TRANSPORTATION

For the Town of Hillsborough

A safe and efficient transportation network is an essential component for the development of a well-functioning and accessible community. Land-use and transportation are inextricably linked. Informed and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community while achieving and enhancing community goals. Hillsborough's transportation system and its connections to the regional and state network provide access to the goods and services that residents and commerce require. It plays a large role in the development of the Town, and in defining the Town's character. With all future development, balancing the desires of residents to maintain Hillsborough's rural character with the increasing demand on the transportation system will be vital to the Town's future.

The existing transportation network has a profound influence on the location and development of land use throughout the Town. Development trends in Hillsborough have traditionally been influenced by NH 9/US 202. The Town's centralized village core, Osram Sylvania and the commercial strip located along Old Route NH 9 (Henniker Street/West Main Street/NH 149) has long defined the economic commercial/industrial base of the community. The low density residential and undeveloped areas north of NH 202 and south of the Contoocook River give the Town a distinctive rural character. These natural boundaries and current zones should work to maintain the rural character of the majority of the Town.

All land use activities, regardless of scale or type require access to adequate transportation routes and are most likely to locate where access is the easiest and least costly. Due to the financial commitment required for the improvement and maintenance of an adequate transportation system 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, while also enabling the Town of Hillsborough to fully participate in all levels of transportation planning - local, regional, state and federal.

OBJECTIVES OF THE CHAPTER

OBJECTIVE 1
Develop a program to maintain and enhance local roads.

OBJECTIVE 2
Work with the New Hampshire Department of Transportation to ensure that state maintained roadways and bridges within the Town of Hillsborough are adequately maintained, are safe and reliable, and will achieve a reasonable service life.

OBJECTIVE 3
Establish a set of guidelines and policies to be used by the Planning Board when considering new development that may impact state and local roads.

OBJECTIVE 4
Create a transportation system that safely supports all users including a pedestrian and bicycle system that allows for safe, efficient and reliable foot and bike traffic.

OBJECTIVE 5
Enhance the economic vitality of downtown through transportation and streetscape improvements. Monitor and expand parking as appropriate in the Central Business District to assist current businesses and spur economic development.

OBJECTIVE 6
Leverage the town's scenic roads and trail networks to encourage all season tourism, preserve history, and maintain its rural character.

OBJECTIVE 7
Promote transportation solutions for those individuals without access to an automobile.

HILLSBOROUGH VISIONING SESSION

Input received at the Hillsborough Visioning Session is similar to that received in the Community Survey. The intersection of NH 9, NH 31, and 2nd New Hampshire Turnpike and the intersection of NH 9 and West Main Street were identified as locations of concern due to their potential for serious, injury producing accidents. It was also noted by participants that the largest number of accidents in the community were located along Old Route 9 (Henniker Street, West Main Street, NH 149).

Downtown parking was a concern raised by many participants. Several participants were of the opinion that there was not sufficient parking along West Main Street. A desire for to have a continuous sidewalk from one end of the Town to the other (Old Route 9) which is safe and maintained in the winter was expressed.

COMMUNITY SURVEY RESULTS

A number of questions related to the transportation network were asked in the Community Survey. Respondents to the survey voiced concerns regarding several intersections, notably the NH 9/NH 31 intersection and the NH 9/West Main Street intersections and the condition of road segments throughout Town. In particular NH 149 (W. Main Street), NH 31, Center Road, Henniker Street, Old Henniker Road, School Street and East Washington Road were mentioned as those most needing improvement in Town. Many respondents also mentioned the need for sidewalks particularly on West Main Street and Henniker Street.

Support was shown for the addition of bike lanes when appropriate, and there was support for the encouragement of public transportation links to neighboring communities.

WHAT WE HEARD…

"Create parking and walking space."

"Need to improve crosswalks & signage."

"Exiting Rt. 31 onto Rt. 9 is often difficult and dangerous."

"Would be nice to have a bus terminal in Town for work, shopping, etc."

"We should have safe sidewalks from downtown all the way to the intersection of 202 and West Main at McDonald's."

Community Survey Question 29:
Are you concerned with any of these intersections?

Q. 29	Total	Percentage
Municipal Dr. & West Main Street	38	24.1%
NH Route 9 & West Main Street	55	34.8%
NH Route 9 & 31	86	54.4%
Central Square	44	27.9%
NH Route 149 & Mill Street	51	32.3%
Other	18	11.4%
Total	158	100.0%

Community Survey Question 32:
Do you support the addition of bike lanes on local roads when appropriate?

Q. 32	Total	Percentage
Yes	169	57.1%
No	79	36.7%
No opinion	48	16.2%
Total	296	100.0%

Community Survey Question 33:
Should the Town encourage development of links to public transportation to area towns and cities?

Q. 33	Total	Percentage
Yes	202	68.2%
No	43	14.5%
No opinion	51	17.3%
Total	296	100.0%

Community Survey Question 34:
Are you a senior or a person with a disability in need of a ride for basic and/or essential services such as shopping or medical appointments?

Q. 34	Total	Percentage
Yes	12	4.1%
No	279	95.9%
Total	291	100.0%

Community Survey Question 16:
Do you feel that the availability of parking in the Central Square area is a concern?

Q. 16	Total	Percentage
Yes	226	70.2%
No	71	22.0%
No opinion	25	7.8%
Total	322	100.0%

Community Survey Question 30:
Please identify any segments of roads where you feel sidewalks/pathways should be built:

Q. 30	Total	Percentage
West Main Street	80	N/A
Henniker Street	27	N/A
School Street	20	N/A

COMMON THEMES

There are some common themes that emerged from the community's comments on transportation and include:

- → *Continue to increase the safety of roadways and intersections throughout Town.*
- → *Support for the installation of sidewalks and crosswalks along West Main Street and the downtown area.*
- → *Increase the availability of parking in the Central Square area.*
- → *Investigate a link to public transportation systems, including access to Concord, Manchester, and other nearby communities.*

TRANSPORTATION VISION STATEMENT

"Promote the improvement of public roads in Hillsborough; encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods, and services within Hillsborough and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner."

EXISTING TRANSPORTATION NETWORK

A key component in planning for future transportation improvements in a community is to carry out a complete inventory of the existing transportation infrastructure serving the Town. As previously mentioned, Hillsborough's transportation network is dominated by US 202 and NH 9; however, there are a number of different types of roads existent in the Town which are equally important to the overall transportation network.

HIGHWAY CLASSIFICATION

The State Aid classification system, which is identified by NH RSA 229:5 and 229:231, establishes responsibility for construction, reconstruction, and maintenance as well as eligibility for use of State Aid funds. This classification system also provides a basic hierarchy of roadways.

