



SWRPC

Southwest Region
Planning Commission

NH Route 101 East Corridor Virtual Meeting
Held to inform SWRPC's update to the *Southwest Connects Long Range Transportation Plan*
Wednesday December 7, 2022 6:30pm

Southwest Region Planning Commission (SWRPC) held a virtual meeting on Wednesday, December 7, 2022 at 6:30 pm focused on the NH Route 101 East Corridor. This corridor runs from Keene to Temple and also includes the Towns of Marlborough, Dublin, Harrisville, Peterborough, Sharon, Greenville, and New Ipswich. The corridor is one of eight major transportation corridors in the Southwest NH Region as depicted in the *Southwest Connects Long Range Transportation Plan*. This was the sixth meeting in a series of eight that SWRPC is holding over the next several months in 2022 and 2023. Each meeting will focus on one of the regional transportation corridors. The purpose of this meeting (and future meetings) is to share information about the corridor with local communities and to collect public input for the *Southwest Connects Long Range Transportation Plan*.

The following people attended the meeting: Christine Robidoux (Temple), Susan Peters (Dublin), Lucius Parshall (Marlborough), Christine Parshall (Marlborough), Harold Farrington (Keene), John Manning (Marlborough), and Brian Barden (Dublin)

The following information was covered and discussed (more detailed information is available by viewing the presentation at: <https://bit.ly/SWCon101E>:

- The Route 101 East Corridor is one of eight major transportation corridors in the Southwest NH Region, facilitating east-west traffic movements between Keene and Temple. In addition to Route 101, this Corridor also includes portions of Routes 31, 45, 123, 123A, 124, and 137 and non-numbered routes in Keene, Marlborough, Harrisville, Dublin, Peterborough, Greenville, Sharon, Temple and New Ipswich – the nine Towns identified as part of the Corridor. It is a highly trafficked corridor that is important for commuting, tourism, commerce, and other reasons.
- Between 2011-2020, there were 69 serious vehicle crashes on the Route 101 East Corridor. Fifty-two crashes involved a serious injury, 12 crashes involved a fatality, and five crashes involved a non-motorized fatality or non-motorized serious injury.
- Keene, Harrisville, and Peterborough have municipal complete streets policies and design guidelines to guide safety improvements for the benefit of all road users. The Towns of Marlborough and Greenville are currently working with SWRPC to develop complete streets policies.
- There are two roundabouts on Route 101 within this corridor. One is located in the Dublin Town Center. Another is located in Peterborough at River Birch Marketplace. Roundabouts improve safety by lowering vehicle speeds and eliminating cross-traffic left turns.

- Between 2012 and 2020, significant increases in traffic occurred on the Route 101 East Corridor. The most significant increase in traffic volume occurred in Temple on Route 101 at the Temple-Peterborough Town Line where there was a 30.2% increase in traffic. Other notable increases in traffic volume on the corridor occurred in Dublin on Route 101 east of Church Street (12.0%) and in Peterborough on Route 101 Peterborough-Dublin Town Line (9.9%).
- Approximately 15,364 commuters per day enter the corridor from outside towns. 8,789 people live and work on this corridor. 11,747 people live on this corridor and commute to outside towns. The top commuting destinations for residents of the Route 101 East Corridor are: Keene, Nashua, Peterborough, Manchester, and Milford.
- Although limited, this corridor contains some transportation alternatives to the personal automobile. Alternative transportation options include: transit services offered by Home Healthcare Hospice & Community Service (HCS); sidewalks, bike lanes and other pedestrian infrastructure; and a volunteer driver program operated by Community Volunteer Transportation Company (CVTC). Greyhound bus services were available on this Corridor in the past, but the service was dropped due to low ridership.
- The population of the corridor was relatively stable between 2010 and 2019. Population projections predict that the Corridor population will increase 3.7% by 2040.
- The NH Route 101 Corridor is an Electric Vehicle Alternative Fuel Corridor recognized by the Federal Highway Administration (FHWA). This distinction means FHWA will support the future buildout of electric vehicle charging infrastructure with funding made available through the Federal Bipartisan Infrastructure Bill.
- According to the US Department of Energy, there are two public electric vehicle charging stations on or directly adjacent to the Route 101 East Corridor. One is located off Grove Street in Peterborough. Another is located off Main Street in Keene.

