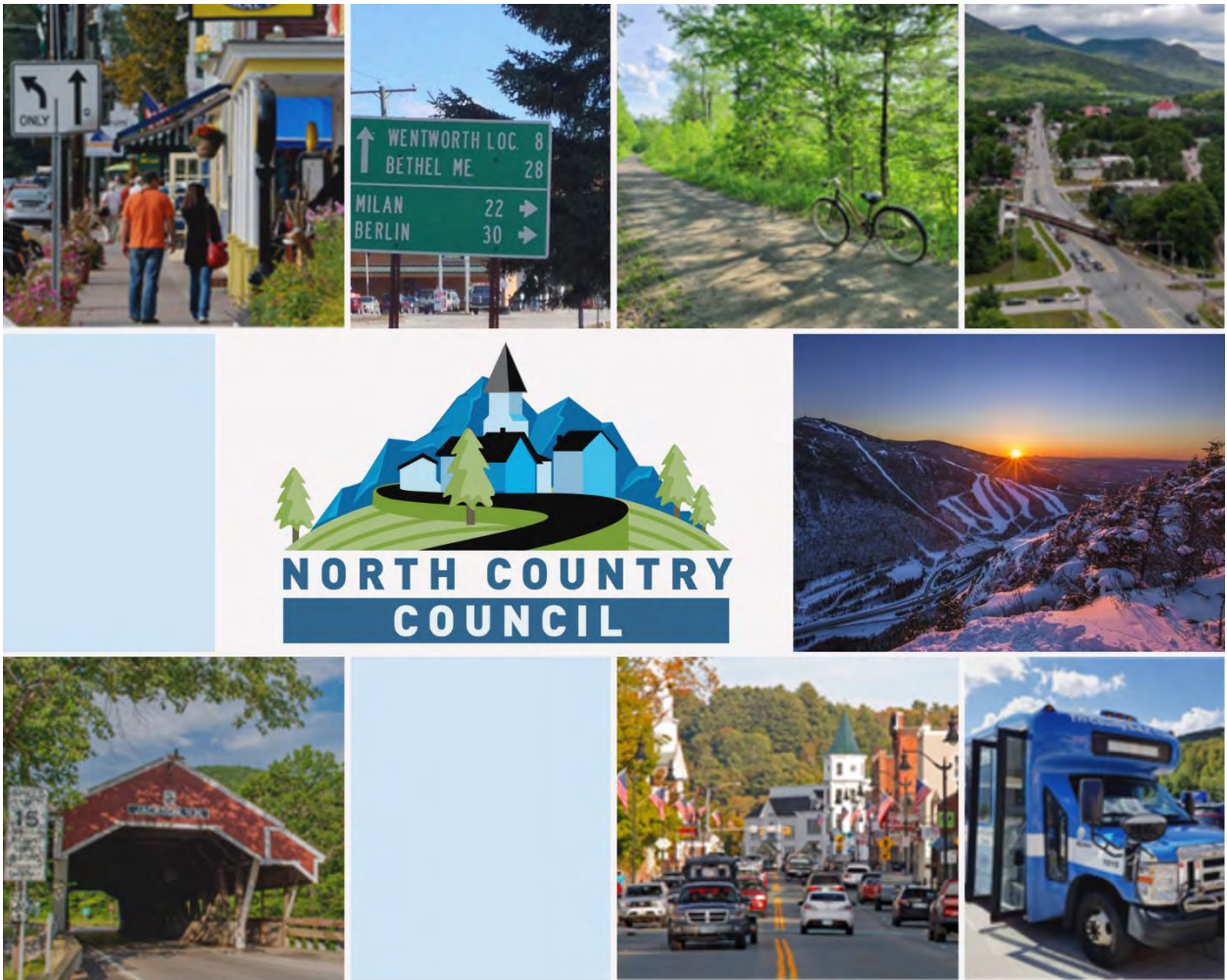


NORTH COUNTRY CONNECTIONS

Regional Transportation Plan



May 2023

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Adopted by:
North Country Transportation Advisory Committee:
North Country Council Board of Directors:

PREFACE

Established in 1973, North Country Council has been providing land use, transportation, environmental, and economic development planning services for over 40 years. We are one of nine Regional Planning Commissions established by NH RSA 36:46, that serves 50 communities across Coos County and the northern halves of Carroll and Grafton Counties. The Council plays an advisory role to local governments in order to promote coordinated planning, orderly growth, efficient land use, and transportation access. The Council supports the region and its individual communities in addressing challenges and seizing opportunities. We do so by providing technical assistance and ongoing forums for regional collaboration. Our services assist the region in planning for a better future and finding practical solutions to identified challenges. In addition to being a Regional Planning Commission, North Country Council is a federally-designated Economic Development District by the US Economic Development Administration, through which we assist communities in accessing certain federal funding opportunities.

OUR MISSION

It is the mission of North Country Council to encourage effective community and regional planning for the development of economic opportunity and the conservation of natural, cultural and economic resources. This will be accomplished by providing information, regional advocacy, technical assistance, community education, and direct service to the region, its organizations, and political subdivisions.

REGULATORY REQUIREMENTS

North Country Connections is the latest iteration of the North Country Council planning region's Regional Transportation Plan, or RTP. RSA Chapter 36 requires regional planning commissions to prepare a plan for the development of the region. Funding from the Federal Sustainable Communities Regional Planning Initiative through a grant to the state's nine regional planning commissions, administered by the Department of Housing and Urban Development (HUD), enabled North Country Council to conduct a three year public engagement process from 2011-2014 to identify the region's high priority needs and develop a set of consensus-based strategies for addressing those needs. That process led to the adoption of [A Plan for New Hampshire's North Country](#) in 2015, which serves as the overarching guide for the development of the region; pursuant to RSA Chapter 36.

Funding from FHWA administered by NH Department of Transportation enabled the development of North Country Connections, which provides education on transportation planning in the North Country, updated public input and priorities, and examines the transportation system in more detail. North Country Connections is a policy document that will guide North Country Council, the New Hampshire Department of Transportation (NHDOT), member communities and partner organizations in making important decisions regarding transportation and other key issues.

For more information on the Federal transportation acts and laws in place guiding this plan, see Appendix A.



NORTH COUNTRY COUNCIL

Planning Commission Region & Economic Development District

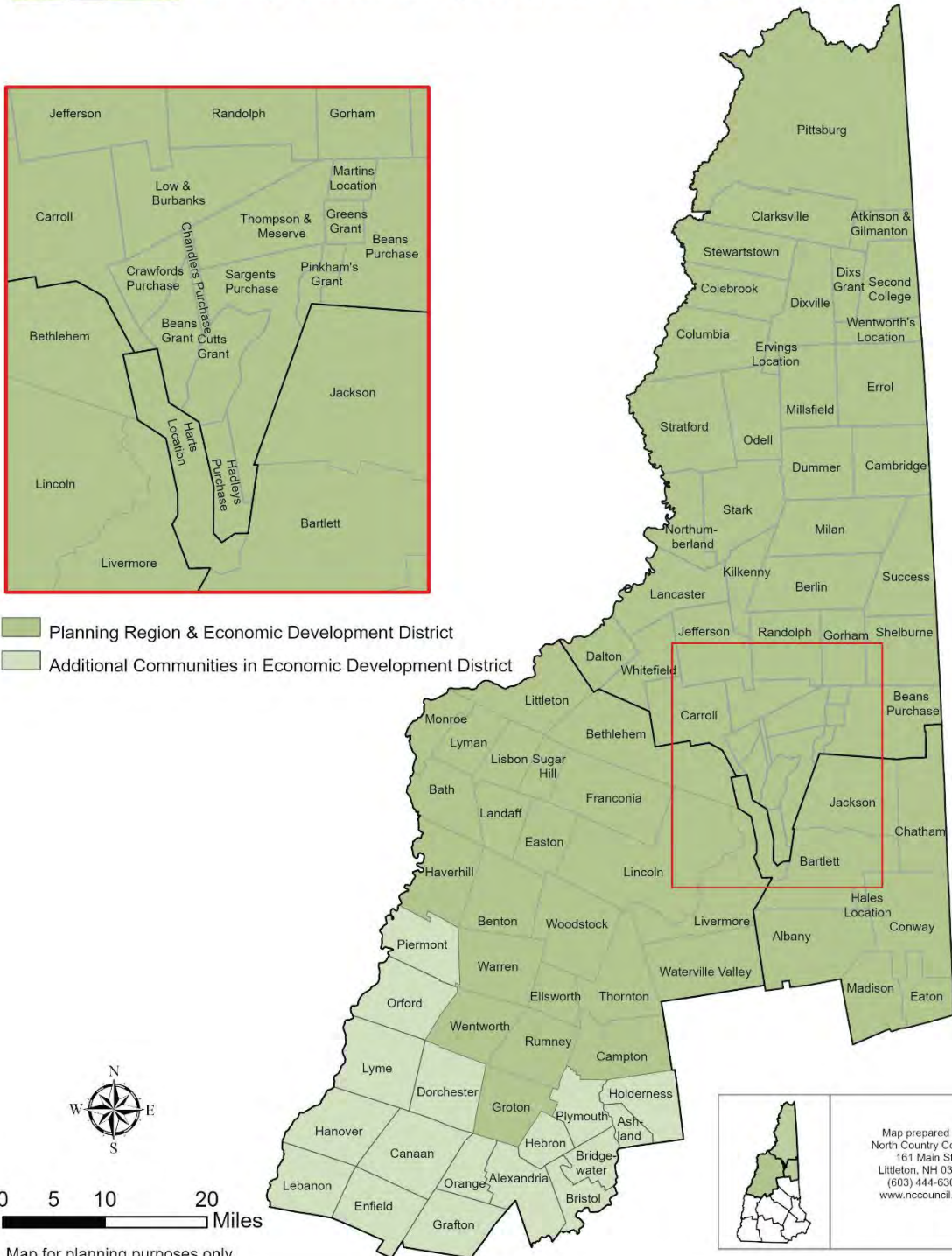


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INTRODUCTION AND PURPOSE

Welcome to *North Country Connections*, the newest edition of the Regional Transportation Plan for the North Country Council planning region. This plan provides a guiding vision for transportation decisions and planning efforts for communities throughout the region and presents goals and objectives to help achieve that vision. This plan is meant to be a helpful resource for community residents, local officials and staff, and other stakeholders that informs and guides transportation policies and decision-making. The plan works to address the transportation needs and wants of the region while understanding the challenges and opportunities facing us. This plan presents a variety of data and terms which might be unfamiliar to the general public or local officials. We have provided definitions throughout the plan as well as a glossary to reduce the confusion of the many different transportation terms, acronyms, agencies, and data used.

This plan is organized around the idea of transportation **Corridors** that are routes that are part of the larger transportation network moving people and goods within and between our communities as well as to locations elsewhere. Almost every single community is located along one or more of these corridors or is very close to one. Corridor planning is a common transportation practice that includes studying the land use, travel modes, businesses and industry, local population, and infrastructure assets along a chosen route. The corridor-level analysis allows stakeholders to focus on their specific corridor's transportation needs, challenges, opportunities, and resources.

Corridor:

A regionally significant route defined by one or more mode of transportation connecting communities, counties, and regions.

We have assembled in-depth information about the communities, infrastructure, services, and projects within each corridor. We hope that this plan assists you in better understanding the needs and opportunities of our North Country transportation network and provides guidance on how to improve and expand transportation to work for all of our residents, now and in the future. The Corridors in this plan are:

- Interstate-93
- NH 10, Haverhill
- NH 16, Albany to Wentworth's Location
- NH 25, Haverhill to Rumney
- NH 26, Colebrook to Cambridge
- NH 49, Campton to Waterville Valley
- NH 110, Northumberland to Berlin
- NH 112, Bath to Conway
- NH 115, Jefferson to Carroll
- NH 116, Jefferson to Haverhill
- US 2, Lancaster to Shelburne
- US 3 (North Section) Carroll to Pittsburg
- US 3 (South Section) Campton to Bethlehem
- US 302 (East Section) Carroll to Conway

- US 302 (West Section) Haverhill to Bethlehem

Regional Context

The North Country of today is made up of many different peoples, places, and landscapes that have been influenced by many forces over its long history. Native Americans inhabited what is now the North Country for approximately 12,000 years prior to European Colonization. Native Americans fished, hunted, gathered nuts and wild edibles, and grew seasonal crops throughout the region. These groups travelled seasonally to make the best use of the weather and seasons to thrive.

Since the European colonization of the region beginning in the 17th century, there have been untold changes to land use patterns, natural resources, and how people live. Steady European settlement throughout the 1700's through land grants to colonists led to the decline of the Native American population due to disease and violent encounters. Land was cleared for subsistence farming, with wide swathes of forest cut to create fields for crops and the grazing of animals.

Denser settlements took shape near the many waterways to build water-powered mills to process the region's natural resources including timber and grains. This pattern of denser development near waterways and throughout the many valleys and low lying areas in the region established the foundation for our current transportation network.

Industrialization and the growth of railroads throughout the 19th century enabled larger-scale logging operations, growing paper and pulp mills, as well as other manufacturing operations that supported active village centers. The farming population began to decline as these larger industrial operations grew. Timber operations began using the many waterways to float their raw materials to their factories. Logs were now being transported via river and rail throughout the region.

Dams were built to harness our rivers for hydro-power for the ever-expanding manufacturing enterprises, our communities, and for flood control. The agricultural industry helped supply food for our regional residents and shipped it to southern New England's booming cities. Agricultural and industrial operations flourished with new operations springing up including potato starch factories, dairies, woolen mills, spruce oil distilleries, pulp mills, and others.

Our communities thrived due to the many railroad stations, were powered by the many hydropower operations, and thrived through the trade of goods within the region and to points elsewhere.

The many regional rail lines jump-started the North Country's tourism and recreation industry in the latter half of the 1800s. The railroad brought artists, sightseers, and recreationists from all across the United States and Europe. The Grant Hotels with their views and fresh air anchored whole town economies.

Hiking and other outdoor pursuits grew in popularity in the early 1900s due to the influx of visitors and the many new hotels and accommodations to support them. Soon summer homes and camps were established to cater to visitors and those seeking outdoor recreation opportunities. Year-round recreation became the norm in the 1930s with the growth in popularity of skiing.

This changing paradigm led to the first conflicts between the traditional industries and land uses that were anchored in natural resource extraction and those of newcomers and visitors who sought to experience the scenic beauty and outdoor opportunities of nature. The long term use of unsustainable logging practices led to forest fires and the erosion of the thin mountain soils into the rivers and streams.

Concerns over this environmental degradation led to the passage of the Weeks Act in 1911, enabling the Federal government to purchase land for national forests. White Mountain National Forest was established in 1918, with 7,000 acres of land. It has since grown to more than 750,000 acres today. White Mountain National Forest massively influences the economy, communities, land use, and transportation network within our region. This is through being one of the biggest landowners in many of our communities, as well as a driver for the forest products industry, and a recreation hot spot bringing in visitors from across New England, the United States, and abroad.

Transportation has a major impact on our region's development patterns today. The Automobile enabled tourism to continue to grow as individuals began purchasing summer homes in the more remote areas of the region. Use of the regional passenger rail system declined steadily as the automobile gained popularity. Passenger services were slowly decommissioned throughout the 20th century. Leaving no active passenger regional rail services besides certain local scenic train rides.

The growth of the tourism and recreation economy in the region did not counterbalance the loss of manufacturing in the region's economy. Tourism brought new business to village centers and downtowns, but most of the jobs within that industry were and still are lower wage. The construction of Interstate-93 in the 1960s brought new growth to the North Country as it allowed people to more easily relocate and conduct business in the region. The Interstate has and will continue to be a major factor impacting growth and development in our region.

Manufacturing has steadily declined in the North Country to the current day. Macroeconomic shifts at the national and international levels saw local mills and factories close or be consolidated, with many jobs shifted out of the region or lost, and activities cease. This trend led to a partial hollowing out of our economy, with lower paying service and retail jobs catering to the tourism and recreation economy taking front and center.

Our region has a long history of change. Change has come not only in the physical changes brought on by who inhabited the area, logging, farming, mining, and railroads, but through changes in the economic landscape of factories, mills, outdoor recreation, and how people get around. The old crumbling foundations along our brooks and the moss-eaten stone walls throughout our forests reminds us of the days when our small communities were bustling with energy and activity producing foodstuffs and goods that were shipped out beyond our region. This is an echo of those deep connections that our regional transportation network has with our neighboring communities, regions, states, and the wider world.

Vision for the North Country Transportation Network

The vision statements presented below are intended to provide direction for transportation policies, decision-making, and projects throughout the North Country region over the coming years. These statements have developed over time through input from many sources and conversations.

In the Future:

- The North Country will be a destination for current residents, visitors, and those seeking new opportunities.
- Our communities will have thriving town centers and downtowns.
- Residents and visitors will have access to a variety of transportation and transit options to get around the region.
- The transportation network will be well-maintained and efficiently moves people and goods.
- Our communities will welcome growth and development opportunities.
- The scenic beauty and natural resources of the region will be conserved and used sustainably by everyone who lives, works, and visits the region.
- A diverse base of livable wage jobs will support younger generations of North Country residents and attract new people to the region.
- The region will be supported by high quality healthcare services and educational options.
- A variety of safe and affordable housing options will be accessible to everyone.



PUBLIC ENGAGEMENT

The public outreach process began in 2019 through both traditional in-person and virtual means. The onset of the COVID-19 pandemic created barriers to meeting with stakeholders in-person. Council staff made resources available online for stakeholders to provide additional input. This section provides a summary of public outreach efforts. Survey results are provided in Appendix B that detail what we heard throughout the process.

Stakeholder:
A person with a stake or an interest in an enterprise.

Online Interactive Map

An online interactive map was made available early on in 2019 and ran until the spring of 2021. This map allowed anyone to add points to the map and include narrative on an issue, challenge, opportunity, or need they were highlighting. The link was available on the North Country Council website, along with guidance on how to add to the map. We received a total of 39 entries and over 200 views. There was a variety of entries, from issues such as traffic congestion during peak times at a specific location to identification of improved pedestrian and bicycle access through an area. Many of the entries reflected similar comments made within the survey.

Outreach

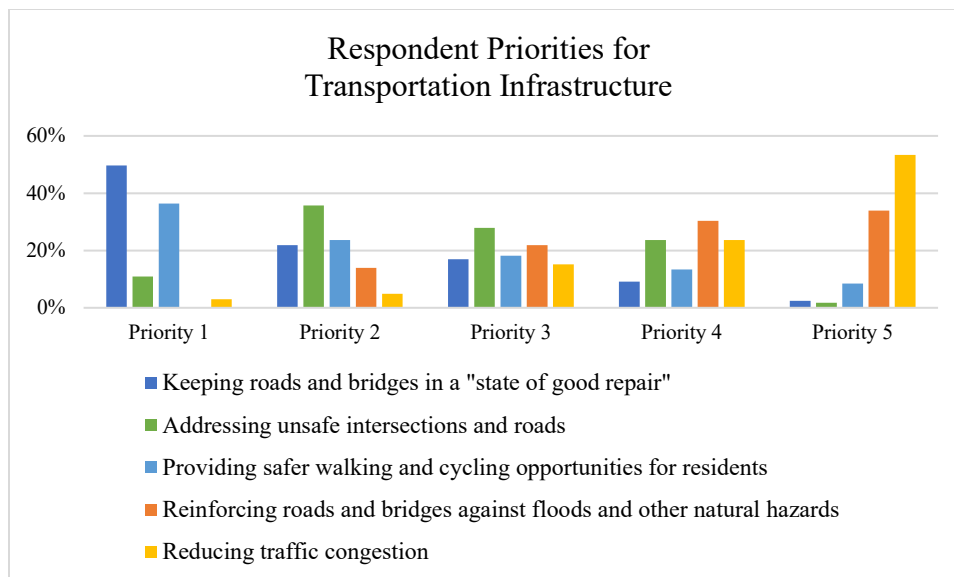
North Country Council mailed outreach letters to each community within the region regarding the update of the Regional Transportation Plan in both 2019 and 2020, the second of which were accompanied by paper copies of the survey conducted to gather public input. In addition, staff gave a presentations on the RTP in Berlin, Easton, and Waterville Valley in 2019. To help spread awareness of the plan's update and public input opportunities, multiple posts were made on North Country Council's Instagram and Facebook pages. These posts were also reshared by other organizations and users.

Surveys

A survey was created to understand the travel behaviors of residents around the region, as well as their thoughts on transportation issues, challenges, opportunity, and needs in the region. Due to the changes in travel behavior seen by the effects of COVID-19, survey respondents were also asked about how their behavior has changed, what changes they are likely to keep after the pandemic, and how economic pressures may effect their transportation choice. The survey was available on the North Country Council website with instructions on how to request a paper version. Survey responses were collected from August 2020 until the end of May 2021. A total of 230 responses were received during this time period.



The Surveys led to some interesting results including the following chart that presents the top priorities for respondents. Surveys are important to help guide the planning process. These results clearly show that a state of good repair and a focus on safety are the highest priorities for the region.



Covid-19 Restrictions

We regret not being able to hold more in-person public input sessions, such as open houses, tabling at events, or surveying people in person. Since the majority of our public input was collected during the COVID-19 pandemic, we were limited in our options. In the coming years we intend to provide more opportunities for public input and use it to inform any revisions and updates made to this plan.

USING THIS PLAN

This plan is meant to provide everyone in the North Country with an understanding of our transportation network and a vision for transportation for us all. Local officials, members of transportation boards and committees, and the general public will all have different approaches to this plan. It is hoped that this plan can guide decisions, inform policies and plans, and teach people more about our regional transportation network, the important travel corridors we share, and the resources and amenities our transportation network possesses.

While reading this plan, there may be many terms and acronyms that are confusing or unrecognizable. We have limited confusion whenever possible and provided callout boxes that provide definitions on-the-spot, as well as provided a glossary of terms and a list of acronyms in the appendices.

For Community Representatives and Local Officials:

It is important for community representatives and local officials to identify the **corridor** your community is located along. There are fifteen different corridors identified through this plan. Each

corridor section contains valuable data about the communities and systems within the corridor and provide an understanding of how communities are connected into the wider transportation network.

This plan also contains a copy of the Regional Transportation Improvement Program, or RTIP. The RTIP is a list of projects and planning initiatives across the region along with details about the scope of the project. Most of the projects have been programmed and funded through different state and federal sources, while others are specifically identified needs or opportunities that will require more data collection, conceptual design, and planning support. The RTIP provides a sense of the current transportation projects as well as the priorities and potential impacts of projects on regional communities and the corridors they are along.

When looking at your community, it is important to see it within the corridor and regional context. How does a project in your village center impact not only your resident, businesses, and amenities, but those commuting along the corridor? Would it impact freight traffic? How could a project create new opportunities such as walking and cycling, or to improve the safety of a school district or commercial center?

This plan is also important to provide the regional perspective to your community's Master Plan. North Country Council staff consulted Master Plans throughout the region to help identify our vision, goals, and objectives established in North Country Connections. If your community is updating its Master Plan, it is recommended that you examine the Vision, Goals, and Objectives of this plan to consider how your community's plan and goals fit with the North Country region as a whole. It is important to consider your implementation strategies and see where goals and strategies align.

Regional Transportation Committees:

The North Country region is home to a number of different boards and committees that deal with transportation issues. North Country Council directly supports and administrates the Transportation Advisory Committee, or TAC. North Country Council also provides administrative support to the two Regional Coordinating Council in the region, as well as the North Country Scenic Byways Council, or NCSBC. Each one of these groups works in a different domain of our transportation network.

North Country Transportation Advisory Committee

The North Country Transportation Advisory Committee, or TAC, is a longstanding advisory committee that represents the member communities of the North Country Council planning area. The TAC meets four to six times per year to conduct business and handle required transportation responsibilities. North Country Council Staff consult and coordinate with TAC members to review grant applications, evaluate transportation plans and studies, provide feedback on transportation developments, and review, rank, approve regional projects for the Ten-Year Transportation Improvement Plan, and keep up to date on the projects and developments throughout the region. For TAC members, this plan should be used as a resource to inform decisions on transportation projects and policies at the local and regional level.

