the City of Lebanon to gather quality information about the needs of its residents.

The City can utilize this report to further inform the City's transportation planning and its ongoing Long-Range Multimodal Transportation Plan.

The "Safe Routes to Play" (SRTP) project has provided valuable information about the existing infrastructure for active transportation for families with children in the neighborhoods of the City of Lebanon. The project has:

- Invited residents of the City of Lebanon to participate in assisting the City with identifying examples of both existing and desired areas of active transportation for children;
- Provided information about recreation destinations within the city most commonly visited by families with children;
- Mapped the existing infrastructure for active transportation routes of travel between recreation facilities and the city's residents;
- Identified areas with existing infrastructure which may be unsatisfactory for active travel with children due to traffic, physical obstacles, and/or crossing safety concerns;
- Laid the ground work for future community engagement to proactively promote healthy lifestyles and active living for children.

Public comments have identified some of the shortcomings of the facilities themselves. As the City moves ahead with this effort, it may want to consider facility improvements including creating environments that are not only accessible but also inclusive to children with a variety of physical disabilities. Although the federal government made accessibility standards at playgrounds mandatory under the Americans with Disabilities Act in 2013, playgrounds that technically meet the standards may still limit use by children with disabilities. Resource organizations such as <http://accessibleplayground.net> can be helpful in scoping accessibility improvements.

Additionally, the City and other partners should coordinate with parent advocates to develop age-appropriate recreational infrastructure for pre-kindergarten children at playgrounds in each of Lebanon's neighborhoods.

Safe Routes to Play City of Lebanon

October 1, 2014

Blueprint for Lebanon Safe Routes to Play - Improvement Strategies

Strategy	Neighborhood	Map Location
Construct Highway Safety Improvement Program (HSIP) project to install Rectangular Rapid Flashing Beacon and pedestrian refuge island at the intersection of NH Route 10/Gould/Oak Ridge Road.	Sachem Village	Map 1 – A
Extend sidewalks southerly on the west side of NH Route 10 between Oak Ridge Road and Quail Hollow.	Sachem Village	Map 1 - B
Develop a permanent trail connection between Sachem Village and Boston Lot.	Sachem Village	Map 1 – C
Develop a permanent trail connection between Sachem Village and Alana Cole Park.	Sachem Village	Map 1 – D
Develop a separated multi-use pedestrian and bicycle path linking the Mount Support Road path to the DHMC East Entrance.	North Lebanon	Map 2 – A
Develop a separated multi-use path linking Mount Support Road to NH Route 120 via Lahaye Drive.	North Lebanon	Map 2 – B
Install a pedestrian countdown timer at the intersection of NH Route 120/Lahaye Drive.	North Lebanon	Map 2 – C
Conduct a feasibility study for a grade-separated pedestrian crossing between the DHMC Campus and Centerra Park.	North Lebanon	Map 2 – D
Improve trail connectivity between the DHMC Campus and Sachem Village.	North Lebanon	Map 2 – E
Improve pedestrian and bicycle connectivity between Medical Center Drive and downtown Hanover (in coordination with the Town of Hanover).	North Lebanon	Map 2 – F
Encourage additional pedestrian and bicycle utilization of Maple Street.	West Lebanon	Map 3 – A
Improve access path/trail connection between West Lebanon Village and Riverside Community Park.	West Lebanon	Map 3 – B
Complete the Mascoma River Greenway project to ensure neighborhood-level pedestrian and bicycle connectivity with downtown Lebanon and West Lebanon Village.	West Lebanon/City Center	Map 3 – C
Add additional amenities (e.g. improved picnic area) to the Two Rivers Park to make it a more family-friendly recreation destination within the Airport/Route 12A neighborhood.	Airport/Route 12A	Map 4 – A
Install pedestrian countdown timers at all signalized intersections on the NH Route 12A corridor.	Airport/Route 12A	Map 4 – B
Ensure that local businesses do not place temporary signage (advertising daily sales/specials) within sidewalk.	Mechanic Street/Miracle Mile	Map 5 - Point not isolated
Extend pedestrian infrastructure on Mechanic Street between High Street and I-89 Exit 19 as part of the project to reconstruct Mechanic Street in 2016.	City Center & Mechanic Street/Miracle Mile	Map 5 – A

Safe Routes to Play City of Lebanon

October 1, 2014

Strategy	Neighborhood	Map Location
Develop an access path/trail connection between the Carter Country Club and the Mascoma River Greenway.	Mechanic Street/Miracle Mile	Map 5 – B
Improve safety at the Slayton Hill Road crossing of Mechanic Street and pedestrian connectivity to Alice Peck Day Hospital as part of the project to reconstruct Mechanic Street in 2016.	Mechanic Street/Miracle Mile	Map 5 – C
Develop an additional access path/trail connection between Mechanic Street and the Mascoma River Greenway east of Slayton Hill Road.	City Center & Mechanic Street/Miracle Mile	Map 7 – D & Map 5 – D
Evaluate the feasibility of developing a trail connection between Ken Devens Memorial Park and Signal Hill.	Hanover Street/Lebanon High School	Map 6 – A
Ensure pedestrian connectivity along Labombard Road (when Labombard Road North and Labombard Road are reconnected) to ensure safe and efficient pedestrian access to the Ken Devens Memorial Park.	Hanover Street/Lebanon High School	Map 6 – B
Install pedestrian countdown timers at the intersections of NH Route 120/Etna Road and NH Route 120 Heater Road.	Hanover Street/Lebanon High School	Map 6 – C
Develop multi-use path on the east side of NH Route 120 between Heater Road and Centerra Park.	Hanover Street/Lebanon High School	Map 6 – D
Improve crosswalks between the Northern Rail Trail and the Carter Witherell Center (CCBA)	City Center	Map 7 – A
Develop an access path/trail connecting Meriden Road (NH Route 120) with the Northern Rail Trail.	City Center	Map 7 – B
Complete construction of Transportation Enhancement project to improve bicycle shoulder and sidewalks on Meriden Road (NH Route 120).	City Center	Map 7 – C
Evaluate potential traffic calming measures on Taylor Street.	City Center	Map 7 – E
Complete Safe Routes to School project to install a Rectangular Rapid Flashing Beacon at the Middle School crossing of U.S. Route 4, and improve connectivity between the Middle School and the Northern Rail Trail.	Middle School	Map 8 – A
Coordinate with NHDOT to evaluate options to improve pedestrian connectivity between NH Route 4A and Mill Road across U.S. Route 4.	Mascoma Lake Village	Map 9 – A

