



Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

**Transportation
Advisory Committee**

Transportation Advisory Committee

**March 4, 2024
2:00 p.m.**

**Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH**

Kendall Lane, Chair
Keene

Frank Sterling, Vice Chair
Jaffrey

Susan Ashworth
HCS Community Services

Brian Barden
Dublin

Sara Carbonneau
Winchester

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzey

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Jesse Rounds
Keene

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

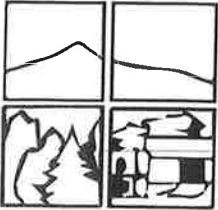
John Kallfelz
NHDOT District 4

and

Lucy St. John
*NHDOT Bureau of
Planning & Community
Assistance*

Agenda

- I. Welcome and Introductions
- II. Minutes of January 8, 2024
- III. Transportation Program Updates
- IV. Presentation: NHDOT Highway Safety Activities
- V. Other Matters
- VI. Next Meeting: May 6, 2024
- VII. Adjourn



Southwest Region Planning Commission
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Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

January 8, 2024

Present: Kendall Lane, Chair, *Keene*; Frank Sterling, Vice Chair, *Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Leslie Casey, *Town of Sullivan*; John Kallfelz, *New Hampshire Department of Transportation District 4 (NHDOT)*; Lucy St. John, *Bureau of Planning & Community Assistance (NHDOT)*; Alfred "Gus" Lerandeau, *Town of Swanzey*; Cheryl Mayberry, *Town of Walpole*; Leandra MacDonald, *Town of Peterborough*.

Staff members present: Tim Murphy, *Executive Director*; J. B. Mack, *Assistant Director*; Jack Ahern, *Associate Planner*.

Guests: Don Lussier, *City of Keene*; Michael Branley, *Town of Swanzey*; Brent Rusnock, *City of Keene*; Dave Smith, *NHDOT (remote)*.

I. Welcome and Introductions

Chair Kendall Lane called the meeting to order at 2:00 p.m., welcomed those in attendance, and asked for introductions from attendees.

II. Minutes of November 6, 2023

Motion: To approve the minutes of November 6, 2023 as presented.

Motion by Sara Carbonneau, seconded by Gus Lerandeau. Approved by unanimous vote.

III. Transportation Program Updates

J. B. Mack referred TAC members to the Transportation Program Updates memo that was included in the agenda packet. He explained that SWRPC had received four proposals from engineering firms in response to the Request for Qualifications (RfQ) for on-call engineering services to assist SWRPC in evaluating Ten Year Transportation Improvement Plan (TYP) project nominations and help municipalities develop project concepts and cost estimates for other programs. He then provided an overview of the process by which SWRPC would review the proposals and make a selection.

J. B. Mack provided an update on developments in the Monadnock Alliance for Sustainable Transportation (MAST) 2023 Complete Streets Implementation Grant program. He explained that the MAST Steering Committee provided awards as follows:

- Town of Marlborough: to construct pedestrian infrastructure improvements on Route 101 including the installation of a rectangular rapid flashing feacon and crosswalk.
- Town of Swanzey: to address gaps in sidewalk and crosswalk infrastructure in West Swanzey.
- Towns of Alstead, Antrim and Temple: to develop municipal complete streets policies.

Chairman Lane asked about the handout that was attached as a reference to the November 6, 2023 minutes comparing Southwest NH projects in the 2023-2032 Ten Year Transportation Improvement Plan (TYP) with the draft 2025-2034 TYP released for the Governor's Advisory Commission on Intermodal Transportation (GACIT) public hearings. He observed that a majority of projects shown on the list appear to be pushed back by 1 or 2 years. He asked if there was a reason for these delays and if this issue was disproportionately affecting the Southwest NH Region or was occurring statewide. J. B. Mack responded that the causes of the delays tend to be on a case-by-case basis. He cited the Hinsdale, NH – Brattleboro, VT (12210D) project as an example of how obtaining right-of-way for Hinsdale, NH -Brattleboro, VT (12210C) resulted in a delay to that project. He also noted that the construction company working on the project had faced a workforce shortage and had trouble hiring new workers for the job. John Kallfelz noted that the right-of-way issue had held Project 12210C up for over a year, but that it had since been resolved. J. B. Mack also referenced Keene-Swanzey (40666) as an example of public engagement taking longer than expected and causing overall project delay. Lucy St. John stated that there are many reasons for the postponements and that she does not believe the issue is unique to the Southwest Region. Frank Sterling said he is not aware of what is causing the Jaffrey (16307) project to extend to three construction years, but that he is concerned that the longer it takes, the more expensive it will become. J. B. Mack and Lucy St. John offered to look into more specific information about project delays associated with the other projects on the list and report back to the TAC.