Regional Coordinating Councils

The North Country Council planning region is part of two Regional Coordinating Council areas. The Grafton-Coos Regional Coordinating Council (Region 1) covers all of Grafton and Coos Counties. The Carroll County Regional Coordinating Council (Region 2) covers all of Carroll County except the communities of Wakefield and Brookfield. The RCCs are made up of local and regional community transportation service providers, human service organizations, economic development groups, regional institutions, and the general public. The RCCs meet regularly to discuss community transportation issues, coordinate transit projects and programs, and collaborate on how to improve transportation and transit services for their regions. The RCCs are guided by the Coordinated Public Transit and Human Services Plan for Coos, Carroll, and Northern Grafton Counties, most recently updated in 2021. For RCC members, this plan should be used as a reference for the wider transportation network and its resources. It is important to connect decisions on transportation services with the infrastructure, resources, and assets throughout the service area.

North Country Scenic Byways Council

Our region is home to four New Hampshire cultural and Scenic Byways, and two national scenic byways. The state-designated byways include the Moose Path Trail, Woodlands Heritage Trail, River Heritage Trail, and Presidential Range Trail Scenic Byways.

The North Country Scenic Byways Council, or NCSBC, is the group responsible for making decisions about the four New Hampshire byways. The Mission of the NCSBC is to provide information to the public about the North Country Regional Scenic Byway System, ensure that byways communities remain engaged, preserve and enhance the scenic & cultural resources of our Byways, maintain and improve byway infrastructure, improve safety for all users, and promote the use of the byways.

The work of the NCSBC is guided by the Corridor Management Plans that have been developed for each Scenic Byway. The Corridor Management Plans were most recently published in 2015. The CMPs provide in-depth details about the Byways and present goals and objectives to improve the byways. Almost every corridor noted later in this plan is part of a scenic byway. Byways members can use this plan to inform and guide their decisions about byways projects, stewardship, and activities, as well as when updating the Corridor Management Plans.

The nationally-designated Connecticut River National Scenic Byway, White Mountain Trail National Scenic Byway are governed by a separate entity than the NCSBC. The Mountain Road Scenic Byway is another Byway that is located within Weeks State Park in Lancaster which is governed by the Weeks State Park Association

The Map of the North Country Scenic Byways System can be found in Appendix F.

For Members of the General Public:

Everyone has a stake in the transportation system. Whether it is through your commute to work, getting around your neighborhood, or travelling to the store. For those who might not be involved locally or regionally with a board or a committee, we recommend you read through this document to learn about some of the important assets, opportunities, and challenges of the corridors and

larger transportation network of the North Country region. Good transportation planning needs people who are engaged with the process and are able to provide feedback and input on plans, policies, and projects.

There are a variety of ways to get involved in the transportation planning process including attending meetings of the regional TAC and RCCs, meeting with local officials and community boards, and voicing your opinions on new developments and changes to existing policies and plans. North Country Council staff are happy to meet with you and discuss your concerns, ideas, and insights on our transportation network.

We look forward to hearing from you!

Email: info@nccouncil.org
Phone: (603) 444-6303

GOALS AND OBJECTIVES

Transportation connects people with friends, family, jobs, healthcare, leisure, and many more everyday needs. It allows economies to thrive when it is connecting consumers with commodities and services. It is an essential building block of human civilization. This section presents the overarching goals, objectives, and implementation strategies that will help achieve the Regional Vision established in the opening section of this plan. The transportation goals presented in this plan are focused on increasing our quality of life, connecting people to our communities, increasing safety, and planning for current and future growth.

Safety

Safety has been a major priority of the Transportation Planning world for the past few years. Concerns about rising traffic deaths, lack of safe options for pedestrians, cyclists, and elderly and disabled individuals.



Improve the Mobility, Safety, and Accessibility for all users and modes of travel

- Implement bicycle and pedestrian improvements and traffic calming measures in our town and village centers,
- Study speed and volume data along transportation corridors and connecting routes,
- Create interconnected bicycle and pedestrian systems within and between communities,
- Install safety countermeasures along high volume and high speed routes to reduce fatalities and severe injuries,
- Facilitate the adoption of Complete Streets and Safe Systems policies,
- Adopt pedestrian and multi-modal friendly transportation standards and safety measures,
- Relocate heavy freight truck traffic away from routes through town centers whenever possible.

Preserve, Maintain, and Improve the Existing Transportation System

- Establish a systematic approach for the maintenance and repair of the road network,
- Assist with local and state road condition data collection activities,
- Promote fiscal responsibility and high return on investment for projects,
- Improve non-motorized and alternative transportation facilities,
- Expand multi-modal transportation options,
- Partner with local, regional, and statewide groups to integrate the region into the wider passenger transportation network,
- Coordinate transportation infrastructure projects with utility and other projects whenever possible.

Please refer to Appendix E for more information on Complete Streets and the Safe Systems Approach. These are policies of increasing importance for the safety and accessibility of our transportation network.

Accessibility

Accessibility must be at the heart of any transportation project impacting a residential or commercial area. It is vital that we design our built environment so as to be useable by people of all abilities. These accessibility goals are how we can create a transportation system in the North Country that works for everyone regardless of their age, ability, or background.

Create a transportation system that provides residents and visitors of all ages and abilities access to regional housing, employment, recreation, amenities, and services.

- Improve roadway and pedestrian signage, markings, and notifications,
- Incorporate proven safety countermeasures in transportation plans and projects,
- Promote increased bicycle and pedestrian infrastructure within our communities and open spaces,
- Provide stakeholders with information about alternative transportation options and services,
- Include accessible facilities in transportation projects within or near residential areas,
- Expand non-motorized connections between residential and commercial areas.

Incorporate Accessibility requirements and considerations into regional projects and developments

- Support the adoption of land use policies and codes that incorporate the safe systems approach,
- Guide local officials and groups working to create bicycle and pedestrian friendly areas,
- Include accessibility concerns and statutory requirements in project priority discussions,
- Promote projects that improve non-motorized modes of transportation,
- Assist communities with adopting and implementing complete streets policies.

Environment

The Transportation sector produces the most greenhouse gas emissions in the United States. There have also been noticeably increases in the severity and frequency of storms due to climate change. It is important to set environmental goals which improve and expand our transportation system, while mitigating emissions and reducing the threat of storms and natural hazards.

Conserve open space and traditional land uses

- Encourage cluster development and other development strategies that incorporate the protection of open space,
- Prioritize the re-use and redevelopment of town and village centers
- Create multiple options for landowners for developing or conserving portions of their land,
- Promote the adoption of local development regulations that balance growth and conservation,
- Focus development activities on existing neighborhoods and commercial areas,

- Study using public spaces within floodplains, watercourses, and wetlands to be used as passive recreation areas such as parks and greenways.

Connect Transportation Decisions with Land-Use Decisions

- Integrate land-use planning and transportation planning to better manage and develop the transportation network,
- Use transportation projects to encourage focused development along significant transportation routes and in downtowns and village centers,
- Ensure the development of a sustainable transportation system that minimizes environmental impacts,
- Include the management of rivers, floodplains, wetlands, and other water resources in the transportation decision-making process.

Protect the natural resources and the rural and wild natural environment of the region

- Reduce greenhouse gas emissions in the transportation network,
- Prioritize projects that reduce vehicle miles travelled,
- Include environmental considerations in the development process,
- Consider environmental impacts in transportation decision-making
- Manage local water resources as a healthy, integrated system that provides long-term benefits from enhanced environmental quality.

Economy

The regional economy is closely linked to the transportation system. Residents of the region regularly travel long distances to access medical care and groceries. And goods travel into and out of the region on the important corridors connecting us to Vermont, Maine, and southern New Hampshire. If segments of our transportation fail, communities can be cut off from vital goods and services. A well-maintained transportation network allows regional residents and visitors to get to the places they need to go, and

Develop our town and village centers as destinations to live, work, and play

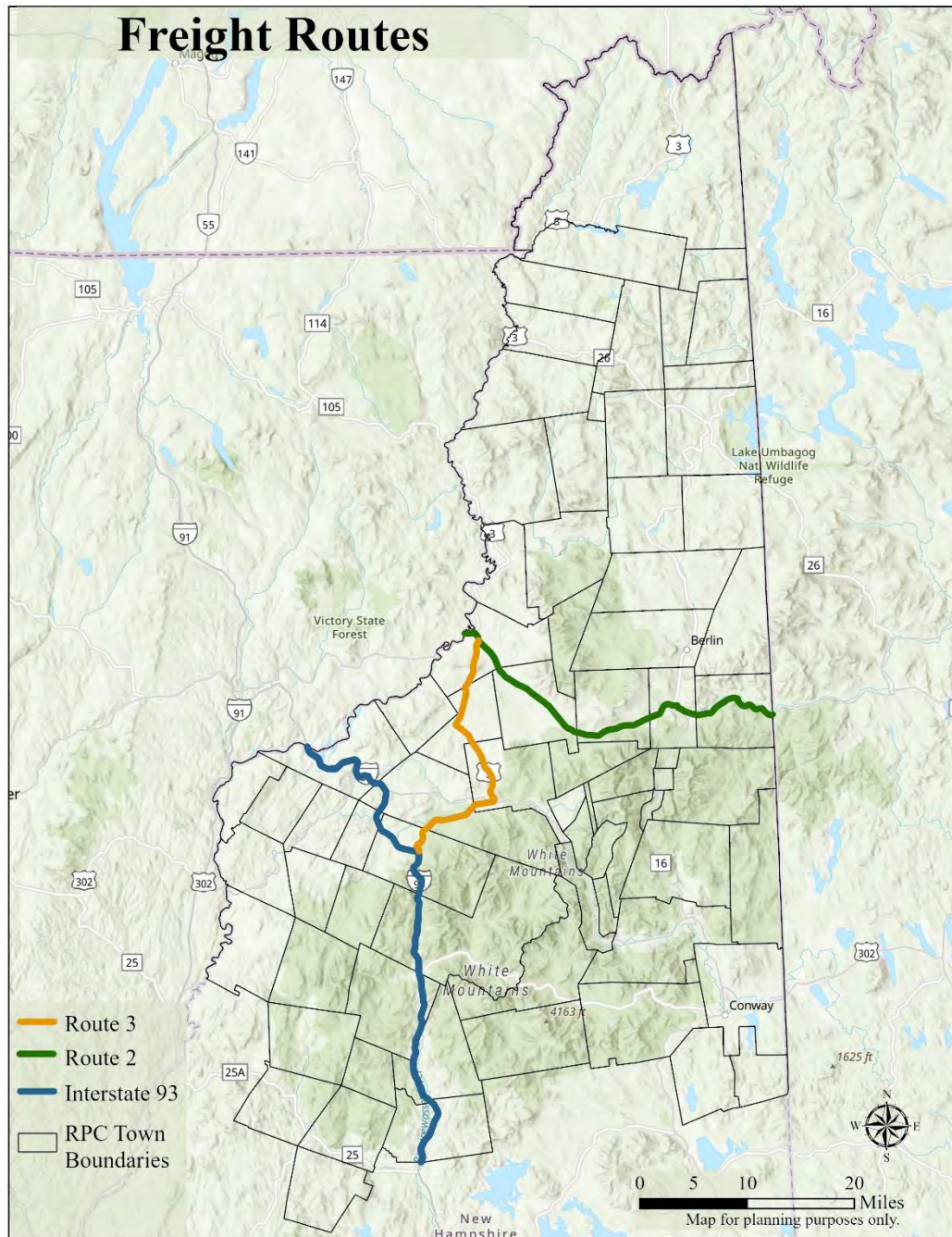
- Assist communities with updates to their land use codes, policies, and master plans,
- Encourage mixed uses for living, working, and shopping local,
- Promote strategies for infill development for unused and underused properties,
- Educate local officials, groups, and stakeholders about the safe systems approach to planning infrastructure and land use projects,
- Advocate for complete streets, smart growth, and similar inclusive development policies,
- Support placemaking, alternative transportation, and road safety projects.

Create and Maintain a resilient regional economy

- Ensure that local economic activities are inclusive and accessible to all stakeholders,
- Adopt policies that create stable and sustainable economic growth,
- Provide an economic ecosystem that allows for a wide array of businesses, industries, and developments to thrive,
- Implement policies to enhance local business demand and alternative strategies for value creation for the community.

Encourage a mixture of housing types to meet the demand of all market sectors

- Include a variety of housing types and styles in local land use codes,
- Maintain a diverse array of housing and affordability levels,
- Promote traditional development patterns in our downtowns and village centers,
- Provide communities with information on mixed-use housing and alternative housing types,
- Support local options for a full spectrum of housing from rentals to retirement housing.



Collaboration

Collaborating with different groups and partners can help get projects implemented with less time, money, and effort, than going at them alone. Developing working relationships with local, regional, state, and federal partners opens up new sources of funding, assistance, and networking that can help our communities thrive. Increased collaboration is a goal that will impact the other goals presented in this plan.

Increase collaboration with partners and stakeholders at the local, regional, state, and federal levels to enhance transportation project planning and implementation outcomes.

- Hold regular meetings of boards and committees to keep staff and partners informed of regional developments and determine strategic priorities,
- Develop working relationships with a variety of governmental, business, and institutional contacts impacted by transportation planning,
- Maintain regular communication with local officials and stakeholders,
- Create an accurate directory of staff, stakeholders, and partners,
- Conduct outreach campaigns to groups not previously included in transportation decision-making,
- Attend meetings of regional communities, partner organizations, and industry groups.

REGIONAL CHALLENGES AND OPPORTUNITIES

The North Country Transportation network is faced with numerous challenges and opportunities. Some of these are historic, owing to our remote, rural location, and others are more recent, owing to economic shifts, changes in behavior, and the climate. The region can face down the challenges and embrace the opportunities to improve not only its transportation network, but the economic and social wellbeing of everyone in the North Country.

Challenges

The North Country transportation system is faced with numerous challenges that threaten the mobility of our residents and access to the many resources, amenities, and services the region has to offer. These span project costs, the condition of our roadways, and the increasing impacts from climate change, and workforce challenges.

The **Cost** of infrastructure replacement, repair, and maintenance operations has steadily risen over time. This has been compounded by COVID-19 which saw marked increases in certain materials used in transportation projects. With these costs in mind, our small, rural towns often lack the capacity to tackle infrastructure concerns outside of their regular highway and road maintenance operations. It is difficult for our communities to put money aside for bigger projects, and to provide the needed matching funds for many of the Federal and State infrastructure programs that exist. The rising cost of repairing and replacing transportation infrastructure coupled with the budgetary constraints of our rural communities leads to needed upgrades being deferred, impacting the safety, accessibility, and comfort of our transportation networks.

The **Condition** of our transportation infrastructure in our communities is a major concern for our region. Pedestrian infrastructure such as sidewalks, crosswalks, curbing, and markings are in poor condition or are lacking in many of our downtowns and village centers. This lack of consistency is made worse by the sometimes poor condition of our roadways, both local routes and busier connector and arterial roads. Funding and implementing projects that tackle both roadways and adjacent pedestrian infrastructure can be a challenge for local staff. Some of our communities are also dealing with Red List Bridges and other aging bridges that present clear safety hazards for the travelling public, both motorized and non-motorized. Many of our older downtowns and village centers also have the compound issues of aging sewer, water, and power systems. It can be difficult to coordinate projects to handle not only roadway and pedestrian improvements, but these utilities below. The condition of our regional transportation infrastructure is inconsistent, with some of our major corridors having high quality, smooth rides, and other areas lacking pedestrian accessibility and are consistently rough or hazardous to travel in.

Resiliency:

The ability to withstand, adapt to changing conditions, and recover positively from shocks and stresses.

Climate change is rapidly shifting how we approach transportation planning and infrastructure development. Our historic industries of farming, logging, and milling brought our communities and major transportation corridors close to rivers, lakes, floodplains, and rocky hillsides and valleys. Climate change has been known to increase both the intensity and frequency of storms. Flooding, road wash-outs, forest fires, and other hazards will be heightened by climate change. This means that the lifecycle of our infrastructure is shortening, and our maintenance

operations need to adapt to keep our systems working. Integrating **resiliency** considerations into the planning process is vital if we are to keep our communities, and the corridors that connect us, safe, secure, and prosperous. Regardless of how our communities choose to respond, the changing climate will greatly impact how our regional communities maintain and manage their transportation assets.

Our regional transportation network and its corridors are maintained by our skilled **Workforce**. Our local highway and public works departments have experienced staff that have many years of experience tackling the known issues and maintenance needs of their towns.

Transportation Workforce:

Employees active in maintenance, repair, installation, operations, planning, and administrating transportation projects and programs.

But, as with other states, New Hampshire has an aging workforce. Many experienced maintenance staff are retiring or leaving the field. This has led to a lack of skilled staff for maintaining our roadways and connected infrastructure. Many local administrative staff with years of experience are retiring as well, leaving town offices not able to properly plan and implement transportation projects. Local offices cannot take advantage of Federal funding opportunities if they do not have the staff available to manage these funding sources over the project lifecycle.

The lack of workers has been especially pronounced with the onset of the COVID-19 pandemic. Many employees left the workforce or sought out other less strenuous and better paying opportunities in different fields. It is difficult for small rural towns to pay the salaries and wages many younger workers seek out. This leads to a lack of applicants and also short-term employment, as they may hop to a different employer. Workforce challenges cover a wide area of concern including maintenance and repair operations, project administration, and retainment. Ensuring an adequate, trained workforce will be a key factor in keeping our transportation network operating for all our communities.

The **Rural Character** of our region is both a great benefit, and a challenge. The geographic size of our communities means that our local governments are regularly responsible for maintaining large sections of local roadways and state routes. This means that some of our most urgent infrastructure upgrades have high price tags due to the long distances involved.

The many mountains, rivers, and forests that crisscross the North Country have led to a small number of major transportation corridors that help people get into, through, and around our communities. If one of these major routes are impacted by a storm or natural disaster, it can have a major impact on many communities due to the disruption in normal operations. The small population of our communities, coupled with them being widely dispersed and largely independent, can also make gaining local input on plans and policies difficult.

Opportunities

The North Country is in transition. While still dealing with the impact of the transition away from an industrial-centered economy, there are regional and national trends that position the North Country for growth and improvement.

The **Recreation** economy has become the new anchor to the region. The North Country has thousands of miles of trails of all kinds: ATV, Snowmobile, Hiking, Cycling, and more. There are a wide variety of active trail groups and advocates throughout the region focused on improving their systems and connections. These groups, along with businesses and local towns have embraced this growing sector and have tailored projects to include trails and trail access. The variety of trails means that both local residents and visitors frequent our communities all year round to take advantage of the recreational opportunities our rural region provides. The corridors outlined in this plan intersect with many trails and recreation areas.

Recreation areas and trails connect with every single transportation corridor in this plan. It will be important to use the growth opportunity of the regional recreational economy to build a more connected and balanced transportation network for all types of users.

Our **Historic Town Centers and Downtowns** were built when our choices for travel were either horse and buggy or railcar. They might sometimes be seen as a relic of the past and not something to emulate in current communities. But our historic downtowns are a boon for our communities and the transportation network as a whole. Our town centers were centers for industry and commerce, with little sprawl or swathes of empty space to speak of. This intensive use is cost-effective, and creates more opportunities for residential, commercial, and industrial uses than more modern auto-centric development.

Our town centers present opportunities for the repair and redevelopment of unused or underused properties. Using specific land use strategies like infill development and mixed-use properties will breathe new life into our downtowns and create new opportunities for living, working, and accessing local amenities.

Dense town centers and downtowns have been shown to be more valuable than similarly sized areas developed to suit the automobile when it comes to local tax revenue, and value for the property owner. They are also more attractive for people choosing where to live and work. Focused strategies in our town centers also take the pressure off our busier arterials by creating opportunities for walking, biking, and other alternative **transportation modes**. Improving and growing our town centers allow for people to use their cars less, and to be able to walk and bike more. This both lessens vehicle emissions and improves the health of the community.

Mode of Transportation:
The Different ways by which goods and people are transported from one place to another by land, sea, or air.

Data collection technology and tools have improved greatly over the past few years. New software has been developed by a variety of groups that aid in the collection of data for assets such as roadway surfaces, culverts and drainage systems, stream crossings, and more. Many groups have used analytical tools to help map out assets and concerns so as to better understand and address them. Local and regional officials can use these programs in the field to seamlessly collect and upload data to the cloud for processing and analyzing in the office.

Many of these programs also have built-in analysis features that make it easy to process data and develop complete reports for publishing or inclusion in planning documents. These tools many times are compatible with GIS mapping software, which provides an added visual component for local officials and stakeholders to use in their work. These tools provide valuable support to our small municipal offices and volunteer boards to use in their decision making processes. Better data and analysis lead to better and more informed decisions.

The **Rural Character** of the North Country, while previously mentioned as a challenge, also presents some important opportunities. Access to recreation, proximity to nature, and solitude are all vital factors in welcoming new residents and retaining current residents. Our mountains, rivers, lakes, and forests provide people with almost limitless options to get outside and active. These natural areas have increasingly become accessible to people living in developed areas through trail connections and efforts to improve pedestrian safety on our roadways. Our rural, natural environment provides a quality of life that is worth protecting, and also using as an asset in our economic, transportation, housing, and other development processes.

The region's industrial past led there to be many old railroad lines crisscrossing our communities. Many of these lines have continued freight rail, with others being upgraded into rail trails for added recreational use. Increasing freight traffic would allow for decreased truck mileage for cargo, decreasing emissions in the region. Expanding the network of rail trails would allow for increased use and provide alternative routes for pedestrians and cyclists. The North Country has many more

miles of unused rail lines. They present a great opportunity for meeting environmental goals, providing recreation, and possibly one day providing another travel option for passengers.

Funding is the vital piece that makes transportation and infrastructure plans and projects a reality. There has been a major influx of transportation funding from the Federal government in the past few years. The Bipartisan Infrastructure Law, or BIL, passed in 2021, provided hundreds of billions of dollars over a five-year span for Transportation Infrastructure, Transit Services, Freight and Passenger rail, and many more types of projects. The BIL provided funding to pre-existing programs and established many new funding programs as well. A major focus of the BIL was to balance funding between urban and rural areas, and between automobile and non-motorized uses. The BIL also opened up new funding sources for electric vehicle charging station planning and build-out across the country.

A popular program for communities has been Safe Streets and Roads for All (SS4A). The SS4A Grant program is focused on increasing the safety and accessibility of local streets and roads to reduce roadway deaths and serious injuries. This program supports action planning, infrastructure planning, and project implementation and construction. This program provides necessary support throughout the entire transportation safety planning process.

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program is the successor to the popular TIGER grant program. The BUILD program focuses on investments in transportation and transit infrastructure that will enable new development and growth in a community. This program opens up funding for the planning, development, and implementation process.

Programs like SS4A and BUILD are just two of dozens of programs that communities can access at the Federal Level. The New Hampshire Department of Transportation also has many grants available that communities are able to leverage to plan, design, and complete projects. These new funding programs present great opportunities for towns to update their infrastructure, whether it is pedestrian connections in a downtown, building electric vehicle charging stations at public facilities, or improving their important transportation routes to spur new development and growth.

Federal and State funding always have rules and requirements attached to them, but towns can partner with regional groups and work with state agencies to help lessen the administrative burden. Funding has been and will remain a challenge for our region, but new and updated grant programs from both the Federal and State government can lessen the burden and turn a challenging transportation issue into a solution.

NORTH COUNTRY CORRIDORS

Fifteen transportation corridors were identified during the planning process. Corridors are important routes that are part of the larger transportation network that moves people and goods within and between our communities and destinations elsewhere. This section presents the datasheets that have been prepared for each Corridor. These datasheets contain information about the communities, infrastructure, services, amenities, and projects along each corridor. It is anticipated that these datasheets will be expanded regularly in the future to include additional information and statistics that is useful for communities along each corridor.

It is important to note that we have defined and organized these corridors in just one way.