Of the seven possible state classifications, Hillsborough's roads fall into four of these: Class I, Class II, Class V, Class VI and private roads (see ***Map 7.1: Legislative Classification***). The "State Legislative Class of Roads in Hillsborough" table (Table 7.2) displays roadway mileage by classification. Hillsborough's road system is typical of most New Hampshire towns, in that the most mileage is accounted for by Class V roads. Emerald Lake Village District is responsible for almost ten (10) miles of roadway that are categorized as Private in the Table 7.2.

CLASS I TRUNK LANE HIGHWAYS

Class I highways consists of all existing or proposed highways on the primary state highway system, excepting all portions of the highways within the compact sections of cities and towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections with the assistance of federal aid. In Hillsborough, US 202 and NH 9 are the only Class I highways.

CLASS II STATE AID HIGHWAYS

Class II highways include all highways on the secondary state highway system, excepting portions of the highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the state standards are maintained and reconstructed by the state. All other sections must be maintained by the city or town in which they are located until brought up to state standards. The same applies to bridges on Class II highways. In Hillsborough, NH 149, NH 31, School Street, Center Road and parts of Cooledge Road and East Washington Road are the only Class II highways.

CLASS VI RURAL HIGHWAYS AND BLOCK GRANT AID

This classification consists of all traveled highways that the town has the duty to maintain regularly. The state provides funding to towns for road maintenance on Class IV and V roads in the form of Highway Block Grant Aid. Table 7.1 shows the Block Grant Aid Hillsborough has received over the last five fiscal cycles. These funds are distributed by the State of New Hampshire on a yearly basis with partial disbursements made four times a year. The payments are made as follows: 30% in July, 30% in October, 20% in January and 20% in April with unused balances carrying over. The funds come from a portion of the total road toll and motor vehicle registration fees collected by the State. The funds can only be used to fund or match funding for constructing, reconstructing or maintaining Class IV and V (town maintained) highways as well as equipment for maintaining local roads.

The funds are allocated from an annual apportionment of not less than twelve percent (12%) of the total highway revenues collected

from the preceding year. As seen in Table 7.1, Hillsborough received more funds, beginning in FY 2016, because of the increased revenue from the previous year due to Senate Bill 367 also known as the Gas Tax or Road Toll. Half of that total apportionment is distributed based on population and the other half is distributed based on Class IV and V road mileage. This comes out to approximately $1,200 for each mile of Class IV and V highway and about $11 for each person.

A second apportionment of funds is allocated from a sum of $400,000. The formula for disbursement is based on the value of property and roadway miles. The formula is designed to give the greatest benefit to municipalities with low property values (on an equalized basis) and high road mileage.

To ensure Hillsborough receives the proper allotment it is crucial to provide accurate information regarding Class IV and Class V road mileage to NHDOT. Highway Block Grant Aid distribution formulas do not take into consideration the condition of roads or the traffic on municipal roads.

Table 7.1: Highway Block Grant Aid payments for Hillsborough

FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
$150,437.55	$150,855.11	$168,196.17	172,192.98	176,448.55

Class VI Unmaintained Highways

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and normally consist of a gravel or dirt surface. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the "local governing body" (Town Selectmen) who may, after "review and comment" by the planning board, vote to authorize building along that particular Class VI road, or portion thereof. Without such a vote, all building is prohibited.

Even if the Board of Selectmen does vote to authorize building, the law states that the municipality does not become responsible for road maintenance or for any damages resulting from the road's use. The purpose of RSA 674:41, I(c) is to prevent scattered and premature development. It seems that the residents of Town are in agreement with this law, as a strong view was represented during the community survey and visioning sessions that future development should be limited in remote areas of town and on Class VI roads.

The following roads (or portions of roads) are Class VI roads in Hillsborough: Carter Hill Road, Colby Hill Road, Concord End Road, County Road, Dean Hill Road, Eli Road, Farley Road, Gould Pond Road, Green Road, Hall Road, Kimball Road, North Road, Old Railroad Drive, Sand Knoll Road, Severance Road, Sleeper Road, Stowe Mountain Road, Sulphur Hill Road, and Whitney Road. Class VI roads are an important due to their rural character and potential recreational opportunities.

Table 7.2: State Legislative Classification

Class	Mileage	Percent of total
Class I: Truck Lane Highways	11.7	8.7%
Class II: State Aid Highways	10.2	7.6%
Class V: Rural Highways	66.0	49.3%
Class VI: Unmaintained Highways	13.6	13.9%
Private Roads	27.5	20.5%

Federal Functional Classification System

The functional classification system identifies roads by the type of service provided and by the role of each highway within the state system based on standards developed by the US Department of Transportation. While the state aid classification system outlined above is the primary basis for determining jurisdiction, the following system is important for determining eligibility for federal funds.

Table 7.3: Federal Functional Classification

Federal Functional Classification	Mileage	Percent of total
Principal Arterial/Controlled Access	9.9	7.5%
Minor Arterials	0.9	0.7%
Major Collectors	4.6	3.5%
Minor Collectors	12.9	9.8%
Local Roads	58.6	44.5%
Class VI or Private Roads	44.7	34.0%

Generally, future development in Hillsborough should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed. As part of its Site Plan Review Regulations, the Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function. Roads in Hillsborough that fall into the functional classification system can be seen on ***Map 7.2: Functional Classification***.

Principal Arterial/Controlled Access Highways

These highways consist of interstates and some primary state routes that form the basic framework of the State roadway system. They primarily function as the main routes for interstate commerce and traffic. In addition, they also link major geographic and urban areas to economic districts of the State. Controlled Access is a designation adopted by NHDOT, the effect of which is to minimize the frequency of curb cuts, thereby controlling the amount of traffic crossing lanes and stopping on the road.

Minor Arterials

These roadways serve as long distance traffic movements and are secondary to primary arterial roadways in that minor arterial primarily serve as links between major population areas, or between distinct geographic and economic regions.

Major Collectors

These roadways differ from arterial roadways due to size and general service area. Collectors serve traffic in a specific area, whereas arterials generally serve traffic moving through an area. Thus, average trip lengths on collectors are shorter than trips on arterials. Furthermore, collectors gather traffic from local roads and streets and distribute them to the arterial.

Minor Collectors

These roads provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators, such as shopping centers, to surrounding rural areas. They also serve as links between two or more major collectors.

Local Roads

These roads and streets are used primarily to provide access to adjacent properties. These roads have numerous turning movements in and out of abutting driveways and curb cuts.

Bridge Network

Bridges are a key component of the highway system. Bridges are the most expensive sections of roads, and a lack of adequate bridges

can create transportation bottlenecks, which are often difficult to remedy.

