TRANSPORTATION CHAPTER

Transportation Chapter

Introduction

A viable thoroughfare and transportation system is the most significant public investment in the physical development of a town. The existing transportation network, which in the case of Temple refers exclusively to the system of roads and highways, has a profound influence on the location and development of land use throughout the Town. All land use activities require access to transportation routes, and are most likely to locate where access is the easiest and least costly. Likewise, transportation improvements have the potential to alter existing land use patterns by opening up once inaccessible areas, either by the construction of new roads or the upgrading of deficient roads.

Because of the financial commitment required for the improvement and maintenance of a road network, and the direct relationship between land use patterns and traffic circulation, the identification and analysis of current transportation needs is crucial to the orderly accommodation of growth and development. This section of the Master Plan is intended to provide such an analysis. Transportation planning is not just for vehicular traffic, but should include and encourage all modes of transportation such as pedestrian, bicycle, and mass transit.

Linkages of Transportation to Other Chapters

Transportation planning considerations factor into a number of other parts of Temple's Master Plan. It is important to recognize the interconnectedness to guide the growth and development of the town.

Land Use: Transportation connects origins to destinations and helps people access goods, services and each other. Roads will, in large part, be the basis for the development patterns of the future. Road design, functionality and placement will determine the types of land uses that will be able to occur on a parcel of land. For example, a collector road will attract a mix of uses including retail, professional offices, and residential, whereas a local road will typically provide safe access to residential development.

Economic Development**:** The ability to provide access to businesses will enhance the success of the towns' likeliness to attract businesses. Direct access to major roads and parking availability are key elements to attract and retain uses that depend on drive-by traffic. Planning for nodal development, or interspersing centers of development between roads with little development, allows communities to plan for multiple economic and cultural activity areas that are separated by roadways designed for moving traffic.

Housing/Population/Demographics: The *pattern* of residential development will be determined, in part, by the roads that service them. Roadway classifications also have an effect on the *density* of development that can occur. Local roads can serve residential neighborhoods and multi-family developments safely without concerns of heavy through traffic. The use of access management also provides safe transportation to denser developments. Road design standards such as width, grade, and speed are factors to consider when choosing to live in certain types of residential development. Higher density housing or low income housing may benefit by an offering of bicycle, pedestrian or transit improvements in order to maximize space and increase the affordability of the neighborhood. Certain sectors of the community will have different transportation preferences or needs. Consideration should be given to those sectors of the population that are less likely to drive such as youth, seniors, and persons with disabilities.

Natural Resources-Environmental: The careful consideration of locating roads away from sensitive areas such as streams and wildlife habitats is critical to the protection of our natural resources. Avoiding these areas will not

only protect the wildlife that depend on large unfragmented areas, but will also add to the safety of roadway users. The use of Low Impact Development methods (LIDs) will help to reduce the length of roads, thereby reducing the amount of impervious surface. This will protect the water quality of our waterbodies and will also allow for groundwater recharge. Transportation has a major impact on air quality and should be planned to reduce vehicle miles traveled whenever practical.

Emergency Operations/Hazard Mitigation: Maintaining access to primary and secondary evacuation routes in town is an important life safety issue. Proper culvert size and installation for all road/stream crossings must be a priority for reducing the impact of severe weather events. Bridge maintenance, erosion control, and stormwater management are also important considerations to maintain safe roadway infrastructure. Considerations such as these should be added into the Hazard Mitigation Plan and included as priority actions items. An inventory of road/stream crossings should be updated annually, and erosion control methods used along roads with steep slopes to prevent washouts and erosion.

Road Classifications and Conditions

Temple roads are managed under a series of classifications. Road systems are grouped and classified for several reasons. Some important reasons to classify roads include:

- Designing appropriate capacity, safety measures and design speed for roads;
- Guiding investment priorities for roads;
- Providing a framework for a road maintenance program; and
- Guiding land use related regulations and access management standards with frontage on the roadway system.