Corridors can be defined in multiple ways with different variables and routes.

Each corridor has some overlap with others. This can be especially evident with NH Route 10, which while officially only being within the Town of Haverhill, extends North to Littleton with US Route 302. Many of our largest communities are also located along multiple corridors due to their geographic location.

The Corridors were chosen based off of many factors including the volume and type of traffic they handled, connectivity, regional significance, as well as their official highway tier classification.

Tiered Roadway Classification

Every road is critical to the people, businesses, and organizations that rely on it, but each road services a different number of users and at different levels of mobility and accessibility. To help better manage our complex road network, State and Federal transportation officials developed a tiered classification system for prioritizing projects, maintenance, and determining funding.

Highway Tier

A classification of roadway based on similar level of connectivity, significance, mobility, and operations.

The New Hampshire Department of Transportation has developed five classifications for roadways throughout the state. These include:

- ❖ Tier 1 – Interstates, Turnpikes, and Divided Highways
- ❖ Tier 2 – Statewide Corridors
- ❖ Tier 3 – Regional Transportation Corridors
- ❖ Tier 4 – Local Connectors
- ❖ Tier 5 – Local Roads

For our regional corridors, Tier 1, 2, and 3 roadways were used in consideration for corridor designation. These tiers are all important for inter-community travel of all kinds. Included below are the tier definitions set by the New Hampshire Department of Transportation to assist in their maintenance and operations activities.

Tier 1 – Interstates, Turnpikes, and Divided Highways

Interstates, Turnpikes, and NH Route 101 between Bedford and Hampton support the highest traffic volumes and speeds in the entire state. These multi-lane, divided highways convey the majority of commuter, tourist, and freight traffic throughout the state.

Tier 2 – Statewide Corridors

Statewide Corridors, like US 202 or NH 16, carry passengers and freight between regions of the state as well as to and from neighboring states. These roads can have moderate to high traffic volumes, particularly during morning and afternoon commutes. While functionally similar, condition and features of these corridors vary the most out of any Tier. Some of these roads are formally constructed higher-speed facilities while others are more rural roads that became high use roads as surrounding neighborhoods and communities developed.

Tier 3 – Regional Transportation Corridors

Regional Transportation Corridors provide travel within regions, access statewide corridors, and support moderate traffic volumes at moderate speeds. Good examples include NH 112 and NH 155.

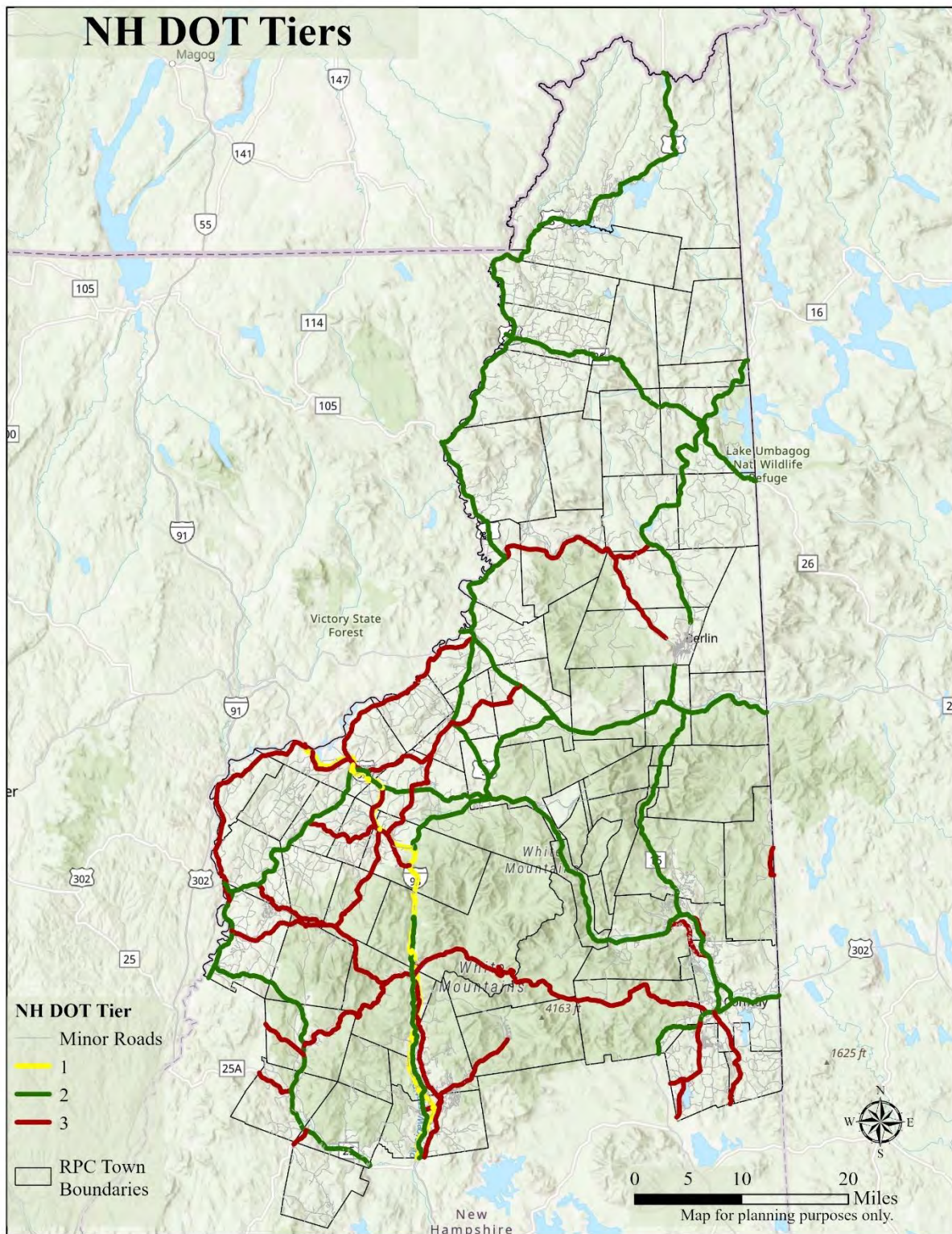
Tier 4 – Local Connectors

Secondary highways and unnumbered routes as well as the bridges along them are local connectors and they provide travel between and within communities. Traffic on local connectors, such as NH 141 or Bean Rd in Moultonborough, is usually low volume and low speed.

Tier 5 – Local Roads

Locally owned roads and bridges or State owned roads within compact limits provide varying travel functions and are maintained by communities. Traffic volumes and speeds can vary on local roads. Good examples include North State St in Concord or Elm St in Manchester. Though, the Department does not maintain local road and bridges, it does provide assistance to communities.

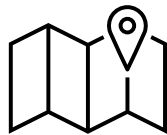
We have provided a regional map of the Tier 1, 2, and 3 roadways on the next page.



Interstate 93 Corridor



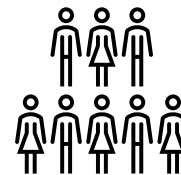
8 Communities
Along Corridor



Located within
Grafton County



XX Miles of
Distance



18,631 Residents



8,077 Households

The Interstate-93 Corridor is the only interstate highway running through the North Country region. The I-93 Corridor runs North to South from Littleton in the North to Campton in the South. I-93 is vital for transportation in the region, providing connections in the north into Vermont and Canada. The Corridor connects the rural North Country Region to the more developed southern areas of New Hampshire and down to Massachusetts. This is important for freight traffic, commuting, and access to recreational assets.

The I-93 Corridor connects to several other corridors along its length including US 302, US 3, and NH 18, NH 142, and NH 141. Additionally, I-93 is an important connector to Interstate 91 in neighboring Vermont.

Interstate 93 runs directly through Franconia Notch State Park and the White Mountain National Forest, providing access to a wide variety of recreational trails and areas for hiking, skiing, ATVing, fishing, and other options. Interstate-93 is also part of the White Mountain Trail National Scenic Byway, and as such is busy during peak recreation and sightseeing months in the Summer and Autumn. The Corridor is an important connector for the economic hubs of Littleton, Franconia, and Lincoln, providing easy access for freight, commuters, and visitors.

Traffic congestion is a growing concern along the corridor. NHDOT previously provided traffic diversion along the heavily-sed trailheads in Franconia Notch. Major traffic congestion has been seen in Lincoln, with cars queueing up onto I-93 due to the high volumes in downtown Lincoln on NH Route 112.

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

Interstate-91
U.S. Route 302
U.S. Route 3
NH Route 112

I-93 NB/SB at Crossover at Vt State line: 6,570 (2022)
I-93 SB Exit 40 Off-Ramp (US 302): 1,708 (2022)
US-3 NB South of NH 141: 2,651 (2022)
I-93 NH Exit 32 Off Ramp: 3,008 (2022)
I-93 SB Exit 32 Off-Ramp: 1,057 (2022)

Corridor Assets

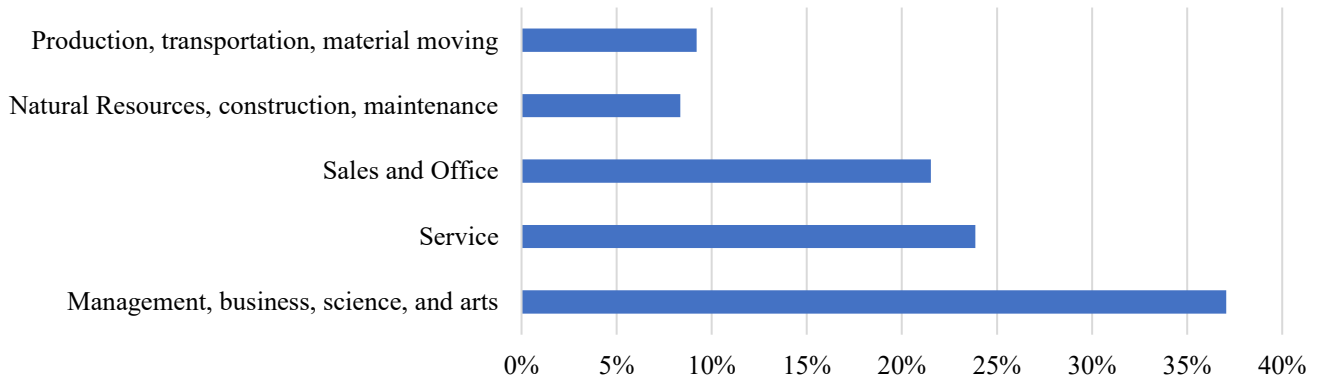
Franconia Notch State Park
Tri-Town Bus Route (Littleton, Whitefield, Lancaster)
Concord Coach Lines (Service to Points South)
Littleton Regional Healthcare
Franconia Airport
Bradley Field
Littleton Industrial Park

Littleton Downtown
Lincoln Downtown
Woodstock Town Center
Bethlehem Town Center
199,625 Acres of Conservation Land
575 Miles of Trails
21 Minutes Average Commute Time

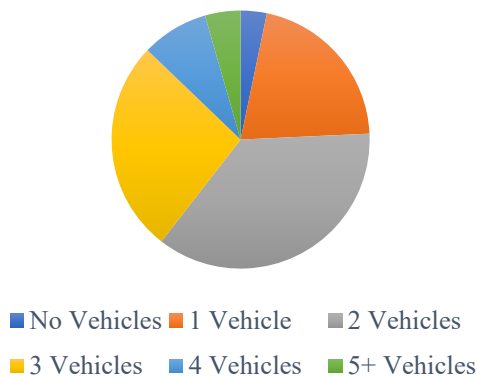
Interstate 93 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,947	14%
Age 18-39	7,761	36%
Age 40-54	3,179	15%
Age 55-64	3,589	17%
Age 65-74	2,382	11%
Age 75 and over	1,593	7%

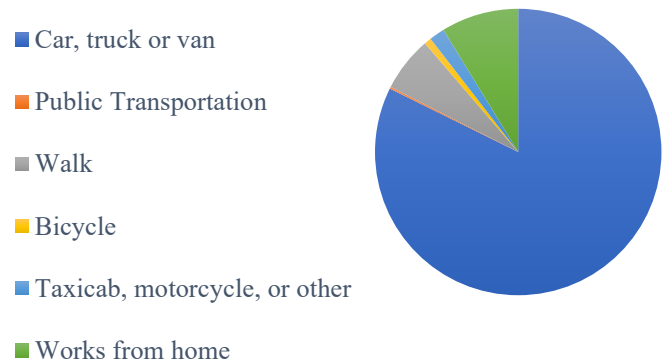
Occupations



Vehicles Available Per Person

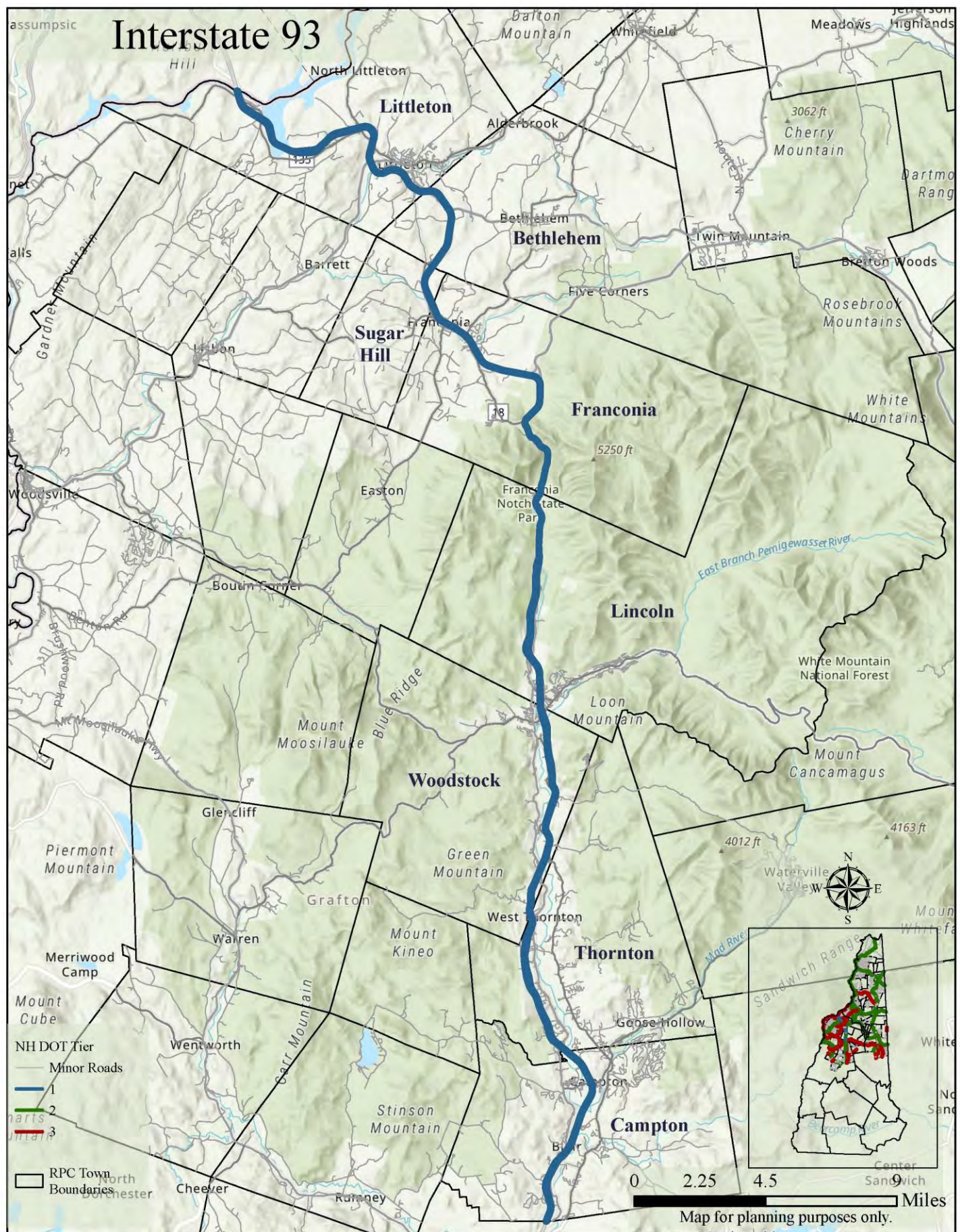


Mode of Transportation (%)


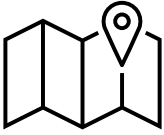
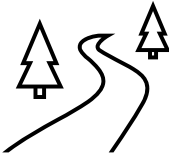
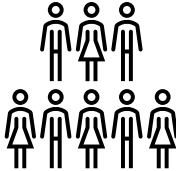



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Bethlehem-Littleton	I-93	Rehabilitation on I-93 from MM 120.5 to MM 125.0, including ramps at exits 40, 41, & 42	Construction 2030-2031	\$ 22,230,132	Preservation & Maintenance
Franconia	I-93	Rehabilitation on I-93 from MM 111.6 to MM 116.1, including ramps at exits 35, 36, & 37	Construction 2027-2028	\$ 20,531,877	Interstate Maintenance
Franconia-Sugar Hill-Bethlehem	I-93	Rehabilitation on I-93 from MM 116.1 to MM 120.5 including ramps at exists 38 & 39	Construction 2029-2030	\$ 21,047,818	Preservation & Maintenance



NH 10 Corridor

				
One Community along Corridor	Located within Grafton County	10 Miles of Distance	4,597 Residents	1,806 Households

NH 10 is part of the River Heritage Trail, which is an official New Hampshire Scenic Byway. The villages of Center Haverhill, North Haverhill, and Woodsville all contain historic and cultural landmarks, with Woodsville containing a walkable commercial district.

Recreationists can access the Ammonoosuc Rail Trail as well as many other opportunities for walking, biking, ATVing, and snowmobiling.

NH Route 10 is an important statewide corridor that runs along the western portion of the state and the southwest portion of the North Country Region. Route 10 connects from Haverhill South into the Upper Valley region, eventually reaching Massachusetts and North via US 302 into Bath, Lisbon, and Littleton. The NH 10 Corridor Connects with other routes including US Route 302, NH 135, NH 116, and NH 25.

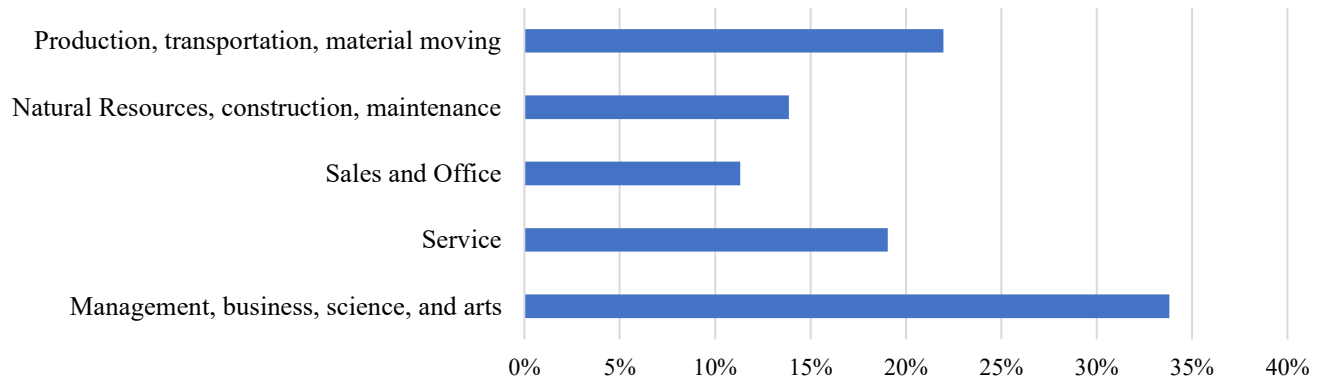
Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
U.S. Route 302	US 302 at Bath Town Line 4,959 (2022)
NH Route 135	NH 135 West of NH 10: 1,133 (2022)
NH Route 116	NH 116 Over Clark Brook: 36.39 (2022)
NH Route 25	NH 10/25 North of NH 25C: 1,110 (2022)

Corridor Assets	
Ammonoosuc Rail Trail	3,392 Acres of Conservation Land
Woodsville Village Center	35.8 Miles of Trails
North Haverhill Village Center	27 Minutes Average Commute Time
Dean Memorial Airport	

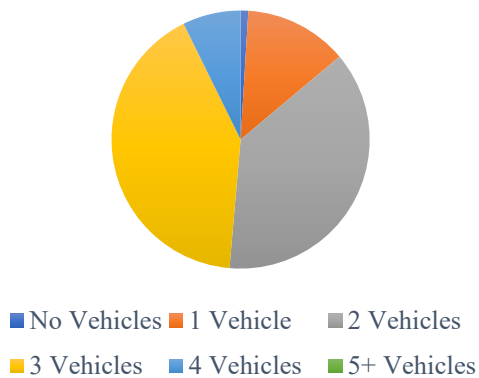
NH Route 10 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	785	15%
Age 18-39	1,883	35%
Age 40-54	1,115	21%
Age 55-64	645	12%
Age 65-74	491	9%
Age 75 and over	463	9%

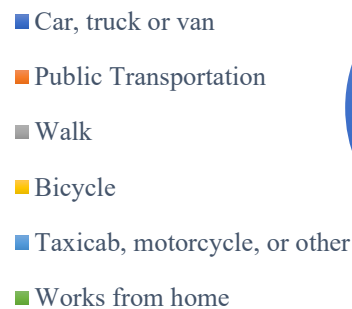
Occupations



Vehicles Available Per Person

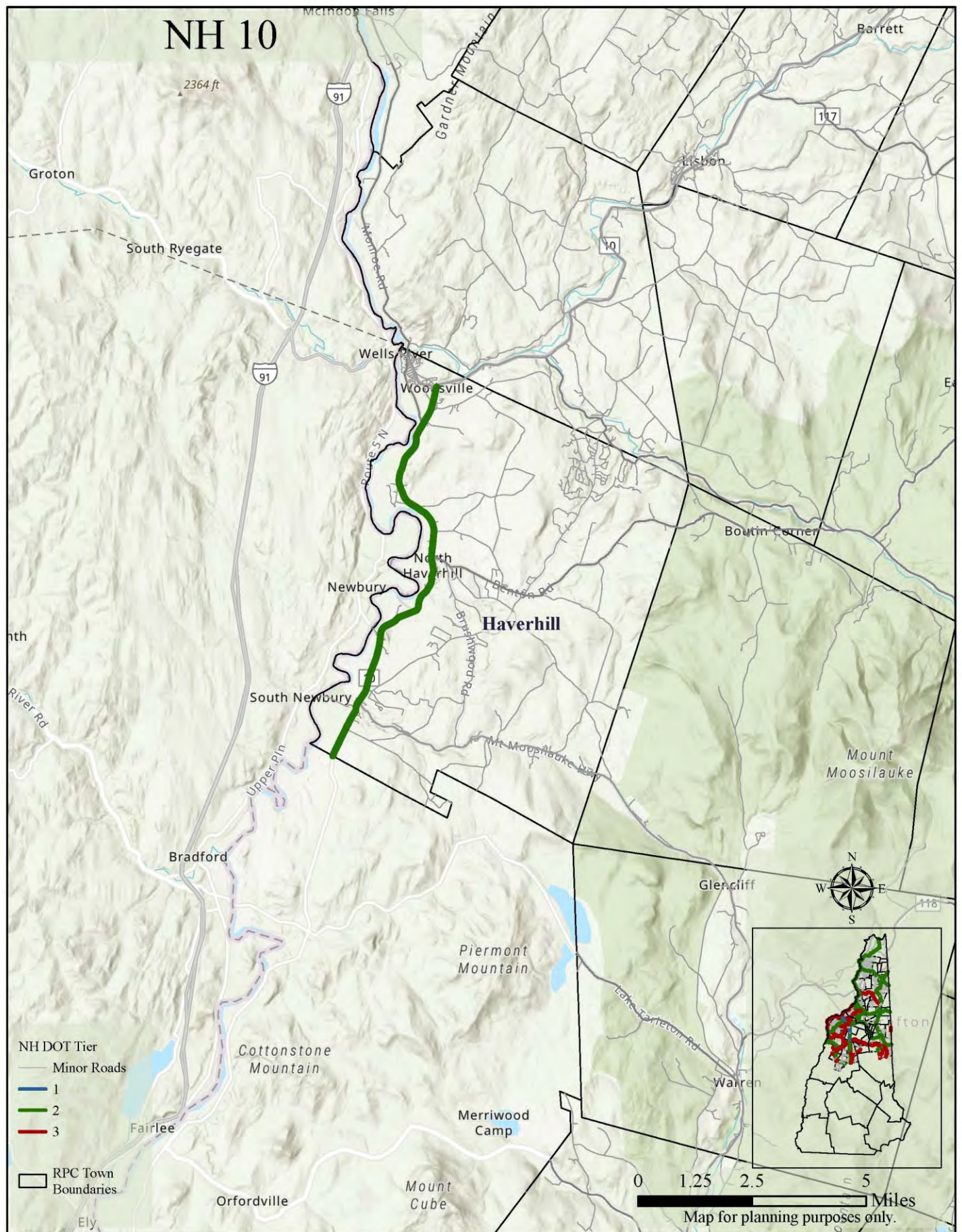


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Haverhill	Dean Memorial Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$ 5,662,378	FAA

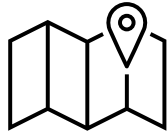


NH 16, ALBANY TO WENTWORTH'S LOCATION

NH Route 16 Corridor



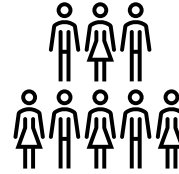
15 Communities
Along Corridor



Located within
Coos and Carroll
Counties



67 Miles of
Distance



32,087 Residents



14,710 Households

NH Route 16 is the main corridor for North-South travel along the Eastern side of New Hampshire. This corridor is critical for passenger and freight traffic from Coos County down to Carroll County and other points south. This Corridor contains the largest communities in the North Country region: Berlin and Conway. Conway, Berlin, and Gorham contain walkable downtown areas/community centers.

