

Appendix 2:

Summary of Policies, Plans and Studies

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SWRPC Staff, with input from the Swanzey NH 10 Advisory Group, compiled and reviewed a wide variety of documents and policies relevant to the NH 10 corridor. Such materials include the Swanzey Master Plan, Southwest Connects: Southwest Region Transportation Plan, Cutler Elementary Safe Routes to School Action Plan, Route 10 Job Access Reverse Commute Study, NHDOT's Long Range Transportation Plan, and municipal master plans for neighboring communities. The documents are organized in the table below based on their geographic scope; namely whether they are specific to the Town of Swanzey, other communities in the corridor, the Southwest New Hampshire region, or the State of New Hampshire. A brief list of major findings, as well as more comprehensive summary of each document as it relates to NH 10, can be found below.

Findings

- Both Swanzey and its neighboring communities of Keene and Winchester recognize the importance of NH 10 as a corridor to support current and future development. In particular, all three communities recommend future commercial and industrial development to be promoted along the Corridor.
- The Ashuelot Rail Trail provides an opportunity to serve as a parallel pedestrian and bicycle facility to NH 10. In particular, the rail trail provides an important connection for bicycles and pedestrians between Keene and West Swanzey Village that runs parallel to NH 10, as well as connections farther south to Winchester and Hinsdale.
- West Swanzey Village has redevelopment potential that is encouraged both by the Town through an economic revitalization zone, in the Town's master plan, and through the results of the West Swanzey Village charrette hosted by Plan NH. West Swanzey also represents a significant node of population density, and a concentration of low-income population along the Corridor.
- Because of the cost of transportation, the disproportionate number of low-income residents and ongoing predictable trip patterns between Keene, Swanzey and Winchester, NH 10 may be well suited for transportation modes beyond the personal motor vehicle. Such transportation would need to be a result of coordination between Swanzey and its surrounding towns. Residents have also indicated that a lack of transportation options is a significant issue in Swanzey.
- Swanzey has indicated a strong desire for its transportation system to accommodate all transportation users, including bicyclists and pedestrians. NH 10 currently acts as a crossing barrier and there are safety issues for pedestrians and bicyclists, particularly in the West Swanzey Village area.
- The Corridor plays an important role in hazard mitigation as a primary evacuation route and a concentration of services and resources which would be needed in the event of a disaster. Populations along NH 10 south of West Swanzey Village are identified as being at risk of isolation in the case of a disaster.
- While the southern half of the NH 10 corridor within Swanzey overlies an important stratified drift aquifer which provides ample groundwater, the area north of West Swanzey Village possesses limited groundwater resources and water and wastewater infrastructure. This limits the development potential of the northern half of the NH 10 corridor.

- Collaboration between NHDOT and the Town of Swanzey is key for the NH 10 corridor to reflect the needs and wants of the Town. While NHDOT has established policies for corridor management, the Town of Swanzey through its complete streets policies and other studies has demonstrated that it has a distinct vision for the Corridor that may not be captured in current NHDOT policy.

Title and Date	Description
Swanzy-Specific Documents	
Swanzy Master Plan, 2003 Update, Transportation, Economic Development & Land Use Chapter. Pgs 71 -84, 24-25	Swanzy’s Master Plan, developed and adopted in 2003, is the current guiding document for land use and development along NH 10 until the 2020 update is completed. The plan also contains a transportation chapter, which has an overall goal for the Town’s transportation system to “provide for a safe, efficient and diversified transportation system that is sensitive to the Town’s rural character”. In the plan, NH 10 is classified as an arterial road that is maintained by the State and listed to be in good to fair condition. The primary goal for NH 10 in the plan is to address safety and congestion issues at the NH 10/Base Hill Road intersection, as well as continued conversations with City Express to coordinate transit development. In the land use chapter of the plan, higher density development in West Swanzy Village is recommended along with commercial and retail development along NH 10. The economic development chapter of the plan calls primarily for increasing industrial and commercial development. While the chapter makes no direct mention of NH 10, the corridor represents a major concentration of both industrial and commercial development in Swanzy.
Town of Swanzy Zoning Map, 2018	The majority of NH 10 through Swanzy is zoned “business district” and “commercial/industrial district”, with a small path of “residence district” south of West Swanzy Village. This is in line with the current industrial and commercial development in place along NH 10. Residential development is allowed in the “business district”, which is primarily south of Forest Ave west of NH 10 and south of Sawyers Crossing Road east of NH 10. The zoning map is most current as of March 13, 2018.
Swanzy Complete Streets Policy, 2015	Adopted in 2015 by the Town of Swanzy, the complete streets policy is an ordinance that calls for the “Town, through this policy, to ensure that the safety of all users - including motorists, pedestrians of all ages and abilities, bicyclists, emergency responders, freight providers, and users of public transit - is considered in all municipally managed transportation projects and project phases”. The policy was developed and passed in conjunction with planning and design guidelines for complete streets in the context of Swanzy’s street network and serves as a guiding document for the Town in developing their transportation system in future projects. While NH 10 is a state-owned road, the policy states that “the Town... will encourage partners such as the NHDOT to develop and implement complete streets elements... when working on projects or programs in the Town”.