Broadly, roadways in New Hampshire are classified for planning purposes into two types: State Highway Classification and Federal Functional Classification. *State highway classification* refers to the state's system of defining state and town responsibilities for road construction and maintenance. *Federal functional classification* is the system by which streets and highways are grouped into classes according to the type of service they are intended to provide. Basic to this process is the understanding that individual roads or streets do not serve travel independently: rather, travel involves movement through a series of roadways in a logical manner by defining the part any particular road or street can play in serving traffic flow through a highway network.

State Classification (Administrative) Classification

All public roads in New Hampshire are classified in one of seven categories per NH RSA 229:5. Highways under state maintenance and control include Classes I, II, III and III(a). Classes IV, V, and VI highways are under the jurisdiction of municipalities. The following provides a description of various administrative classes.

Class I: Trunk Line Highways
Class II: State Aid Highways
Class III: State Recreational Roads
Class III(a): State Boating Access Roads
Class IV: Town Roads with Urban Compact
Class V: Town Roads
Class VI: Unmaintained Highways

Of these seven road classifications, Temple roads fall into three of the classifications in town. The definition of these classifications, and examples of roads that fall within each category are described below. The road classifications can be found on the *Town of Temple Transportation Infrastructure Map.*

Class I: Trunk Line Highways - These belong to the primary state highway system. NHDOT assumes full control and responsibility for construction, reconstruction and maintenance of these roads. The only Class I Highway in Temple is NH 101 which includes 3.1 miles of highway through town.

Class II: State Aid Highways - These consist of highways that belong to the secondary state highway system. All sections that are improved to state standards are maintained and reconstructed by NHDOT. Other Class II highways, not improved to DOT's standards, are maintained by the Town and are eligible to be improved to DOT standards with the use of state aid funds as those funds become available. The same applies to bridges on Class II highways. There are 3 roads in Temple that are Class II highways which provide a total of 7.3 miles of road. These include NH 45, General Miller Highway, and Miller State Park Road.

Class III: Recreational Roads - Recreational Roads are those roads leading to and within state reservations designated by the State Legislature. NHDOT assumes full control for construction, reconstruction and maintenance of these roads. Miller State Park Road was previously identified as a Class III road but has now been moved into the Class II category.

Class III(a): Boating Access Roads - boating access roads from any existing highway to any public water in New Hampshire. There are no Class III(a) roads in Temple.

Class IV: Urban Compact Section Highways - These are all highways within the compact sections of towns and cities of 7,500 residents or more. The municipality assumes full responsibility for construction and maintenance of these roads. There are no Class IV roads in Temple.

Class V: Town Roads - These consist of all regularly maintained roads that are not in the state system, which the town has the duty to construct and maintain. These roads may be paved or graveled. There are 37.3 miles of Class V roads in Temple including, but not limited to: Converse Road, Hadley Highway, Peterborough Road, Webster Highway, and West Road. This category makes up approximately 66% of all road mileage in Temple.

Class VI: Unmaintained Highways - These roads are all other existing public ways, including highways, that are not maintained by the town and have not been for five or more consecutive years. While subdivision of land is usually restricted on Class VI roads, the potential for development exists if the roads are upgraded to a Class V status, either by the landowner or the town.

As frontage along Class V roads becomes less available and the centers of town villages reach capacity, there is mounting pressure to develop on Class VI roads. Class VI roads are an important component of a town's transportation infrastructure as they personify the community's rural character and can provide a variety of recreational opportunities. The town should evaluate and make recommendations for future status of Class VI roads and develop a Class VI road policy. There are 4.2 miles of Class VI roads in Temple. Examples of Class VI roads include: Wilson Road, and portions of Kendall Road, Brown Road, and Moran Road.

Other Roads- In addition to the state and town owned and maintained roads, Temple has 4.7 miles of private roads. These are owned and maintained by private landowners. Some of the private roads in town include, but are not limited to: Stonegate Farm Road, Dutton Lane, and Spofford Gap Lane.

