

Hanover Bike Walk Minutes 10.13.2025

Attendees: Jennie Chamberlain (chair), David Anderson, Evan Gerson (vice chair), David Anderson, Hugh Mellert, Lara Acker, Scot Drysdale, Aaron McKenna, Daniel Chamberlain, Dough Deatt, Max Hubbard (reporter, The Dartmouth), Olivia Sapper (reporter, The Dartmouth), Barbara McIlroy, Bill Young, Carolyn Radisch (consultant, Toole Design)

Meeting summary

Quick recap

The meeting focused on reviewing progress and data regarding Hanover's Bike, Walk, Transit network plan, including crash trends, public feedback, and transportation survey results. The board discussed various infrastructure improvements needed across the town, including in intersection design, bike lanes, multi-use paths, sidewalk updates, and bus stop enhancements, while addressing safety concerns at specific intersections and high-traffic areas. The group explored multiple design concepts for improving safety for people walking and bicycling, including roundabouts, shared use paths, raised crossings, bi-directional bikeways, and protected bike lanes, with particular attention to Lebanon Street, Park Street and Crosby Street improvements, and the intersection by the Hanover Coop.

Next steps

- [Carolyn to update the Crosby Street sketch to include a mini roundabout at the Lebanon Street intersection.](#)
- [Carolyn has prepared a list of network improvements for discussion at the next meeting, and asks that committee members consider these lists and priorities.](#)
- [Committee members to review the presentation in the Google Drive and consider additional streets to add to the network improvements list.](#)
- [Jennie to email the presentation to all committee members.](#)
- [Jennie to seek clarity on potential options for Greensboro Road improvements given NHDOT ownership.](#)
- [Carolyn to return next month to continue the discussion on the bike/walk/transit network plan.](#)

Summary

Bike Network Safety Data Review

Carolyn presented a progress update on the bike, walk, transit network plan, reviewing existing conditions, public feedback, and crash data trends over the past 10 years. She highlighted that pedestrian injury crashes have decreased, while bicycle injury crashes have increased, particularly on Lebanon and East Wheelock streets. The data showed higher crash rates during July to November and peak times around noon and 4-6 PM. The committee discussed the need for better bike infrastructure, including updated bike racks, and considered prioritizing network improvements in high-traffic areas. As speed and volume of traffic increases that need for more separated and protected bike infrastructure increases.

Traffic Safety Data Collection Review

The committee discussed data collection for traffic incidents, noting that Carolyn Radisch was primarily using police data but may be missing information from Dick's House medical records. Bill Young raised concerns about unreported crashes and suggested building collaboration with Student Health Service to get a more complete picture of injuries. The group also discussed the 2017 pedestrian fatality and its implications for infrastructure development, as well as ongoing construction on West Wheelock Street, which presents opportunities to improve safety for people walking and bicycling. Finally, Carolyn presented data on walking and biking patterns in Hanover, highlighting areas of high activity and the potential for more people to switch from car trips to walking or biking, particularly for short distances. Currently 43% of vehicle trips in Hanover are under 2 miles, and half of all vehicle trips are under 4 miles.

Pedestrian Safety Data Review

Carolyn Radisch and the committee discussed the high frequency of near misses between pedestrians, cyclists, and vehicles in high-risk areas, emphasizing the need for observers to document these incidents. They reviewed data from an online survey with 230 responses, highlighting common reasons for walking, such as errands and recreation, and issues like the lack of sidewalks, and unsafe pedestrian crossings that discourage walking. Poor weather was checked off as a factor that discourages walking by 23% of survey respondents, suggesting 77% of survey respondents are not discouraged from walking by bad weather. Specific locations like Greensboro Road, South Main Street, Rip Road, and Lebanon Street were identified as areas needing sidewalk improvements, with Rip Road being a long-standing concern.

Hanover Transportation Survey Results

Carolyn Radisch presented findings from a transportation survey focusing on walking, biking, and transit needs in the Hanover area. She highlighted key locations requiring walking improvements, including Greensboro, S. Main, Lebanon, W. Wheelock, E. Wheelock, Reservoir Road, Ray School to Oak Hill/Storrs, Etna Road, Trescott Road, Rip Road and Hanover's west end, as well as several intersections and crosswalks. For biking, she noted that safety concerns and the lack of bike lanes or paths were major obstacles, with Lebanon Street to DHMC and South Main Street to Sachem being popular routes that are challenging, along with South Park, North Park, Lebanon St in town, East Wheelock, Lyme (with a need to extend the shared use path to Wilson's Landing), Greensboro, Main Street, and Trescott Road. It was mentioned by the consultant that an experienced bicycle commuter has been doored on both Lebanon Street in town and on West Wheelock demonstrating some of the dangers of the current design. Transit usage questions showed that more than half the respondents indicated they use transit, with errand-running and getting to work cited as common reasons for transit use. Bus stop improvements were suggested for various locations, including Wyeth and Dunster Road, South Main and Allen Street, South Main by CVS, Lebanon at Brockway, by Hanover High School on Lebanon St, and Lebanon Street at Greensboro (on the west side, a shelter exists on the east side).