<p>Swanzy Complete Streets Planning & Design Guidelines, 2015</p>	<p>A document adopted in conjunction with the complete streets policy passed the same year, the <i>Swanzy Complete Streets Planning & Design Guidelines</i> serve to provide guidance for the implementation of the Town’s complete streets policy. The guidelines provide example right-of-way configurations for numerous typologies of streets. Street typologies include collector streets, compact neighborhood streets, and residential streets.¹ Collector streets have the highest traffic volume and are recommended to have separate and wide pedestrian and bicycle space, as well as more developed lighting, curbs and other infrastructure. Compact neighborhood streets are recommended to have narrower vehicle lanes, paved shoulders, green buffer, and an unobstructed pedestrian pathway. Residential streets are recommended to have narrow travel lanes, a paved shoulder and sidewalks on at least one side of the street. Rural streets and state routes are also mentioned in the guidelines but are not subject to the complete streets policy. The guidelines also serve to educate municipal officials and the general public on the elements of a complete street. While NH 10 is managed by NHDOT, the guidelines make mention that the Town will encourage NHDOT to incorporate complete streets elements while working on projects within Swanzy.</p>
<p>Swanzy Hazard Mitigation Plan, 2016 Update pgs 25 - 33, 42 - 44.</p>	<p>Developed by SWRPC in conjunction with the Swanzy Hazard Mitigation Committee in 2016, Swanzy’s most recent Hazard Mitigation Plan discusses the NH 10 corridor frequently. NH 10 was the site of previous localized flooding events in the 800 block of West Swanzy Road and the NH 10 corridor south of Cobble Hill Road was the site of a small forest fire due to a lightning strike. The NH 10 Corridor in the 800 block of West Swanzy Road is identified as having medium-high risk of future flooding events. Three phase electric utility poles that run parallel to NH 10 were identified as having moderate risk of damage during snow and ice events. A handful of residential properties in West Swanzy in the area described above were identified as being at risk for future flooding events from the California Brook System. NH 10 serves as a primary evacuation route for both Swanzy and the region and is connected to a number of resources that are critical to protect from future events, including large employers and cultural facilities. South of West Swanzy off of NH 10, a manufactured housing park was identified as being both at risk and isolated in the case of a hazardous event. There are also numerous resources that would be necessary in a disaster event along NH 10 such as grocery stores and gas stations. The plan recommends a number of mitigating culvert projects for roads adjacent to NH 10.²</p>

¹ Collector Streets within the study area include Westport Village Road, Base Hill Road, and Ash Hill Road. Compact Residential Streets within the study area include California Street, West Street, Cobble Hill Road, and North & South Winchester Street. Residential streets in the study area include Cobble Hill Road west of NH 10, Perry Lane, West Street west of NH 10, Aylward Avenue, and California Street west of NH 10.

² Within the .25 mile study area, this includes a culvert on Base Hill Road. Within a half mile radius, culvert replacements at Forest Avenue and California Brook Road are also recommended.