Administrative Classification of Temple's Roadways

Road Class	Miles
I: Trunk Line/Primary State Aid Highways	3.1
II: Secondary State Aid Highways	7.3
III: Recreational Roads	0
Total State	
IV: Urban Compact Section Highways	0
V: Town Owned Roads	37.3
VI: Unmaintained Roads	4.2
Total Town	
Other: (includes private)	4.7
Other Miles	
Total Miles of Roadway	**56.8**

Source NH Department of Transportation Mileage by Town and Legislative Class (report 2016)

Federal Functional Classification

Functional classifications can be used by local, state and federal governments, but the federal functional classification is most commonly cited in transportation planning. It is a method of grouping roads by the service they provide and is very useful for planning purposes. Functionality, at its most basic level, is divided into three road types: arterials, collectors and local roads. By identifying the function of the road, decisions can be made as to the road design and speed. A road that functions as a means to move traffic from one town to another town has different needs than a road that provides access within a residential neighborhood. They will require different road widths, speeds, signs, and construction standards. A road that has truck traffic is constructed differently to handle heavier, larger and wider vehicles and greater traffic volumes than those serving neighborhoods. Access and turning maneuvers are also different depending on the functional classification. Therefore, identifying the function of the road is an essential part of planning. It is important to balance all three types of roadways in order to ensure an efficient (and in the long-term less costly) transportation system. Reducing road widths will not only be less costly to construct, but they will also be less costly to maintain and will reduce the amount of impervious surface, which is beneficial to the environment.

Principal Arterial Roads - These arterials are controlled access highways and interstates. Principal arterial highways are designed to carry the largest percentage of traffic entering and leaving a region as well as the greatest amount of traffic traveling through the region. NH 101 carries the greatest amount of local and regional traffic and is considered as the principal east/west corridor for southern New Hampshire. There are 3.4 miles of principal arterials in Temple.

Minor Arterial Roads - Similar to the principal arterial roads, these are designed to carry traffic through the region. Minor arterials have limited access and faster speeds than collector and local roads. Temple does not have any roads that fall into this classification.

Collector Roads (major & minor) - The collector system provides more direct land access than do the arterials. Collector streets may enter residential areas, business districts and industrial areas. A major collector is designed to move medium traffic volumes at medium speeds between or within communities and to funnel traffic to and from residential and commercial areas to an arterial system. A minor collector has lower traffic volumes and provides alternative routes to major collectors. There are no major collectors in town, however, there are three minor collectors totaling 9.5 miles of roadway. The minor collectors include NH 45, General Miller Highway, and West Road.

Local Roads - These include all locally maintained and private roads that are not otherwise considered arterials or collector roads. The primary function of these roads is to provide direct access to individual properties. This system offers the lowest level of mobility. Through-traffic is usually deliberately discouraged. Temple has approximately 35 miles of local roads and 9 miles of roads that are not classified into the functional system.

Roadway Usage and Conditions

Roadway usage and conditions have an effect on our everyday enjoyment, or frustrations, of traveling through town. As the population increases within the state and region, so will the amount of traffic. Careful planning of our roadways, including alternative routes will give users options to get to their destinations. A heavily travelled road during peak hours or a road with poor maintenance can be avoided making our travel experience more desirable. The next chart shows the Average Daily Traffic Counts that NHDOT has been tracking in Temple over the last eight years. This is an important factor in planning the location of future land uses as well as access points. The changes in traffic counts can be attributed to a variety of factors including but not limited to new subdivisions, new businesses opening, closing of businesses, and road construction.

Temple Average Daily Traffic Counts

	Counter #	2008	2009	2010	2011	2012	2013	2014	2015	2016
NH 101 west of Old County Farm Rd. (EB)	445001	7675	7629	7575	7223	7208	7229	7353	7389	7486
General Miller Hwy at Wilton TL	445052	*	*	1300	*	*	1300	*	*	1500
NH 45 south of Old Peterborough Rd.	445053	*	*	1100	*	*	1200	*	*	1100
Hadley Hwy north of Mansfield Rd.	445054	*	*	520	*	*	960	*	*	540
NH 45 north of Mansfield Rd.	445055	*	*	840	*	*	800	*	*	900
North Rd. north of Converse Rd.	445056	*	*	150	*	*	140	*	*	130
East Rd. south of General Miller Hwy.	445057	*	*	170	*	*	160	*	*	140
Webster Rd. west of Putman Rd.	445058	*	*	190	*	*	300	*	*	280
Nashua Rd. at Sharon TL	411050	*	*	890	*	*	990	*	*	1000
NH 101 at Temple/ Peterborough TL (EB-WB)	363055	*	8000	*	*	7500	*	*	8100	*

Source: NH DOT 2016. Traffic counts above 1000 are rounded to the nearest 100th. Traffic counts below 1000 are rounded to the nearest 10th.