The Route 16 corridor is vital for accessing the hundreds of trails and recreational areas for hiking, skiing, swimming, cycling, and snowmobiling. Route 16 is also part of the Presidential Range National Scenic Byway. Motorists can access many scenic overlooks, historic markers, and cultural monuments.

The northern portion of Route 16 between Gorham and Berlin has a lack of pedestrian facilities despite increased commercial development over the past few years.

The southern portions of the corridor in the Mount Washington Valley see extremely high traffic stress in both volume and speeds. Recent project discussions along the Route 16 corridor have focused on improved pedestrian facilities and reducing traffic speeds on high volume segments.

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

U.S. Route 2	US 2 at Gorham Town Line: 4,291 (2022)
U.S. Route 302	US 302/NH 16 East of NH 16 Junction: 12,399 (2022)
NH Route 26	NH 26 Over Androscoggin River: 1,073 (2022)
NH Route 110	NH 110 West of Cole Street: 4,874 (2022)
NH Route 112	NH 112 at Conway Town Line: 2,048 (2022)

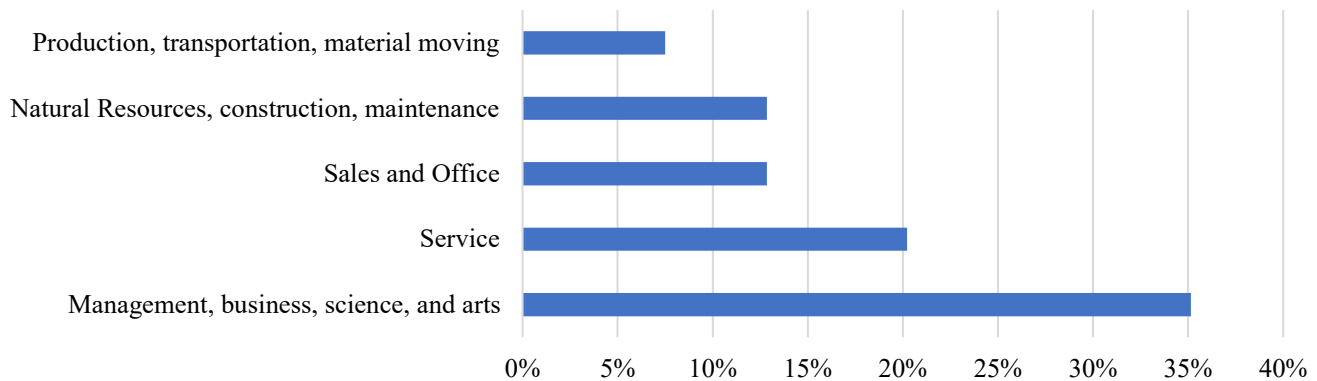
Corridor Assets

Presidential Rail Trail	117,429 Acres of Conservation Land
Berlin Downtown	487 Miles of Trails
Gorham Town Center	23.2 Minutes Average Commute Time
North Conway Village Center	Appalachian Trail Access
Jackson Village Center	Berlin Regional Airport
Berlin-Gorham Flex Route (TCCAP Bus service)	Umbagog National Wildlife Refuge
Concord Coach Lines (Service to Points South)	Second College Grant

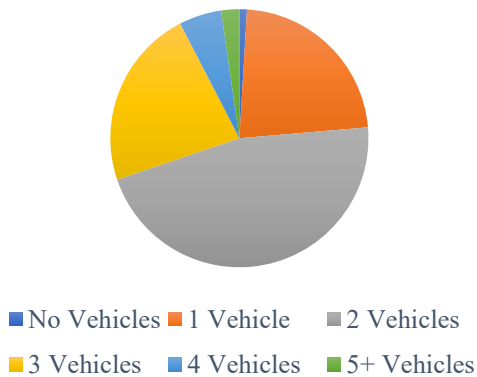
NH Route 16 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	5,197	14%
Age 18-39	12,658	34%
Age 40-54	6,185	17%
Age 55-64	5,362	14%
Age 65-74	4,855	13%
Age 75 and over	3,027	8%

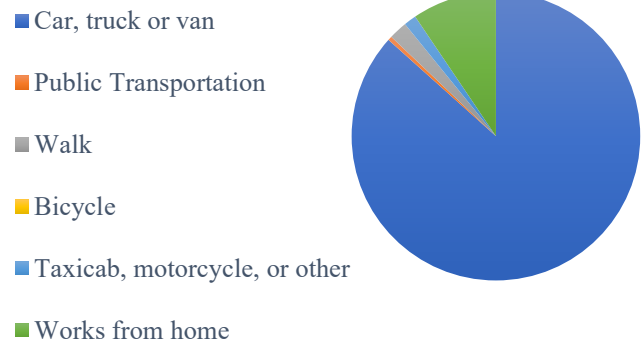
Occupations



Vehicles Available Per Person

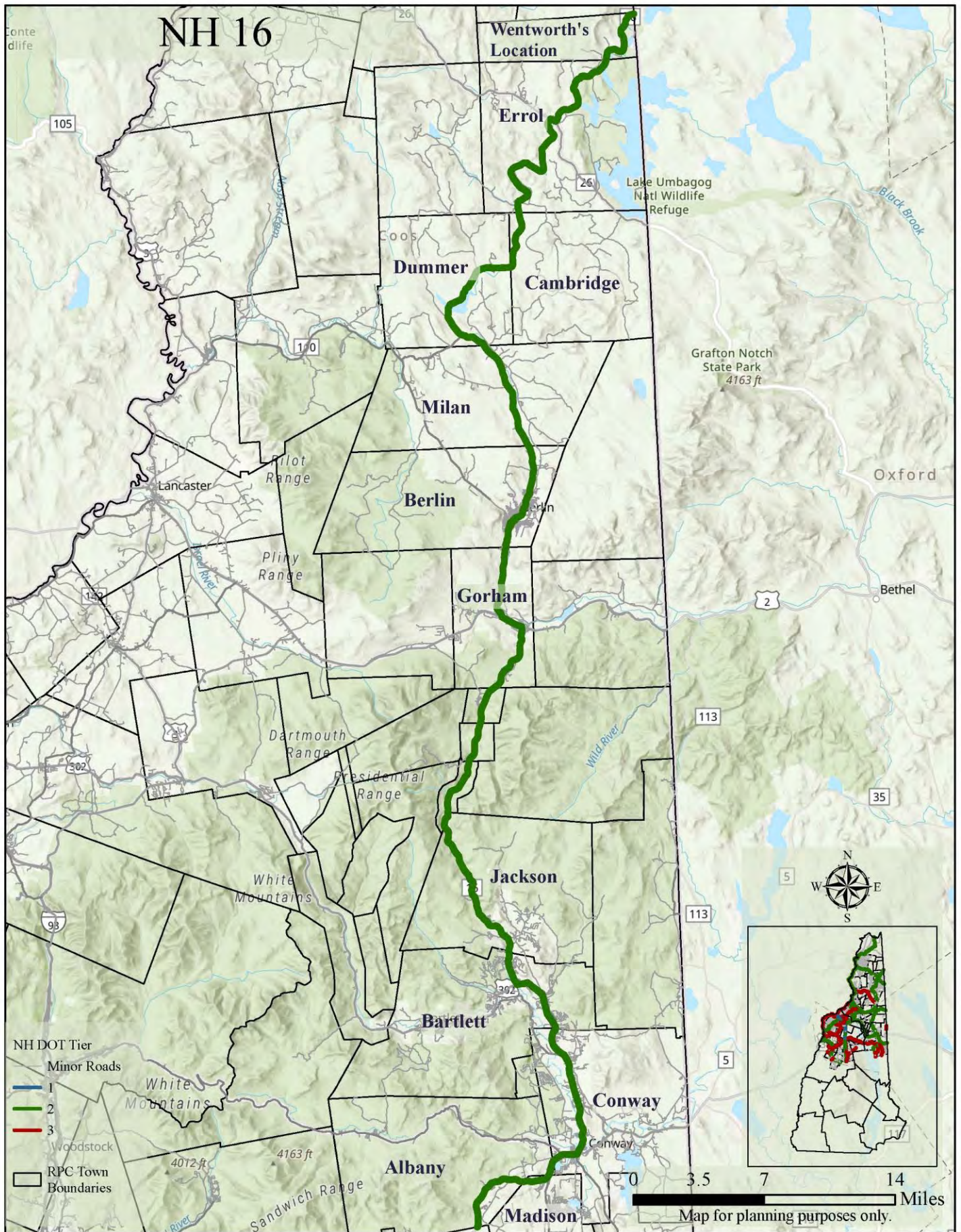


Mode of Transportation (%)



Regional Transportation Improvement Program Information

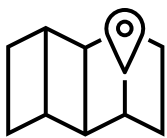
Community	Location	Description	Timeline	Cost	Category
Albany	NH 16	Shoulder widening and pavement resurfacing to enable centerline rumble strips	Construction 2023-2024	\$ 13,037,797	Individual Projects
Cambridge	NH 16	Widening and Rehabilitation of NH 16	Construction 2030-2031	\$ 10,000,000	Individual Projects
Gorham	NH 16	Roadway improvements	Construction 2029	\$ 3,340,800	Individual Projects
Gorham	NH 16	Bike/Pedestrian Improvements	Construction 2032	\$ 1,942,973	Individual Projects
Berlin	NH 16	Roadway improvements	Construction 2032	\$ 5,762,597	Individual Projects



NH Route 25 Corridor



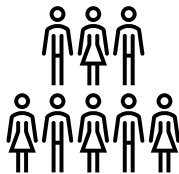
5 Communities
Along Corridor



Located within
Grafton County



30 Miles of
Distance



8,207 Residents



3,155 Households

The NH Route 25 Corridor connects from Haverhill along the Connecticut River in the Northwest to Rumney and Plymouth in the north central region of the state. Major connections along the corridor include NH 10, NH 118, and US 3 and Interstate-93 in nearby Plymouth. This corridor travels through the western edge of the White Mountains National forest through Haverhill, Benton, Warren, Wentworth, and Warren.

NH 25 is part of the River Heritage Trail, which is an official New Hampshire Scenic Byway. There are numerous historic sites, recreational areas, and trailheads accessible off the corridor.

Just outside of the North Country Planning region, Plymouth hosts the Plymouth Municipal Airport and a connection to Concord Coach Lines bus service.

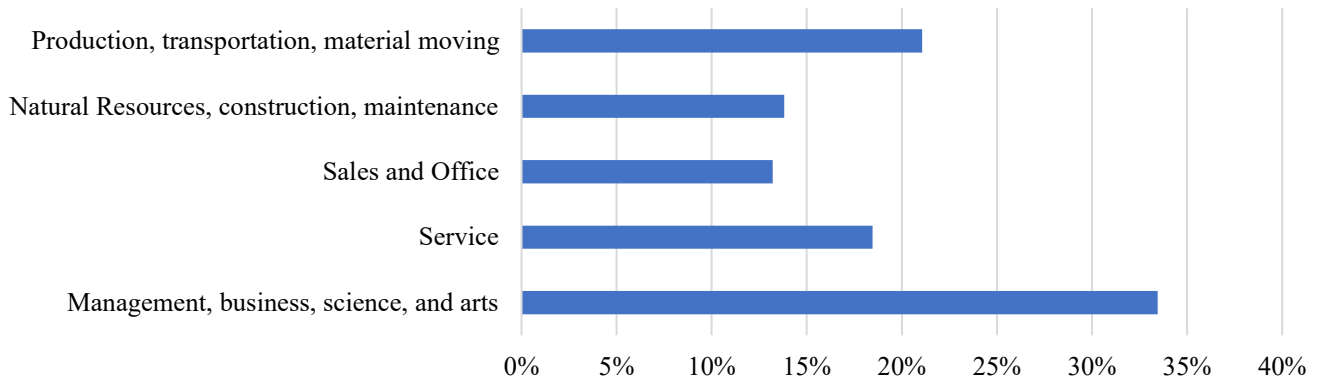
Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
Interstate-93	I-93 SB On Ramp Exit 26: 3,423 (2022)
U.S. Route 3	US 3A/NH 25 East off Ramp to US 3
NH Route 10	NH 10 Over Oliverian Brook: 2,288 (2022)
NH Route 118	NH 25/118 at Rumney Town Line: 3,915 (2022)

Corridor Assets	
Warren Recreational Rail Trail	67,253 acres of conservation land
Warren Town Forest Trail Network	214 Miles of Trails
Wentworth Aerodrome Airport	30.9 Minutes Average Commute Time
Dean Memorial Airport	

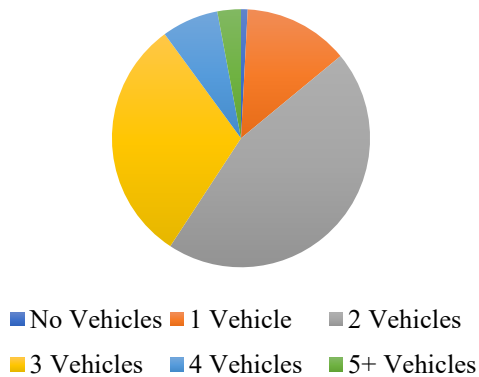
NH Route 25 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	1,359	14%
Age 18-39	3,222	34%
Age 40-54	1,811	19%
Age 55-64	1,322	14%
Age 65-74	1,114	12%
Age 75 and over	738	8%

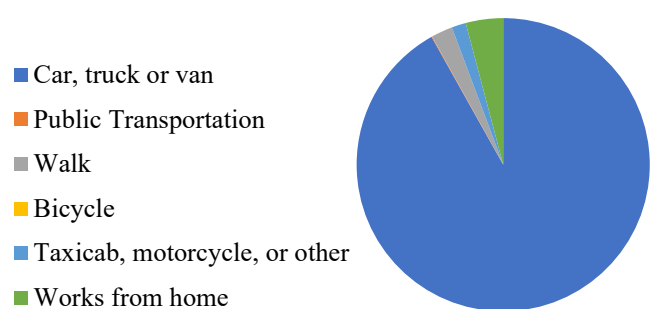
Occupations



Vehicles Available Per Person

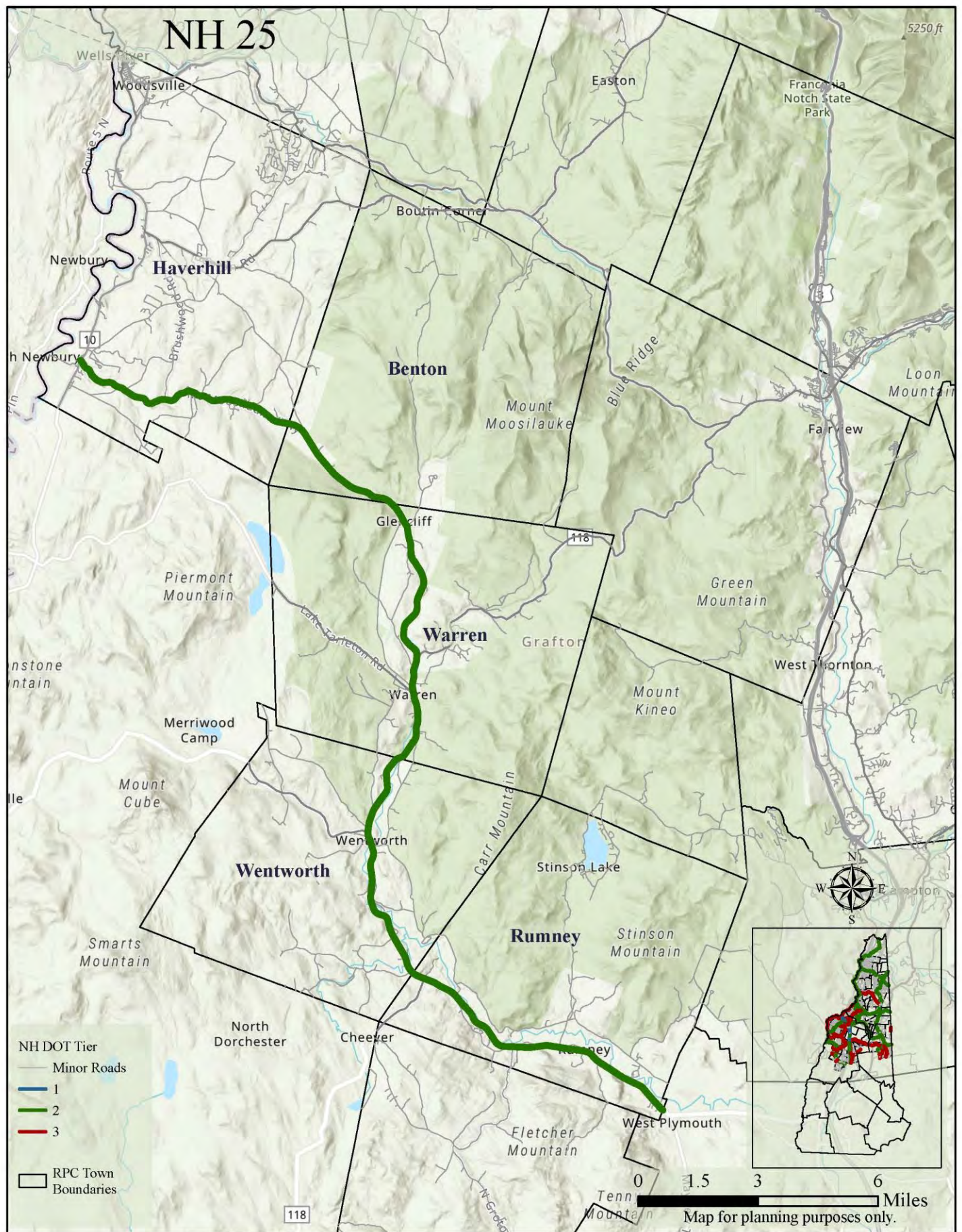


Mode of Transportation (%)



Regional Transportation Improvement Program Information

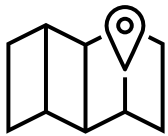
Community	Location	Description	Timeline	Cost	Category
Haverhill	Dean Memorial Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$ 5,662,378	FAA
Rumney	Buffalo Road	Bridge replacement	Construction 2023-2024	\$ 954,362	Bridges
Wentworth	Frescoln Rd	Bridge replacement	Construction 2023	\$ 865,304	Bridges



NH 26 Corridor



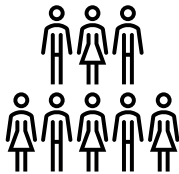
5 Communities
Along Corridor



Located within
Coos County



30 Miles of
Distance



2,205 Residents



1,100 Households

The NH Route 26 Corridor is the northernmost East-West connector in the state. It extends from the Vermont Border in Colebrook along the Connecticut River westward through Cambridge to the Maine border. The corridor travels through the towns of Colebrook, Dixville, Millsfield, Errol, and Cambridge. Important connections along this route are with US Route 3 and NH Route 16.

Colebrook contains a walkable town center with access to some recreational opportunities on the Upper Coos Rail Trail. The Corridor allows access to both the Errol and Gifford Airport.

NH 26 is part of the Moose Path Trail, which is an official New Hampshire Scenic Byway. This scenic route passes through Dixville Notch State Park and provides access to mutliple recreational opportunities in the Great North Woods.

Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
----------------------------------	--

U.S. Route 3	US 3/NH 26 South of Bridge Street: 6,075 (2022)
NH Route 16	NH 26 Over Androscoggin River: 1,073 (2022)

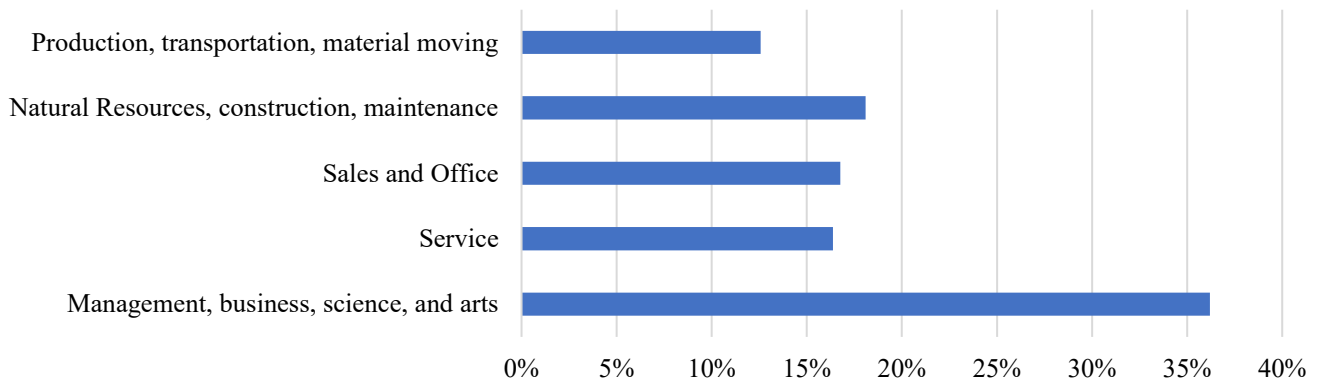
Corridor Assets

Upper Coos Rail Trail	32,922 Acres of Conservation Land
Colebrook Town Center	289.4 Miles of Trails
Umbagog National Wildlife Refuge	13.9 Minutes Average Commute Time
The Balsams Resort	

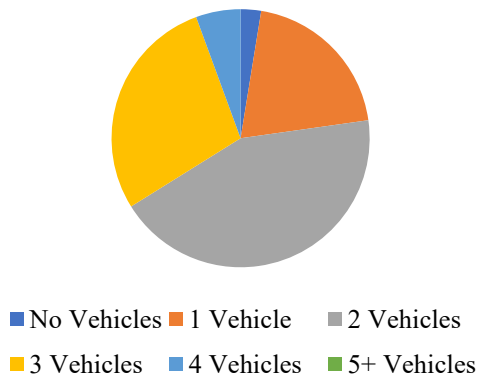
NH 26 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	318	13%
Age 18-39	769	13%
Age 40-54	316	13%
Age 55-64	538	21%
Age 65-74	358	14%
Age 75 and over	224	9%

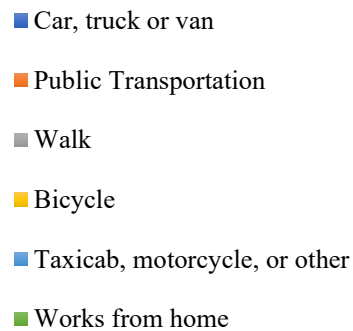
Occupations



Vehicles Available Per Person

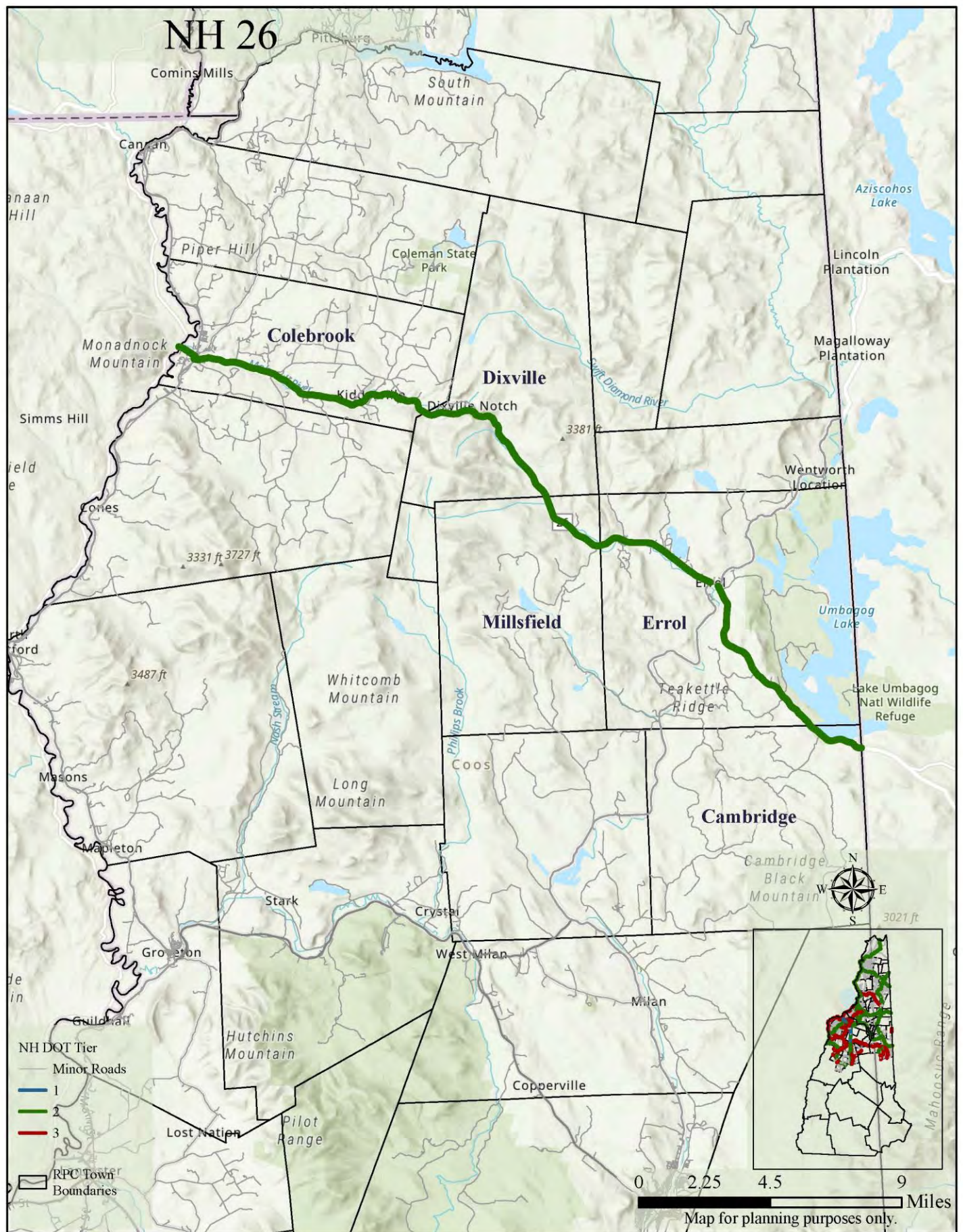


Mode of Transportation (%)



Regional Transportation Improvement Program Information

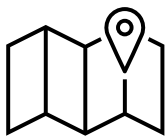
There are currently no projects programmed for NH Route 26 in the Regional Transportation Improvement Program.



NH 49 Corridor



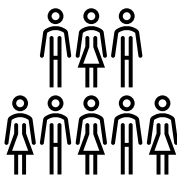
3 Communities
Along Corridor



Located within
Grafton County



9 Miles of Distance



6,070 Residents



2,405 Households

The NH Route 49 Corridor is an East-West corridor through the towns of Campton, Thornton, and Waterville Valley. This corridor provides many access points to hiking, skiing and other recreational opportunities in the center of the White Mountains. This route is known for its scenic views and is the Mad River Spur Trail of the River Heritage Scenic Byway.

This corridor is one of two routes in and out of Waterville Valley, with it being the sole route open during the Winter months. Recently, there have been concerns about the resiliency of infrastructure along the corridor. Bridge projects have been planned for Campton and Thornton, and Waterville Valley has identified resiliency as a key goal.

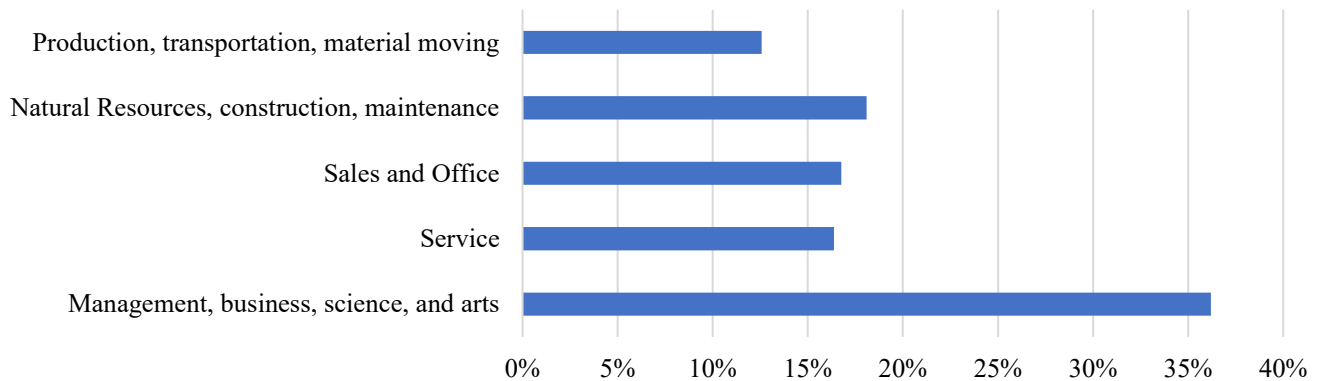
Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
Interstate 93	NH 49 East of I-93 NH Ramps: 7,254 (2022)
U.S. Route 3	NH 49 East of US 3: 1,968 (2022)
NH Route 175	NH 175 South of NH 49 Over Mad River: 1,912 (2022)

Corridor Assets	
Waterville Valley Town Center	59,659 Acres of Conservation Land
Waterville Valley Resort	223 Miles of Trails
	26.3 Minutes Average Commute Time

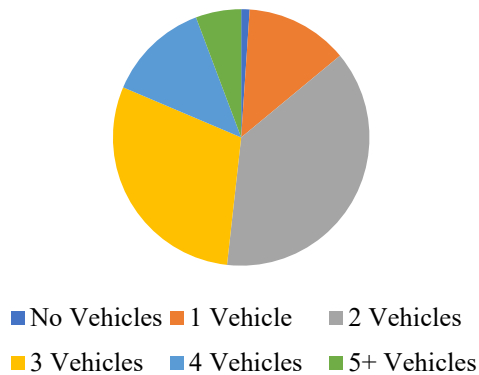
NH 49 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	1,106	15%
Age 18-39	2,651	37%
Age 40-54	1,182	16%
Age 55-64	1,192	17%
Age 65-74	552	8%
Age 75 and over	493	7%

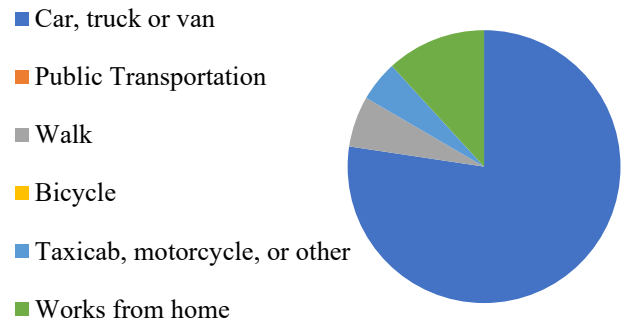
Occupations



Vehicles Available Per Person

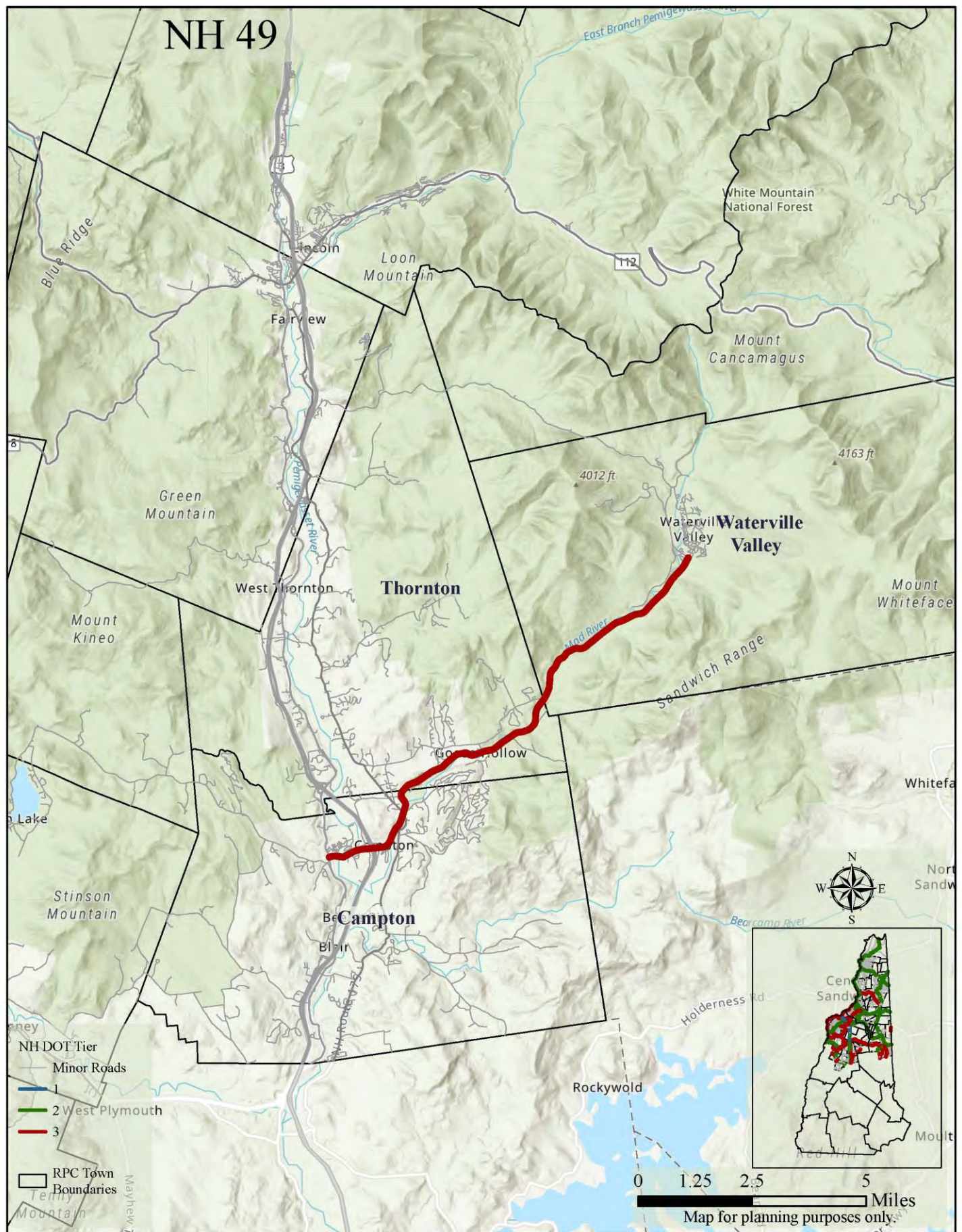


Mode of Transportation (%)



Regional Transportation Improvement Program Information

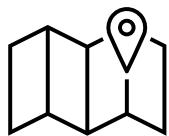
Community	Location	Description	Timeline	Cost	Category
Campton	NH 49	Address red list bridge	Construction 2027-2028	\$ 7,238,231	Red List Bridges
Thornton	NH 49	Address red list bridge	Construction 2024	\$ 5,430,045	Red List Bridges



NH Route 110 Corridor



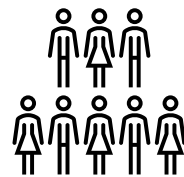
5 Communities
Along Corridor



Located within
Coos County



25 Miles of
Distance



13,941 Residents



5,725 Households

The NH Route 110 Corridor is an important East-West route connecting U.S. Route 3 in the East and NH Route 16 in the West. The Corridor consists of Berlin, Milan, Dummer, Stark, and Northumberland. Berlin and Northumberland serve as employment hubs along the Corridor.

This Corridor is a segment of the Woodland Heritage Trail, which is an official New Hampshire Scenic Byway. NH 110 provides scenic and cultural resources all along the route. The Corridor runs north of Nash Stream Forest, which is the northern unit of the White Mountain National Forest. Jericho Mountain State Park is located off this corridor, which is a destination for ATVing. Numerous other recreational opportunities are accessible along the Corridor. Berlin has also installed a multi-use pathway in its northern section adjacent to the Androscoggin River.

Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
-------------------------------	---

U.S. Route 3	US 3 Over Upper Ammonoosuc River: 5,358 (2022)
NH Route 16	NH 16 South of Pleasant St: 9,033 (2022)

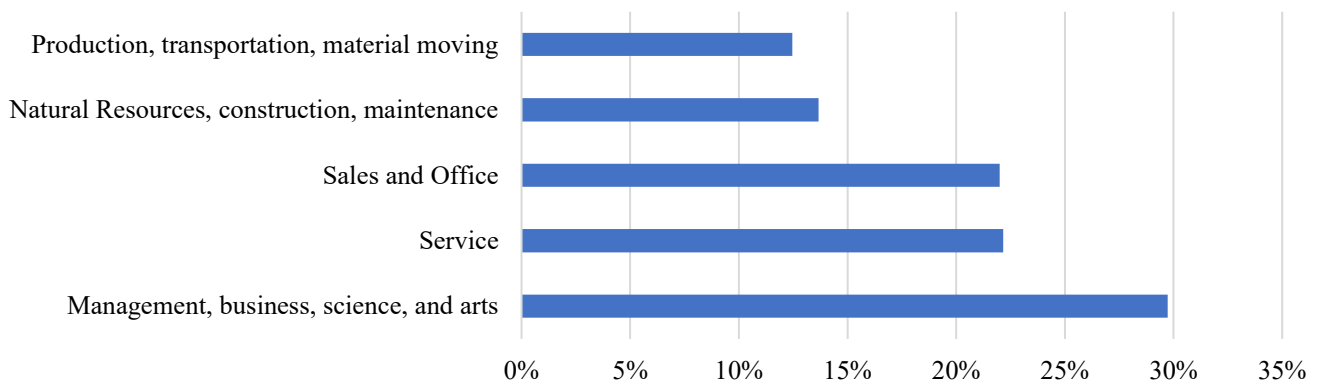
Corridor Assets

Berlin Downtown	64,153 Acres of Conservation Land
Groveton Village Center	225 Miles of Trails
Jericho Mountain State Park	26.7 Minutes Average Commute Time
Nash Stream Forest	
Berlin-Gorham Flex Route (TCCAP Bus service)	
Concord Coach Lines Bus Service	

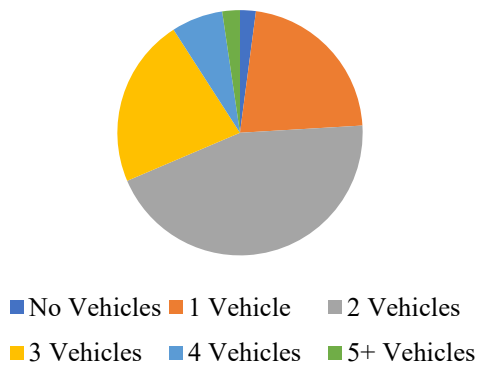
NH Route 110 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,453	15%
Age 18-39	6,203	38%
Age 40-54	2,896	18%
Age 55-64	2,144	13%
Age 65-74	1,532	9%
Age 75 and over	1,146	7%

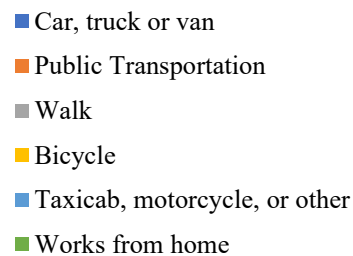
Occupations



Vehicles Available Per Person

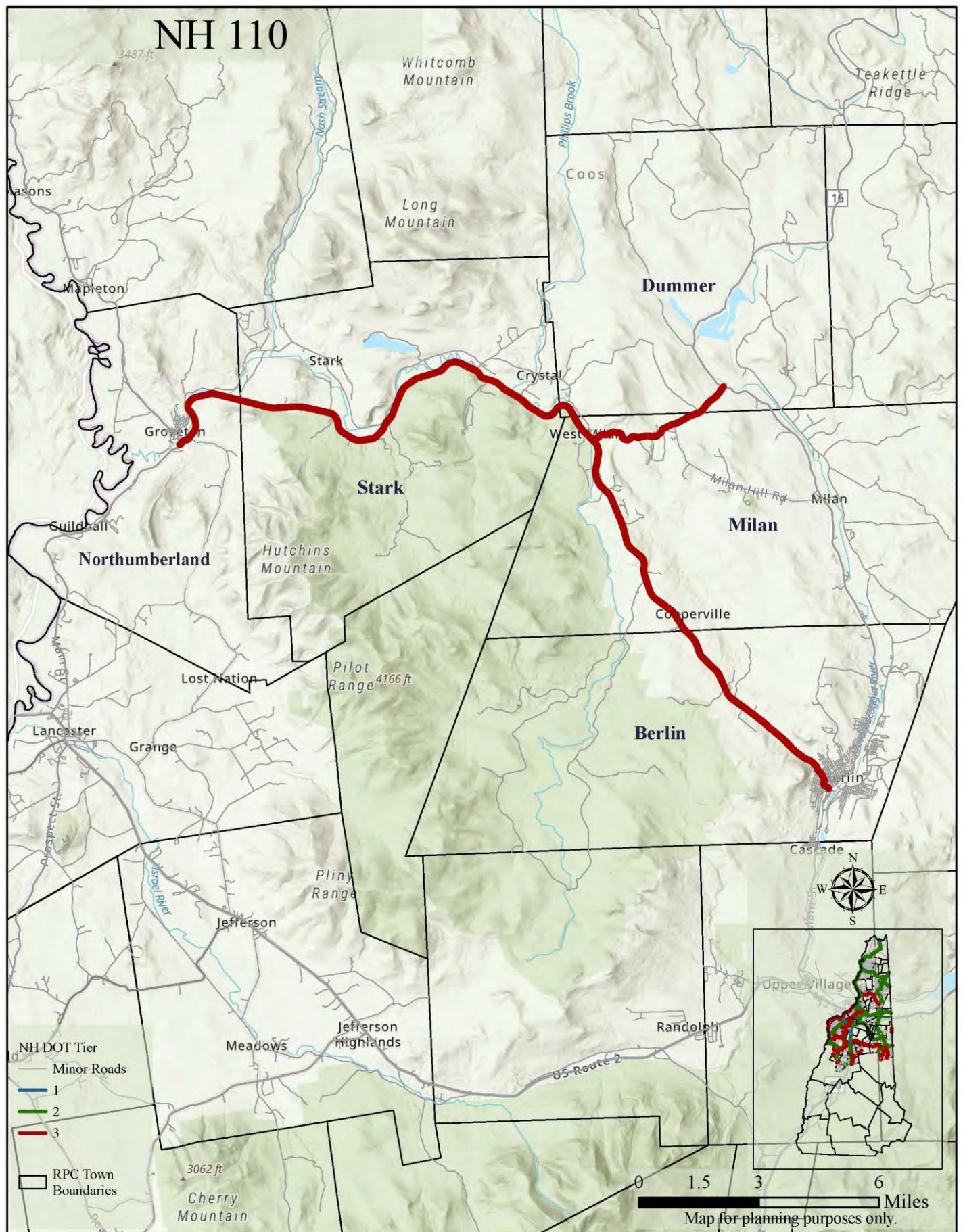


Mode of Transportation (%)



Regional Transportation Improvement Program Information

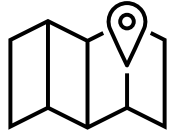
Community	Location	Description	Timeline	Cost	Category
Milan	Berlin Regional Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$ 10,221,598	FAA
Northumberland	US 3	Reconstruction of approx. 6300' of sidewalk to ADA standards	Construction 2028	\$ 1,159,831	Mandated Federal



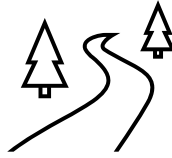
NH Route 112 Corridor



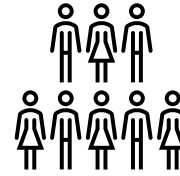
10 Communities
Along Corridor



Located within
Grafton & Carroll
County



56 Miles of
Distance



20,503 Residents



9,200 Households

The NH Route 112 Corridor, also known as the Kancamagus Highway, is a major East-West route in the White Mountains. This corridor is an important link for visitors, commuters, freight traffic, and emergency services. The corridor goes from Bath in the West to Conway in the East. The corridor communities of Woodstock, Lincoln, and Conway all have walkable downtowns that provide numerous services along its length.

This route is well known for the wide variety of recreational areas, trails, and scenic vistas that are all accessed along its length. This corridor is a major segment of the Federally designated White Mountains National Scenic Byway. It is especially well-trafficked during the foliage season in the autumn.

A major identified need is for a traffic/congestion study to be undertaken in the Lincoln area due to the major back-ups and traffic during peak seasons.