<p>West Swanzey Charette, November 2012 pgs 8-12</p>	<p>This report details a design charette held by Plan NH in West Swanzey over two days in November of 2012. Over the course of two listening sessions, a group of experts in planning and real estate from Plan NH met with Town officials and residents to brainstorm around the revitalization of West Swanzey Village. As a primary corridor to and from West Swanzey Village, NH 10 was central to the conversation. The Charette group conducted a macro-level analysis of NH 10's relationship with the Village and identified the need to identify possible future downtown businesses that would not compete with existing commercial development along the route. The primary recommendation for NH 10 through Swanzey is the creation of four "gateways" for West Swanzey Village along NH 10³, as well as the creation of a gateway overlay district to improve pedestrian accommodations. The revitalization of Whitcomb Hall and Homestead Woolen Mills, as well as other underutilized buildings was the principal focus of the charette. The implementation of the revitalization strategies outlined in this document would have a significant impact on the transportation needs of West Swanzey Village.</p>
<p>Cutler Elementary Safe Routes to School Action Plan, 2016</p>	<p>This Action plan was created by SWRPC in conjunction with Cutler Elementary School as part of the Safe Routes to School program established by the FHWA in 2005. The plan evaluates the existing conditions for walking and biking to the school, presents survey results from students and parents to understand perceptions of walking or biking to school and presents a number of recommended projects to improve safety for Cutler Elementary School students. The study found that 10.5% of the school's student body lived west of NH 10, which does not have a marked crossing at the West Street intersection students use to get to school. In addition, during traffic reporting for the study it was found that at least 50% of vehicles exceeded the posted speed limit of 40 MPH by at least 5 MPH during school arrival and departure times. Subsequently, a major recommendation of the study was the development of a crossing guard program for NH 10, as well as working with NHDOT to address safety issues and the lack of a marked pedestrian crossing.</p>

³ The four proposed "gateways" to West Swanzey Village from NH 10 would be at Winchester Street (2), California Street, and West Street. The "gateways" would have simple and attractive signing and landscaping to set it apart from other signage on NH 10.

<p>Capital Improvements Program Committee Recommendations for 2020 Capital Funding Summary and Detail Schedules, December 2019</p>	<p>This document is the most recent round of recommendations by Swanzeys Capital Improvements Committee for the capital improvement plan that spans from 2020 to 2027. The document is structured as a workbook which lists proposed projects by department scheduled from 2020 to 2027. There are a number of recommended projects that affect the NH 10 corridor. Several culvert replacements projects and repaving projects are recommended for roads adjacent to NH 10. Rail trail improvements for the Ashuelot Rail Trail are also recommended to improve bicycle and pedestrian access to West Swanzeys Village, which would affect the number of bicyclists and pedestrians along the corridor.⁴</p>
<p>Swanzy Natural Resource Inventory, 2018, pgs 1-12, 21, 26</p>	<p>Swanzyes Natural Resource Inventory notes a number of ecologically significant resources along the NH 10 corridor. The land to the west of the corridor near the Keene town line is a large swath of unfragmented land which contains important wetlands and an important link for habitat connectivity. Across NH 10, much of the land east of the road and north of West Swanzeys Village is held in private conservation by Yale University in what is known as the Yale-Toumey Forest. The Yale-Toumey Forest is also home to prime farmland soils. West Swanzeys Village and the NH 10 corridor south of the Sawyers Crossing Road intersection also lie on top of important groundwater resources for the Town.</p>
<p>Swanzy Master Plan Community Survey Data, 2020</p>	<p>Conducted as part of the 2020 Master Plan update for the Town of Swanzy, the online survey garnered 416 participants who responded to a variety of questions on land use, transportation, housing, and their experience living in Swanzy. The perceptions captured by the survey have a number of implications on the current and future use of the corridor. Of those who responded, 32% indicated that they worked in Keene, more than double the number of respondents who indicated they both lived and worked in Swanzy. Eighty-six respondents placed a lack of transportation in their top three choices of what they do not like about Swanzy. In terms of land-use, the survey captured a strong desire for additional retail development including small retail stores, restaurants and breweries. Two-thirds of respondents indicated that Swanzy should encourage multi-use developments within existing businesses and commercial zones, of which NH 10 would be considered a commercial zone for much of its length. However, respondents also indicated an aversion to density, with half of respondents indicating that Swanzy should increase building lot requirements, and two-thirds of respondents indicating that Swanzy should not encourage increased density in village centers. It is important to note that there was some demographics that were overrepresented among those who responded to the survey, particularly homeowners over the age of 55 who had lived in Swanzy for 20 or more years.</p>

⁴ Proposed projects of note include: the reconstruction of California Street, South & North Winchester Street, the east side of West Street, as well as the repaving of the west side of West Street and Westport Village Road. There are also \$50,000 worth of unspecified Cheshire & Ashuelot Trail Improvements proposed for 2024 as a match to cover TAP Grant and fundraising.

