



# LEBANON, NH

TOTAL POPULATION

13,474

POPULATION DENSITY

334

TOTAL AREA (sq. miles)

40.3

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lebanon
High Speed Roads with Bike Facilities	40%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	14%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	GOOD
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 91K	1 PER 67K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2 / 10

## KEY OUTCOMES

	Average Silver	Lebanon
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	1.0%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	286
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	0



## KEY STEPS TO SILVER



- » Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process. The planned Complete Streets demonstration day utilizing the Downtown Visioning Study is a great way to get community staff and stakeholders engaged with the process.
- » Update you community bicycle map so that current bicycling conditions, including wide shoulders, are available in GIS format. This will allow easier collaboration with the DOT and provide a strong basis for future improvements.
- » Bicycle-safety education should be a routine part of education, for

students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools.

- » Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs would be a good step for continued coordination with transit and potentially developing community bicycle branding.
- » Consider whether the FHWA's Small Town and Rural Multimodal Network Guide may have some appropriate solutions for your roadways as you increase your bicycle network.