The following safety concerns and suggestions were shared by participants at the meeting:

- Christine Robidoux of Temple commented that intersection of Route 101 and Route 45 in Temple is a dangerous intersection. Route 101 was recently narrowed in this area, making it difficult to turn safely.
- Ms. Robidoux also commented that vehicle speed is a concern on Route 45 and West Road in Temple as well as in the Temple Village Center. At a recent Temple planning charrette, traffic calming and improved signage were discussed as possible solutions to address vehicle speed.
- Lucius and Christine Parshall of Marlborough, who attended the meeting together, commented that conditions for bicyclists and pedestrians on Route 101 in Marlborough are dangerous. Although Downtown Keene and Downtown Marlborough are only a short distance apart, it is very difficult to travel between these locations without a car.
- Susan Peters of Dublin commented that bicycling conditions on the corridor between Keene and Dublin are dangerous.
- Ms. Peters also commented that vehicle speed is a major factor impacting pedestrian and bicycle safety on the Corridor. Improving signage is a possible solution to addressing this problem. Ms. Peters would like to have safer conditions on the Corridor to facilitate bicycling between Keene and Peterborough.
- Mr. Parshall also commented that there is excessive vehicle speed on Route 101 in downtown Marlborough. He stated that a rotary at the intersection of Routes 101 and 124 and other traffic

calming features, similar to those on Route 101 in Dublin, would be a potential solution to this problem.

- Ms. Peters also commented that there is excessive vehicle speed in Dublin on Route 101 on the hill west of the intersection of Routes 101 and 137.
- Brian Barden commented that the intersection of Routes 101 and 137 is dangerous and that there have been three vehicle crashes within recent months.
- Ms. Robidoux also commented that the bridge construction project at the junction of Route 101 and 202 in Peterborough is hazardous because vehicles approach the construction at high speeds coming from the east.

No concerns and suggestions were shared by participants at the meeting about resiliency to natural disasters and human-caused hazards on the corridor.

The following concerns and suggestions were shared by participants at the meeting about transportation options in the corridor.

- Lucius Parshall stated that improved public transit on the corridor would improve bicycle and pedestrian safety by reducing the number of cars on the road.
- Susan Peters commented that on-going work to expand and develop transit services on the Corridor, including the microtransit feasibility study, should include outlying towns, in addition to Keene.
- Christine Robidoux commented that Temple should also be considered in the expansion and development of transit services. Young people and non-drivers living in Temple cannot access jobs and after school activities in Peterborough without transit services.

The following concerns and suggestions were shared by participants at the meeting about transportation infrastructure in the corridor.

- Christine Robidoux commented that she is not aware of demand for electric vehicle (EV) charging stations in Temple. The Temple Renewable Energy Task Force investigated installing an EV charging station and found it to be cost prohibitive.
- Susan Peters commented that the Energy Committee in Dublin has not heard from community members that there is a demand for EV charging stations.
- Ms. Robidoux also commented that a State-owned parcel near the NH DOT patrol shed on Route 101 in Temple would be a suitable location for an EV Charging station.
- Brian Barden commented that Peterborough or the intersection of Routes 101 and 137 in Dublin would be a good location for an EV charging station.
- Mr. Barden also commented that a section of Route 101 in Keene has been nominated for the NH DOT 10-Year Plan for improvements starting 0.4 miles east of Optical Ave to the Marlborough-Keene Town line.
- Mr. Barden also commented that improvements to Route 101 in Dublin near Dublin Lake will be difficult to accomplish due to a narrow road right of way, rock ledge and shallow bedrock.

The following concerns and suggestions were shared by participants at the meeting about other topics in the corridor.

- Susan Peters commented that vehicle noise is an issue on Route 101.