IV. Keene-Swanzey Project #40666

J. B. Mack introduced Don Lussier, Keene's City Engineer, who gave a presentation (Attachment #1) on the Keene-Swanzey 40666 project to reconstruct Route 10/Winchester Street/West Swanzey Road from the existing roundabout on NH Route 101 south to the traffic lights at the entrance of the Market Basket plaza. Don Lussier explained that this is a joint project between Keene, Swanzey and NHDOT. He stated that much of the engineering study phase is complete and the report would be submitted by the end of the month. The project team held listening sessions in Keene and Swanzey and met with the City of Keene City Council and Town of Swanzey Select Board to confirm a preferred alternative.

Don Lussier went on to clarify the purpose and need for the project. A primary objective is to create a complete street and make the roadway amenable to pedestrian activity. It will also address congestion caused by turning movement conflicts stemming from traffic from side streets and parking lots. He noted that the bridge across Ash Swamp Brook needs to be replaced and widened and is part of the project. He noted that participants of the listening sessions highlighted the need for safer pedestrian accommodations on the corridor as well as the issue of speeding in the area.

Don Lussier reported on the results of a traffic study that was conducted to understand current and projected traffic conditions associated with the project. Traffic counts and turning movement counts were conducted along the corridor and a land use analysis was conducted on Krif Road to determine the likelihood of additional development and traffic generation. Based on NHDOT's projections, most of the project area will require 2 lanes in each direction to manage the projected traffic levels until 2045. The proposed action is to reconstruct the corridor into a 4-lane street with a raised center median from the NH Route 101 roundabout to Matthews Road. The median will prevent left-turning traffic from delaying traffic. Over this stretch of highway, the plan is to include a sidewalk on the west side of the corridor and bike lanes on both sides of the corridor. Two new roundabouts are proposed including one at the intersection of Krif Road and another at the intersection of Matthews Road and Magnolia Way. The roundabouts will provide

motorists with the opportunity to reach destinations on the opposite side of the street since a center median will prevent left turns. South of the Matthews Road/Magnolia Way roundabout, the roadway will consist of 2 traffic lanes with a third center turning lane, bike lanes on both sides and sidewalks on both sides from the Market Basket entrance to Lucinda Terrace. The existing traffic light at the entrance to the Market Basket plaza will remain in place.

J. B. Mack asked if feedback has been received from the numerous merchants located along the corridor. Don Lussier said that the project steering committee advising Keene, Swanzey and NHDOT had a good deal of business representation. He mentioned that some parties had concerns and that the project was not unanimously supported, but this was the plan the City Council had chosen to pursue.

Michael Branley spoke on behalf of the Town of Swanzey and stated that their main priority for the project is pedestrian improvements. The traffic light in front of Market Basket would remain there because it works well for managing traffic and could provide a traffic buffer for the roundabouts further up the street.

Don Lussier announced that construction was currently scheduled for 2025 but would realistically take place in 2026. He stated that there are some right-of-way issues to overcome due to the fact that the project area touches about 50 individual parcels.

Chairman Lane asked if the raised median that restricts left turns would be implemented along the entire stretch of the roadway or just in the northern section. Don Lussier answered that it will extend from the existing roundabout to the newly proposed one at Matthews Road, but not through the southern section to Market Basket. Chairman Lane asked if the project is encountering any issues with wetland or floodplain restrictions. Don Lussier replied that there are a few but not enough to require mitigation at this stage. Chairman Lane then asked if Don Lussier was able to provide some of the traffic count numbers that had been collected. Don Lussier said that peak hour traffic was close to 1,000 vehicles an hour, and that the engineering study would be published soon which would provide that data in greater detail. Leandra MacDonald inquired about the inclusion of a crosswalk at the Market Basket traffic lights, to which Don answered that there will be.

V. Keene Project #41590 and the Transportation Heritage Trail Project

J. B. Mack introduced the Keene #41590 project, which involves the reconstruction of Route 101 from the intersection with Optical Avenue east to Branch Road, and the inclusion of the City of Keene's project #43737 to construct the Transportation Heritage Trail that is proposed to close the gap in the Cheshire Rail Trail between Eastern Avenue and Swanzey.