Sachem Village Neighborhood

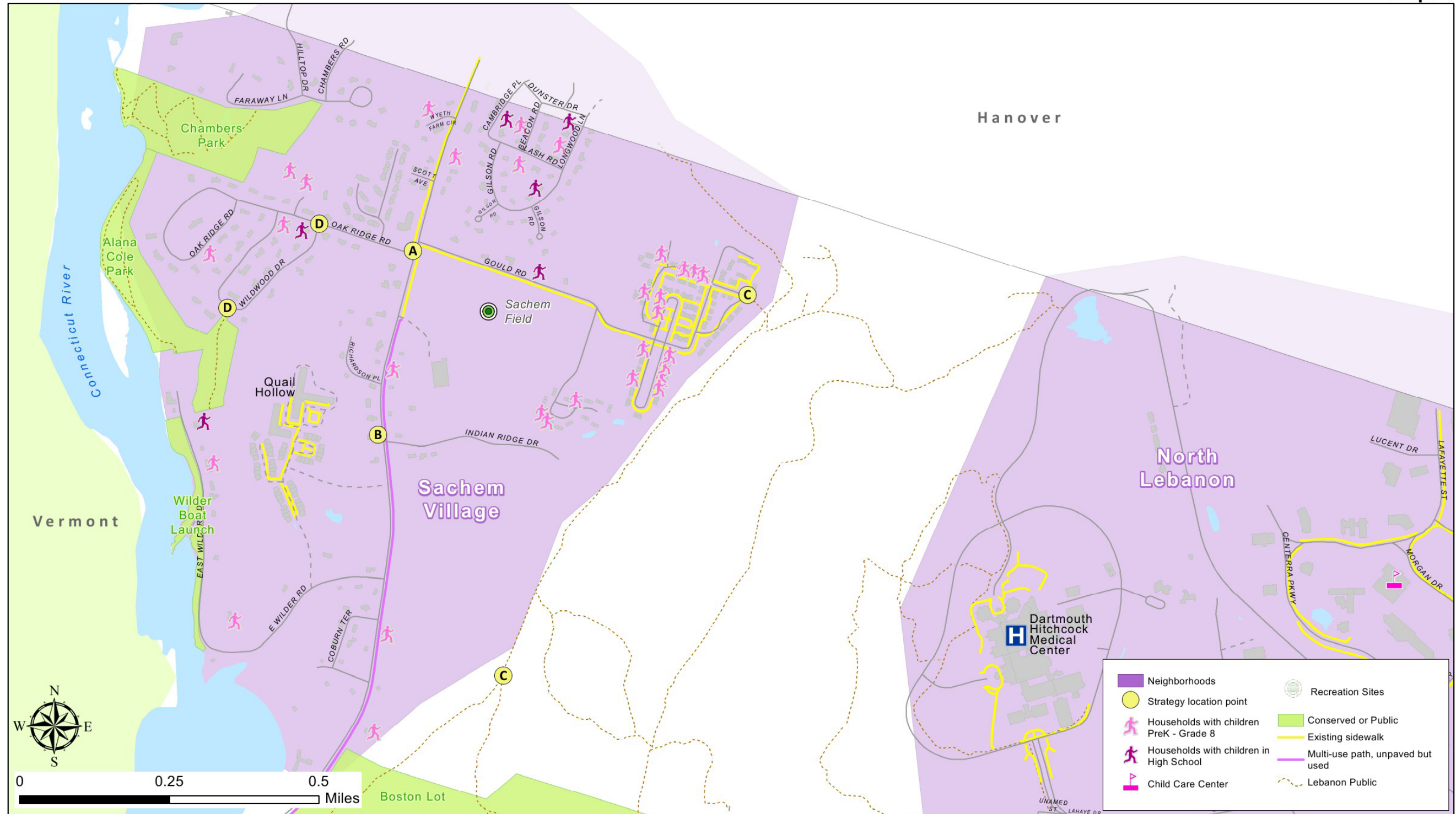


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Map: 1



Safe Routes to Play City of Lebanon

October 1, 2014

North Lebanon Neighborhood

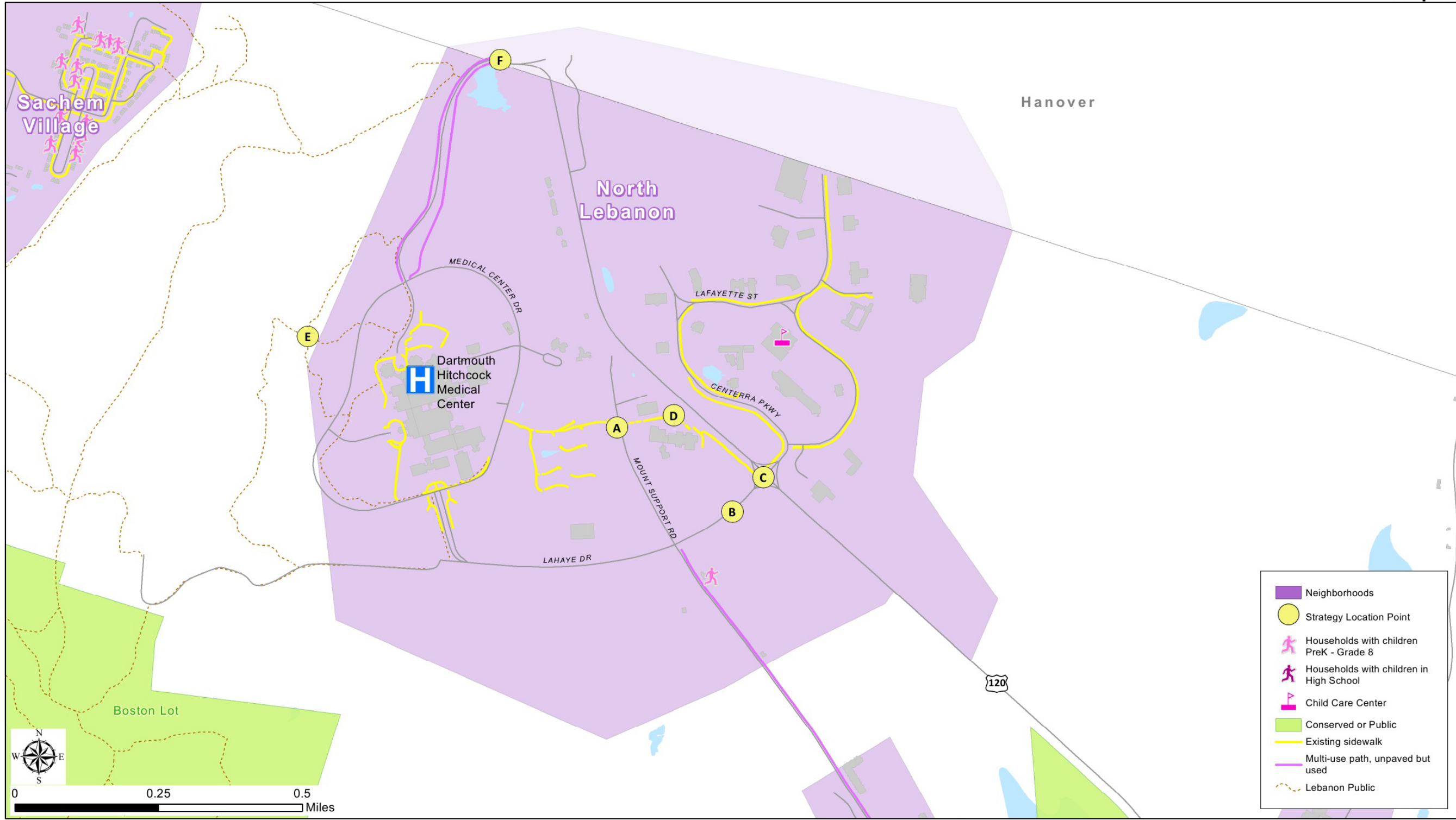


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Map: 2



Safe Routes to Play City of Lebanon

October 1, 2014

West Lebanon Neighborhood

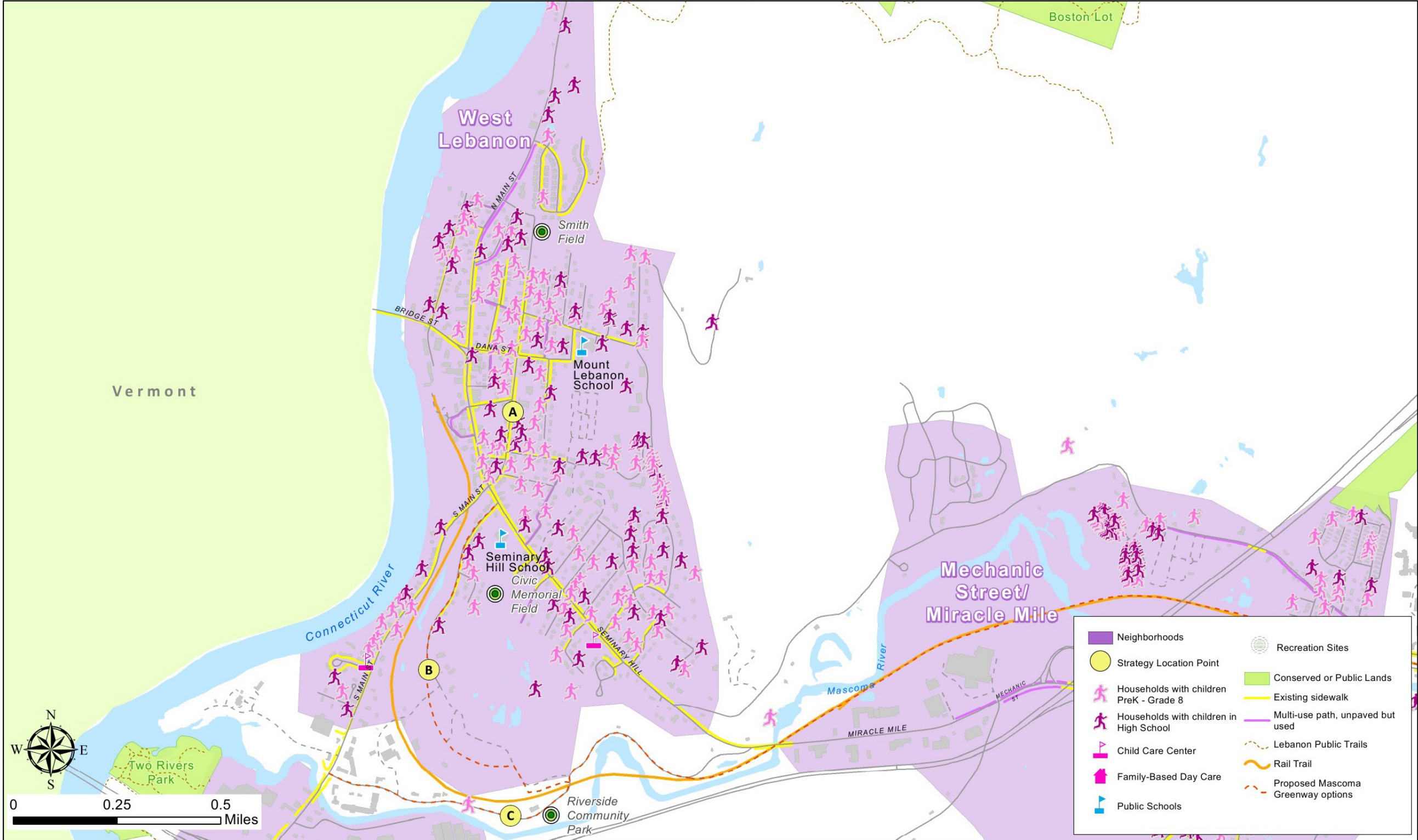


