

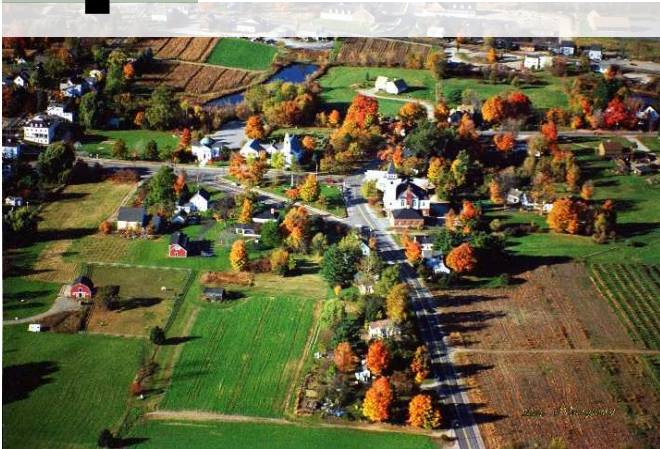
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COMMON THEMES in MUNICIPAL MASTER PLANS

1

Preserve Rural and Historic Character



Monument Square, Hollis

Every town in the NRPC region makes reference to preserving rural and historic character in the transportation chapters of their master plans.

Examples:

MASON

"Mason recognizes that visual character of the community comes from the many scenic views along its country roads. We will preserve and enhance the rural character of the town as seen from its roads through clear and consistent policies on town roads and avoid scattered and premature development."

MONT VERNON

"Many people in the Town of Mont Vernon value highly the rural character of the Town and would consider the installation of traffic signals as a sign of "urban encroachment."

HUDSON

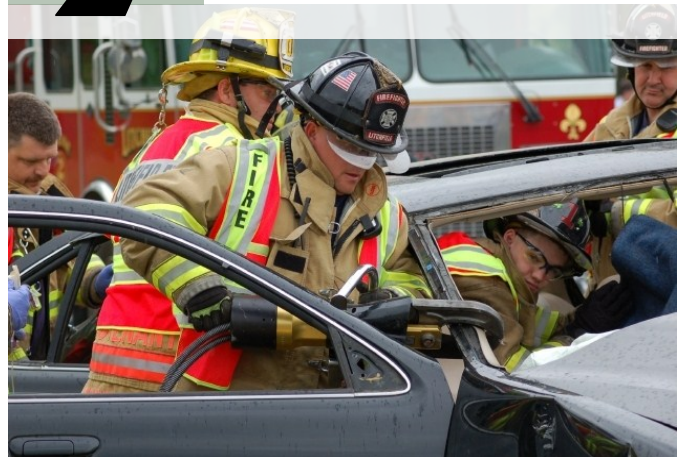
"Relate street design to the natural and historical setting. Street design should relate to and express the terrain, natural character, and historic traditions of the locale. Irregularities of a site such as large rocks or trees and slopes should be incorporated rather than removed."

Common Elements:

- Preserve or implement scenic road designations
- Prevent paving of gravel or dirt roads
- Develop appropriate setback standards
- Design local roads for low speeds
- Limit road widening or traffic signal projects
- Limit roadway widths

2

Improve Safety of the Transportation System



Litchfield firefighters

Every town in the NRPC region makes reference to improving the safety performance of the transportation system in their master plans.

Examples:

BROOKLINE

"Create a Traffic and Safety Committee to identify and implement methods for improving safety for vehicles, pedestrians, and bicycles such as improved traffic calming, pavement markings, and speed enforcement strategies."

MONT VERNON

"In some cases, the unpaved state [of roads] contributes, rather than detracts from the safety of the road, because it forces traffic to proceed slowly... A majority vote should be required prior to paving any scenic road, and public hearings should be required prior to paving any road."

NASHUA

"Identify hazardous road segments or intersections, rank them in priority for improvement, and work to remedy them as quickly as possible."