Don Lussier provided TAC members with a presentation on the proposed Transportation Heritage Trail (THT) (Attachment #2). He explained that a request to expand the scope of the Keene-Swanzey #41590 project to include the THT has recently been submitted. The project is in the preliminary design phase and includes extending the existing rail trail 4,100 feet from Eastern Avenue to Route 101 followed by the installation of the Prowse Bridge over Route 101 to connect with the existing Stone Arch Bridge. Don Lussier informed the TAC that the City aimed to take advantage of the opportunity to combine the projects to speed-up the implementation process and prevent an extended period of construction on the roadway. Addressing pedestrian and bicycle safety and expanding connectivity and access are the shared goals for each project. The total cost to construct the Prowse Bridge is projected to be \$3.99 million and the City is exploring potential funding sources.

J. B. Mack introduced Dave Smith, Project Manager of Project #41590, to speak about NHDOT's perspective about incorporating the THT into the NH 101 project. Dave Smith summarized the purpose and needs and scope of work concepts for Project #41590 project and stated that NHDOT is committed to

working with the City of Keene and will exclude any project activities that would make the installation of the Prowse Bridge unfeasible. He noted that NHDOT is in the process of developing a response to the City of Keene re: its request to include the THT in the NH 101 project.

Chairman Lane asked if the decision to combine the projects will be up to GACIT. Don Lussier replied that they had drafted their proposal after GACIT had last met, so it will be up to the New Hampshire Legislature. Leandra MacDonald asked about extending safety railings from the Prowse Bridge onto the Stone Arch Bridge which currently has none. Don Lussier noted that safety improvements to the Stone Arch Bridge will be necessary before it can be used for the intended purposes and that there is a plan in place to include safety railings.

VI. Other Matters

No other matters were brought before the TAC at this time.

VII. Next Meeting: March 4, 2024

J. B. Mack announced that the next meeting of TAC is scheduled for March 4, 2024 at 2:00 p.m.

VIII. Adjourn

The meeting adjourned at 2:51 p.m.

Respectfully submitted,

Jack Ahern
Associate Planner



Lower Winchester Street Reconstruction Project

SWRPC PRESENTATION -
TRANSPORTATION ADVISORY COMMITTEE

JANUARY 8, 2024

1

Project Overview



2

Project Status

Completed Tasks

- Steering Committee
- Public Process > Listening Sessions
- Develop Purpose and Need
- Resource Identification
- Traffic Evaluation
- Alternatives Development
- Proposed Action


PROJECT LISTENING SESSION

The City of Keene and Town of Swanzey are conducting a corridor study of the Winchester Street (Route 10) Corridor from the existing Roundabout at Route 101 in Keene to the Market Basket entrance in Swanzey.

Listening Sessions are to be held in both communities to provide a forum for residents, business owners, and commuters to express their concerns and influence the future vision for the corridor. The meeting will consist of a brief presentation to be followed with small group discussions focused on the current problems and opportunities along the corridor.

WHAT: Project Listening Session **PUBLIC INVITED**

WHEN:	Tuesday, October 18, 2022 6:00 p.m.	Tuesday, October 25, 2022 6:00 p.m.
WHERE:	Whitcomb Hall 17 Main Street Swanzey, NH	Keene Public Library (Cohen Hall) 60 Winter Street Keene, NH
WHO:	YOU! Residents, Business Owners, Commuters, Local Officials	



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Project Purpose & Need

PURPOSE

The purpose of the project is to provide a Complete Street that addresses daily congestion and side street queueing that occurs along the Lower Winchester Street corridor from the Route 101 Roundabout in Keene to the Market Basket driveway in Swanzey. Improving aesthetics, access and safety for all users are essential goals of the project. The project will address deficiencies on the bridge that carries Winchester Street over Ash Swamp Brook.

4

Project Purpose & Need

NEED

- The high volume of turning traffic at the intersections and driveways along Winchester Street causes excessive queues and delay.
- Delays accessing Winchester Street lead to unsafe behavior with near miss collisions.
- Pedestrian and Bicycle facilities do not exist along the corridor.
- Poor Aesthetics with no green space along the corridor.

1/2

5

Project Purpose & Need

NEED

- Excessive speed for those travelling to and from West Swanzey Road.
- The trail/snowmobile crossing is unsafe for its users due to poor signage.
- The Ash Swamp Brook Bridge is on the State's "Red-list", is too narrow, and has sub-standard bridge and approach railings.