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Map: 3



Safe Routes to Play City of Lebanon

October 1, 2014

Airport/ Route 12A Neighborhood

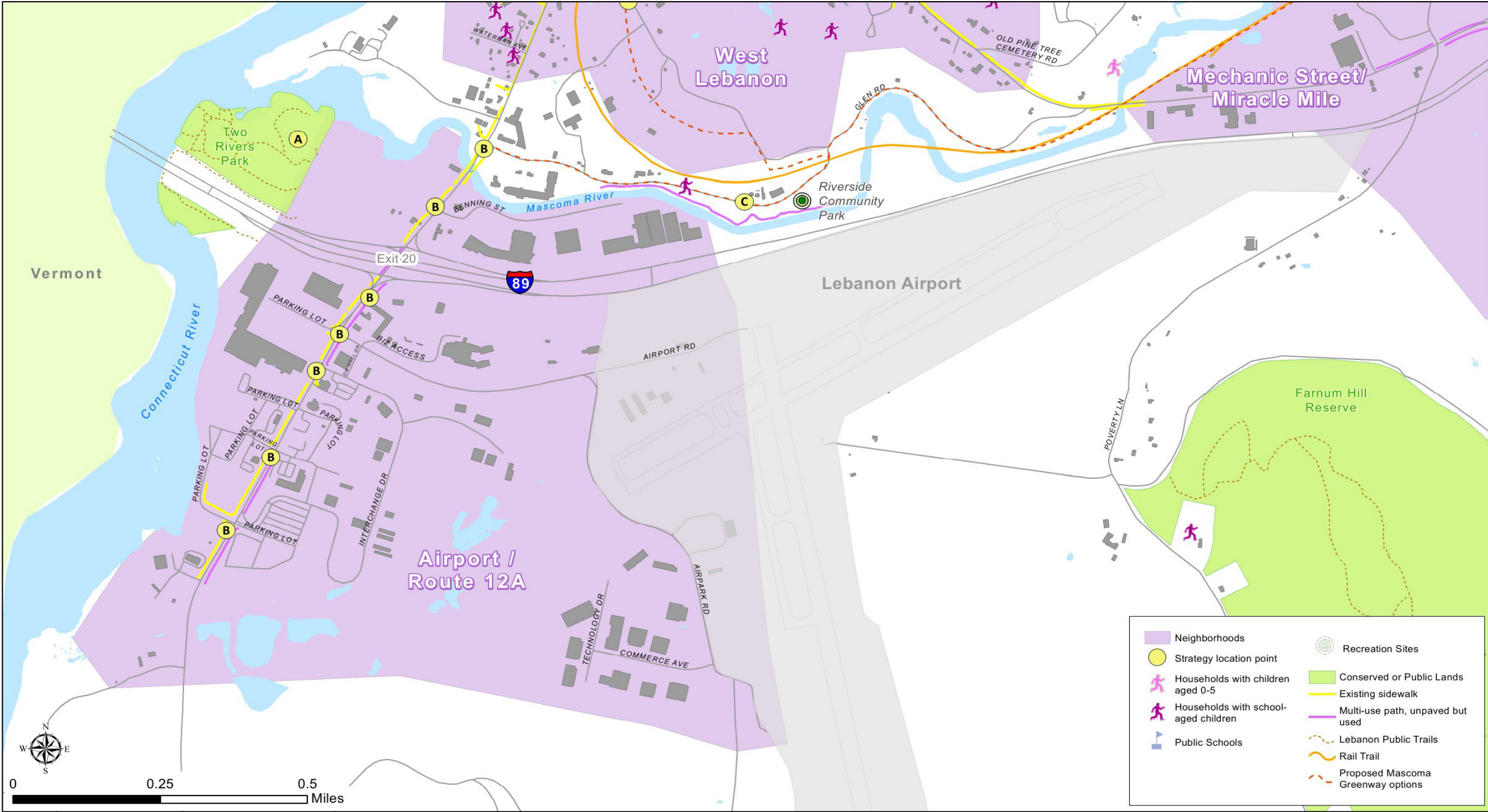


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Map: 4



Safe Routes to Play City of Lebanon

October 1, 2014

Mechanic Street/ Miracle Mile Neighborhood

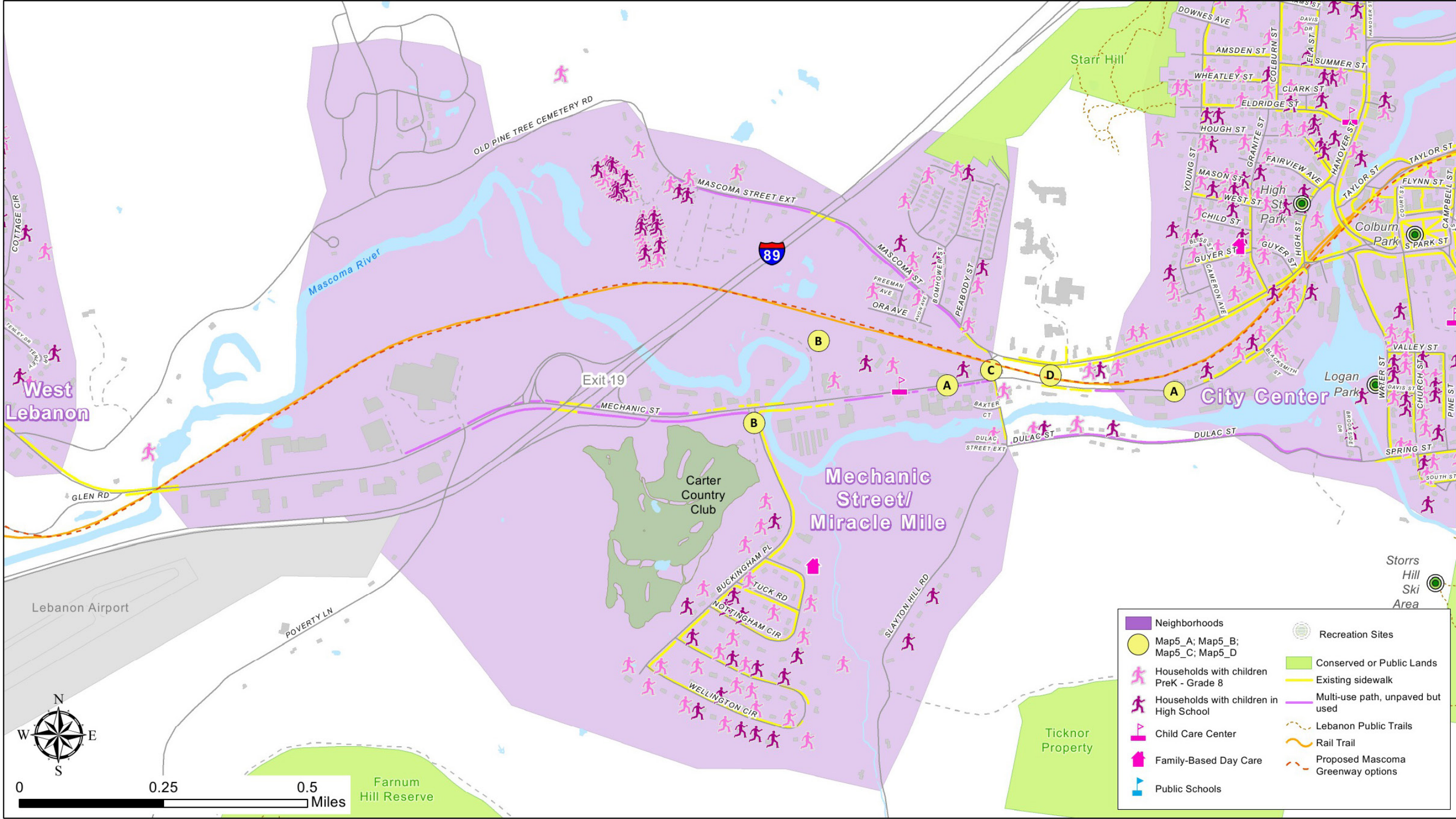


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UPPER VALLEY LAKE SUNAPEE
REGIONAL PLANNING COMMISSION