The New Hampshire Department of Transportation (NHDOT) maintains an inventory of all bridges in New Hampshire using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. An FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. With an FSR greater than 80 a bridge is generally accepted to be in good condition overall. A bridge having an FSR between 50 and 80 is eligible for Federal bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding. These ratings are based on modern, federally accepted standards, and often historic bridges do not meet these standards.

Table 7.4 shows the bridges in Hillsborough as listed on the NHDOT Bridge Summary. The classification of Structurally Deficient or Functionally Obsolete does not mean that the bridge is necessarily unsafe for use. Rather, it indicates that the bridge does not meet a particular standard, for example it is a one lane bridge or has a particular feature that is outdated.

Of the State owned bridges, only the bridge over the Contoocook River on NH 149 is rated either functionally obsolete (FO) or structurally obsolete. NH 149 is the primary access to the Town of Deering and portions of Hillsborough south of the Contoocook River. It is important this link be maintained.

Six (6) Town owned bridges are rated structurally deficient (SD) and four (4) Town owned bridges are rated functionally obsolete (FO). The Town should evaluate each of the structurally deficient bridges and determine if these bridges need to be upgraded or can be permanently closed. Old NH 9 over Beards Brook and Saw Mill Road over Beards brook were added to the municipal red list in 2015, seven other municipally owned bridges in Hillsborough are also on the municipal red list. The bridge on Red Fox Crossing over Nelson Brook is owned by Emerald Lake Village District and also on the municipal red list. Red listed bridges are inspected every six (6) months by NHDOT due to known deficiencies, poor conditions, weight restrictions or type of construction. Of key importance is the annual review of the bridge inspection reports by the Planning Board and Board of Selectmen.

Bridges by ownership are shown on ***Map 7.3: Bridges by Ownership***.

NHDOT manages three bridge aid programs including State Aid Bridge which is state funded, SB 367 which is also state funded and Municipal Off-System Bridge Rehabilitation and Replacement which is federally funded. Projects begin by the town submitting an application for a preliminary estimate or hiring an approved consultant to do the estimate. NHDOT determines a potential program and year of funds for construction, this process takes several months. As per RSA 234:20 bridges that are constructed or reconstructed using bridge aid funds must be maintained “to the satisfaction of the Commissioner of Transportation.”

Table 7.4: Bridges in Hillsborough

Bridge	Location	Municipal Redlist	FSR	Deficiency	Owner	ADT/Year	Inspection Year
Sleeper Road	Beards Brook	NO	40.3	NA	Town	200 / 2012	Oct 2015
Cooledge Road	Shedd Brook	NO	61.3	ND	Town	290 / 2012	Oct 2015
Cooledge Road	Beards Brook	NO	43.6	ND	Town	290 / 2012	Oct 2015
Washington Road	Cedar Brook	NO	99.0	NA	Town	200 / 2012	Oct 2015
NH 31	Black Pond Brook	NO	67.8	NA	State	3200 / 2015	Mar 2016
E Washington Road	Brook	YES	48.3	FO	Town	180 / 2015	Oct 2016
Danforth Corners	Beards Brook	NO	30.3	SD	Town	130 / 1987	Oct 2015
Gleason Falls Road*	Beards Brook	YES	41.0	SD	Town	0 / 1993	Oct 2016
Shedd Road	Shedd Brook	NO	52.4	FO	Town	250 / 1987	Oct 2015
Gleason Falls Road*	Beards Brook	YES	41.6	NA	Town	0 / 1993	Oct 2016
Beard Road*	Beards Brook	YES	41.9	SD	Town	460 /2015	Oct 2016
Second NH Turnpike*	Brook	NO	99.9	ND	Town	740 / 2012	Oct 2015
Second NH Turnpike*	Brook	NO	80.9	FO	Town	740 / 2012	Oct 2015
Jones Road*	Beards Brook	YES	40.9	SD	Town	250 / 1987	Oct 2016
Beard Road	Beards Brook	NO	48.0	FO	Town	970 / 2012	Oct 2015
NH 9	Beards Brook, Beards Rd	NO	98.6	ND	State	2700 / 2015 over 460 / 2015 under	Oct 2016
Old NH 9	Beards Brook	YES	60.9	SD	Town	2700 / 2015	Oct 2016
Saw Mill Road	Beards Brook	YES	56.5	SD	Town	610 / 2015	Oct 2016
NH 9	US 202	NO	98.0	ND	State	8400 / 2014 over 6300/2014 under	Mar 2016
Bible Hill Road	NH 9, Ramp A	NO	98.9	ND	State	500 / 2003 over 6300/2014 under	Mar 2016
US 202	N Branch River	NO	90.3	ND	State	5700 / 2014	Mar 2016

Table 7.4 (continued): Bridges in Hillsborough

Bridge	Location	Municipal Redlist	FSR	Deficiency	Owner	ADT/Year	Inspection Year
Bypassed Historic*	North Branch River	NO	N/A	NA	State	0 / 2000	Mar 2016
Bible Hill Road	US 202	NO	99.0	ND	State	200 / 2002 over 6300/2014 under	Mar 2016
US 202, NH 9	Recreational Trail	NO	100.0	NA	State	8400/2014	Mar 2016
Center Road	US 202, NH 9	NO	92.3	ND	State	2500 / 2015 over 8400/2014 under	Mar 2016
NH 149	Contoocook River	NO	49.2	FO	State	2500 / 2015	Jul 2016
US 202, NH 9	Recreational Trail	NO	97.6	NA	State	8400 / 2014	Mar 2016
Colby Road	Nelson Brook	YES	64.8	NA	Town	120 / 1987	Oct 2016
Bog Road	Sand Brook	YES	97.0	ND	Town	50 / 1984	Oct 2015
Gould Pond Road	Sand Brook	NO	97.9	ND	Town	150 / 2009	Oct 2015
Bog Road	Sand Brook	NO	45.3	NA	Town	100 / 1984	Oct 2016
Old Henniker Road	US 202, NH 9	NO	94.8	ND	State	400 / 2003 over 13000/2015under	Mar 2016
Red Fox Crossing	Sand Brook	YES	38.6	NA	ELVD	100 / 1993	Oct 2016
US 202, NH 9	Eastern Connector	NO	94.9	ND	State	13000/2015 over 8600/2001 under	Mar 2016
Hummingbird Lane	Sand Brook	NO	100.0	ND	ELVD	300 / 2007	Oct 2015
US 202, NH 9	Sand Brook	NO	98.1	NA	State	13000/2015	Mar 2016
Contoocook Falls Road*	Contoocook River	NO	53.9	ND	Town	450 / 2015	Aug 2016
Carr Road	Beards Brook	NO	--	--	Private	--	--

Source: NHDOT, Master Planning Committee

FO= Functionally Obsolete SD= Structurally Deficient ND=Not Deficient ADT= Average Daily Traffic
NA= Not Available ELVD= Emerald Lake Village District *= Historic Bridge

TRAFFIC VOLUMES

The Central New Hampshire Regional Planning Commission (CNHRPC) collects traffic count data for the New Hampshire Department of Transportation (NHDOT) in accordance with federal guidelines under the Federal Highway Performance Monitoring System (HPMS).