2/2

6

Traffic Evaluation

- Existing Traffic Counts – October 2022
 - Peak Hour Counts (AM/PM/SAT) at 12 Intersections
 - 24-Hour Counts at 2 Winchester Street Locations
 - 24-Hour Count on Matthews Road
- Established Base Year 2023 Peak Hour Volumes

1/2



7

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Traffic Evaluation

- Determined Anticipated Growth
- Established Design Year 2045 Peak Hour Volumes
- Volumes on Winchester Street projected to increase between 20% and 30%
- Conducted Traffic Analysis using 2045 Volumes

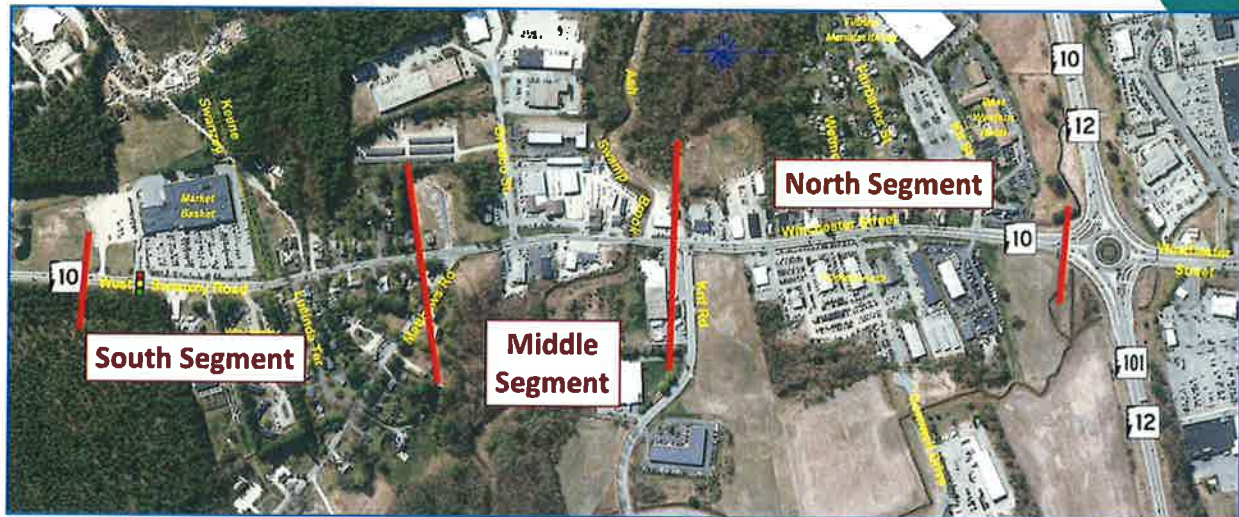
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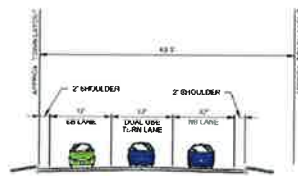
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Alternatives Development

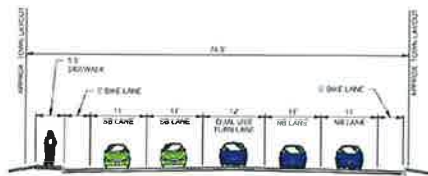


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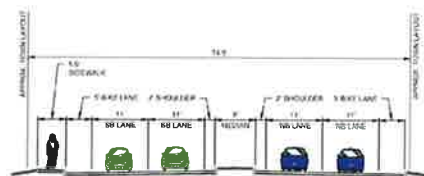
North Segment Corridor Alternatives