Map: 5



Safe Routes to Play City of Lebanon

October 1, 2014

Hanover St/Lebanon High School Neighborhood

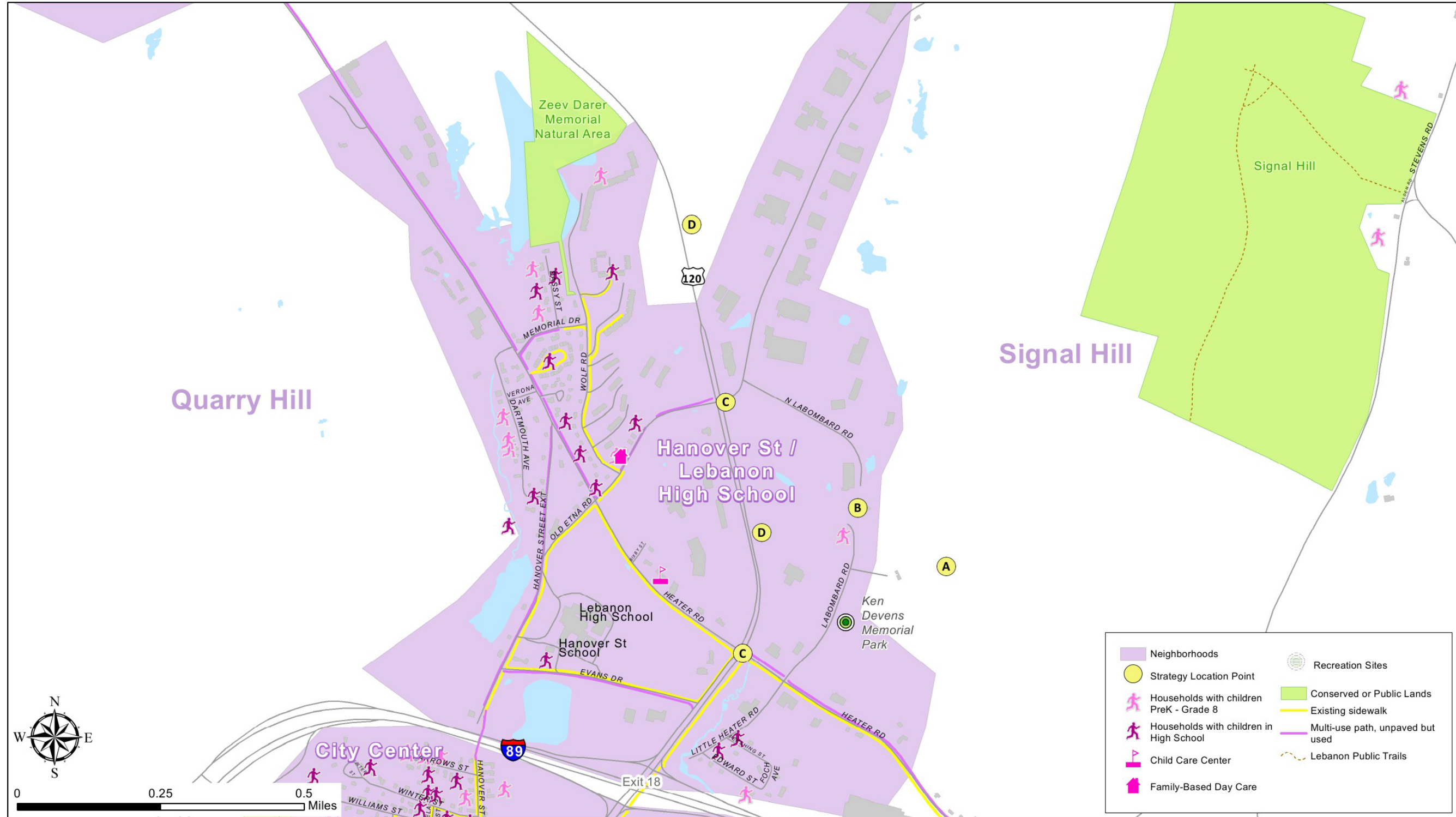


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Map: 6



Safe Routes to Play City of Lebanon

October 1, 2014

City Center Neighborhood

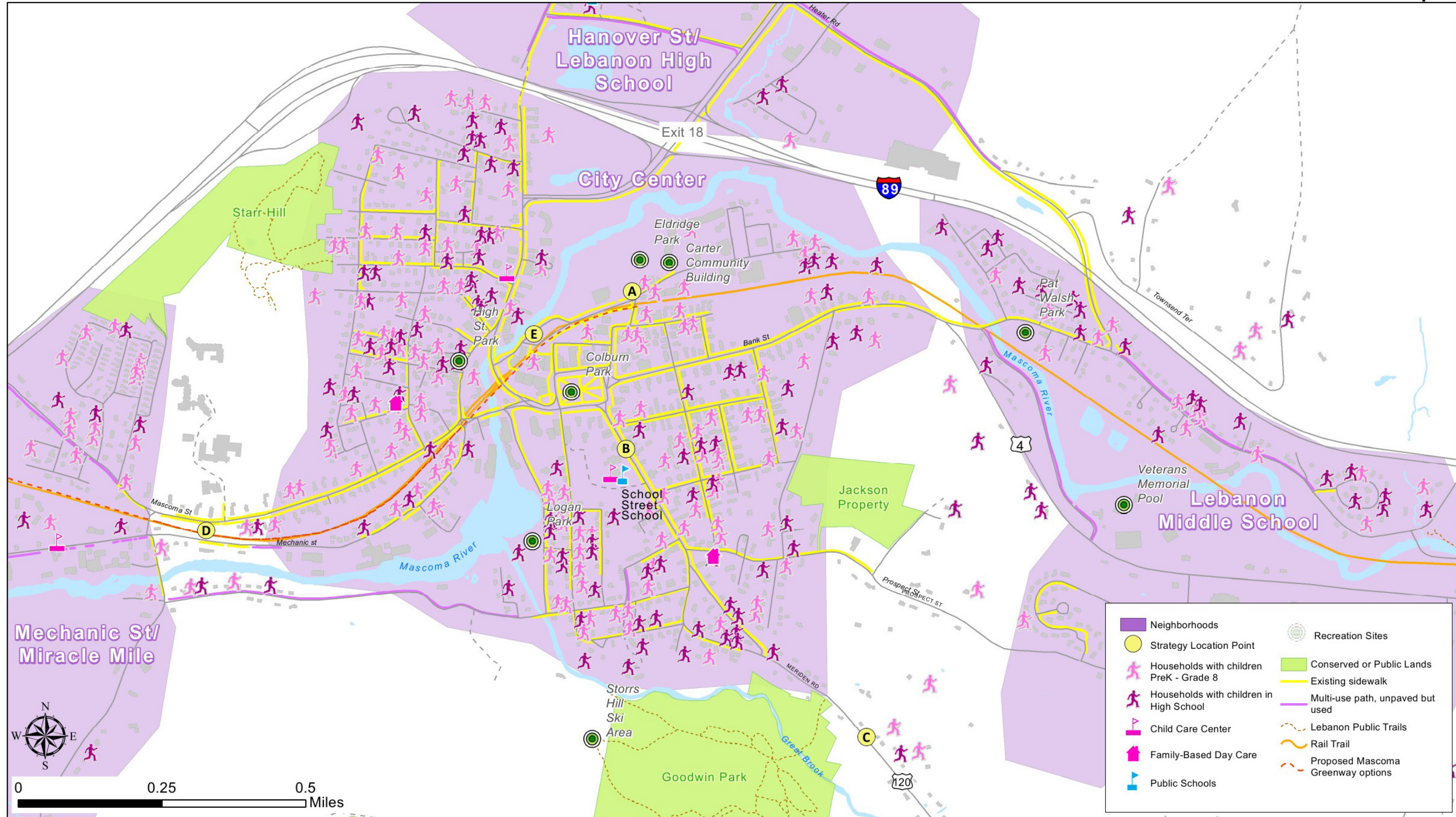


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UPPER VALLEY LAKE SUNAPEE REGIONAL PLANNING COMMISSION

Map: 7