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

U.S. Route 302	NH 112 East of US 302/NH10: 1,759 (2022)
U.S. Route 3	NH 112 Over Pemigewasset River: 6,813 (2022)
NH Route 16	NH 112 at Conway Town Line: 2,048 (2022)
NH Route 116	NH 112/116 East of Bowen Brook Rd: 1,201 (2022)
Interstate-93	I-93 SB on Ramp Exit 32: 3,206 (2022)

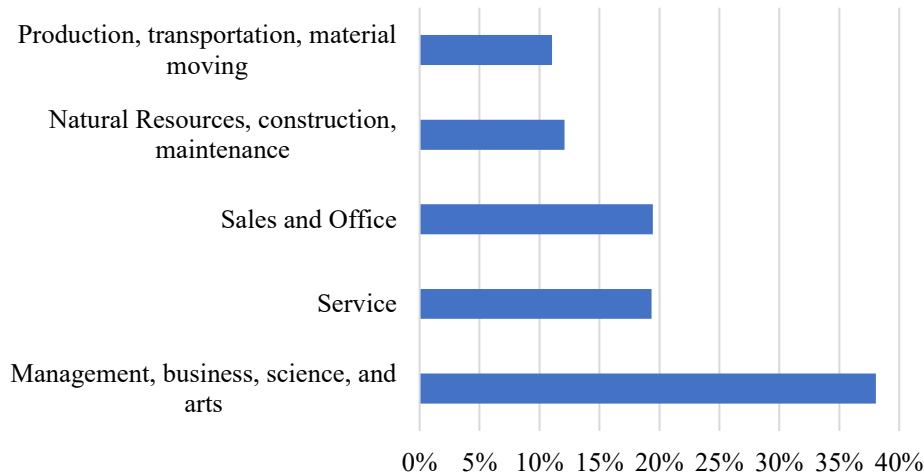
Corridor Assets

North Woodstock Town Center	187,969 Acres of Conservation Land
Lincoln Main Street	439 Miles of Trails
Concord Coach Lines Bus Service	24.4 Minutes Average Commute Time

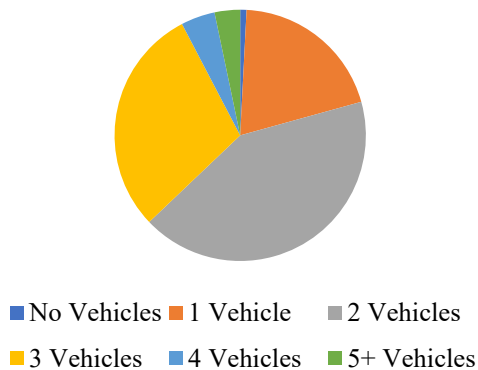
NH Route 112 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	3,427	14%
Age 18-39	8,214	35%
Age 40-54	3,733	16%
Age 55-64	3,051	13%
Age 65-74	3,260	14%
Age 75 and over	2,113	9%

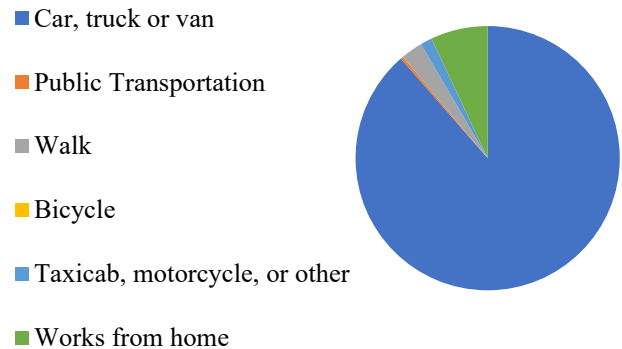
Occupations



Vehicles Available Per Person

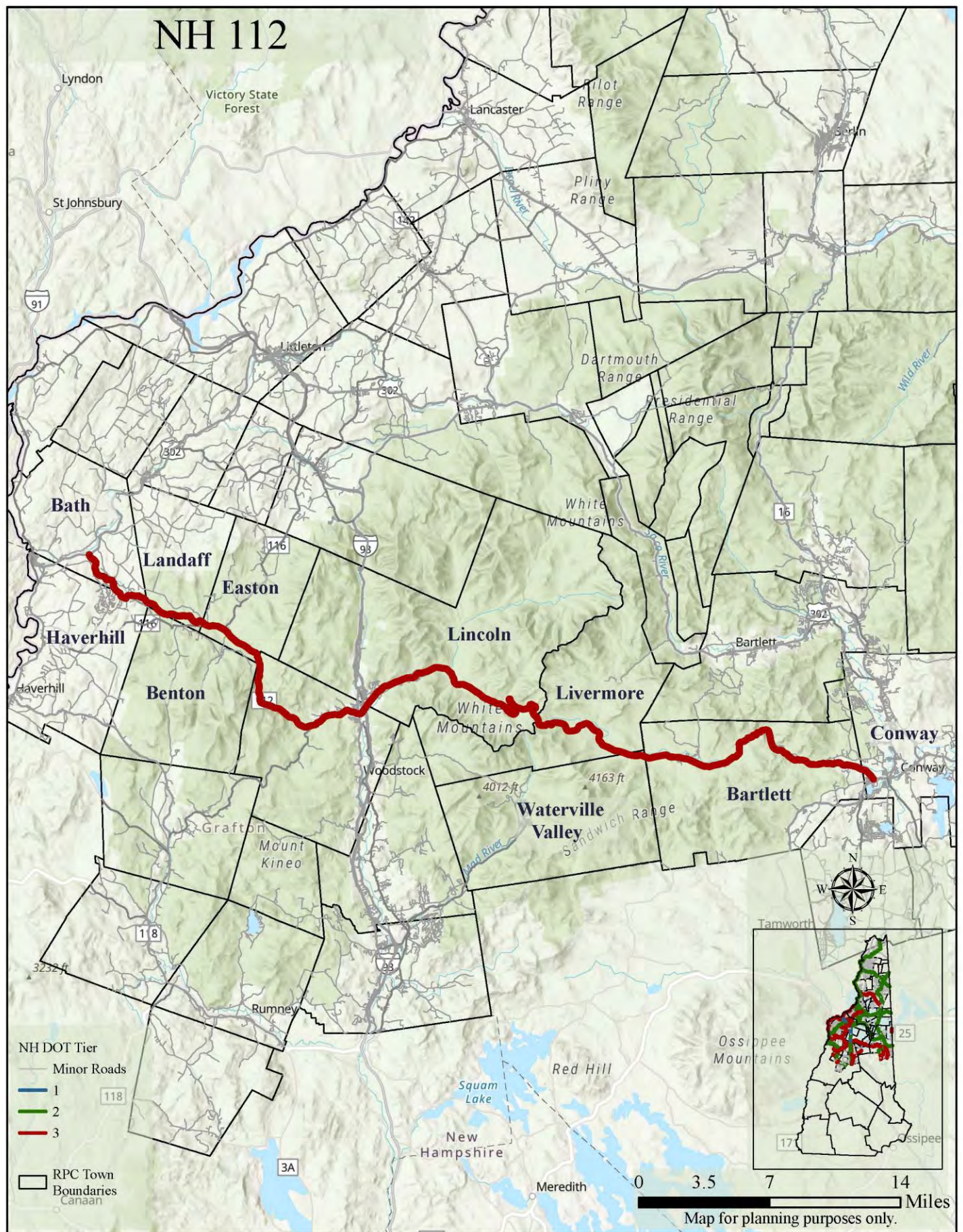


Mode of Transportation (%)



Regional Transportation Improvement Program Information

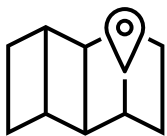
Community	Location	Description	Timeline	Cost	Category
Woodstock	NH 112	Address red list bridge	2027-2030	\$ 925,592	Bridges



NH Route 115 Corridor



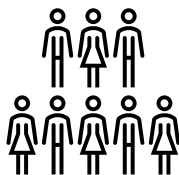
2 Communities
Along Corridor



Located within
Coos County



10 Miles of
Distance



1,715 Residents



885 Households

The Route 115 Corridor, also known as Owl’s Head Highway, is a North-South route within Coos County. Route 115 is a Critical Rural Freight Corridor due to its important connections between U.S. Route 3 and U.S. Route 2. Despite its short length, Route 115 is an important connector for goods and services. This corridor is in close proximity to the Mt. Washington Regional Airport, Whitefield Industrial Park, and an intermodal freight facility.

NH Route 115 is a segment of the Presidential Range Trail, which is an officially designated New Hampshire Scenic Byway. This route provides access to the Pondicherry Wildlife Refuge, as well as many other recreational trails and nature areas. The Presidential Rail Trail begins in the Pondicherry Wildlife Refuge, crosses the Corridor, and continues on to Gorham. This trail provides consistent recreational and alternative transportation options for visitors and travelers.

Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
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U.S. Route 2	NH 115 East of Maple Ln: 2,211 (2022)
U.S. Route 3	US 3 South of Ledoux Dr: 5,444 (2022)

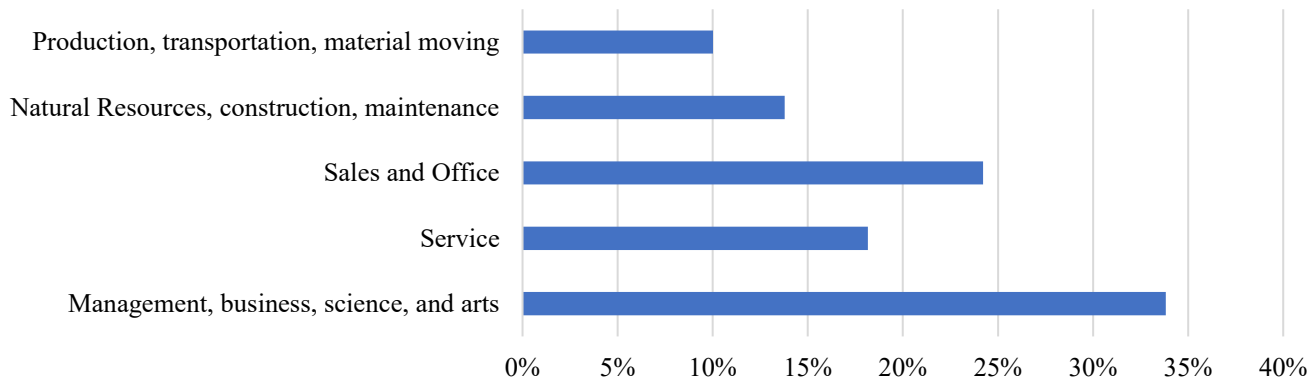
Corridor Assets

Mt. Washington Regional Airport	29,746 Acres of Conservation Land
Presidential Rail Trail	108 Miles of Trails
Twin Mountain	22.4 Minutes Average Commute Time
Pondicherry National Wildlife Refuge	

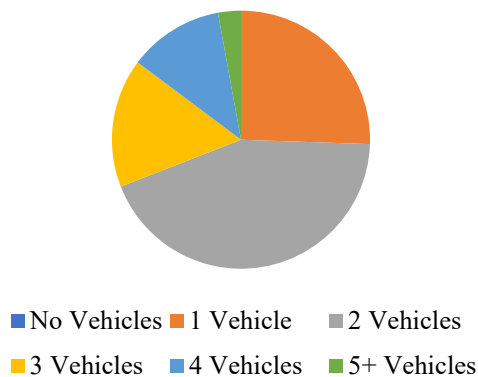
NH Route 115 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	189	10%
Age 18-39	535	28%
Age 40-54	295	15%
Age 55-64	371	19%
Age 65-74	304	16%
Age 75 and over	210	11%

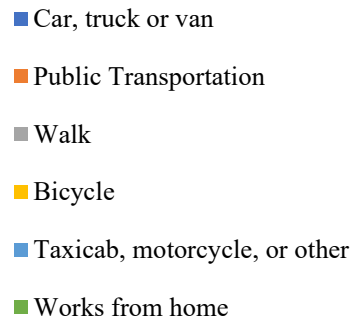
Occupations



Vehicles Available Per Person

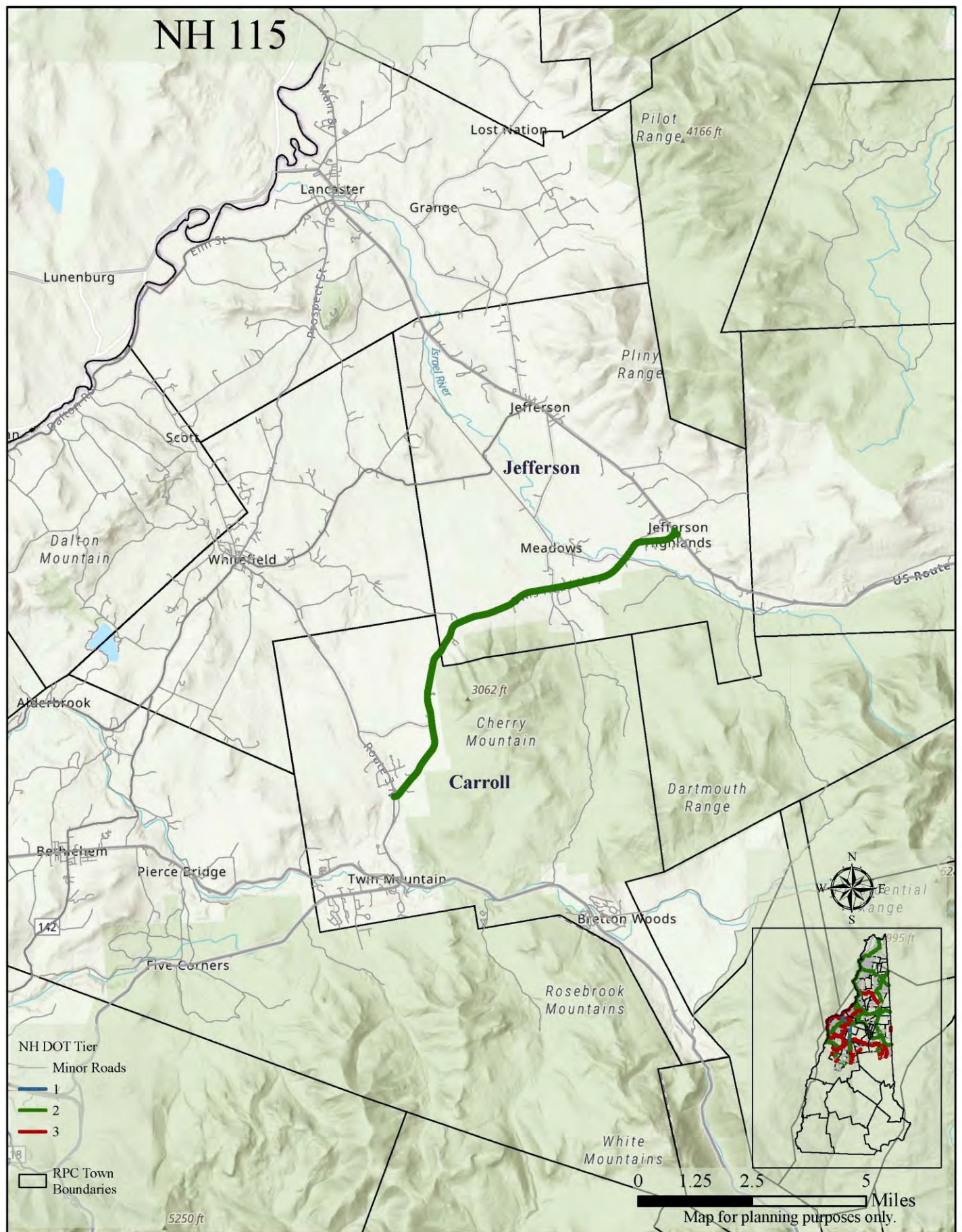


Mode of Transportation (%)



Regional Transportation Improvement Program Information

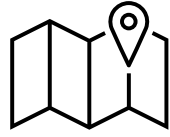
There are currently no projects programmed for NH Route 115 in the Regional Transportation Improvement Program.



NH Route 116 Corridor



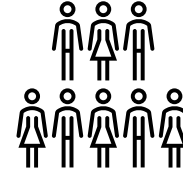
9 Communities
Along Corridor



Located within
Grafton & Coos
County



55 Miles of
Distance



19,064 Residents



8,388 Households

The NH Route 116 Corridor is a North-South route consisting of towns along the Connecticut River and within the Northwest of the White Mountain National Forest. These communities include Haverhill, Benton, Landaff, Easton, Franconia, Sugar Hill, Bethlehem, Littleton, and Whitefield. The 116 Corridor connects with many other routes including Interstate-93, U.S. Route 3, U.S. Route 302, NH Route 10, NH Route 112 (Kancamagus Highway), and NH Route 117. The town centers of Haverhill, Franconia, Littleton, and Whitefield are the main hubs for services and amenities along the corridor.

This corridor is a segment of the Presidential Range Trail, which is an officially designated New Hampshire Scenic Byway. As such, the corridor provides access to many recreational trails, scenic areas, and cultural and historical sites. Many recreational trails are located throughout the communities on the corridor. These include the Ammonoosuc Rail Trail, Blackmount Rail Trail, Profile Recreational Rail Trail, and Presidential Rail Trail.

Two identified needs for the Corridor include the creation of a multi-use path in Franconia to connect Main Street with adjacent residential areas and sidewalk additions in Whitefield to connect the village center to the nearby town offices, assisted living facility, and medical facilities

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

Interstate-93	I-93 South Exit 38 On Ramp: 569 (2022)
U.S. Route 3	US 3/NH 116/NH 142 At John's River: 9,574 (2022)
U.S. Route 302	NH 116 South of US 2: 1,029 (2022)
NH Route 112	Cottage Street at Ammonoosuc River: 7,749 (2022)
NH Route 117	NH 116 North of NH 112: 404 (2022)
	NH 18/NH 116 West of Wallace Hill Rd: 3,049 (2022)

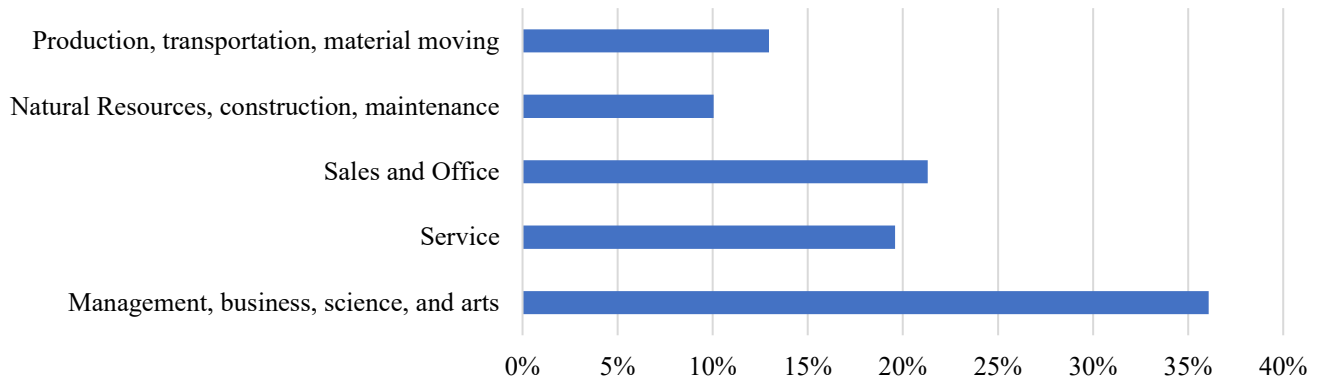
Corridor Assets

Franconia Airport	99,961 acres of Conservation Land
Mt Washington Regional Airport	366 miles of trails
Tri-Town Bus Route (Littleton, Whitefield, Lancaster)	Blackmount Rail Trail
Concord Coach Lines (Connections to Points South)	Profile Recreational Rail Trail
Franconia Town Center	Presidential Rail Trail
Littleton Town Center	24.5 Minutes Average Commute Time
Whitefield King's Square	

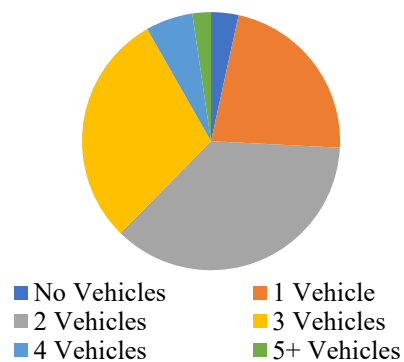
NH Route 116 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,812	13%
Age 18-39	7,350	34%
Age 40-54	3,407	16%
Age 55-64	3,693	17%
Age 65-74	2,764	13%
Age 75 and over	1,845	8%

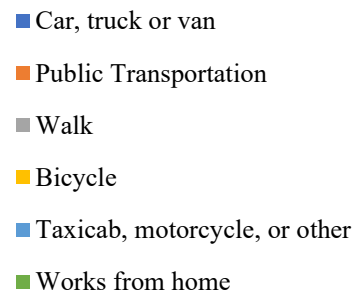
Occupations of NH116 Corridor



Vehicles Available Per Person

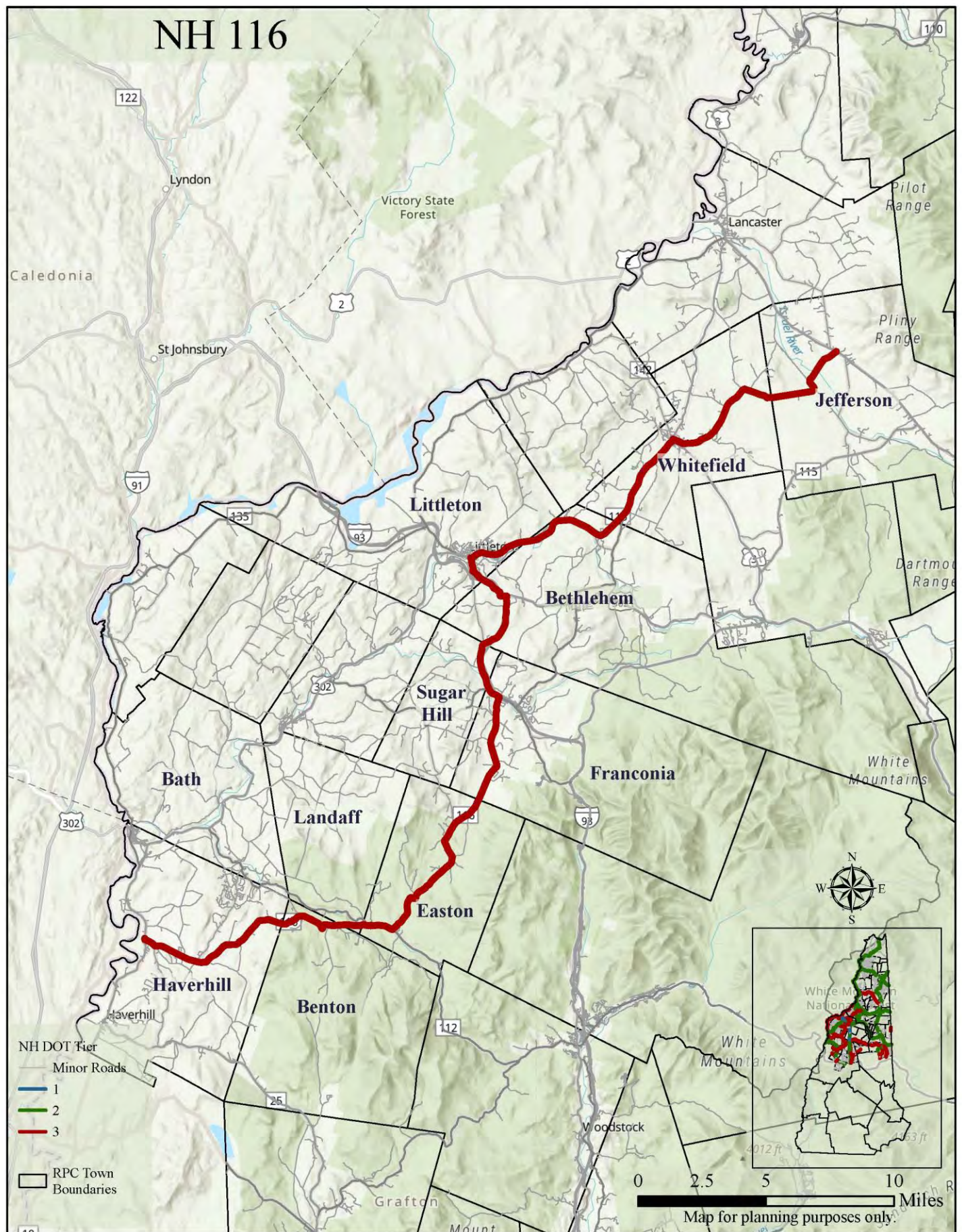


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Whitefield	NH 116	Pedestrian Improvements	2027-2032	\$1,495,934	Individual Projects

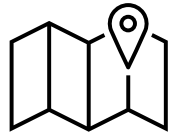


US 2, LANCASTER TO SHELBURNE

US 2 Corridor



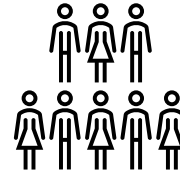
5 Communities
Along Corridor



Located within
Coos County



35 Miles of
Distance



7,745 Residents



3,682 Households

The U.S. Route 2 Corridor is an important East-West route for the North Country region and the neighboring states of Vermont and Maine. U.S. Route 2 is a Critical Rural Freight Corridor due to its important connections to U.S. Route 3, NH Route 116, and NH Route 16 and with Vermont and Maine. US 2 travels over the northern edge of the White Mountains and through the towns of Lancaster, Jefferson, Randolph, Gorham, and Shelburne.