Map 7.4: Traffic Count Locations displays the Average Annual Daily Traffic (AADT) volumes for 2009 - 2015, which are published on the NHDOT website at www.nh.gov/dot/org/operations/traffic/documents.htm. AADT is a basic measure of traffic demand for a roadway and represents the volume of traffic travelling in both directions. As stated above, CNHRPC provides traffic count data to the NHDOT, who then calculates the AADT by applying correction factors to raw data to account for weekday and seasonal variations in traffic volumes.

ROADWAY CONDITIONS

Pavement condition data from 2016 was obtained from the NHDOT's Pavement Management Section for state-maintained (Class I and II) roads and is displayed in ***Map 7.5: 2016 Pavement Condition***. The pavement condition is rated based on the International Roughness Index (IRI), which is calculated directly from the average pavement roughness measured in the left and right wheel paths of roadways. That data indicates that the majority of state maintained roadways in Hillsborough are in good condition. NH Route 149, School Street and Center Road range from very poor to fair. This data may not be an exact indicator of existing conditions because some roads may have been paved and some may have deteriorated since 2016 when the data was collected. For example, Center Road and Cooledge Road were both given an overlay in 2016 under NHDOT's paving program using SB367 funding.

On local, town maintained roads surface conditions vary by location. Naturally, there are issues to be addressed in the Town's road network, particularly due to the increasing costs of maintenance. However, the Town's Highway Department and Board of Selectmen are to be commended for taking an extremely proactive approach to local road maintenance. In the Community Survey, 42.1% of respondents considered Hillsborough's roads to be in good condition, with 48.5% stating that the road network is in fair condition. The Town regularly schedules improvements to the local road network and the Highway Department has a repaving and maintenance schedule that the majority of the Town's residents seem to be content with.

Many communities in New Hampshire have begun to establish Road Advisory Committees and implement Road Surface Management Systems (RSMS) to help prioritize road improvements and develop a transparent system for short, medium and long term improvements. RSMS is basically a methodology intended to provide an overview and estimate of a road system's condition and the approximate costs for future improvements. RSMS provides a systematic approach for local officials to answer basic questions about their road system, to gauge current network conditions and to guide future improvement and investment in line with municipal Capital Improvement Programs.

MOTOR VEHICLE CRASHES

Motor vehicle crash data from 2010 – 2014 was obtained from NHDOT, who receives the data from the Department of Safety for crashes with over $1,000 in damage. The data represents roughly 80% of all crashes with over $1,000 in damage that took place during this time period; the remaining 20% of crashes are not locatable based on the information contained in the crash reports. Locatable crashes that occurred in Hillsborough were reviewed and are summarized graphically on ***Map 7.6: Crashes 2012-2016*** and in summary tabular form for the most frequent locations in Tables 7.5, 7.6 and 7.7.

CNHRPC can assist the Town with a study of an intersection or roadway segment for safety issues and solutions. These smaller studies can be completed by CNHRPC at no cost to the town under funding CNHRPC receives from NHDOT. Once a study has been completed the town may apply for Highway Safety Improvement (HSIP) funding to either study the intersection further or make improvements using a cost benefit analysis. The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, adding rumble strips, improving intersection layout, and providing better road markings and upgrading or installing traffic signals.

Table 7.5: US 202/NH 9 Summary Crash Data

Road or Intersection (Length 9.9 miles)	Crash Type				Crash Severity						Conditions	
	Type	Description	Type Total	Intersection Related	Fatality	Incapacitating	Non-Incapacitating	Possible	Unknown	No Apparent Injury	At night	During snow, rain, or sleet
US 202/NH 9 from Henniker Town Line to interchange and NH 9 to Antrim Town Line	Collision	Other Motor Vehicle	20	5	1	1	8	2	1	7	3	2
	Collision	Animal	2							2	13	2
	Collision	Fixed Object	11	1	1		5	1		4	4	4
Location Totals			**33**	**11**	**2**	**1**	**13**	**3**	**1**	**13**	**20**	**8**

Source: NHDOT/NH Department of Safety

Table 7.6: NH 149/West Main St & Henniker Street Summary Crash Data

Road or Intersection (Length 9.9 miles)	Crash Type				Crash Severity						Conditions	
	Type	Description	Type Total	Intersection Related	Fatality	Incapacitating	Non-Incapacitating	Possible	Unknown	No Apparent Injury	At night	During snow, rain, or sleet
West Main St (NH 149) from US 202 to Bridge Street and Henniker Street from Bridge Street to School Street	Collision	Other Motor Vehicle	34	9		1	8		2	23	5	6
	Collision	Fixed Object	6	2			1		1	4	1	1
	Collision	Pedestrian	1				1					
	Collision	Bicyclist	1	1						1		
Location Totals			**42**	**12**		**1**	**10**		**3**	**27**	**6**	**7**

Source: NHDOT/NH Department of Safety

During this five-year time period, the highest proportion of crashes occurred along the most heavily travelled routes in Hillsborough, NH 9, NH 149, and Henniker Street. NH 9 and NH 149 are both state maintained highways and Henniker Street is now a locally maintained highway. What is now Henniker Street, NH 149/West Main Street and West Main Street was originally NH Route 9 (Old Route 9). The uses along the roadway is characterized by a small village core and largely suburban scale strip commercial/industrial/ service uses on both sides of the historic village. The second highest number of crashes is found along the Old Route 9 corridor which is the responsibility of both the NHDOT and the Town of Hillsborough. The relatively high number of crashes on this corridor is probably the result of uncontrolled access from a number of businesses along this section of street.

NH 9 through Hillsborough is a controlled access highway from the Town of Henniker to the intersection of NH 31. This corridor has the largest number of crashes in the community; however, the crash rate along this corridor given the volume of traffic is relatively low. The high travel speeds mean that many of the crashes on this corridor result in serious injuries.

NHDOT has taken measures to try to reduce the number and severity of crashes along NH 9 with some success, crashes have declined along the corridor in 2010 through 2014 when compared to previous years. It is important to for the Town and NHDOT to work together to improve safety along the Old Route 9 corridor.

The crash counts at the intersections are also included in the roadway totals. It is reasonable to assume that a number of smaller

crashes may also have occurred during this time period which did not require the intervention of the police department.