Safe Routes to Play City of Lebanon

October 1, 2014

Lebanon Middle School Neighborhood

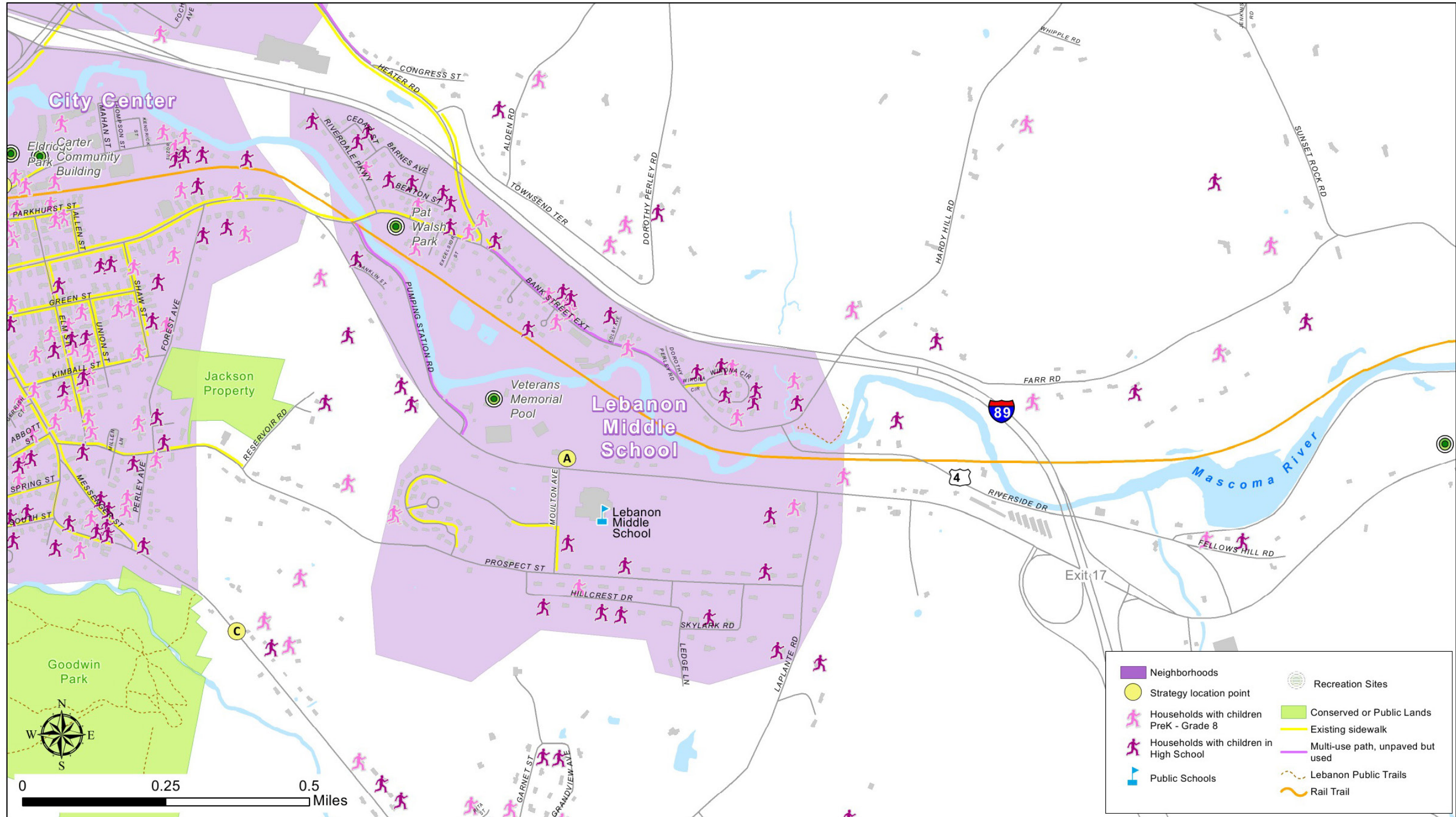


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Map: 8



Safe Routes to Play City of Lebanon

October 1, 2014

Mascoma Lake Neighborhood

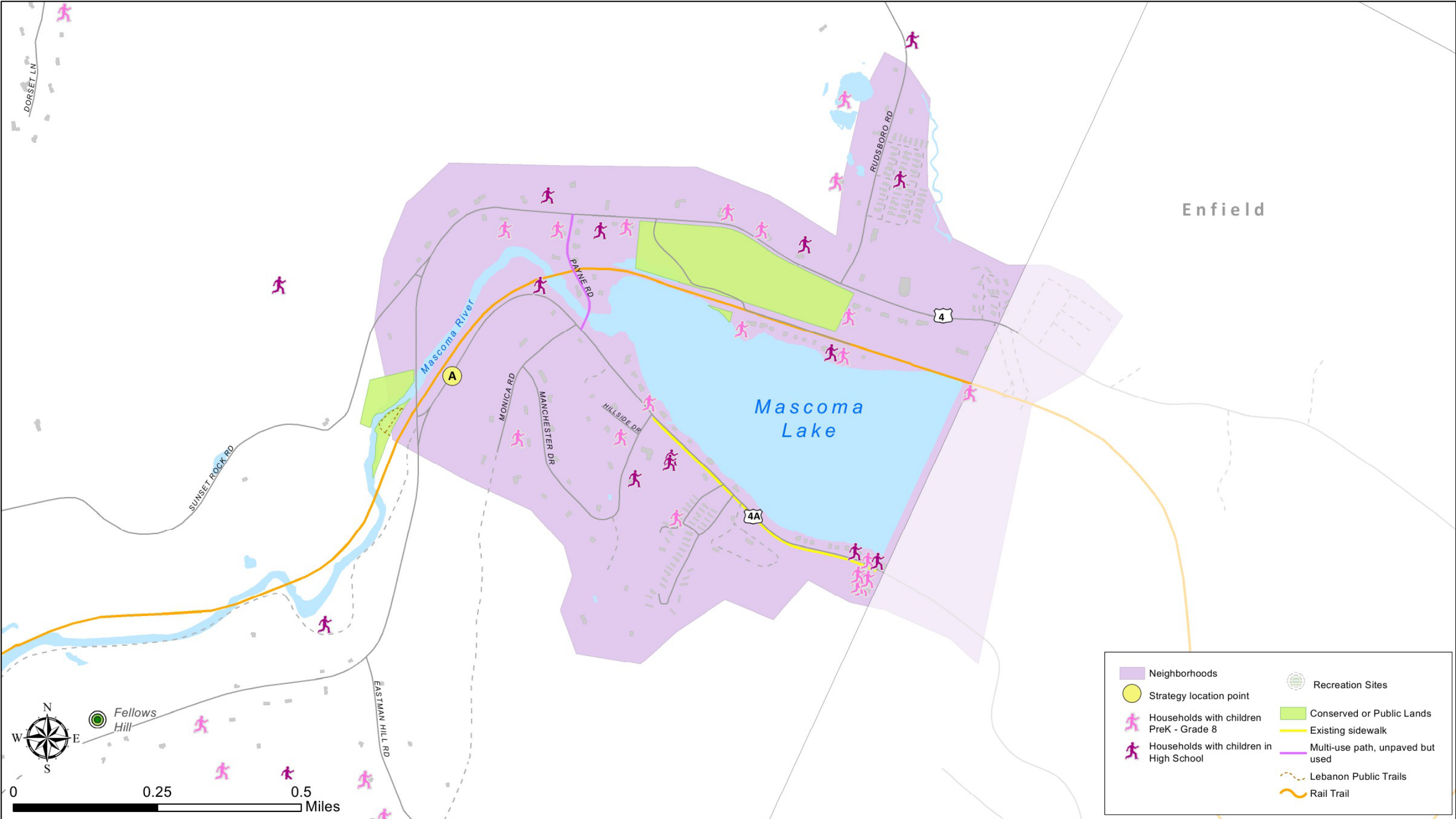


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Map: 9



Public Comments on Bicycle and Pedestrian Access to the City of Lebanon's Parks and Recreation Areas