Common Elements:

- Traffic calming
- Access Management
- Maintain the narrowness or unpaved state of roadways
- Maintain or improve traffic enforcement
- Organize transportation safety committees
- Provide separate pedestrian/bicycle facilities
- Consistently evaluate roadway conditions

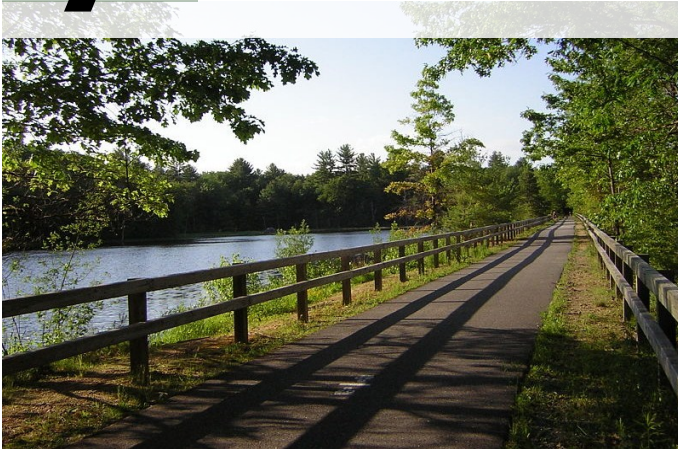
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COMMON THEMES in MUNICIPAL MASTER PLANS

7

Encourage Bicycle and Pedestrian Travel



Nashua River Rail Trail, Nashua

Every town in the NRPC region encourages pedestrian and bicycle travel in their master plans

Examples:

MILFORD

“Utilize region-wide bicycle plan recommendations to develop a town-wide bicycle route plan, implement methodologies to make Milford’s transportation system more bicycle-friendly, and incorporate specifications for bicycle lanes in the Department of Public Works Infrastructure Design, Construction, and Administration Standards.”

BROOKLINE

“Encourage land use patterns that will facilitate a variety of transportation modes for residents of all ages, especially walking and bicycling.”

MONT VERNON

“Install sidewalks, unpaved paths or shoulders on both sides of roads where possible to improve pedestrian safety, keeping in mind the ultimate goal to link paths for walking, mountain biking, and horseback riding.”

Common Elements:

- Develop a town-wide pedestrian and bicycle plan
- Expand sidewalk networks
- Explore construction of multi-use paths
- Promote ‘Green Commute’ week
- Evaluate land use regulations to ensure they do not discourage walking or bicycling

8

Encourage Public Transit Options



Nashua Transit System bus

Nine of the 13 NRPC member municipalities encourage the expansion of public transit options in their master plans.

Examples:

AMHERST

“Coordinate with regional and state transportation planning agencies to assess future transit needs and potential for linking to Amherst.”

MILFORD

“Be open to collaboration with other Souhegan Valley communities and regional organizations in order to develop efficient, effective, and sustainable solutions to local public transportation needs.”

NASHUA

“Decisions made concerning the re-structuring of the fixed route bus service should incorporate residential densities, employment densities, travel demands (trip attractions and productions between traffic analysis zones), automobile ownership, and strategies to increase market share as criteria used in the analysis.”

BROOKLINE

“Explore the feasibility of establishing a transit feeder route to Milford and/or Nashua to serve residents and workers.”

Common Elements:

- Promote passenger rail service from region to Boston
- Explore bus connections between towns
- Permit higher density development in transit-served areas

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COMMON THEMES in MUNICIPAL MASTER PLANS

5

Coordinate Land Use and Transportation Decisions



Union Square, Milford

Ten of the 13 NRPC member municipalities specifically note the coordination of land use and transportation decisions.

Examples:

MASON

“Provide for mixed uses and higher densities in the Village rather than the outlying parts of town.”

MERRIMACK

“Coordinate land use planning with transportation planning to ensure that land use does not overburden the capacity of the Town’s transportation system... Promote and provide for mixed-use, higher density development, where appropriate, that will enable less use of the automobile.”

BROOKLINE

“Provide incentives, such as a streamlined review process, for developments with compact, walkable design, and mixed use in existing community centers.”

NASHUA

“Encourage pedestrian-oriented, mixed-use neighborhoods as new subdivisions and developments are proposed.”

Common Elements:

- Focus new development in town centers
- Encourage mixed-use development
- Incentivize ‘Smart Growth’ development
- Provide road, path and trail connections between neighborhoods and developments

6

Implement Pedestrian Friendly Site Design Standards



Main Street, Nashua

Ten of the 13 NRPC member municipalities encourage the incorporation of pedestrian and bicycle accommodations in development approval processes.

Examples:

WILTON

“Allow for pedestrian access between commercial developments. Crossing points for pedestrians should be across driveways rather than through parking areas. Vehicular and pedestrian traffic should be separated as much as possible. Foot traffic should be permitted to access buildings without crossing driveways or excessive parking areas.”

MILFORD

“Incorporate interconnectivity and neighborhood-level transportation design in the master-planned development of the west Milford Commerce and Community District based on smart growth principles of environmental sensitivity, bike/hike/ pedestrian infrastructure, and cost-effectiveness.”