Existing 3-Lane Section North of Krif Road



Proposed 5-Lane Section With Center Turn Lane North of Krif Road

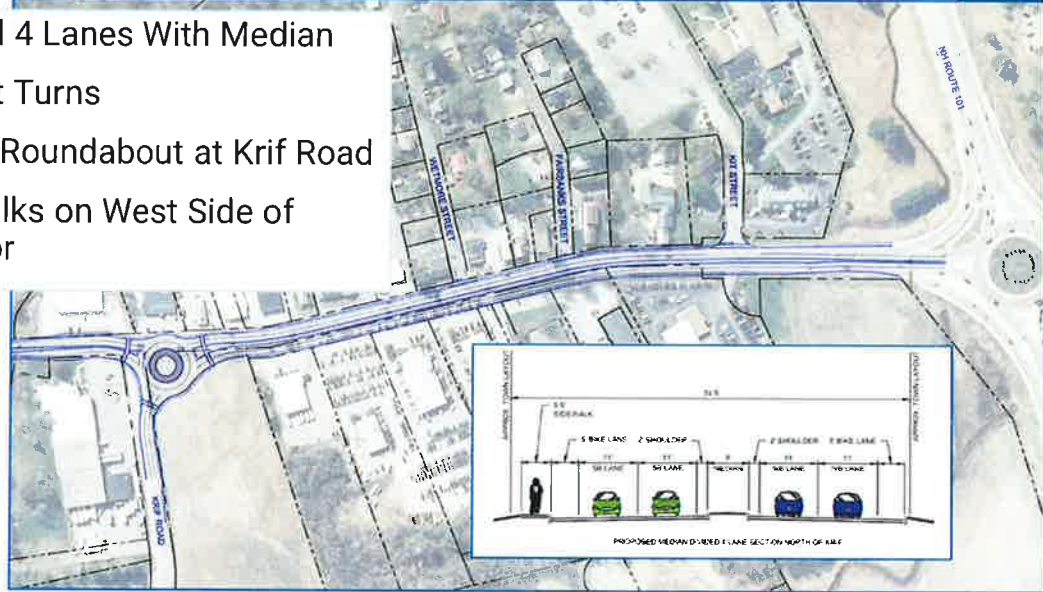


Proposed Median Divided 4-Lane Section North of Krif Road

10

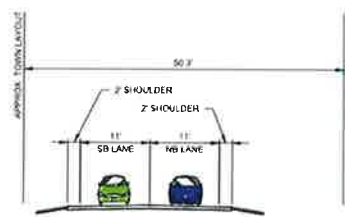
North Segment Proposed Action

- Divided 4 Lanes With Median
- No Left Turns
- Hybrid Roundabout at Krif Road
- Sidewalks on West Side of Corridor

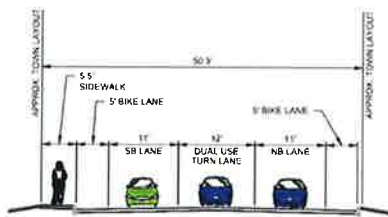


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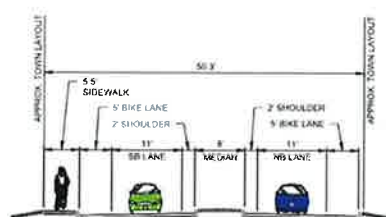
Middle Segment Corridor Alternatives



Existing 2-Lane Section
Mathews Road to Krif Road



Proposed 3-Lane Section With Center Turn Lane
Mathews Road to Krif Road

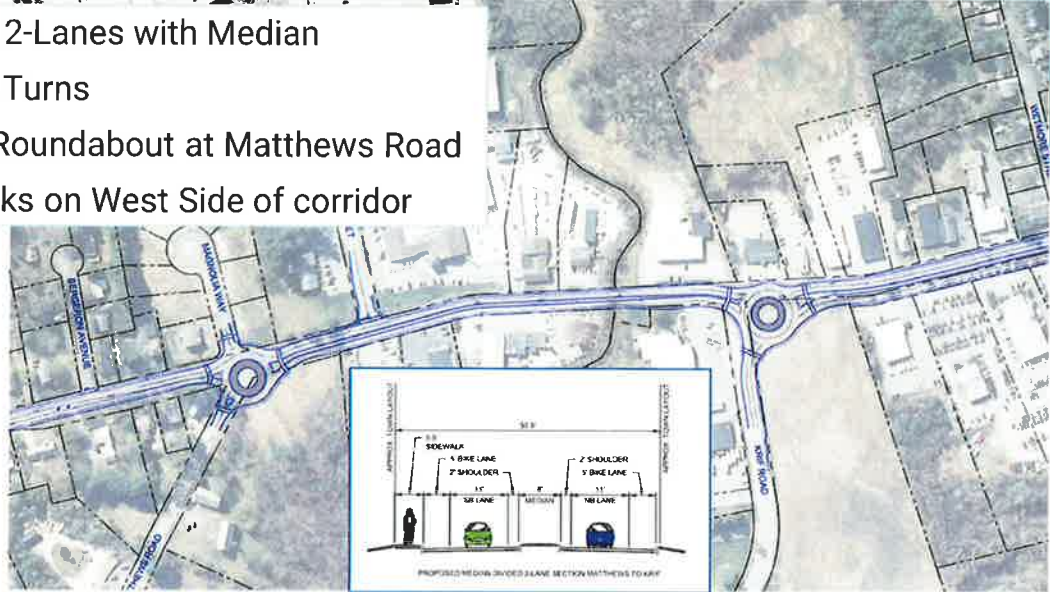


Proposed Median Divided 2-Lane
Section Mathews Road to Krif Road

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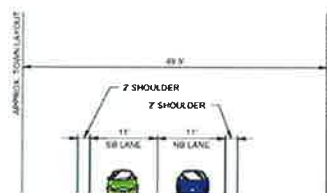
Middle Segment Proposed Action