Greenway/Northern Rail Trail

- Greenway as safe route across Interstate 89 (better than Mechanic St.), connect Greenway and Carter Country Club, want better access to Greenway from Mechanic Street; want better pedestrian access to Greenway near APD (from Slayton Hill Road crossing Mechanic St, navigating underpass to Mascoma Street) (7)
- Want better access to Riverside Community Park (skatepark); current entrance is dangerous (2)
- Would like bike path/crossing to Lebanon Middle School from Rail Trail (2)
- Concern for kids using Greenway – parent would not allow child to walk alone, but with a buddy; don't feel safe walking alone on Rail Trail (2)
- Want better access to the rail trail from CCBA – crosswalks that lead directly to trailhead
- Improve surface of rail trail to allow road bikes (Lebanon to Enfield)
- Want bike connection from NW Lebanon (Sachem Village) to Greenway (Route 10 is unsafe)
- Would like to see the Greenway finished to West Lebanon
- Would like bike/pedestrian access from Meriden Road to downtown/Rail Trail

Lebanon Green

- Circulation around Lebanon Green is a problem for bicycles (2)
- Want drivers to pay better attention, better sidewalks in downtown Lebanon (Lebanon Green)
- No crosswalk direction from corner of Green to the pedestrian mall, so people jay-walk
- Crosswalk to Village Market – lights are sometimes hard to see due to glare
- Old sidewalks leading to the Green are uneven, cracked

CCBA/CCB/Senior Center area

- CCBA/CCB is by far the most popular recreational facility for LMS 5-6 grade students and Hanover Street School students (64)
- Paved ramp down to street in front of CCB is steep, slippery in winter
- Parents picking up their children park on top of the crosswalk (Campbell St)
- Between Senior Center and Hanover Street, keep crosswalk painted and address puddles
- Concern about speed on Taylor Street – Some people treat Taylor Street like a parking lot, others like a road

Trails

- Want trail connections to Boston Lot to be formalized; potential for path along power lines between West Lebanon and Boston Lot (5)
- Want connection between Sachem Village and Downtown Lebanon, walking path or gravel bike path (3)
- Would like formal trail access between Carter Country Club and Farnum Hill Reservation – unofficial trails exist now; bike connection to Poverty Lane (2)
- Want walking access from Gilson Rd neighborhood to Sachem Village without going onto Route 10
- Trail connection between Ken Devens Memorial Park and Signal Hill?
- Great trail connection between the Rail Trail and Veteran's Memorial Pool
- Trails on Forest Ave Reserve exist but are not shown on City map
- Is Hall School Road (east of 12A) a public right-of-way?

Walking

- Need safe crossing at Route 10/Gould Rd/Oak Ridge Rd (15+)
- Maple Ave. in West Lebanon is safe for walking; safe to walk/bike in West Lebanon village to Mt. Lebanon Elementary School (4)
- Build sidewalk from Carter Country Club, Slayton Hill Rd., to downtown (2)
- Hard to access Buckingham Pl neighborhood by bike/walking; would like sidewalks within neighborhood; would like to go downtown from neighborhood (3)
- Unsafe curve at School Street near South Street; Unsafe walking access to south end of Goodwin Park (used to be a bridge, no sidewalk on Meriden Road); would like bike/ped access from Meriden Road to downtown/Rail Trail; would like sidewalk on School Street near Messenger Street (4)
- Unsafe crossing of Hanover Street near High Street

- Steepness of hills determines walking route (Wellington Hill too steep, walks on Mechanic Street instead; also from Gilson Rd. neighborhood to Hanover, not south; hard to walk/bike to/from West Lebanon)
- Double pedestrian path near Campion Rink ends abruptly, not clear where bike/ped should travel next
- Cemetery in West Lebanon used as pedestrian “shortcut”
- Current pedestrian access from West Lebanon village to Riverside Community Park - via Westboro Woods and dirt access road to Glen Rd
- Unsafe curve at School Street near South Street
- Slayton Hill Road speed limit not enforced
- No pedestrian access from Slayton Hill Road to bus stop at Dulac’s during winter
- Unsafe pedestrian access at intersection of Mechanic St, Slayton Hill Rd, Mascoma St
- Lack of understanding of the rules of the road
- Downtown Lebanon walking is safe
- Inconvenient to walk from Hough St (downtown Lebanon) to Hanover Street School or to walk to do errands
- Crossing Route 120 at Hanover Street a bit difficult
- Traveling south from Etna on Etna Rd is a little scary for bike/pedestrian
- Destinations in Hanover and sidewalks from Gilson Rd. neighborhood lead residents to walk to Hanover, rather than south
- Crosswalk needed @ yellow light in Hanover by the entrance to Gilson Rd neighborhood (Dunster Dr.)
- Want sidewalk plowing from Oak Ridge Rd. to Route 10
- Improve safety of path from Oak Ridge Rd. to Route 10
- No safe way to bike/walk from Sachem Village area to Boston Lot/Wilder Dam
- Unsafe to bike on Route 12A/Plainfield Road
- Sharp corner on Old Pine Tree Cemetery Road is not safe
- Safe to walk from Union Street to CCBA
- Have to drive to Elks Field

Biking

- Need safe crossing and turning lanes at Route 10/Gould Rd/Oak Ridge Rd (15+)
- Unsafe to bike/want bike lanes on Mechanic Street (3), Route 12A/Plainfield Road (2)
- Want to educate bicyclists to ride on road, not sidewalks; Lack of understanding of rules of road (2)
- Unsafe to ride on Route 4 towards Enfield (road biking); want to be able to bike safely around Mascoma Lake (2)
- Unsafe to ride on Route 10, No safe way to bike/walk from Sachem Village area to Boston Lot/Wilder Dam (2)
- Double pedestrian path near Campion Rink ends abruptly, not clear where bikes/pedestrians should travel next
- Traveling south from Etna on Etna Rd is a little scary for bike/pedestrian
- Safe to bike around Daisy Hill Rd. neighborhood to friend’s house
- Would like bike/pedestrian access from Meriden Road to downtown/Rail Trail
- Safe to bike from Prospect Street to CCBA
- Have to drive to Elks Field

Recreation Facilities

- CCBA/CCB is by far the most popular recreational facility for LMS 5-6 grade students and Hanover Street School students (64)
- Playgrounds are popular, particularly for elementary school students; also popular are the skate park, Storrs Hill, Veterans Memorial Pool and the Rail Trail.
- School St. School and Sacred Heart School playgrounds no longer publicly available – would like access or another option in the area (2)
- Alana Cole Park and East Wilder Boat Launch have underdeveloped facilities
- Would like public beach access on Mascoma Lake in Lebanon
- Add tennis courts at Lebanon Memorial Pool