U.S. Route 2 is part of the Woodlands Heritage Trail, an officially designated New Hampshire Scenic Byway, as well as The White Mountain Trail National Scenic Byway. This corridor is paralleled by the Presidential Rail Trail from Gorham to Jefferson. The Corridor allows for access to many motorized and non-motorized recreational trails, scenic vistas, and historic and cultural locations.

Recent Projects along this corridor include bridge replacement over the Connecticut River in Lancaster, Culvert upgrades in Shelburne, road improvements between NH Route 115 and the Jefferson/Randolph town line, and rumble strips and other infrastructure along the corridor.

One project along the Corridor was submitted for consideration in the state Ten-Year Transportation Improvement Program. This project was focused on flood resiliency improvements near the Reflection Pond in Shelburne.

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

U.S. Route 3	US 2/US 3 At Israel River Bridge: 9,084 (2022)
NH Route 116	NH 116 South of US 2: 1,029 (2022)
NH Route 16	US 2 at Gorham Town Line: 4,291 (2022)
Maine State Line	US 2 at Maine State Line: 3,495 (2022)
Vermont State line	US 2 at Vermont State Line: 3,802 (2022)

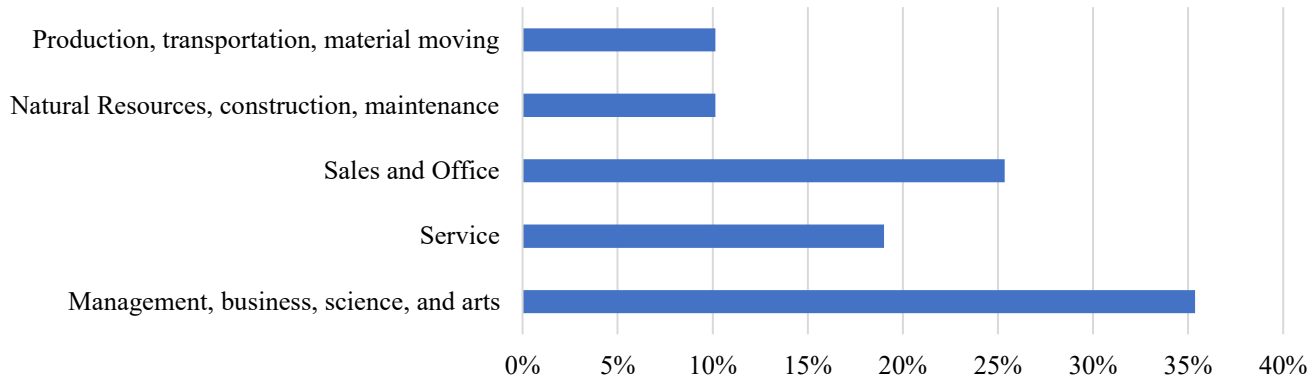
Corridor Assets

Berlin Regional Airport	Presidential Rail Trail
Berlin-Gorham Flex Route (Bus Services)	Moose Brook State Park
Tri-Town Bus Route (Littleton, Whitefield, Lancaster)	Ice Gulch Town Forest
Concord Coach Lines (Connections to Points South)	67,498 Acres of Conservation Land
Lancaster Downtown	341 Miles of Trails
Gorham Town Center	

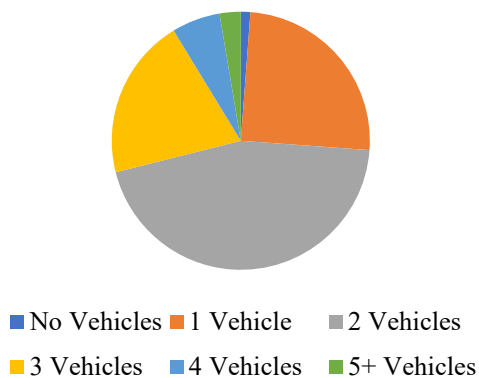
US 2 Corridor Statistics

Age Breakdown	Total	Percent
Under 18	1,239	14%
Age 18-39	2,954	33%
Age 40-54	1,355	15%
Age 55-64	1,324	15%
Age 65-74	1,105	12%
Age 75 and over	1,007	11%

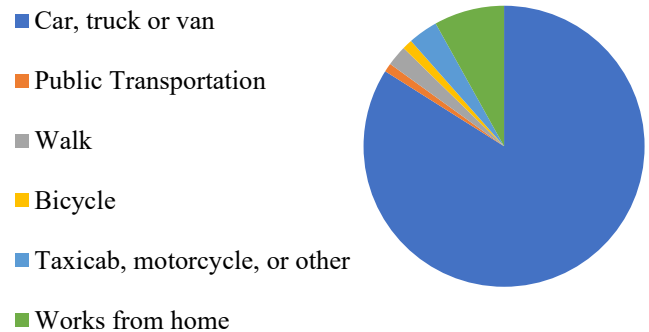
Occupations



Vehicles Available Per Person

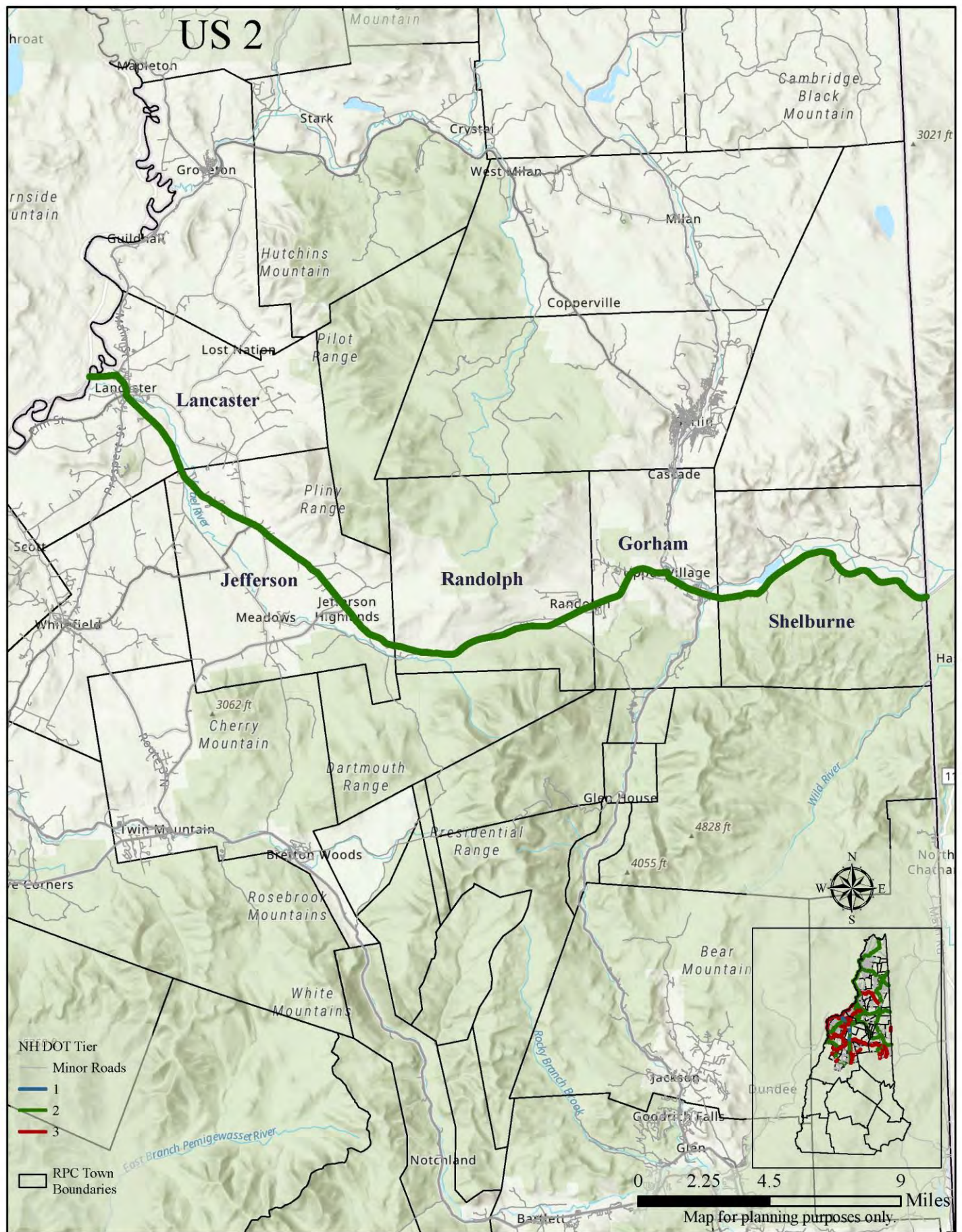


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Gorham	US 2	320LF Sidewalk, pedestrian crossing and Bicycle facilities	Construction 2026	\$ 1,236,374	Mandated Federal
Jefferson	US 2	Bridge Replacement	Construction 2023	\$ 2,936,397	Red List Bridges
Jefferson/Randolph	US 2	Road improvements from NH 115 to townline	Construction 2024	\$ 16,745,736	Individual Projects
Jefferson/Randolph	US 2	Road improvements from NH 115 to townline	Construction 2027	\$ 10,000,000	Individual Projects
Shelburne	US 2	Culvert upgrades	Construction 2029	\$ 2,479,681	Individual Projects

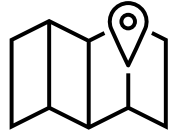


US 3 (NORTH SECTION) CARROLL TO PITTSBURG

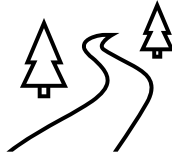
US 3 North Corridor



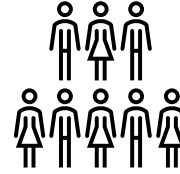
10 Communities
Along Corridor



Located within
Coos County



100 Miles of
Distance



13,589 Residents



6,174 Households

The U.S. Route 3 North Corridor is a North-South route that provides an important connection to Interstate 93 and the northernmost towns in New Hampshire. This corridor has many important intersections including with U.S. Route 2, NH Route 116, NH Route 110, VT route 105 and the Canadian Border. This route is a Critical Rural Freight Corridor from its connection with I-93 to NH Route 115. The U.S. 3 North Corridor includes the communities of Pittsburg, Clarksville, Stewartstown, Colebrook, Columbia, Stratford, Northumberland, Lancaster, Whitefield, Carroll. This route is important for freight traffic, commuting, and tourism and recreation throughout the Great North Woods Region.

Portions of the U.S. 3 North Corridor are part of the Connecticut River National Scenic Byway and the White Mountain Trail National Scenic Byway, as well as the state-designated Moose Path Trail, Woodland Heritage Trail, and the Presidential Range Trail Scenic Byway. This corridor provides access to many natural, scenic, and recreational areas including Nash Stream Forest, Coleman State Park, The Connecticut Lakes Headwaters Working Forest, Pondicherry National Wildlife Refuge, and the Northern Section of the White Mountain National Forest.

Important Roadway Connections

Selected Location Annual Average Daily Traffic (AADT)

U.S. Route 2	US 2/US 3 At Israel River Bridge: 9,084 (2022)
NH Route 116	US 3 at John's River: 5,358 (2022)
NH Route 110	VT Highway 105 at Vermont State Line: 1,113 (2022)
VT Route 105	VT Highway 114 at Vermont State Line: 2,111 (2022)
VT Route 114	US 3 South of Canadian Border Crossing: 217 (2022)
Canadian Border Crossing (Pittsburg)	

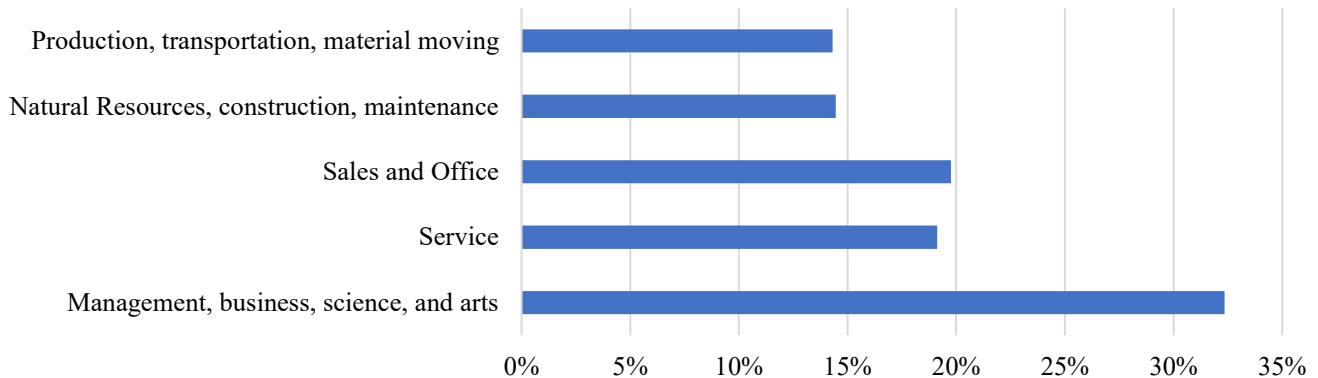
Corridor Assets

Gifford Airport	264,453 Acres of Conservation Land
Mt. Washington Regional Airport	1,041 miles of trails
Twin Mountain Airport	21.5 minute average travel time to work
Whitefield King's Square	Upper Coos Rail Trail
Lancaster Town Center	Nash Stream Forest
Colebrook Town Center	Coleman State Park
North Stratford Village	Connecticut Lakes Headwaters Working Forest
Tri-Town Flex Route Service (Lancaster-Whitefield-Littleton)	Pondicherry National Wildlife Refuge

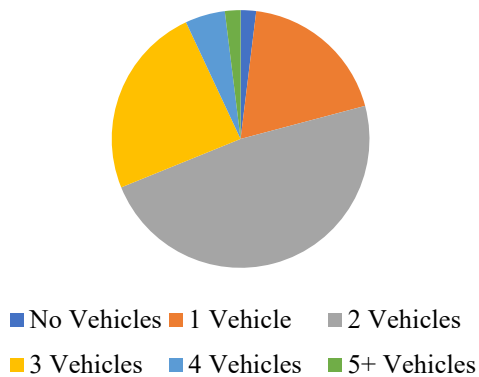
US 3 North Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,286	14%
Age 18-39	5,225	33%
Age 40-54	2,490	16%
Age 55-64	2,315	15%
Age 65-74	2,182	14%
Age 75 and over	1,366	9%

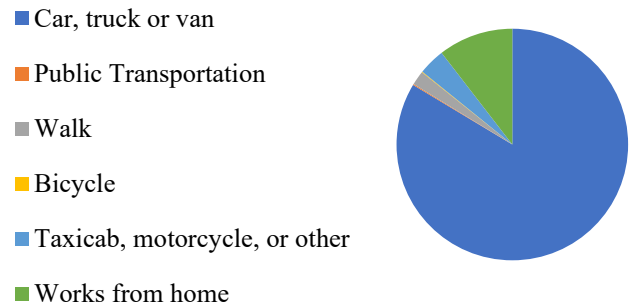
Occupations



Vehicles Available Per Person

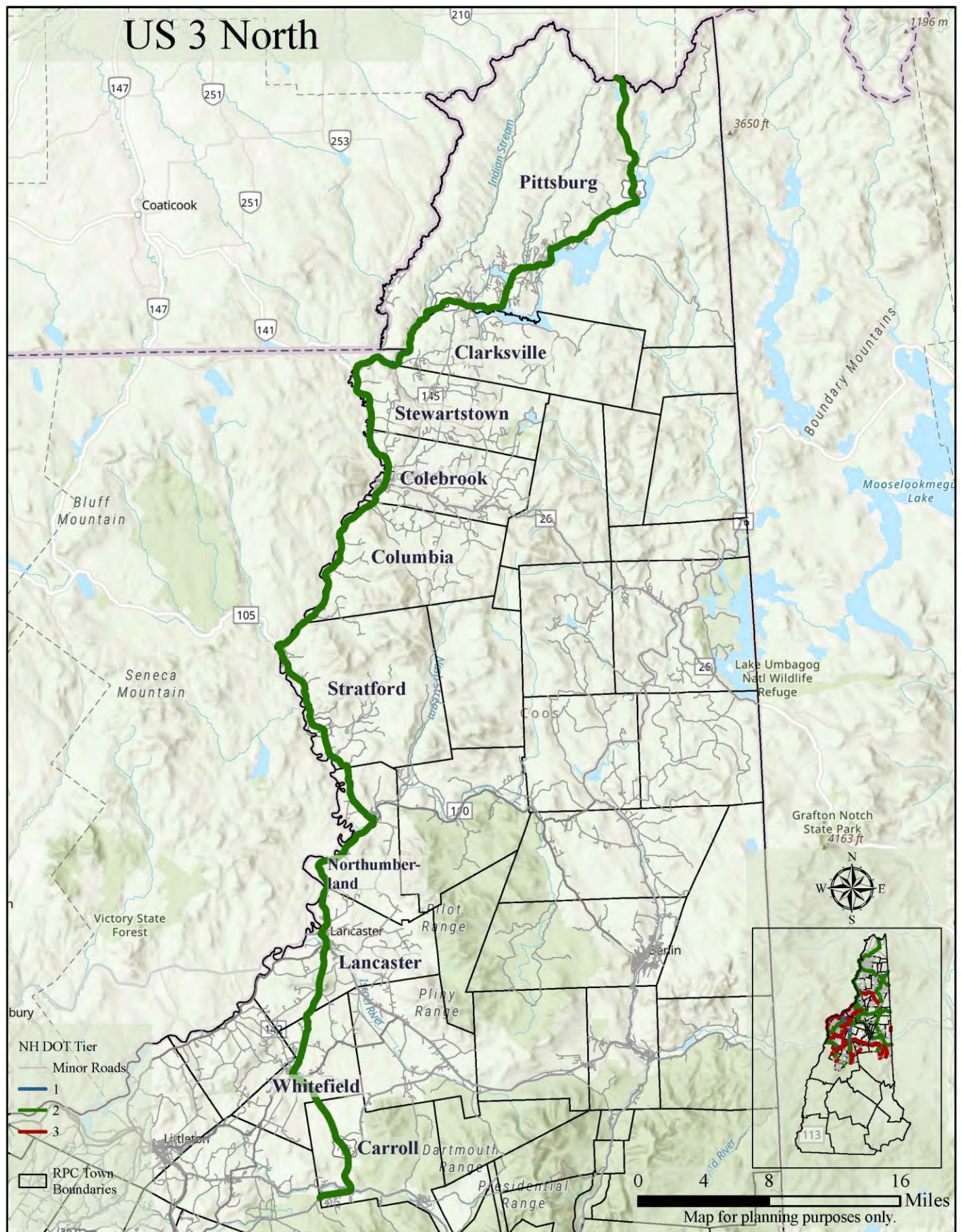


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Colebrook	US 3	Reconstruction of about 2700' of US 3 in village center	Construction 2021-2025	\$ 2,726,646	Mandated Federal
Columbia	US 3	Culvert upgrades	Construction 2024	\$ 908,056	Individual Projects
Northumberland	US 3	Reconstruction of approx. 6300' of sidewalk to ADA standards	Construction 2028	\$ 1,159,831	Mandated Federal
Whitefield	US 3	Road reconstruction and safety improvements	Construction 2027	\$ 3,633,800	Individual Projects

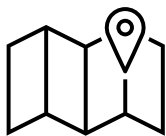


US 3 (SOUTH SECTION) CAMPTON TO BETHLEHEM

US 3 South Corridor



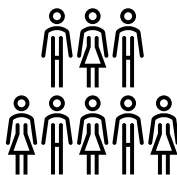
6 Communities
Along Corridor



Located within
Grafton County



31 Miles of
Distance



12,055 Residents



4,953 Households

The U.S. Route 3 South Corridor is a North-South route running parallel to Interstate 93. This route connects to the important U.S. Route 302 and NH Route 112 Corridors. This corridor is the Southern portion of the U.S. Route 3 Corridor and includes the communities of Bethlehem, Franconia, Lincoln, Woodstock, Thornton, and Campton.

The U.S. 3 South Corridor runs concurrent with Interstate 93 through Franconia Notch State Park and the White Mountain National Forest, providing access to a wide variety of recreational trails and areas for hiking, skiing, ATVing, fishing, and other options. This route is also part of the White Mountain Trail National Scenic Byway, and as such is busy during peak recreation and sightseeing months in the Summer and Autumn. The Corridor is an important connector for the economic hubs of Littleton, Franconia, and Lincoln, providing easy access for freight, commuters, and visitors.