- Divided 2-Lanes with Median
- No Left Turns
- Hybrid Roundabout at Matthews Road
- Sidewalks on West Side of corridor

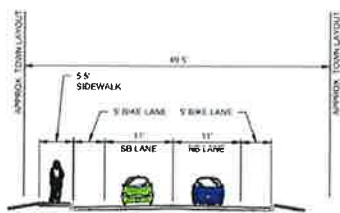


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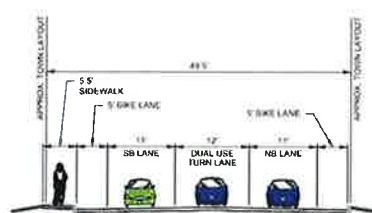
South Segment Corridor Alternatives



Existing 2-Lane Section
South of Matthews Road



Proposed 2-Lane Section
South of Matthew Road

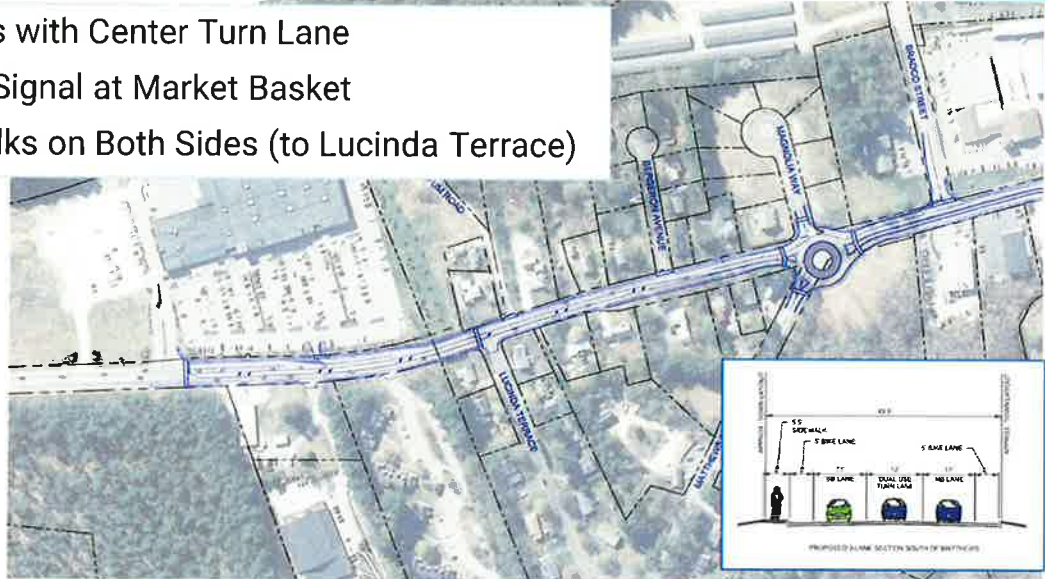


Proposed 3-Lane Section with
Center Turn Lane South of Matthews Road

14

South Segment Proposed Action

- 2-Lanes with Center Turn Lane
- Retain Signal at Market Basket
- Sidewalks on Both Sides (to Lucinda Terrace)



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Next Steps

2024 January	Submit Project Engineering Study Report
2024 Jan/Feb	NHDOT Review & Approval of Engineering Study
2024 Feb/Dec	Detailed Engineering Design
2025	Right of Way Acquisition
2026 January	Advertise
2026 Spring	Begin Construction