The traffic count locations are shown on the accompanying map entitled *Town of Temple Transportation Infrastructure Map.* Counter numbers in the table above correspond with the numbers found on the map.

Commuting to Work

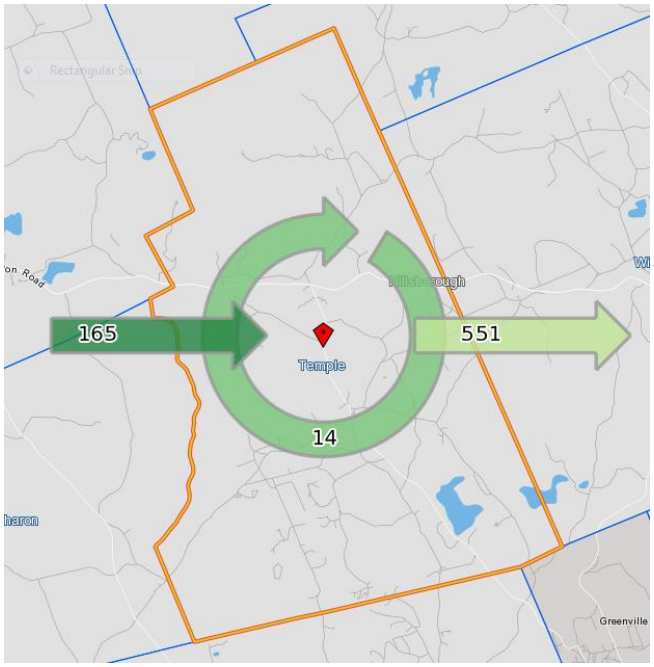
Understanding commuting patterns is a useful planning tool when proposals are presented to the Town. According US Census Bureau, Center for Economic Studies, Temple had an estimated 763 working residents in 2016. Of these working residents, 14 commuted to work within town and 551 traveled to work outside of town. The top

commuting locations for Temple residents include New Ipswich, Peterborough, Nashua, Manchester and Milford. Based on the percentage of residents travelling to these locations, it would appear that NH 101 carries the greatest amount of commuter traffic.

Inflow/Outflow job Counts (Primary Jobs) 2015		
Temple Employment (jobs in Temple)	Count	% Total
Total # of Workers Employed in Temple	179	100%
Employed in Temple but Living Outside	165	92.2%
Employed and Living in Temple	14	7.8%
Temple Residents that are Employed	763	100%
Living in Temple but Employed Outside	551	97.5%
Living and Employed in Temple	14	2.5%

Source: US Census Bureau, Center for Economic Studies-On the Map

This Inflow/Outflow graph provides a visual representation of the daily commuting for Temple residents to their place of employment, and also non-residents who are employed in Temple. As shown in the graph, 165 people travel into Temple for employment while 551 Temple residents leave Temple to get to their jobs. It also shows that 14 people live and work in town.



Source: US Census Center for Economic Studies-On the Map

Travel Time to Work

Travel Time (in minutes)	Percent of Employed Residents
Less than 10	20.5%
10-14	7.8 %
15-19	8.6 %
20-24	10.6 %
25-29	1.9 %
30-34	8.7 %
35-44	9.5 %
45-59	15.6 %
60 or greater	16.8 %
Mean Travel Time to Work is 33.3 Minutes	

This table shows the time that it takes Temple residents to get to their jobs. The mean travel time is 33.3 minutes. The table indicates that approximately 1/3 of Temple's working residents spend 45 minutes or more to get to work.