Trail Connection Possibilities – Upper Valley Trails Alliance

Sachem Village, Boston Lot, and West Lebanon

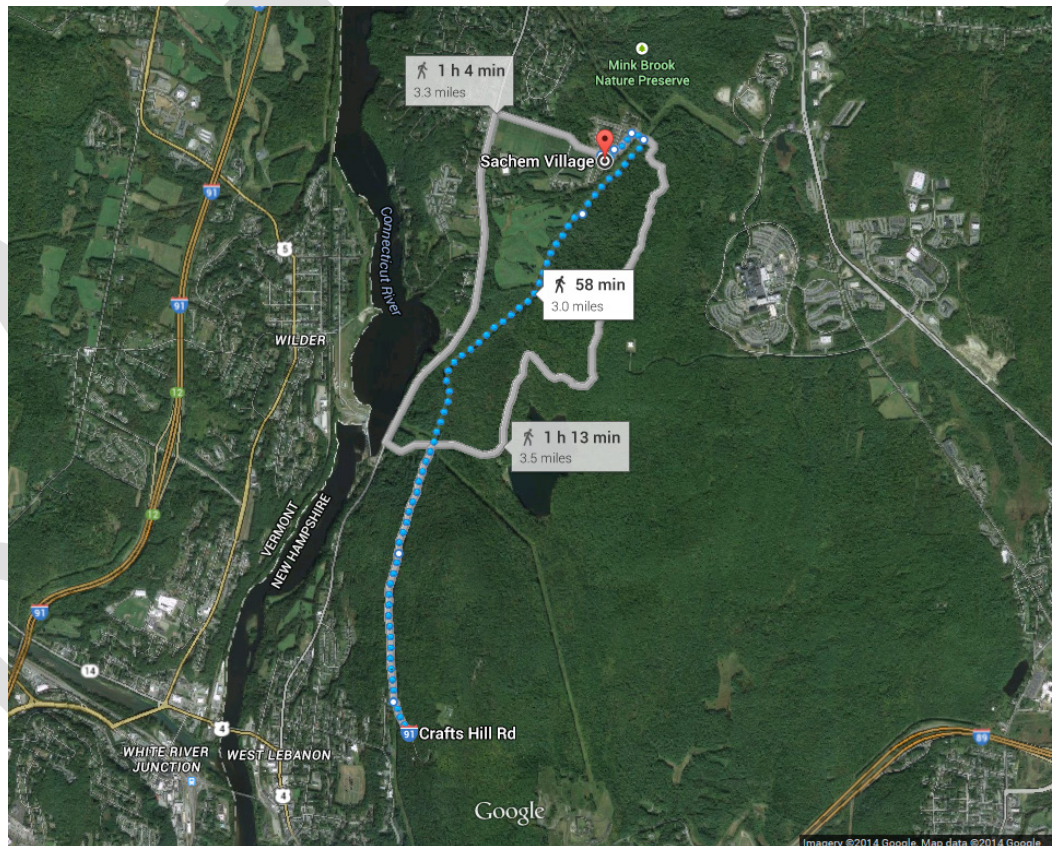
Approval for the use of a power line corridor (see blue dotted route below) to establish a well marked official trail route is key to the following options. From the Sachem Village Circle (intersection of Haddock Lane and Ralston Lane), follow Haddock Lane east towards a power line which has an unofficial trail leading to Westside Trail on Lebanon’s Boston Lot and City Forest.

By continuing on the power line corridor a less steep topography is found which connects to the Boston Lot Lake access road and Boston Lot parking area next to the Wilder Dam. As part of Wilder Dam re-licensing and potential design plans for the River Park development in West Lebanon, a trail could be developed from the Wilder Dam portage path along the Connecticut River to Route 4 near Stateline Sports in West Lebanon. For that trail concept to be feasible, negotiations with TransCanada, River Park owners, and several other land owners would be required. Most of the private landowners do not currently use this section of land adjacent to the Connecticut River due to steep drop-offs behind their house sites.

A more direct approach to reaching West Lebanon is to follow the power line corridor beyond the Boston Lot Lake access road intersection until reaching Crafts Hill Road. Where following Pasture Lane could connect into West Lebanon at Highland Avenue there are a few wet areas that would need to be addressed along that portion of the route. Continuing on the power line corridor past Crafts Hill Rd. until reaching the Meadowbrook neighborhood is also a possible West Lebanon access point if landowners are willing to create an official trail in that general area.

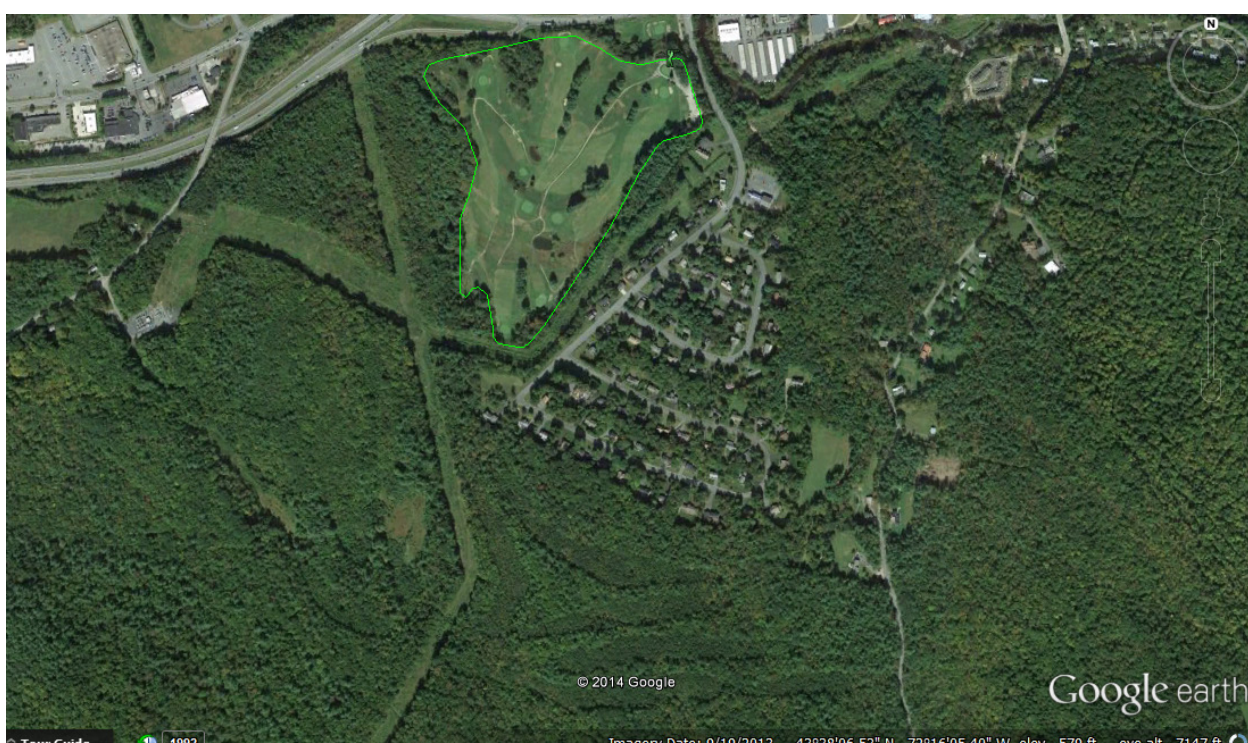
Sachem Village and DHMC to allow for bike/ped connections to downtown Lebanon

Trail connections from Sachem Village to DHMC currently connect but are not very suitable as a bikeable route due to steepness and wet terrain in some sections. Re-aligning using switch-backs and improving portions of the existing trails would provide a useable corridor that connects to the DHMC separated pathway which leads to their loop road. A portion of existing trails is located within the Indian Ridge conservation easement which does not allow bicycles on that particular trail section. It may be possible to reroute north of the easement, however, the land is typically steep in that area. Based on previous discussions with the Hanover Trails Committee, it may be possible for a bicycle consideration within the easement zone. Additional investment of separated pathways or bike lane would be required along the loop road to provide bikeable options to reach the Upper Valley Bike Loop “bike lane” on LaHaye Drive and the separated paved path that parallels Mount Support Rd. Further bikeable improvements on Hanover Street in front of the Lebanon High School to the I-89 pedestrian bridge are also required to create a safer route option into Lebanon. The Hanover Street Extension between Mount Support Rd. and Old Etna Rd. is narrow and no room exists to install sidewalks or a bike lane. Pedestrians can more safely travel from the I-89 pedestrian bridge to sidewalks located along Hanover St., then follow Old Etna Rd. to Mount Support Rd. where additional sidewalks are located.



Carter Country Club to Farnum Preserve Reservation

From the end of Buckingham Place road, there is a trail leading south into the forest. Determine property ownership and what connection currently exists on the ground. The power line corridors may be a feasible option to connect to Old Kings Highway which connects to trails on Farnum Hill Reserve.