<p>Source Water Protection Plan, 2017. Pgs 16, 17, 19 - 21, 33 - 41, 47</p>	<p>Developed for the Town of Swanzey’s Drinking Water Committee, the plan addresses the need for protection of Swanzey’s crucial groundwater resources as sources for drinking water. Swanzey is identified as being unique among NH communities for not having a central municipal water system or a wellhead protection ordinance but relying on a number of small private systems and public wells drawing from a productive stratified drift aquifer. Also included in this document is a comprehensive overview of Swanzey’s water infrastructure. NH 10 is identified in the plan as being served by North Swanzey Water and Fire Precinct to the north, the West Swanzey Water Company in the vicinity of West Swanzey Village, and by several smaller systems for individual communities or neighborhoods in the southern half of the corridor. West Swanzey Village is also home to a number of public wells that provide drinking water, not part of any explicit water system. While the plan makes several recommendations for protecting Swanzey’s groundwater resources, the most impactful would be the two proposed Wellhead Protection Areas (WHPAs) for the West Swanzey Water Company and the Pines Grove Co-op system. The West Swanzey Water Company WHPA would cover an over 200-acre area extending from roughly the Swanzey and California Street Intersection to Old Leonard Farm Road/West Street. The Pines Grove Co-op WHPA would cover a 40-acre area directly south of the Co-op. If enacted in ordinance, these WHPAs would have a significant impact on the nature and level of development of those two areas along the NH 10 corridor.</p>
<p>Yale School Forests Brochure, 2004</p>	<p>This brochure was produced by the Yale School of Forestry & Environmental studies to describe the activities and policies surrounding the use of Yale School Forests. This would also apply to the Yale- Toumey Forest, which straddles NH 10 south of the Market Basket Plaza. Yale Forests are used for a variety of research and educational programs for the College of Forestry, and generally are open to the public for non-motorized uses. The Yale-Toumey Forest has been utilized by a masters-level internship program and has been the site of a number of collaborative research projects with Keene State College, Antioch University and Franklin Pierce University. The Forest is managed by students and supervised by staff and faculty.</p>
<p>Town of Swanzey Rural Fire Water Resource Plan, May 2010, pgs 4, 15</p>	<p>Prepared by the NH Rural Fire Protection Initiative for the Town of Swanzey, this document outlines the water resource sites available in Swanzey for firefighting purposes. The plan includes a map of existing water resources for fire-fighting purposes, which demonstrates the majority of water resources along NH 10 are concentrated in West Swanzey Village and at the Sawyer’s Crossing Road, Cobble Hill Road and Kempton Road intersections. There are also a number of mitigation recommendations for additional water resources, of which the NH 10 corridor at the Keene Town Line was listed as an “area of concern” for firefighting infrastructure.</p>