MONT VERNON

“Promote the management of traffic operations on the roadway system by maintaining acceptable levels of service on the arterial and collector streets, by improving the efficiency of the existing system, and by the timely implementation of traffic operational improvements.”

Common Elements:

- Require accommodations for alternative travel modes as part of development approval process
- Position parking to side or rear of new structures

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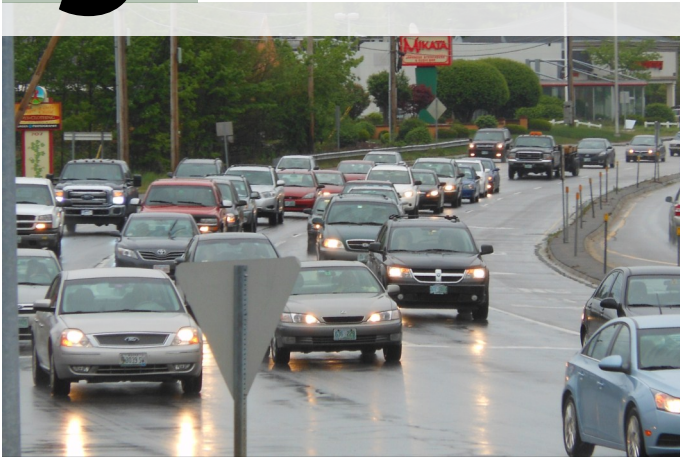


COMMON THEMES in MUNICIPAL MASTER PLANS



3

Minimize Traffic Congestion



Route 101A, Merrimack

Every town in the NRPC region makes reference to minimizing traffic congestion in their master plans.

Examples:

PELHAM

"The Town should employ access management techniques for the purpose of preserving roadway capacity and ensuring safe movement for vehicles entering and exiting curb cuts and side roads."

NASHUA

"Ensure that major road repair / construction projects do not overly disrupt traffic patterns and the mobility needs of citizens and commuters. "

MERRIMACK

"Promote the management of traffic operations on the roadway system by maintaining acceptable levels of service on the arterial and collector streets, by improving the efficiency of the existing system, and by the timely implementation of traffic operational improvements."

AMHERST

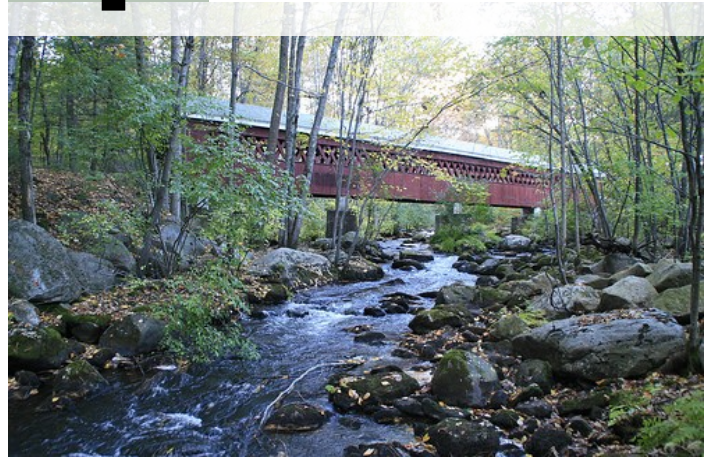
"Implement measures such as signal improvements and turning lanes along major arterials, at major intersections and near major trip generators."

Common Elements:

- Require traffic impact studies and fees for major projects
- Access management
- Traffic signal/intersection improvements

4

Minimize Environmental Effects of Transportation System



Nissitissit Bridge, Brookline

Ten of the 13 NRPC member municipalities specifically note the importance of minimizing environmentally adverse effects of the transportation system.

Examples:

HOLLIS

"The town should develop road maintenance and reconstruction plans and regulations that would serve to protect the trees, road banks and roadside vegetation of the town from any degradation during snowplowing, normal maintenance or road improvement."

LITCHFIELD

"The Town should examine alternative de-icing chemicals to reduce the amount of salt entering the ground water due to winter surface treatment."

HUDSON

"Reduce impervious surfaces by minimizing the amount of land devoted to streets. There are several factors that should shape a plan including a design concept, on-street parking needs, traffic volumes and land constraints (steep slopes, wetlands, etc.). Narrower residential streets reduce the amount of impervious surfaces and allow for better groundwater recharge."

Common Elements:

- Consider transportation system effects on stormwater
- Minimize coverage of impervious surfaces
- Protect important natural areas from road expansion
- Maintain rural character of existing roadways
- Promote alternative modes of transportation