The intersection of NH 9/NH 31 had the greatest number of crashes from 2012 through 2016 and was singled out for concern at the Visioning Session. The intersection of NH 9 and West Main Street was also mentioned as a specific concern at the visioning session; however no crashes have been identified at this intersection. The second highest intersection was the intersection 1of NH 149/ Henniker Street/Center (School Street) Road with an average of one crash per year. Interestingly, no one in attendance at the Visioning Session expressed concern with the safety of this intersection. Any crashes reported in Hillsborough are a cause for concern and should be monitored at regular intervals to determine locations where improvements are needed on account of safety.

COMMUTING PATTERNS

The US Census Bureau's American Community Survey (ACS) is an ongoing survey that provides data every year in the form of 1-, 3- and 5-year period estimates representing the population and housing characteristics over a specific data collection period. The ACS differs from the decennial Census in that the Census shows the number of people who live in an area by surveying the total population every 10 years. The ACS shows how people live by surveying a sample of the population every year. ACS collects and releases data by the calendar year for geographic areas that meet specific population thresholds; for areas with populations under 20,000, such as Hillsborough, 5-year estimates are generated.

Journey to Work Commuting data from the 2010-2014 5-year estimates for Hillsborough were reviewed and are displayed graphically in the. In general, the majority of the working population residing in Hillsborough works outside of the community but within

Table 7.7: Crash Hot Spots 2012-2016

State Maintained Highways	Number of Crashes
NH 149/West Main St/Bridge St	35
US 202	11
US 202/NH 9	16
NH 9	15
NH 31	7
Center Rd	2
Town Maintained Roads	**Number of Crashes**
Henniker Street	37
Bog Road	13
Preston Road	8
West Main Street	7
Beard Road	2
Intersection Locations	**Number of Crashes**
School Street/Henniker Street	5
NH 9/NH 31	4
NH 149/US 202/W. Main Street	4
Bible Hill Road/West Main Street	2
NH 149/Central Street	3

Source: NHDOT/NH Department of Safety

New Hampshire, drives to work alone, and commutes an average of about 28 minutes to work. It should be noted that the category "public transportation" and "other means" is an option under "Means of Transportation to Work," however, there were zero respondents who chose that option.

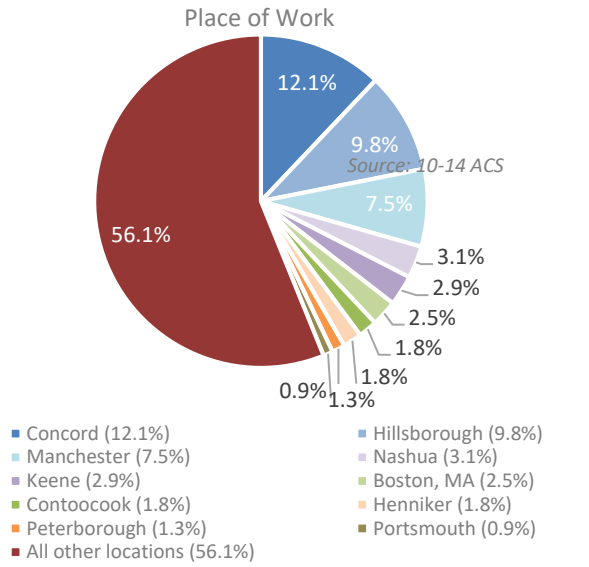
As is typical in most New Hampshire towns, the most popular transportation option for Hillsborough residents is the private automobile. Carpooling, where one or more passengers accompany the vehicle driver to a shared destination point represents a sizeable portion of commuters in Hillsborough. This is an encouraging sign and points to the usefulness of Park and Ride locations throughout

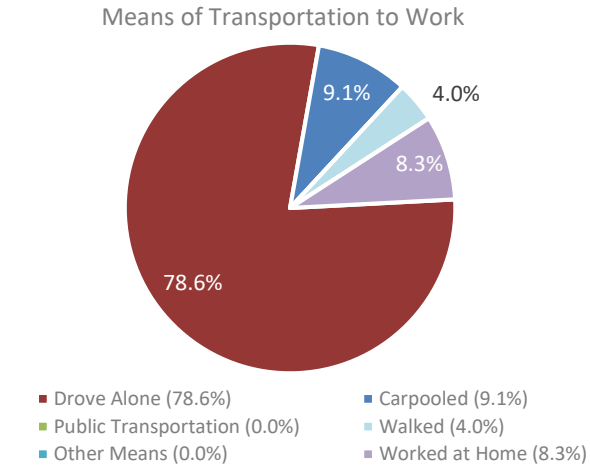
New Hampshire. More information on carpools and alternative modes of commuting can be found at www.CommuteSmartNH.org. Figure 7. 3 shows that over 51% of Hillsborough's residents travel time to work exceeds thirty (30) minutes. This statistic highlights the importance of the arterial and collector road system that serves the Town. In all future planning decisions, at the local, regional or state level, Hillsborough should ensure that the functionality of these important routes is maintained and that future land-use and transportation decisions support the functional characteristics of Hillsborough's road network to ensure continued ease of access for residents and visitors to the Town.

Nearly ten percent of the workforce is employed in Town which is one of the highest percentages for a community outside of Concord in the region. Twelve percent are employed in Concord and nearly eight percent in Manchester which are the two closest large employment centers. Fifty-six (56) percent of the work force is employed at "All other Locations". In reviewing the raw data, the "All Other Locations" are widely distributed to many communities in New Hampshire, Massachusetts, Maine, and even further afield. None of these destinations attract more than 1% of the total resident workers.

Understanding the commuting patterns of the labor force in the community can assist in planning roadway improvements that will make important travel routes more efficient, safe, and promote economic growth in a sound and coordinated fashion. Similarly, local residential roads that are not suited for heavy commuter traffic should be identified and this "through traffic" should be minimized wherever viable alternatives can be provided. Traffic counts should be reviewed and analyzed to identify roads that have

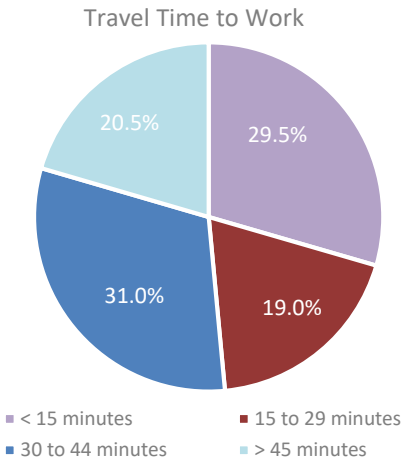
Figures 7.1 and 7.2





Source: American Community Survey 2010-2014

Figures 7.3



Source: American Community Survey 2010-2014

shown an increase in traffic over the years. Finally, yearly traffic counts should be carried out on roads that the Town sees as a concern in order for reliable usage patterns to be analyzed.