Corridor Area Documents	
Route 10 Job Access Reverse Commute Study, 2008	<p>The Route 10 Job Access Reverse Commute (JARC) study was completed by SWRPC in 2008 to evaluate the market and need for alternative transportation options for populations under 150% of the federal poverty level along NH 10. JARC was funded by a specific program from the Federal Transit Administration that focused on funding transportation services to employment related activities for low income people. The study found that there were significant concentrations of low-income populations along the corridor and the corridor served many commuters going to and from Keene for employment-related activities. Transportation costs were found to present a hardship for low income commuters along the corridor. In addition, Swanzey was identified as having significant employers and commuting employees into and from the community, second only to Keene. The ultimate conclusion of the study was that the NH 10 corridor was viable for a wide variety of transportation services ranging from fixed route commuter shuttles, demand response corridor paratransit service, emergency ride home services, to rideshare programs. The transportation options that could be implemented would ultimately be limited by the local funding sources available and the level of coordination reached between corridor stakeholders.</p>
Keene Master Plan, 2010, Transportation Chapter. Pgs 84-86	<p>The relevancy of Keene's 2010 Master Plan to the NH 10 corridor is how the plan addresses Keene's role as the region's transportation hub. Corridors such as NH 10 were identified as key gateways into the City which should be improved and managed to maintain the rural character of the region. The plan also highlights the need to improve and coordinate regional public transportation, including advocating for increased state and federal funding for transit. In terms of land use, the plan calls for high density commercial and industrial development along Winchester Street and south of the NH 101 traffic circle, a greater mix of uses in the Key Road area and the potential for a live/work area along NH 10 in Keene, all of which would likely affect the traffic demands for the NH 10 corridor through Swanzey.</p>

<p>Winchester Master Plan, 2017, V-4 - V-8, V-15, V-16, III-15</p>	<p>Winchester’s most recent Master Plan was adopted in 2017 and provides some important information and recommendations for the NH 10 corridor. In Winchester, NH 10 is classified as a Class I Trunk Line Highway under the state classification system, and as a Minor Arterial under the federal classification system. The northern section of NH 10 in Winchester has the highest estimated average annual daily traffic count, particularly NH 10 at the Swanzey town line and NH 10 north of Mechanic Street. In the southern half of Winchester, NH 10 near Manning Hill is identified as a high priority area for investment due to safety concerns regarding the road’s steep grades and curvy layout. In the transportation chapter of the plan, a specific recommendation is made to establish a commuter lot along the northern section of NH 10 near the Swanzey town line to encourage increased carpooling. The plan also references SWRPC’s job access reverse commute study for the NH 10 corridor as it relates to the corridor’s viability for supporting public transit. In the conclusion of the economic development chapter of the plan, NH 10 is identified as a corridor with the potential for future investments due to its high annual daily traffic count. Such investments could take the form of businesses designed to support Winchester’s natural resources.</p>
<p>Regional Documents</p>	
<p>Coordinated Community Transportation Plan for the Monadnock Region, pgs 34 - 45</p>	<p>While not a document that recommends corridor-specific projects, the Coordinated Community Transportation Plan provides important details on the Monadnock Region Coordinating Council’s role in community transportation. The plan also serves as a detailed breakdown of federal funding sources for community transportation and each funding program’s requirements. Overall, nearly all of transit funding available to the region through the Coordinating Council is through some form of Federal Transit Administration (FTA) program. Currently, FTA 5310 is used heavily in the region for purchase of service trips related to medical appointments. Home Healthcare, Hospice & Community Services (HCS) also utilizes a number of FTA programs to operate their fixed route service in Keene. With many other plans referencing the potential for passenger transit along NH 10, the coordination and funding strategies outlined in the Coordinated Community Transportation Plan would be vital for the planning and implementation of expanded transportation options along the corridor.</p>

<p>Southwest Connects, 2015, pgs 69 - 80</p>	<p><i>Southwest Connects</i> is the regional transportation plan developed by SWRPC as part of the Monadnock Region Future planning process. The plan details eight major corridors for the Southwest NH region, including NH 10 South from Keene to Winchester. The overview of NH 10 in <i>Southwest Connects</i> is extensive, and the document takes an expanded corridor approach to its analysis of NH 10, analyzing multi-modal transportation options as well as housing, economic development and demographics along the corridor. NH 10 was noted to have the highest proportion (20%) and total number of low-income populations out of the eight regional corridors identified in the plan. In addition, West Swanzey was found to have an above average proportion of single parent households, middle-aged populations, and youth 15 and under. Swanzey also had the highest number of employees commuting to Keene, more than twice the number commuting from Winchester. Because of these factors, NH 10 was identified as one of the most promising corridors in the region for passenger transit service. The route has also seen significant increases in traffic from the 2010 to 2015 period, and access management along NH 10 in West Swanzey was recognized as a challenge for the corridor.</p>
<p>Plan for Ashuelot Rail Trail, 2020 pgs 18-21</p>	<p>Completed by SWRPC in 2020, the plan is a comprehensive planning document for the trail. Similar to NH 10's role in providing vehicular access to West Swanzey Village, the Ashuelot Rail Trail provides an important corridor for pedestrians and bicyclists between West Swanzey Village and Keene and continues on to Hinsdale via Winchester. <i>The Plan for Ashuelot Rail Trail</i> also includes trail counts, quality assessment for the entire trail, a comprehensive review of guiding rail trail documents and plans, and project recommendations for the trail. There are 13 projects that are suggested for the trail within Swanzey town limits, including the installation of wayfinding signs, trail improvements, pedestrian accommodations on roadways which connect to the trail, as well as improvements on road crossings.⁵ As the trail runs through West Swanzey Village and near NH 10, these improvements would alter the overall transportation network connecting to the NH 10 corridor. In both Winchester and Keene, there are recommended projects that directly affect NH 10 including wayfinding projects and road crossings.</p>