Source: U.S. Census, ACS 5-Year Estimates, 2012-2016

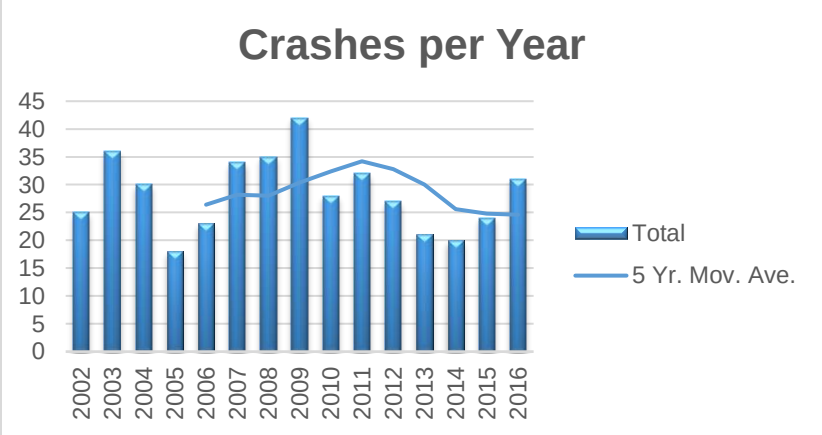
Problem Locations

Vehicle crashes are an occurrence that we all want to avoid. However, without careful planning of roadways and intersections, there may be an increase of crashes at a given location. Accident reports obtained from the NHDOT and the Temple Police Department are an effective way to identify areas that are in need of correction. Factors such as sightline visibility at intersections and driveways, poor drainage, excessive speed, sun glare, and icing are some of the key reasons for crashes. Many of these can be avoided with good design. It is more efficient and cost effective to identify potential conflicting points prior to construction than to retrofit a problem. It is also easier for drivers so they don't need to adjust to the change.

Projects involving heavy traffic should be required to submit a traffic study by a licensed engineer to the Planning Board. A traffic study will identify the projected level of service at intersections and the entrance to the property during peak hours of traffic. The Planning Board may require a peer review, or third party review, to check the accuracy of the traffic study. The peer review may also result in potential alternatives such as a more suitable driveway location, intersection improvements, pedestrian enhancements, or other safety measures.

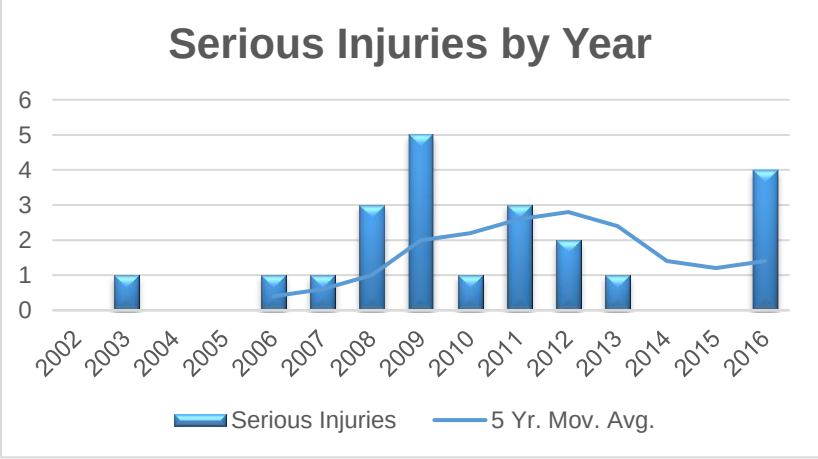
Consulting with the local traffic authority and road agent to review sight lines for proposed new accessways can help reduce hazardous situations. Adding sight line distance standards into the Subdivision Regulations and driveway regulations will help to improve safety for those entering onto the roads and those traveling the roads.

The following charts provide information regarding crashes in Temple between 2002 and 2016. The first chart, *Crashes 2002-2016*, shows that there was an increase in the number of crashes between 2005 and 2009 followed by a decline until 2015 and 2016. The chart showing the number of serious injuries shows a similar trend. In addition to the serious injuries, there were three fatalities (2002, 2004, and 2006) which are not included in the injury chart.