Transportation Safety Survey Results

The meeting focused on discussing a survey with 230 responses about town transportation, with Bill Young expressing disappointment in what he found to be a low response rate and suggesting more active data collection methods. Carolyn Radisch defended the response rate as extremely good for their town size. Highlighted were issues with pedestrian and cyclist safety, particularly at the Co-op Park and Lebanon Street intersections. The group also discussed bus stop accessibility, with Scot and Carolyn noting problems at the 120 and Greensboro Road stop, and Bill mentioned the need for better sidewalks, elevators and bike path connections near Dartmouth College.

Hanover Bike Network Safety Plan

Carolyn Radisch discussed the New Hampshire DOT's new bike and pedestrian master plan and emphasized the need for safer walking and bicycling routes to employment centers. She presented a recommended bicycle network for Hanover, explaining that separation from traffic is necessary on streets with high speeds and volumes, while shared accommodations are suitable for lower-volume streets. The draft network includes separated bike lanes on major streets like East and West Wheelock, North Main by the Green, College Street, South Main, Lebanon Street, Park Street, Lyme Road, Reservoir Road, Greensboro, Etna Road and Great Hollow with shared accommodations on lower-volume roads.

Street Safety and Transportation Planning

The committee discussed safety concerns around Summer Street and Crosby Street, particularly regarding bicycle and pedestrian accommodations. They agreed that stronger measures than sharrows were needed for these high-traffic areas near the high school and athletic facilities. Scot highlighted challenges with left turns at Crosby Street intersections, and Bill suggested considering Dartmouth's proposed protected off-road pathways to address these issues. The group also noted the increasing presence of e-scooters on campus, particularly among athletes, and agreed this emerging mode of transportation needed to be factored into future planning.

Crosby Street Safety Improvements Plan

Carolyn presented a concept for improving Crosby Street, focusing on accommodating bicycles and pedestrians safely. She proposed a shared use path on the north side, transitioning to a two-way cycle track due to space constraints and high pedestrian traffic near the stadium, where a wide sidewalk would remain in place. The plan involves removing some parking and potentially installing a mini-roundabout at the Lebanon Street intersection to improve traffic flow and safety. The committee agreed that a mini-roundabout could be a good solution for this intersection, aligning with Joanna's previous interest in encouraging NHDOT to experiment with adding a roundabout in the area.

Pedestrian Safety and Transportation Planning

Carolyn Radisch discussed pedestrian traffic concerns near the church at Crosby and Lebanon and proposed updates to a sketch to include a roundabout to address these issues, and higher speed driving that occurs around the bend in the road at this intersection. The group also talked about improving safety and accessibility for people walking and bicycling, particularly around intersections like West Wheelock and Thayer Drive as well as Crosby Street and E. Wheelock. Board members expressed support for roundabouts and shared-use paths, while acknowledging potential conflicts with parking revenue and existing infrastructure. The discussion highlighted the need to rebalance the streets to serve all ages and abilities, and to create a network that fosters safety, comfort, sustainability, and convenience in multi-modal transportation planning following the vision laid out in the town's master plan, with Dartmouth College potentially playing a role in future improvements to Crosby Street.

Lebanon Street Bike Lane Plans

Carolyn presented detailed designs for walking and bicycling improvements along Lebanon Street, including a two-way protected shared use paths, and a reconfigured Coop intersection, comprised of

two independent roundabouts. The board discussed the feasibility of raised continuous paths across driveways and the potential for the proposed roundabouts to improve traffic flow and safety for all road users.

Next Steps in Network Planning

Carolyn shared a list of potential complete street improvement projects for the town, including updates to Crosby Street, Wheelock streets, and the Lyme Road shared use path. The group also addressed challenges with Greensboro Road, a state-owned road in need of infrastructure improvements, and discussed the possibility of using sewer easements for a shared use path, working with NHDOT to improve walkability or taking over the road. The committee was thankful for Carolyn's robust presentation, attentiveness to the master plan, and providing the vision for a connected network. The committee is excited to continue discussions at the next meeting.