LAND USE & TRANSPORTATION

NEW DEVELOPMENT

New development is often phased over extended periods of time and the ultimate, as well as the immediate, impacts of development on traffic volumes and transportation systems should always be considered. The magnitude of new development obviously determines the traffic impacts that the development will have. Depending on existing roadway traffic volume, distribution patterns, and the physical condition of local roadways, small scale as well as large-scale development can often have significant impacts on the surrounding roadway network. By requiring transportation/traffic impact studies for new developments of a certain size or for developments located in areas where significant transportation problems are known to exist, the Planning Board can effectively evaluate the scope of impacts associated with any new development. Through these studies, recommendations for project phasing, and developer participation in necessary improvements can be developed and problems of safety, congestion, and expensive upgrading of poorly planned roads can be avoided.

The two basic methods for securing developer participation in roadway and other infrastructure improvements necessitated by new development are through negotiated development agreements (exactions) and through the assessment of formula-based development impact fees. Hillsborough does not have an impact fee ordinance in place.

CONNECTIVITY

The functional roadway classification system provides an organized hierarchy to the Town's roadway system. However, for the roadway system to be effective, efficient, and to serve to maintain a sense of community, the roadway system needs to exhibit a sense of connectivity. Roadway connectivity refers to a street system that provides multiple routes and connections to the same origins and destinations.

One of the difficulties that the Town of Hillsborough, like other municipalities, faces is development projects that come before the Planning Board exhibiting poor connectivity. This can often be seen with residential subdivisions, where the subdivisions are designed as a series of cul-de-sacs. Although the residents who live on these types of streets generally prefer this type of disconnected street system because of the resulting low volume of traffic, the impact to the community as a whole can be negative.

A well-connected street system provides motorists, pedestrians and bicyclists better, more direct and shorter travel routes to schools, shopping and other neighborhoods. A well-connected street system not only provides shorter and more efficient connections but also serves to reduce traffic congestion along the major arterial roadways. The result is a more efficient roadway system with less need to be continually adding capacity to the Town's major roadways. A well connected street system also improves emergency response times for firefighters, police, and ambulance services. In addition to the traffic operational benefits, a well-connected street system also serves to create a sense of community as opposed to a sense of isolation that cul-de-sacs can at times create. Cul-de-sacs are an important part of communities throughout the state and where appropriate should be encouraged. However, a well-planned and connected street system should be a key element in Hillsborough's transportation planning policy and accurately represented in the decisions of the Planning Board.

Access Management

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. It is the practice of coordinating the location, number, spacing, and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway. Current planning efforts focus on all modes of transportation including vehicles, public transit, bicycles, and pedestrians. In general, there are a number of techniques that can be used to take a proactive approach to access management.

1. Think land use AND transportation.

Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

2. Link access regulations to roadway function.

Access requirements in your zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher speed trips.

3. Connect local streets between subdivisions.

Give residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

4. Design subdivisions with access onto local streets.

Avoid lot designs with driveways that enter onto major state or highways. Orient business and residential driveways to face local streets that feed onto the highway at a few carefully designed and spaced intersections.

5. Practice good site planning principles.

Locate entrances away from intersection corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

6. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridors. Correct unsafe accesses as individual parcels

expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.

7. Coordinate local development plans with NHDOT.

Share plans for subdivisions, rezonings, and site plans with affected road authorities early in the development process.

Several New Hampshire communities have developed a Memorandum of Understanding (MOU) with their respective NHDOT Highway District to facilitate coordination and communication between the Planning Board and NHDOT driveway permitting process on state highways. The MOU is generally based upon an approved access management plan.

Traffic Calming

Traffic calming can be a significant challenge. Lowering speed limits is a well-established method of improving pedestrian safety and other non-motorized modes of travel. The minimum speed limit a town can impose on town maintained roadways is 25 miles per hour based on an engineering study. Limits can be made lower at intersections (RSA 265:63) and in school zones (RSA 265:60). Traffic calming involves road design techniques using active or physical controls (bumps, barriers, curves, rumble strips, etc.) and passive controls, such as signs and traffic regulations, to reduce vehicle speeds. Traffic calming measures can foster safer and quieter streets that are more accommodating to pedestrians and cyclists and enhance neighborhoods and downtown environments. The potential benefits of traffic calming include reduced traffic speeds, reduced traffic volumes - by discouraging "cut-through" traffic on residential streets - and often improved aesthetic quality of streets.

An example of some effective and applicable traffic calming techniques include:

- **Speed Humps, Speed Tables, and Raised Crosswalks:** All of these techniques involve raising the height of the pavement in a more subtle fashion than with a speed bump, allowing vehicles to pass over them at the intended speed of the road, but preventing excessive speeds and alerting drivers to the existence of non-motorized users.
- **Chicanes or Medians:** These devices effectively narrow road width and slow down traffic by placing a physical impediment either in the middle of the road (median) or on the side of the road (chicane). These traffic-calming devices lend themselves to landscaping and improve the visual experience for all users of the road, as well as reducing speeds. Both techniques can provide additional safety for crossing pedestrians. Medians may serve as a refuge by allowing pedestrians to cross one lane of travel at a time, while chicanes provided at crosswalks reduce the overall distance from one side of the road to another and slow down traffic at those crossings.
- **Narrow Lane Widths:** Many residential streets have been constructed to such a width that getting motorists to obey a 25 or 30 mph posting is extremely difficult. In addition, it can be costly to physically narrow the roadway or install various physical traffic calming measures. A low-cost way of reducing speeds is to narrow the roadway lane through the use of edge lines and centerlines to create 9 to 10-foot-wide lanes. Narrow lanes force drivers to operate their vehicles laterally closer to each other than they would normally be accustomed to. Slower speeds are a natural result.

- **Roundabouts:** Increasingly more common in New Hampshire, roundabouts force traffic to slow down to speeds under 25mph in order to negotiate a center island that can be landscaped. Such speeds allow pedestrians to safely cross around the perimeter of the roundabout and cyclists to safely become a part of the circulating traffic.

BICYCLE AND PEDESTRIAN PLANNING

Bicycle & Pedestrian Infrastructure

Residents of Hillsborough value the rural and historic character of the town. In certain locations the volume of traffic and associated speeds can be detrimental to this sense of place that was evident in the community survey. Pedestrian facilities, such as paved sidewalks and gravel walking paths are essential features for roadways with high volumes of traffic or high speeds. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for residents, a non-motorized mode of travel, serve to beautify an area, or stimulate economic activity in village settings.