Source: NH DOT

The map entitled *Town of Temple Crash History Map* shows the locations of the documented crashes between 2006 and 2015.



Areas of Concern

A Road Safety Audit for areas of concern may be considered as a means to reduce potential hazardous areas. A Road Safety Audit is a formal proactive safety performance examination of a road or intersection by a multidisciplinary audit team. It is a qualitative assessment that reports on potential safety issues and identifies opportunities for improved safety options. The Road Safety Audit team is made up of town employees, such as Police Chief, Road Agent, Emergency Management Director, Fire Chief, and members of the community. Consideration should also be given to identifying other potential team members that may offer unique and valuable input such as a school bus driver whose bus route is in the study area.

Bridges

NH RSA 234:2 defines a *bridge* as a structure on a public highway that has a clear span of 10 feet or more, measured along the highway's center line, spanning a water course or other opening or obstruction. It includes the substructure, superstructure, deck and approaches. This definition is important to help the town and state in determining the maintenance and funding responsibility.

NH RSA 234:23 imposes a requirement on towns to inspect all bridges along town roads and town maintained roads on Class II highways, every two years. A record of the inspections must be kept by the town and is a prerequisite to apply for state bridge aid funds. This inspection and corresponding classification is a useful planning tool for budgeting of those bridges in need of repairs or replacement. Priority should be given to bridges that are located in the primary and secondary evacuations routes in the event of emergencies.

These bridge classifications are defined as:

Not Deficient - Bridges that do not need repairs, just scheduled maintenance.

Structurally Deficient - A bridge, due to its deteriorated condition, that no longer meets current standards for load carrying capacity and/or structural integrity.

Functionally Obsolete - A bridge, due to the changing need of the transportation system, that no longer meets current standards for deck geometry, load carrying capacity, vertical or horizontal clearances, and/or alignment of the approaches to the bridge.

Red List - Bridges that require more frequent inspections due to known deficiencies, poor structural conditions, weight restrictions, or the type of construction (such as a replacement bridge installed on a temporary basis).

There are 17 bridges in Temple. Below is a list of bridges with information that may be useful in planning for the Capital Improvements Program (CIP).

Location	Bridge Number	Owner	Year Built/Rebuilt	Condition	Red Listed
West Road over Barnes Brook	070/076	Town	2006	Not Applicable	
NH 101 over Blood Brook	094/114	NHDOT	1930	Not Deficient	
Hadley Highway over Temple Brook	095/072	Town	1985, 2016	Not Deficient	
NH 45 over Temple Brook	099/070	NHDOT	1951, 1971	Not Applicable	
NH 101 over Blood Brook	099/112	NHDOT	1927	Not Applicable	
Converse Road over brook	101/144	Town	1980	Functionally Obsolete	
Hadley Highway over Gambol Brook	105/046	Town	1997	Not Applicable	
Memorial Drive over Temple Brook	105/064	Town	2007	Functionally Obsolete	
NH 101 over Blood Brook	105/113	NHDOT	1931	Structurally Deficient	
NH 45 over Miller Gambol Brook	107/051	NHDOT	1968, 2014	Not Deficient	
Powers Road over Blood Brook	107/117	Town	1920	Not Applicable	X
Converse Road over Whiting Brook	110/141	Town	2015	Not Deficient	
North Road over brook	110/143	Town	1940	Functionally Obsolete	X
East Road over Temple Brook	114/072	Town	1981	Not Applicable	
Webster Highway over Whiting Brook	116/133	Town	2000	Not Deficient	
Putnam Road over brook	116/139	Town	1930	Structurally Deficient	X
Putnam Road over brook overflow	117/138	Town	1930	Not Applicable	X

Source: NHDOT Bridge Summary, July 6, 2017

Of the bridges in Temple, 5 are listed as *not deficient*, 2 are listed as *structurally deficient*, 3 are listed as *functionally obsolete*. There were also 7 bridges that are listed as *not applicable*, which often indicates that it is a culvert type structure and is not rated the same, however, they remain on the annual inspection report due to the size of the structure. Four of these bridges were also red listed. The four red listed bridges were all built between 1920 and 1940.