[Boston Lot to be formalized; potential for path along power lines between West Lebanon and Boston Lot](#)

See *Sachem Village, Boston Lot, West Lebanon* above

[Sachem Village and Downtown Lebanon, walking path or gravel bike path](#)

[Formal trail access between Carter Country Club and Farnum Hill Reservation – unofficial trails exist now; bike connection to Poverty Lane](#)

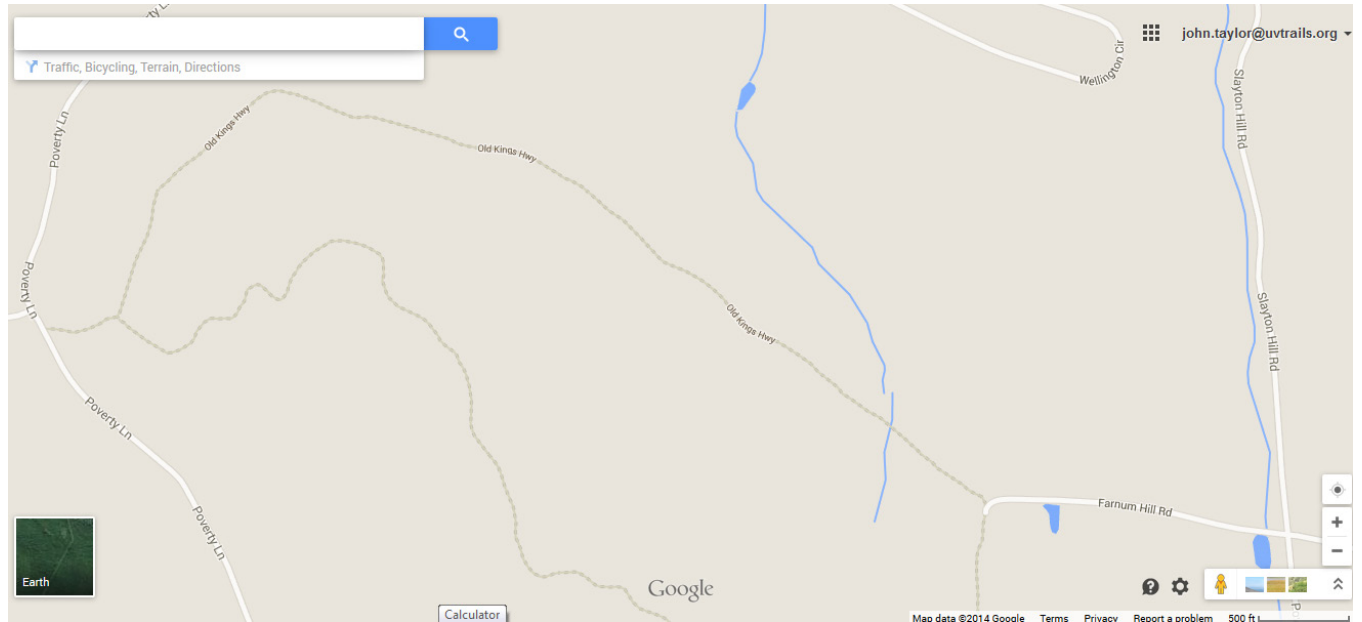
Determine suitability of current trail locations as sustainable trails. Power line corridor to Old Kings Highway is one option for connectivity between Carter Country Club and Poverty Lane.

To access the most southern portions of Poverty Lane from the Carter Country Club, a path through the Farnum Hill Reserve would provide the most direct route across moderately sloping topography along the main route of the Ridge Trail, however, steep sections exist to access this trail. Reroutes of trail section on steeper landscape nearer Old Kings Highway and Poverty Lane would need to be considered.

See map link below for topography details. Note: Current policy set by the Lebanon Conservation Commission for Farnum Hill Reserve

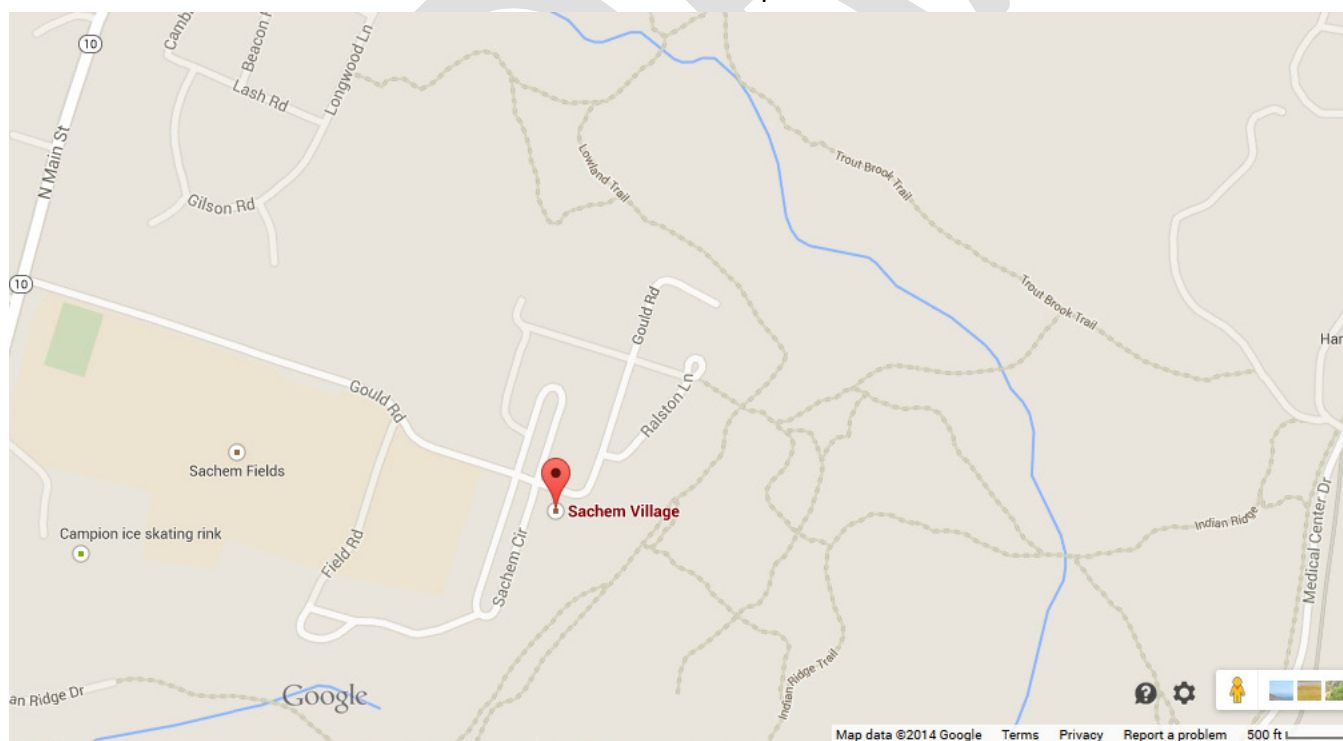
is no bicycles although the conservation easement does not specifically state that bicycles are restricted, the Wood family believe their father who transferred 880 acres of this property to Lebanon as part of a SPNHF land conservation project would prefer that policy. *Lebanon's "Trails and Recreation Map" for Farnum Hill Reserve depicting most of the existing trails and associated topography. An additional trail does exist from the end of Farnum Hill Rd. to the Aspinwall Ridge Trail. Determine if that is considered an official trail.*

<http://council.lebnh.net/bcomm/conservation-commission/farnum-hill>



[Walking access from Gilson Rd neighborhood to Sachem Village without going onto Route 10](#)

While informal trails exist (see trails depicted on Google map below) between Longwood Lane and the Sachem Village, improved signage and moving to an official trail status (whether a short-term handshake agreement, annual written agreement, or long-term arrangements) needs to be explored. More direct trail options from Gilson Road could be established if private landowners are amenable to a public neighborhood trail. Discussions with individual landowners would be required.



[Trail connection between Ken "Devens Memorial Field" Park and Signal Hill?](#)

While some former trails connected towards Labombard and Heater Roads, no formal trails currently exist. While terrain is rather steep, further exploration of the area could identify an appropriate route using switch-backs to lessen the steepness of the trail and make it more sustainable and user friendly.