16

Donald Lussier, PE

CITY ENGINEER

(603) 352-6550

dlussier@KeeneNH.gov

Project Info: **KeeneNH.gov**



Thank You



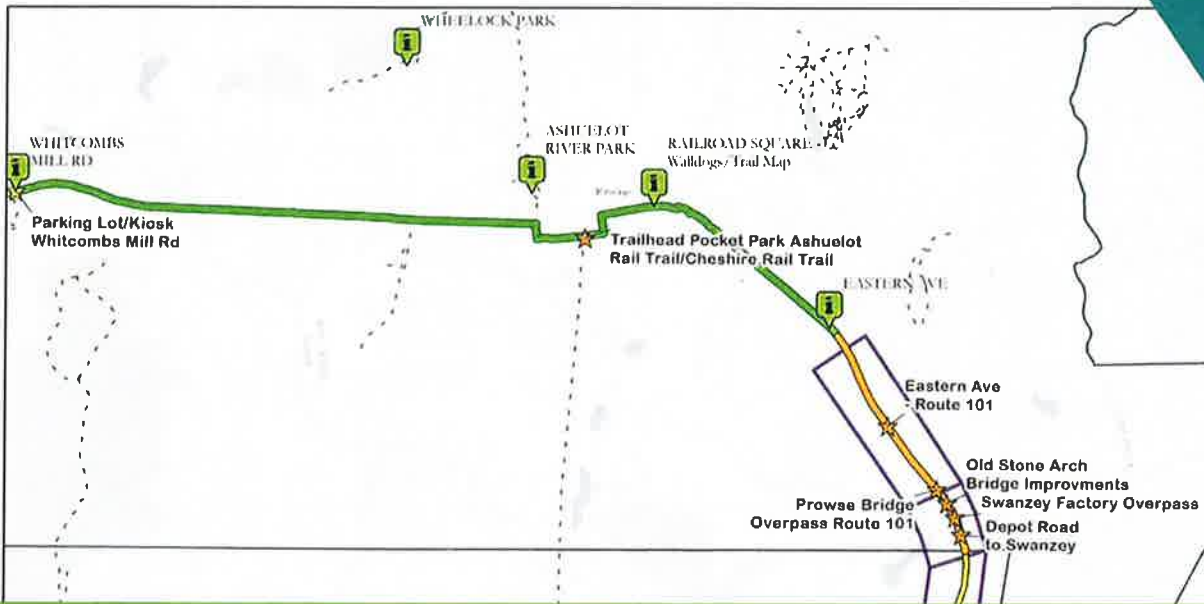
Keene #41590 & #43737

Reconstruction of Rt. 101 and the
Transportation Heritage Trail

January 8, 2024

1

Transportation Heritage Trail



2

Transportation Heritage Trail

- Currently in Engineering Study Phase
- 4,100 linear feet of trail
- Connections to Chapman and Marlboro



3

The Ask:



4

Estimated Project Cost

Prowse Bridge

\$2.63 M

"All – In Cost"

\$ 3.99 M



5

Funding Options

- Additional allocations from Regional funds



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Funding Options

- ~~Additional allocations from Regional funds~~
- Federal Grant funds (e.g., TAP, CMAQ, etc.)
- Congressionally Directed Funds



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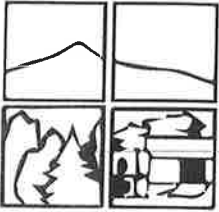
Thank You



Don Lussier, P.E.
City Engineer
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Brett Rusnock, P.E.
Infrastructure Project Manager
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Agenda Item III

Date: March 4, 2024
To: Transportation Advisory Committee
From: Staff

RE: Transportation Program Updates

Background

Several transportation-related items of interest are summarized below. These items can be discussed further at the March 4th meeting.

- a. Draft Ten Year Transportation Improvement Plan (TYP), 2025-2034: On January 11th, Governor Sununu submitted his recommendations for the draft 2025-2034 TYP to the NH Legislature. The Governor's recommendations didn't change funding levels or schedules for any regional priority projects located in Southwest NH as published in the GACIT draft 2025-2034 TYP. One addition recommended by the Governor is to use \$2.2 million of NH's future federal Congestion Mitigation Air Quality apportionments as a source of funding to maintain mobility management services across the State. At the time of writing, the draft 2025-2034 TYP is before the NH House of Representatives' Public Works and Highways Committee as HB2024. SWRPC staff attended the Committee's hearing on the bill on February 14th.
- b. On-Call Engineering Services: With assistance from an ad hoc review team, SWRPC recently completed its process ranking four firms that had applied to provide on-call engineering services to support transportation planning efforts throughout the SWRPC Region during fiscal years 2024 and 2025. The process involved reviewing and scoring firms' Statements of Qualifications, shortlisting and inviting two firms for interviews, checking references and finalizing rankings. SWRPC is currently negotiating a contract with the top-ranked firm, and staff expect to finalize the contract in the coming weeks.
- c. Planning for an Improved Southwest NH Transit System: An advisory task force kick-off meeting was held on January 25th with 16 in attendance. Meeting participants included representatives of municipalities, transportation providers, hospitals, human service agencies and NHDOT. The kick-off meeting featured an overview of the project, which is an effort to explore opportunities for an existing or new entity to manage or sponsor a "next generation" regional transit system that would be implemented in phases over time based on service design concepts recommended in a 2022 transit feasibility study. In addition to providing an overview of the project scope and the purpose of the advisory task force, SWRPC presented information summarizing research SWRPC has conducted to understand the pros and cons of different transit organization types (e.g. regional transit districts, nonprofit-administered, county-administered, etc.). With support from an ad hoc review team, SWRPC is currently undergoing the process of selecting a project consultant to assist with the project.