Transportation Corridors

Transportation planning in the Southwest Region heavily relies on the studying of the New Hampshire Corridor Systems. There are 8 corridors in the region including the NH 101 East Corridor. Corridor planning for this highway relies on the study of demographics, current and future land uses, and development constraints in the towns of Temple, Dublin, Greenville, Harrisville, Keene, Marlborough, New Ipswich, Peterborough, and Sharon.

The NH 101 East Corridor is an important east-west highway connecting the region to Manchester, Nashua and I-93. It is used frequently by communities having origins or destinations in the southern half of Southwestern New Hampshire. There are a number of characteristics along the NH 101 Corridor that sometimes delay traffic including village centers in Marlborough and Dublin, mountains in Peterborough and Temple, and a traffic light in Peterborough. Changes in these communities have the potential to impact this corridor.

Multimodal

Multimodal transportation includes a variety of ways of moving people and goods. It encompasses a broader range of transportation modes other than motor vehicles. Multimodal transportation includes:

Pedestrian: Planning for pedestrian traffic involves providing areas and amenities that allow pedestrians to get to their destination by walking. Providing sidewalks, crosswalks and pathways is the way to accomplish this form of transportation. Adding amenities, such as benches and shade trees will help to encourage walking. Another point of consideration for this mode is *connectivity* from one location to another. The proximity and safety between locations will be a deciding factor for some users. Sidewalks that don't connect pose a safety risk for pedestrians, especially those with physical challenges and strollers. It forces them to walk in the roadway or walk across unpaved and uneven terrain. Curb cuts should be provided at driveway entrances. Curb ramps should be provided at the end of each sidewalk.

Bicycle: As people become more health conscious and environmentally aware, this form of transportation is more attractive. The rising cost of fuel also contributes to this decision. Providing bicycle lanes along the roadways is an important and responsible part of transportation planning. This includes clearly established bike lanes, pavement markings and signage. Planning for the safe passage of bicycle users also includes bike friendly drainage grates and an awareness of other potential hazards. Similar to the needs of pedestrians, connectivity between locations is important for the local bikers that are just trying to get to areas within town. Making sure that pathways and bike lanes connect to the local destinations will help to avoid conflicts between bikes and vehicles. Bike racks should be required for sites that tend to attract the bicycle users.

The NHDOT has established a statewide network of bicycle routes. Today, these routes are published in seven regional printed maps and via an on-line interactive map at the Bike/Ped website.

Carpooling: Ride sharing to work and events is a form of transportation that should be encouraged. While most of us enjoy the freedom of getting to our destinations in our own vehicle, and at our own convenience, there are other options that can be utilized in an effort to be environmentally sensitive and budget wise. A role that the town can play to help facilitate this is to establish a commuter lot. Providing a ride-share board will also establish a way for interested commuters to make connections with other commuters that are travelling to a similar destination.

Volunteer Driver Program: The Community Volunteer Transportation Company (CVTC) provides a "no fee" transportation service including rides for non-emergency medical, social service appointments, trips to the grocery store and pharmacy, etc. Advanced notice is required.

Equestrian: Horseback riding in Temple has been increasing in popularity and should be acknowledged here as another mode of transportation. Unlike the others described above, this is a recreational mode and not likely to be used for commuting to work.

Access Management

Access management is a planning mechanism to improve the safe usage of the roads for motorists, cyclists and pedestrians. It includes careful planning for the location, spacing, design and operations of driveways and commercial accessways onto the road. Encouraging interconnections between properties helps to limit the number of access points onto the road and thereby reduces the number of conflict points. This is especially useful in retail centers, and in residential areas that have sight-line limitations due to road design. RSA 236:13 establishes requirements for driveway permits.

Traffic Calming

Many communities in New Hampshire have a concern about the speed of traffic through the town center. The lack of state highway bypasses, leave communities with a heavy flow of drive-through traffic. While this traffic may be beneficial for local businesses, it often creates traffic from additional motor vehicles that have out-of-town destinations. In an effort to slow traffic down, it may be necessary to use traffic calming techniques in these areas.