⁵ Projects recommended within the .25-mile NH 10 study area include wayfinding signage at Riley Conservation Area and trail surface improvements at the Holbrook Avenue crossing near Woodale Avenue to the Swanzey-Winchester Town Line. Trail improvements suggested for the entire corridor include creating trail mileage markers, restoring railroad mile markers, and restoring original stone box culverts.

<p>Ashuelot Rail-Trail: The ART of Commuting, 2014 pgs. 58 - 66</p>	<p>Created as the result of a senior seminar for students at Keene State College, the study outlines the opportunities and barriers for the Ashuelot Rail Trail to serve as a potential commuter pathway for the region. The paper includes an outline of the communities served by the trail, as well as a literature review of rail trail documents and a quality index of the trail utilizing GPS technology. A bicycle traffic count was conducted for locations in Swanzey, Hinsdale and Winchester. The Swanzey location north of Sawyer’s Crossing Road demonstrated the highest per day number cyclists, and highest total bicyclists. While the trail from Keene to Swanzey was cited to be in excellent condition, trail conditions south of West Swanzey Village were highly variable. Overall, a lack of wayfinding and recognition led to extremely limited commuter activity on the trail, compounded for communities south of Swanzey by trail quality issues.</p>
<p>Comprehensive Economic Development Strategy for Southwest New Hampshire, 2015, pgs 101-106</p>	<p>While the <i>Comprehensive Economic Development Strategy for Southwest New Hampshire</i> (CEDS) does not directly reference NH 10 or any projects along the corridor in Swanzey, many of the overall goals called for in the plan would impact development along the corridor. The CEDS calls for the establishing and supporting a system of diverse transportation modes by promoting bicycle and pedestrian improvements in roadway design as a medium-term goal. Most notably, the document calls for the development of a regional public transportation system as an economic development strategy. While not addressed in the CEDS, NH 10 would be a likely corridor for service in a regional public transportation system.</p>
<p>Southwest NH Natural Resources Plan, 2015, pgs 31, 39, 40, 41, 43, 48,</p>	<p>Created as a technical component of the 2015 Monadnock Region Future Plan, the <i>Southwest NH Natural Resources Plan</i> covers a wide variety of topics from energy to wildlife corridors. The Plan also provides a number of maps of that convey important information on the NH 10 corridor in Swanzey. In terms of ecological resources, the lands west of NH 10 near the Keene town line are designated as one of the “highest ranked habitat in NH”. The plan also demonstrates the significance of the NH 10 corridor for water, sewer and aquifer resources in Swanzey. The West Swanzey Village area contains the majority of public wells along the corridor in Swanzey, and some of the only sewer infrastructure in Swanzey stretches from West Swanzey Village across NH 10 west to residential neighborhoods. A stratified drift aquifer, a valuable groundwater resource, runs under NH 10 south of the Sawyers Crossing Road intersection and through West Swanzey Village. However, there are also several points of potential groundwater contamination throughout the stratified drift aquifer. While the lands north of the Sawyers Crossing Road intersection represent some important ecological habitats, there are limited aquifer resources for public wells.</p>