- d. Monadnock Regional Coordinating Council (MRCC) and Mobility Management: Through their partnership on the State Coordinating Council (SCC), the NH Departments of Transportation and Health and Human Services made available nearly \$1 million in funding to provide full-time mobility management services and improve community transportation services in the Monadnock Region. The MRCC used the funding to significantly expand both membership and transportation services in the Monadnock Region during the past two years. As a result of its efforts, the MRCC increased the number of public transportation trips provided during FY2023 as compared to FY2022 by nearly 100%. Frank Dobisky, Sales Manager for Thomas Transportation and the MRCC Chair, summed up the outcomes of the MRCC's work in a statement he provided for the soon to be published SCC Statewide Report: "With additional financial and operational resources from the SCC and its partners, the MRCC experienced a doubling of both ridership and membership during the past two years. This shows that when additional resources are brought to bear, more partners are willing to come to the MRCC table in the interest of creating a more robust community transportation network for the region's residents."
- e. University of New Hampshire Local Technical Assistance Program: The University of New Hampshire (UNH) offers a wide range of training opportunities designed to assist municipalities interested in maintaining and managing their road networks. On February 28th, UNH offered "Intro to SADES for Local Road Agencies," a program designed to help municipalities get started in asset management related to culverts, sidewalks and pavements. Training related to various assessments will be offered later this spring (bit.ly/3TaKVO6). On April 2nd, the Town of Peterborough and UNH will host "Pavement Maintenance 101" from 8:00 a.m. to 2:00 p.m. in Peterborough. The course was designed for municipal administrators and elected officials, municipal highway and public works department staff, and other highway practitioners that make decisions and day-to-day recommendations on road network management. There is a \$60 cost to participate. However, any interested municipality should contact UNH if financial assistance is a barrier to participating. For more details, visit bit.ly/3T8REI4. To learn more about SWRPC's own services related to pavement maintenance and preservation, visit swrpc.org/rsms.
- f. Technical Assistance Provided to Home Healthcare, Hospice, and Community Services (HCS): Over the past several months, SWRPC has continued their strong partnership with HCS by providing technical assistance on several fronts. On January 1, 2024, HCS launched updated routes for their City Express fixed route service. SWRPC developed new map materials to help HCS market their new routes and keep their ridership informed. Currently, SWRPC has been working with HCS to develop their updated General Transit Feed Specification (GTFS). GTFS refers to a standardized data format which all transit agencies are required to maintain. Publishing a GTFS data set allows individuals to access transit information through route planning applications, such as Google Maps, Waze and others. Efforts to maintain a GTFS dataset for the City Express will continue to help users more easily navigate the City of Keene using the fixed route system.

In addition to the above, SWRPC staff and TAC members may suggest other transportation-related updates during the March 4th meeting.

Recommendation

For your information.



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Agenda Item IV

Date: March 4, 2024
To: Transportation Advisory Committee
From: Staff
RE: Presentation: NHDOT Highway Safety Activities

Background

NHDOT Traffic Safety Engineer, Bill Lambert, will visit the TAC on March 4th to share information about several state highway safety related activities. One of Mr. Lambert's main responsibilities is overseeing the federally mandated Highway Safety Improvement Program (HSIP). The overall purpose of the HSIP is to achieve a significant reduction in fatalities and serious injuries on all public roads through the implementation of highway safety improvement projects. This includes infrastructure-related projects, selected and justified by proven data-driven approaches. All highway safety improvement projects should be chosen and implemented with the goal of reducing fatalities and serious injuries on public roads. More information about NHDOT's HSIP is available at <https://www.dot.nh.gov/about-nh-dot/divisions-bureaus-districts/highway-design/highway-safety-improvement-program-hsip>.

Mr. Lambert has been invited to present, among other highway safety activities, information about New Hampshire's recently completed Vulnerable Road User Safety Assessment and discuss a pending project involving installation of rumble strips on NH Route 12 throughout the entire SWRPC Region.

Recommendation

For your information.