Traffic calming measures are designed to alter the behavior of drivers and improve safe conditions for pedestrians and cyclists.

Below is a list of additional traffic calming methods that may be utilized in areas of town as necessary.

Raised, textured or colored crosswalks - raised crosswalks is a physical approach to slowing speeds; textured or colored crosswalks are visual approaches to slowing speeds.
Raised median strip/island - this method narrows the road and limits turning across traffic.
Signage - signage can also be an effective method for reducing speed and providing safe pedestrian passage.
Reduce road width - narrowing the road width generally slows the speed of vehicles, however, it also reduces the safe zone for cyclists.

Future of Transportation Modes/Changing Technologies

Planning for the future involves a great deal of insight to the trends within the region, state, country, and even worldwide. The changing technologies will undoubtedly bring about changes to the way we look at our modes of transportation. With the rising cost of gasoline, and the increased environmental awareness, the movement towards alternative fuel sources is stronger than ever. With these changes, we may be faced with finding creative ways of making adjustments to accommodate them. Although the change is inevitable, it will be a gradual process. Fortunately, with careful planning, we can make the necessary shift to the future. It is anticipated that changes to roadway standards, parking areas, refueling/repowering stations, and more will require us to change the way we currently think about transportation.

State and Regional Transportation Plans

State and regional plans provide important information that should be considered as an aid to the town for planning. They can be useful in preparation for Capital Improvement Programs, site plan and subdivision reviews, multimodal planning, and other uses as well. The next table contains a list of state and regional transportation plans and links to information. It is beneficial to provide local input to these studies as they are updated.

State Plans:	Description:	Source:	Web link:
NH Ten Year Transportation Improvement Plan	List of projects planned for construction in a ten year period.	NHDOT	http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm
NH Long Range Transportation Plan	Inventory of transportation system and policy recommendations for state.	NHDOT	http://www.nh.gov/dot/org/projectdevelopment/planning/lrtbp.htm
NH Climate Action Plan	Plan that includes many transportation policy recommendations specifically on transportation.	NHDES	http://des.nh.gov/organization/divisions/air/tsb/tps/climate/action_plan/nh_climate_action_plan.htm
Regional Plans:	Description:	Source:	Web link:
Town Traffic Data	Provides data on traffic counts for every town in the Region.	SWRPC/ NHDOT	http://www.swrpc.org/trans/traffic_counts

Regional Plans:	Description:	Source:	Web link:
Southwest Connects	Inventory of transportation system and policy recommendations for Region.	SWRPC	http://www.swrpc.org/trans
SWRPC Transportation Improvement Program	List of projects offered to NHDOT by SWRPC for inclusion in the Ten Year Plan. Part of the Southwest Connects listed above.	SWRPC	http://www.swrpc.org/trans
Coordinated Community Transportation Plan	Documentation of regional community transportation needs and plans for improvement.	SWRPC	http://www.swrpc.org/trans
Regional Transportation Directory	A directory of community transportation services for those needing rides within the region.	Monadnock Regional Council for Community Transportation	http://monadnockrcc.weebly.com/uploads/1/3/0/3/13039095/Temple.pdf
Monadnock Region Future	The Regional Plan for Southwest NH.	SWRPC	http://swrpc.org/files/MonadnockRegionFuture_RegionalPlan_FINAL.pdf
NH 101 Corridor Study	Inventory of NH 101 Corridor and policy and infrastructure recommendations for corridor.	SWRPC	Not available on web

Useful Resources, Links, Programs, Funding Opportunities

The list below provides a variety of state and federal programs with potential funding opportunities. These resources cover a range of transportation projects including, but not limited to: road and intersection improvements, bridge & culvert projects, sidewalks and other pedestrian safety enhancements, transit, etc.

Monadnock Region Coordinating Council for Community Transportation
State Aid Bridge (SAB)
State Aid Highway (SAH)
Block Grant Aid (BGA)
Federal Bridge Aid (MOBRR)
Highway Safety Improvement Program (HSIP)
Transportation Alternative Program (TAP)
Congestion Mitigation and Air Quality Program (CMAQ)
Federal Emergency Management Agency (FEMA)

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