<p>Southwest NH Broadband Plan, 2015, pgs 22, 25, 27</p>	<p>The <i>Southwest NH Broadband Plan</i> was created by Southwest Region Planning Commission and adopted in 2015 as part of the Monadnock Region Future planning effort. While the plan covers a wide range of topics on the forms of broadband available, levels of service and impact of broadband, a series of maps provide insight on the level of broadband service available along the NH 10 corridor in Swanzey. For the majority of the corridor, the maximum advertised speed is 50 megabits per second (Mbps), with the exception of the west side of the corridor from approximately the Ash Hill Road intersection to the North Winchester Street intersection. For that section of the corridor, the maximum advertised speed is between 25 Mbps and 50 Mbps. However, there was a broadband speed test survey as part of the planning efforts, which asked participants to test and report the download speed of their internet. On that survey, there were a number of responses in the southern half of the NH 10 corridor. Responses along the corridor ranged from over 6 Mbps to 1-3 Mbps speeds. The most common speeds along the corridor were either speeds in the 3-6 Mbps range or the 1-3 Mbps range. Generally, the plan categorizes households or businesses with download speeds under 6 Mbps to be “Underserved”, which translates to the majority of respondents along the NH 10 corridor to be classified as “Underserved”.</p>
<p>NHDOT/Statewide Documents</p>	
<p>New Hampshire State Trails Plan, 2005, pgs 33, 63-66</p>	<p>Created by NHDOT in 2005, this plan includes an inventory of state owned, abandoned rights of way in the State, as well as the summary of a public outreach process, design and construction guidelines for rail trails and summaries of rail trail planning from each of the state’s nine regional planning commissions. The plan provides an overview of the Ashuelot Rail Trail as part of its inventory. During the public outreach process of the plan, the Southwest NH session in Keene had the highest attendance, and subsequently demonstrated strong support for improving the Ashuelot and Cheshire Rail Trails. Most trail users surveyed demonstrated a preference for using trails only for non-motorized uses.</p>
<p>NH Long Range Transportation Plan, 2010, pgs 3-6,</p>	<p>The <i>Long-Range Transportation Plan</i> outlines the goals and objectives for New Hampshire’s transportation for a 20-year period from 2010 to 2030. The Plan describes a number of key initiatives for NHDOT’s approach to New Hampshire’s transportation system, many of which would serve as guiding principles for projects on NH 10. The key initiative of statewide corridor planning, for example, recommends the creation of corridor management plans for roads such as NH 10 that would cover a wide range of topics not explicitly limited to the use of the corridor as a transportation asset. Context Sensitive Solutions is another key initiative which outlines an approach to planning, design and construction that emphasizes transportation solutions that identify, promote and reinforce community values. Finally, this document outlines NHDOT’s policy of “Preservation First”, otherwise known as “keep good roads good”, which prioritizes the maintenance of roads in good to fair quality over the reconstruction of poor-quality roads.</p>

<p>NH Department of Transportation Driveway Policy, 2000, pgs 7, 15-17</p>	<p>Adopted in March of 2000, this policy dictates the driveway application process required by the NHDOT for all driveways along state highways, including NH 10. The policy outlines a general application process where a standard form is submitted to the district engineer to apply for a driveway construction permit. Additional information such as traffic or drainage studies could be required due to the nature of the driveway and is coordinated with the district engineer. The policy states that a driveway construction permit will be issued if the application and supporting information demonstrates the travelling public will be protected after the construction of the driveway. In general, 1 to 3 driveways are permitted per parcel depending on the site lines and frontage the parcel has with the state highway.</p>
<p>NH Division of Forest & Lands GIS Map Viewer https://www.nh.gov/nhdf/natural-heritage/state-forests-parks-interactive-map.htm</p>	<p>Produced by NH Division of Forest & Lands, the GIS Map Viewer is an online application that lists conservation lands throughout New Hampshire and the ownership and form of protection used to protect conservation lands. The applicability of the mapping application to the corridor is the information it provides on the Yale-Toumey Forest, a conservation area owned by Yale University which is the predominant land use for the corridor north of Sawyers Crossing Road. The map lists the lands as being held in conservation through “Fee Ownership”, which means it is held in conservation by direct land ownership instead of through a conservation easement on the deed for the land.</p>