Similar to the provision of pedestrian infrastructure, planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management. The "Share the Road" campaign aims to improve cycling through increased advocacy and awareness of bicycle related issues through education and safe bicycling facilities. According to New Hampshire law, bicyclists have the same rights and duties as drivers of motor vehicles. (RSA 265:143)

As the concern over air quality, traffic congestion, and other issues increases, the need and desire for a well-maintained and safe bicycle & pedestrian route system will continue to grow from a luxury into a necessity. By creating adequate local bicycle & pedestrian infrastructure, members of the community will have the ability to travel within Town for employment, shopping, and recreational purposes without driving. Areas identified in the Community Survey for potential bicycle & pedestrian improvements include Hillsborough Village with an emphasis on West Main Street, Henniker Street and School Street. Other areas included Hillsborough Elementary School, and the Hillsborough Recreational Fields. Interest was also expressed in the extension of a multi-use trail from West Main Street along NH 9 to Manahan Park on Franklin Pierce Lake. Over 57% of people surveyed in the community survey were in favor of adding bicycle lanes onto local roads where appropriate.

Some of the bicycle and pedestrian routes and facilities in Hillsborough could serve not only local needs, but be integrated into regional or statewide facilities. The NH Department of Transportation State Bicycle Routes Map identifies roadways suitable for bicycling that connect communities across New Hampshire. In Hillsborough, West Main Street and Henniker Street are part of an east-west route, while Center Road and NH 149 make up a north-south route.

Another opportunity for a local and regional bicycle and pedestrian facility is for a region-wide rail trail following an abandoned railroad bed that crosses through downtown Hillsborough. The railroad historically connected from Concord through Henniker to Hillsborough and south to Peterborough. To the south and west of Hillsborough much of the route today is the State-owned Hillsborough Recreational Trail, while eastern sections are mostly privately owned. Discussions are underway to consider the

possibility of coordinating with landowners to use this corridor for a public multi-use trail through the center of Hillsborough and spanning the region

Class A Trails

The subdivision of land along a Class VI road is not permitted in Hillsborough unless the road is brought up to Class V Town road standards. Across the State, many communities are beginning to look at Class VI roads as candidates for designation as Class A Trails. These roads have little or no development associated with them, are scenic, have no inherent liability concerns, public access is already allowed, and serve to connect large areas of open space, conservation, and/or agricultural lands. By reclassifying certain roadways that meet these criteria to Class A Trails, the community could be taking a step in creating a community-wide system of greenway trails. Unlike Class VI roads that the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited by New Hampshire Statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail.

The Town has an extensive system of snowmobile trails on both public and private properties. Class A trail designation can act to preserve and protect portions of these trails.

PUBLIC TRANSPORTATION

Transit Access to Concord/Manchester

As noted in the Community Survey and Visioning Session, a high number of residents noted the need for more public transportation options in Hillsborough. Of these the vast majority requested service to and from Concord and Manchester. This is representative of the high number of Hillsborough's residents who work in both locations. Important demographics to consider in discussing public transit enhancements in Hillsborough are that 26% of the population in Hillsborough is over the age of 55 (2010 US Census). Increase in demand for public transit has been established as a defined need for aging populations throughout the United States.

Volunteer Driver Programs

The Town of Hillsborough has been a member of the Mid-State Regional Coordinating Council (RCC) for community transportation since June 22, 2010. The Mid State RCC works on addressing transportation related issues for the elderly, individuals with disabilities and low-to moderate income population. This is a valuable membership and it can serve as an example to other communities in the region and across the State. The Mid-State Regional RCC operates a volunteer driver program that serves the region's elderly and persons with disabilities, operating through the Belknap-Merrimack County Community Action Program. The primary purpose of these trips are for essential social services and medical appointments (including long distance medical). Currently, there is no charge for both of these systems although donations are accepted. A key issue with the program relates to the difficulty in matching the Federal Transit Administration (FTA) federal funding with local matching funds.

ADDITIONAL TRANSPORTATION TOPICS

SCENIC ROADS

A major component of a town's rural character can be its unpaved and scenic roads. These roads help to retain a sense of history and rural quality that Hillsborough's residents have indicated a strong desire to maintain. RSA 231:157 allows towns by a vote at town meeting to designate any road other than a Class I or II highway as a Scenic Road. A municipality may rescind its designation of a scenic road using the same procedure.

The effect of designation as a scenic road is that, except in emergency situations, there shall be no cutting of trees with a circumference of 15 inches at 4 feet from the ground or alteration of stone walls by the town or a public utility within the right-of-way without a hearing, review, and the written approval of the Planning Board. This law does not affect the rights of individual property owners; nor does it affect land uses as permitted by local zoning.

In recognition of the fact that the state law is not very stringent, the statute was amended in 1991 to allow towns to adopt provisions other than what is spelled out in the law. These additional regulations could include giving protection to smaller trees or by inserting criteria for the Planning Board to use in deciding whether to grant permission. RSA 231:157 is an important piece of legislation for the preservation of culturally important and scenic roads in Hillsborough. Its residents cherish the historic and aesthetic qualities of the Town. The Town of Hillsborough should therefore consider identifying and cataloguing roads with scenic vistas and aesthetic qualities to protect and preserve the intrinsic qualities of the Town. Hillsborough designated the following roadways as scenic roads:

- Barden Hill Road
- County Road
- Dean Hill Road
- Jones Road
- Shedd Road

DOWNTOWN PARKING

As noted in the Community Survey and described in the Economic Base chapter, access to parking in the downtown is a major concern. In 2014 and 2015 CNHRPC conducted a parking utilization study. The parking utilization rates throughout the study area were generally consistent in both summer and winter months. The Municipal parking (14 spaces) on West Main Street was well used, as were the Depot Street and School Street on-street spaces. The Town Hall/Library lot (26 spaces) was also well used, but only reached 50% use on one observation over the ten days. The municipal parking spaces on Central Street and Myrtle Street and the municipal lot across form the fire station were highly underutilized on during the observation period. The design and placement of parking, sidewalks and crosswalks, and directional signage may neither invite visitors to the downtown nor direct them to parking spaces that best meet their needs. Improvements to the streetscape in the Central Business District, combined with aesthetic improvements by property owners, could create an atmosphere which would encourage visitors and residents to visit the downtown.

STATE AND REGIONAL TRANSPORTATION PLANNING

CNHRPC TRANSPORTATION ADVISORY COMMITTEE

The regional transportation planning process in the Central NH Region is driven by bottom-up community participation through the CNHRPC Transportation Advisory Committee (TAC). The TAC is an

advisory committee to CNHRPC and is comprised of representatives from the twenty (20) Central NH communities. TAC representatives vary from municipal staff, such as town planners and road agents, to municipal officials, such as planning board members and selectmen. CNHRPC and the NHDOT work collectively to inform all members of the TAC regarding transportation at the local, regional and state level. The members act as liaisons between CNHRPC, municipal and state officials as well as the general public.

