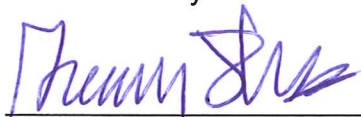


CITY OF LEBANON POLICY STATEMENT ON DESIGN AND CONSTRUCTION STANDARDS FOR STREETSCAPES

Effective Date: June 27, 2012

Authorized By:



Greg Lewis, City Manager

Approved by City Council: June 27, 2012

POLICY STATEMENT: Streets must be designed and constructed in a manner that protects the financial interest of the community, and that preserves the character and ecology of existing neighborhoods. They must withstand long-term use by a diverse population, allowing safe travel by motorists, bicyclists, and pedestrians, and be planned with future development patterns in mind.

PURPOSE: To provide safe, cost-cautious, well-planned travel-ways that serve the best interests of the Lebanon Community now and for the foreseeable future.

1. FUNCTIONAL CLASSES OF STREETS

PLACEMAKING – Lower-speed streets with ample sidewalks and facilities for all travel modes (bikes, transit, cars, pedestrians) designed to accommodate the highest volume of traffic for the space allocated. Main Street, West Lebanon and Hanover Street, Lebanon are examples of the Placemaking class.

THRU - Higher-speed thoroughfares, often with many travel lanes and very large rights-of-way. Interstate 89 and Route 120 (North to Hanover) are examples of the Thru class.

CONNECTOR – A street that transitions travelers from a higher-speed Thru street to a lower-speed Placemaking street. Seminary Hill, West Lebanon and Bank Street, Lebanon are examples of the Connector class.

LOCAL – Smaller low-speed, low-volume residential and rural streets that can safely accommodate bicycles and pedestrians. The majority of streets in the City are considered to be in the Local class.

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2. LOCAL STREET TYPOLOGIES

LOCAL LINK – Often accommodates bicycle and pedestrian traffic with sidewalks, and possible bike lanes. Street is used as a connection to higher volume streets and specific destinations.

LOCAL COLLECTOR – Creates a merger of local streets, but does not conduct significant through-traffic. Street is usually served with one sidewalk.

QUIET STREET – Locally utilized with very little through traffic. Travel way is shared by all users and street does not contain sidewalks.

3. DESIGN STANDARDS FOR STREET CLASSES AND TYPOLOGIES

A. PLACEMAKING, THRU, & CONNECTOR STREETS

The functional classes of these streets often dictate that they serve as “gateways” (in one form or another) and should therefore be designed in a manner that is inviting, highly usable, and aesthetically welcoming for residents and visitors. Construction should include concrete sidewalks, granite curbing, sufficient facilities for all forms of travel, and street trees wherever possible.

B. LOCAL (TO INCLUDE LOCAL LINK, LOCAL CONNECTOR, AND QUIET STREETS)

The functional class and typology of these streets allow for greater flexibility in design and construction. Reconstructed streetscapes should be planned to facilitate existing conditions (i.e. replacement of existing sidewalks and/or curbing) unless neighborhood input dictates change.

1. Streets deemed to be “quiet” streets shall not contain sidewalks unless neighborhood input requires reconsideration. Curbing and/or a drainage swale shall be utilized to separate private property from the street line, and to control the movement/disbursement of water.
2. Curbing materials (whether or not there is a sidewalk) shall be determined at the time of final design and should be based on the character and ecological conditions of the existing neighborhood.
3. Separated bicycle lanes should be considered on streets deemed to be “local link,” and in some cases, “local collector.”

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4. PROTECTION OF EXISTING TREES

Street trees enhance the quality of life in the City, and serve an important function in traffic calming and encouraging pedestrian travel. To the greatest extent possible, existing trees shall be protected and maintained during street projects. An expert on urban tree maintenance and preservation shall be consulted during the design phase to assess all potentially affected trees, and a report shall be provided outlining options to mitigate any impact. Property owners and/or residents of the street shall be informed of the report's findings before the final street design is completed.

In the event a tree must be removed, all attempts will be made to replace the tree in the same general vicinity where the tree existed.