CNHRPC staff also work with the TAC to solicit and provide guidance on local projects such as Road Surface Management Systems and Road Safety Audits. A well informed, well represented Transportation Advisory Committee is essential in regional coordination and the success of CNHRPC transportation planning activities.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/ TEN YEAR PLAN

TAC Members provide input on transportation related issues and the needs of the local and regional communities in Central New Hampshire. This is done partially by assisting CNHRPC staff with the development of transportation related plans and programs including the regional Transportation Improvement Program (TIP). The regional TIP is the plan where projects originate from for the statewide Ten-Year Plan (TYP). The TYP identifies and prioritizes the critical transportation projects in New Hampshire in an ongoing effort to address transportation needs at the local, regional and statewide levels. The TYP is updated every two years - allowing transportation priorities to be revisited, existing projects to be removed as appropriate and allowing new projects including, roads, bridges, transit, rail and aviation projects to be added.

CHAPTER OBJECTIVES AND RECOMMENDATIONS

OBJECTIVE 1

Develop a program to maintain and enhance local roads.

→ Implement a Road Surface Management System to help guide the selection and prioritization of paving and maintenance.

→ The Town should contribute to a road and bridge maintenance/capital reserve fund with a specific amount, decided by the Board of Selectmen to be appropriated annually.

→ The Planning Board and Selectmen should annually review the NHDOT bridge inspection reports for state and town owned bridges.

OBJECTIVE 2

Work with the New Hampshire Department of Transportation to ensure that state maintained roadways and bridges within the Town of Hillsborough are adequately maintained, are safe and reliable, and will achieve a reasonable service life.

→ Actively engage with the Central New Hampshire Regional Planning Commission and the New Hampshire Department of Transportation to ensure that Hillsborough's Transportation needs, are adequately represented in both the Regional and Statewide Transportation Improvement Program.

→ Designate town representatives and encourage participation in the Central New Hampshire Regional Planning Commission's Transportation Advisory Committee and ensure that transportation projects that are eligible for Federal-Aid funding in Hillsborough are adequately represented in the State Ten-Year Plan.

→ Actively pursue funding opportunities such as the State Bridge Aid program and the Transportation Alternatives Program (TAP).

OBJECTIVE 3

Establish a set of guidelines and policies to be used by the Planning Board when considering new development that may impact state and local roads.

→ The Town of Hillsborough should build upon the requirements of its current Land Development Regulations, and establish a set of access management guidelines to better plan for future development in Hillsborough. These guidelines should be utilized by the Planning Board in considering proposals for new development.

→ As part of its Subdivision and Site Plan Review Regulations, the Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function.

→ The Planning Board should consider requiring developer sponsored off-site improvements as part of any development that has an impact on Hillsborough's transportation network.

→ Enter into a Memorandum of Understanding with NHDOT District Engineer to coordinate permitting for access to new and redeveloped development along State maintained highways in Hillsborough.

→ Where applicable, the Planning Board should consider rights-of-way and/or direct access to connect both new and existing commercial developments thus creating parallel access routes which will help to reduce congestion and slow the need to expand highway capacity.

OBJECTIVE 4

Create a transportation system that safely supports all users including a pedestrian and bicycle system that allows for safe, efficient and reliable foot and bike traffic.

→ Conduct an annual review of crash locations by the Police Chief, Fire Chief, Town Road Agent and associated staff/committees to determine enhancements that could be made to improve safety.

→ Investigate the use of innovative methods to increase safety, such as raised crosswalks, striped or colored crosswalks, increased signage, traffic calming methods and clear and defined walking paths.

→ Maintain and enhance the existing sidewalk system and implement specific sidewalk projects including sidewalks along West Main and Henniker Streets as well as around selected Hillsborough villages and historic sites.

→ Support the establishment of the Hillsborough Trails committee to investigate and implement opportunities such as the extension and development of the Hillsborough Rail Trail, the Riverwalk and additional connections to Manahan Park, Grimes Field, and Kemp Park.

→ The Town of Hillsborough should participate in regional efforts to enhance the regional and statewide bicycle networks.

OBJECTIVE 5

Enhance the economic vitality of downtown through transportation and streetscape improvements. Monitor and expand parking as appropriate in the Central Business District to

assist current businesses and spur economic development.

→ Implement the recommendations contained in the Economic Development Commission's Central Business District Parking Analysis. Short term recommendations include restriping the parking in the Depot Street area, improved parking signage, the consideration of an agreement between the Town and the Valley Bible Chapel for public use of the Chapel's parking area, and the review of policies related to overnight parking in certain municipal spaces. (See Economic Base Chapter).

→ Conduct future parking surveys to monitor usage and capacity and to continually seek feedback from the affected town businesses.

→ Continue to address streetscape improvements and aesthetics in the Town's commercial areas through sidewalk improvements, modifications to the Town's sign regulations and site plan review regulations, and improvements to neglected structures.

OBJECTIVE 6

Leverage the town's scenic roads and trail networks to encourage all season tourism, preserve history, and maintain its rural character.

→ Support the establishment of a Hillsborough Trails Committee to assist in the maintenance of established trails and evaluate and promote new trail proposals.

→ The Town should identify Class VI roads, as well as existing paths, and areas along the various water bodies in Town, that connect open space, forest, conservation, and/or agricultural land, that would help develop additional multi-use trail links.

→ Identify for designation, as Class A Trails, some of the Class VI roads within Town by working with abutting landowners.

OBJECTIVE 7

Promote transportation solutions for those individuals without access to an automobile.

→ Support Volunteer Driver programs in the area and participate in regional initiatives to explore expanded transit coverage to Hillsborough.

→ Consider providing matching funds for the Mid-State Regional Coordinating Council Volunteer Driver Program.

SUMMARY

Transportation has a tremendous impact on the vitality and quality of life in Hillsborough. This chapter is focused upon showing the extent, state of repair, and type of transportation infrastructure within the town, and to suggest methods of improving this infrastructure with a focus on improvements to inevitable future development, safety, and the use of other methods of transportation than single occupancy vehicles.

The recommendations included in the chapter can assist in maintaining Hillsborough's rural character, while supporting continued growth. The recommendations within this chapter cover road maintenance, to proactively address the safety and condition of the roads and bridges, to improve the appearance of the downtown areas roads, to improve the guidelines used when planning development within the Town to make them more attractive to pedestrians, to build more trails, for recreation purposes improving the quality of life of the Town's residents, to attract tourists with the protection of scenic roads, and to improve

the currently limited options for those without a vehicle. Proactively addressing these recommendations would not only maintain the current quality of life within Hillsborough, but to improve it, all the while maintaining and improving on the Town's competitiveness within the region, and the keeping the current mostly rural nature of the transportation systems within the Town intact.