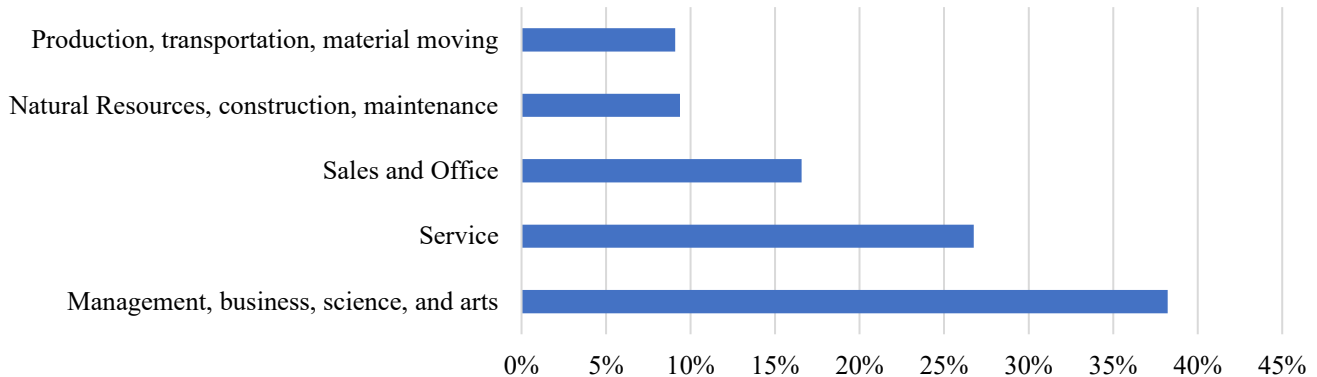
Important Roadway Connections	Selected Location Annual Average Daily Traffic (AADT)
Interstate-93	US 3 South of NH 141: 2,607 (2022)
U.S. Route 302	US 302 East of US 3: 4,613(2022)
NH Route 112	NH 112 Over Pemigewasset River: 6,813 (2022)
NH Route 49	NH 49 East of US 3: 1,968 (2022)

Corridor Assets	
Bradley Field	161,118 Acres of Conservation Land
Franconia Airport	397 Miles of Trails
Lincoln Main Street	24.5 Minute Average Commute Time
North Woodstock Village Center	Cannon Mountain
Franconia Town Center	Franconia Notch State Park
Twin Mountain	

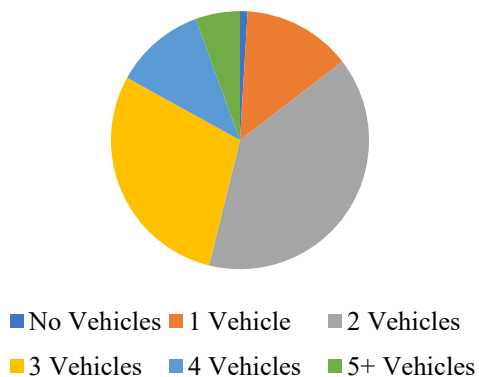
US 3 South Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,020	14%
Age 18-39	4,882	35%
Age 40-54	2,364	17%
Age 55-64	2,175	16%
Age 65-74	1,507	11%
Age 75 and over	1,000	7%

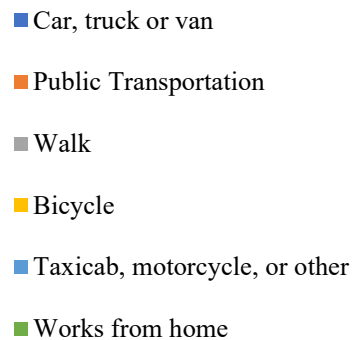
Occupations



Vehicles Available Per Person

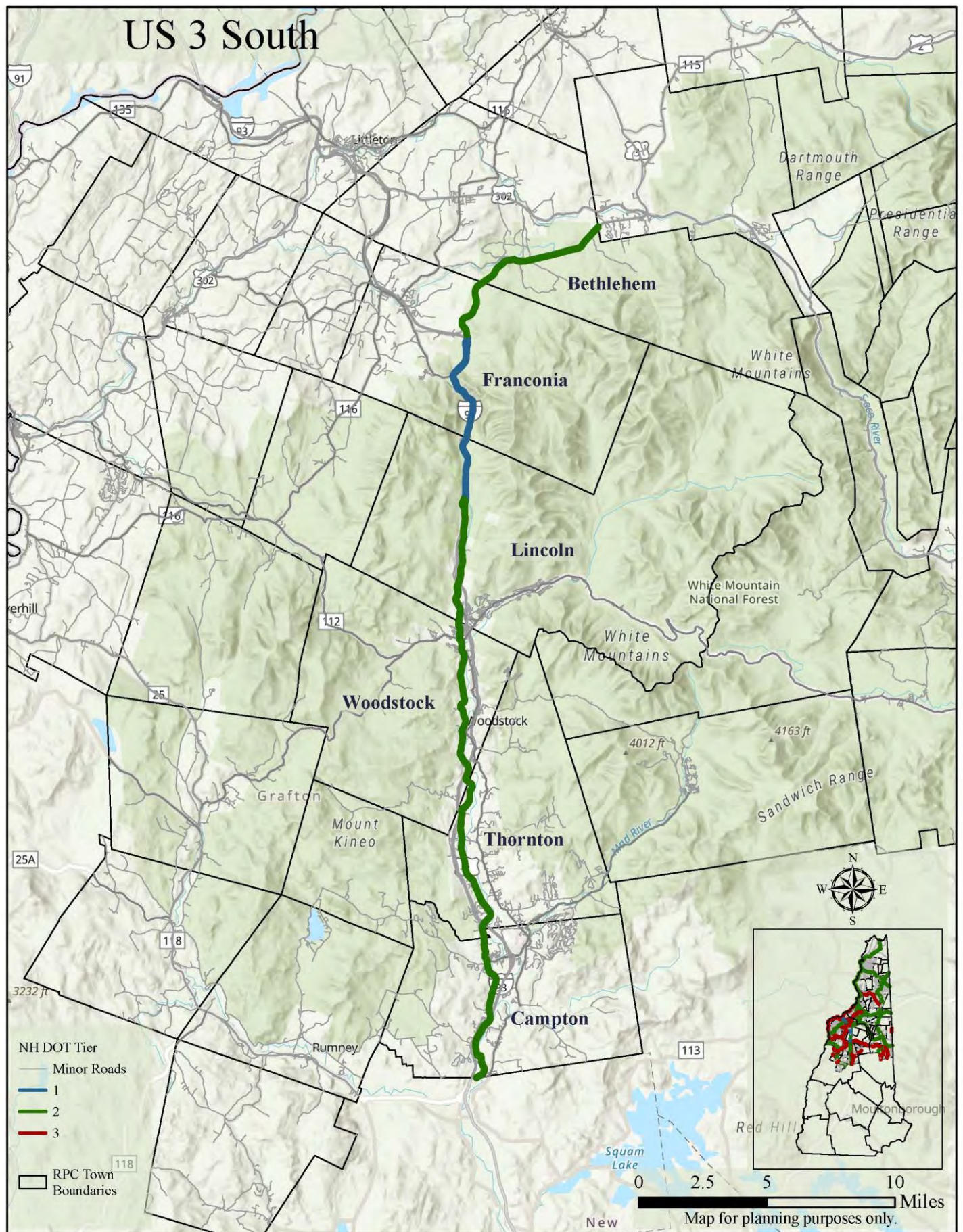


Mode of Transportation (%)



Regional Transportation Improvement Program Information

There are currently no projects programmed for U.S. Route 3 South in the Regional Transportation Improvement Program.

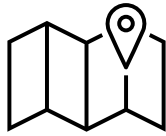


US 302 (EAST SECTION) CARROLL TO CONWAY

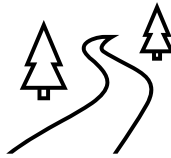
US 302 East Corridor



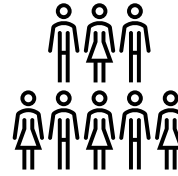
4 Communities
Along Corridor



Located within
Coos & Carroll
County



55 Miles of
Distance



13,820 Residents



6,986 Households

The U.S. Route 302 East Corridor is the eastern segment of the U.S. Route 302 route through the region. This corridor includes the communities of Carroll, Hart's Location, Bartlett, and Conway. This corridor connects with other regional routes including U.S. Route 3, NH Route 16, NH Route 153, and NH Route 112 and connects the region with the state of Maine. It is an important route for travelling across the region.

U.S. 302 East is part of the White Mountain Trail National Scenic Byway as well as the Presidential Range Trail Scenic Byway. This route is known for its many scenic overlooks as well as access to a variety of recreational opportunities.

The Statewide Strategic Transit Assessment published by NHDOT has identified season shuttle service in North Conway and a Berlin-North Conway-Dover intercity bus service as potential projects that are important to study and implement.

Important Roadway Connections

U.S. Route 3
NH Route 16
NH Route 112

Selected Location Annual Average Daily Traffic (AADT)

US 302 East of US 3: 4,613 (2022)
US 302 East of NH 16: 12,339 (2022)
US 302 West of NH 16: 6,003 (2022)
NH 112 At Conway Town Line: 2,048 (2022)
US 302 at Maine State Line: 8,437 (2022)

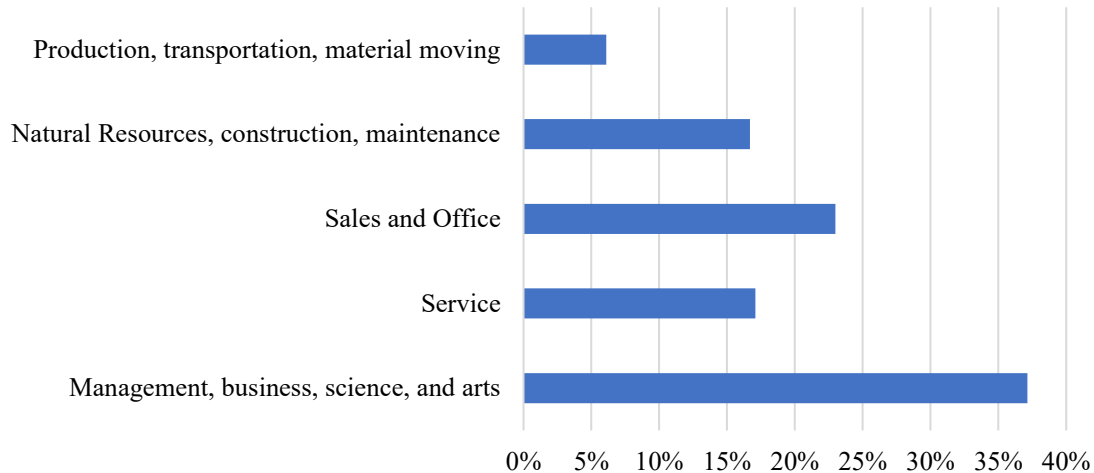
Corridor Assets

North Conway Village Center	74,453 acres of conservation land
Twin Mountain	228 miles of trails
Concord Coach Line Bus (Services to Points North and South)	19 minute average travel time to work
Omni Mount Washington Hotel	Crawford Notch State Park
Attitash Mountain Resort	AMC Highland Center

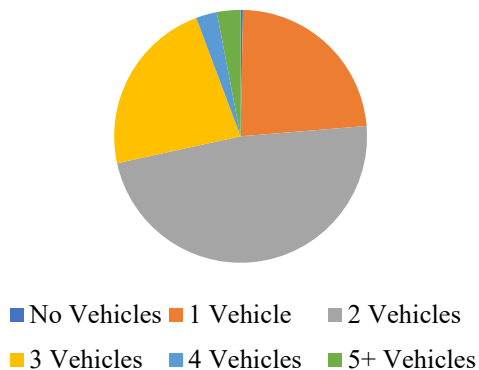
US 302 East Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,020	13%
Age 18-39	5,036	32%
Age 40-54	2,410	15%
Age 55-64	2,280	14%
Age 65-74	2,747	17%
Age 75 and over	1,347	9%

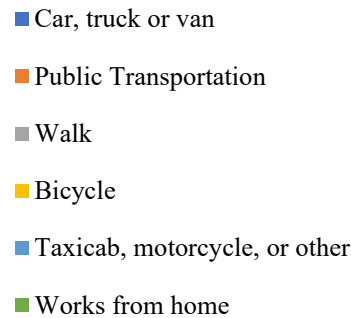
Occupations



Vehicles Available Per Person

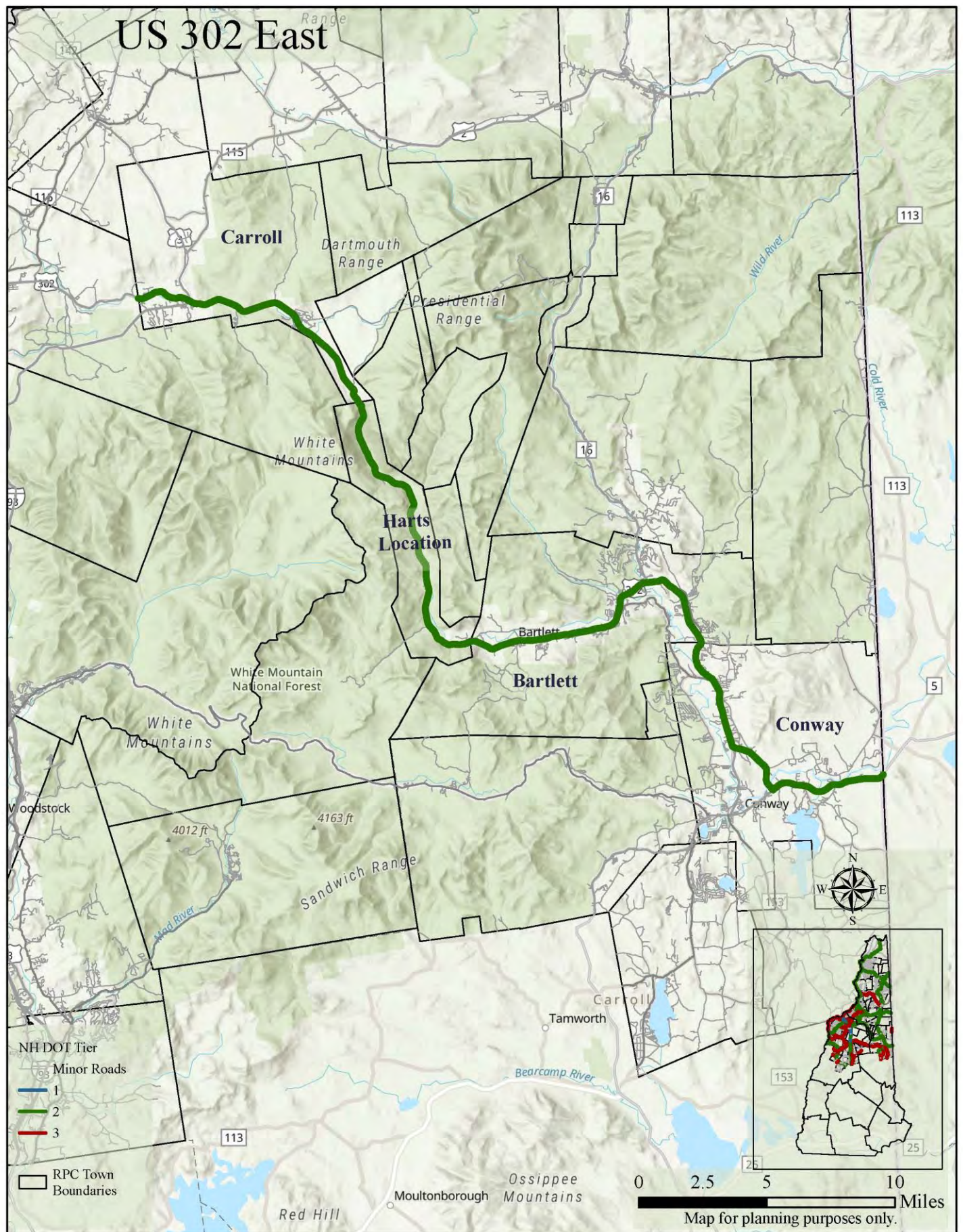


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Conway	US 302	Intersection safety improvements	Construction 2023	\$ 2,701,600	Mandated Federal

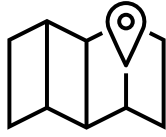


US 302 (WEST SECTION) HAVERHILL TO BETHLEHEM

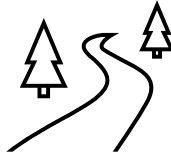
US 302 West Corridor



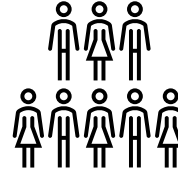
6 Communities
Along Corridor



Located within
Grafton County



24 Miles of
Distance



15,701 Residents



6,804 Households

The U.S. Route 302 West Corridor is the western segment of U.S. Route 302 through the region. This corridor connects with Interstate 93, NH Route 116, NH Route 112, and NH Route 10. The U.S. Route 302 West Corridor includes the communities of Haverhill, Bath, Landaff, Lisbon, Littleton, and Bethlehem.

Littleton acts as a transportation hub for the corridor. Tri-County Transit operates its Tri-Town Flex Route for Littleton, Whitefield, and Lancaster, and RCT Operates a Littleton-Saint Johnsbury commuter route. Concord Coach lines also has a pick-up and drop-off location in Littleton allowing for service to points south.

The U.S. Route 302 West Corridor is a segment of the state-designated Presidential Range Trail Scenic Byway and the River Heritage Trail Scenic Byway. This route provides cultural and scenic areas along its length. The Ammonoosuc Rail Trail runs along the corridor from Haverhill to Littleton. This route has been developed over the past few decades to provide recreational opportunities as well as an alternative transportation route for communities along its length.

Important Roadway Connections

Interstate-93
NH Route 116
NH Route 112
NH Route 10
NH Route 135
NH Route 117

Selected Location Annual Average Daily Traffic (AADT)

US 302 At Vermont State Line: 6,745 (2020)
US 302 at Bath Town Line: 4,959 (2022)
NH 112 East of US 302: 1,740 (2021)
US 302 Over Ammonoosuc River (Lisbon): 5,186 (2022)
NH 18 South of NH 135/NH 18 Junction: 4,540 (2022)
US 302 West of Dells Rd: 9,719 (2022)

Corridor Assets

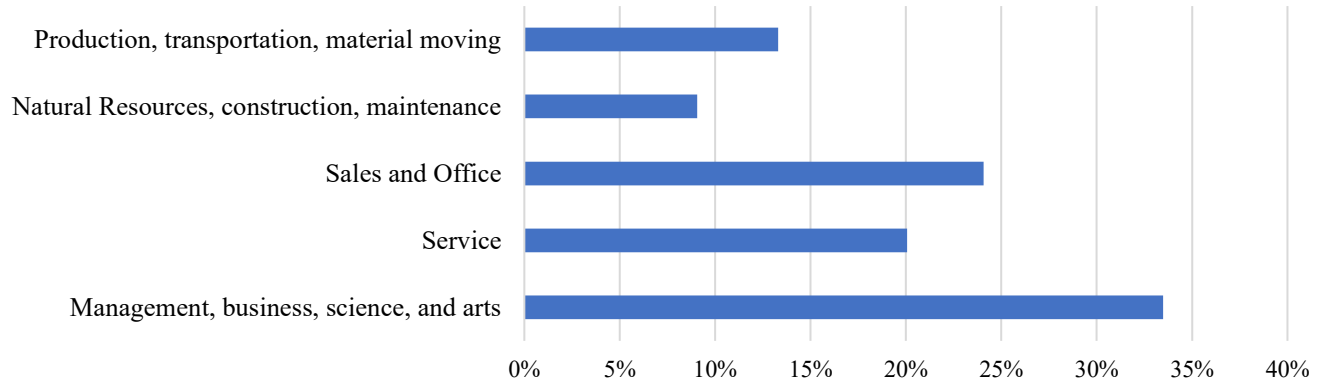
Woodsville Village Center
Bath Village Center
Lisbon Town Center
Littleton Downtown
Bethlehem Town Center
Tri-Town Flex Route Bus Service (Littleton,
Whitefield, Lancaster)
RCT Commuter Bus Route
Concord Coach Lines (Service to Points South)

41,930 Acres of Conservation Land
252 Miles of Trails
22.5 Minute Average Commute Time
Ammonoosuc Rail Trail
Blackmont Rail Trail
Dean Memorial Airport
Littleton Regional Healthcare
Littleton Industrial Park

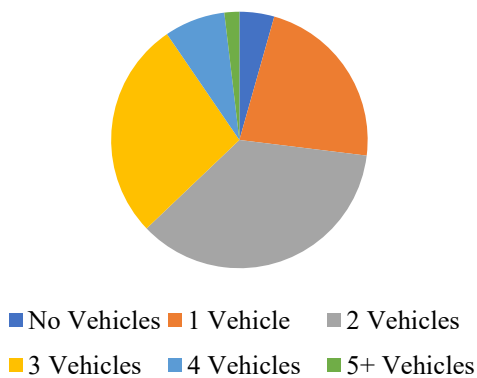
US 302 West Corridor Statistics

Age Breakdown	Total	Percent
Under 18	2,546	14%
Age 18-39	6,573	36%
Age 40-54	2,894	16%
Age 55-64	2,952	16%
Age 65-74	2,048	11%
Age 75 and over	1,234	7%

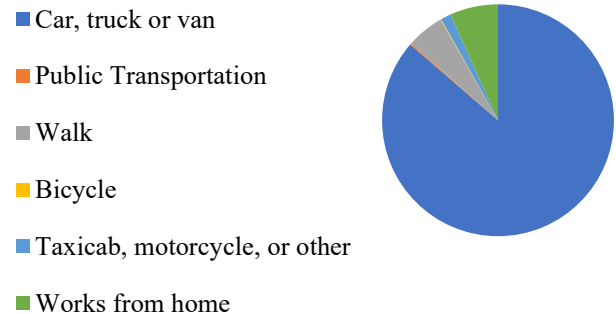
Occupations



Vehicles Available Per Person

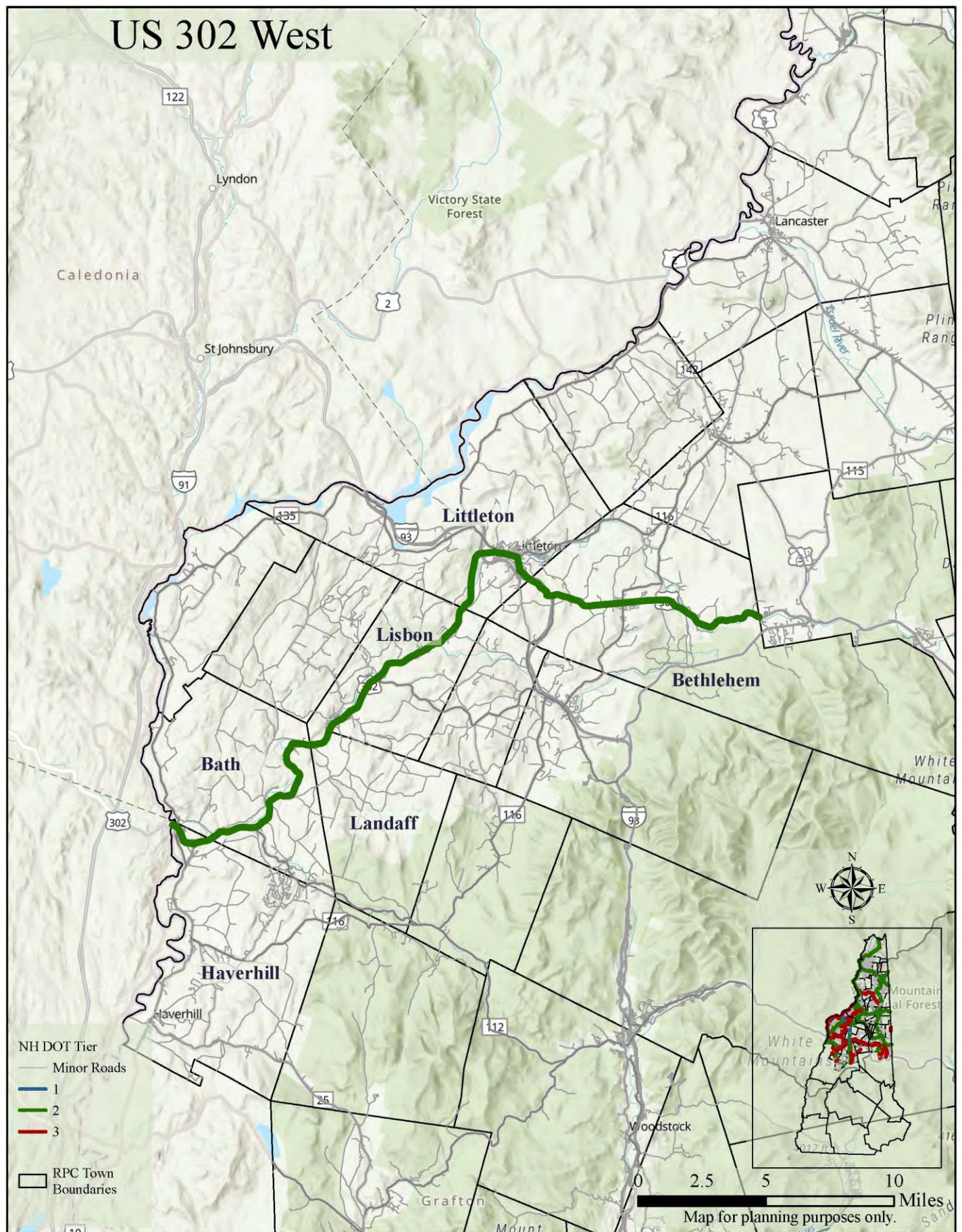


Mode of Transportation (%)



Regional Transportation Improvement Program Information

Community	Location	Description	Timeline	Cost	Category
Littleton	US 302	Reconstruction of sidewalks along Cottage, Mill, South, and Meadow Streets	Construction 2023	\$ 1,069,306	Mandated Federal
Littleton	US 302	Pedestrian Improvements	Construction 2030	\$ 4,639,225	Individual Projects



2025-2034 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Regional Transportation Improvement Program (RTIP)

Every two years, the Council prepares a **Regional Transportation Improvement Program (RTIP)**. The **RTIP** for State Fiscal Years (FY) 2025-2034 consists of regionally significant programmed and proposed transportation projects for the North Country Council planning region. The RTIP supplements the Council's 2023 Regional Transportation Plan (RTP) by listing programmed and proposed projects that support the transportation-related priorities for the region.

The RTIP is not intended to be an all-encompassing list of transportation projects in North Country Council's planning region. The RTIP is focused on projects and funding sources for which the Council is asked to weigh in by NH DOT, such as the TYP and Transportation Alternatives Program (TAP), which funds bicycle and pedestrian projects. Types of transportation projects that are not included in the RTIP include locally-funded projects, standard maintenance projects on state-maintained roadways and bridges, transit-related projects, and rail projects. The development of the **RTIP** is a collaborative and iterative process that involves local communities, North Country Council, the New Hampshire Department of Transportation (NH DOT), and North Country Council's Transportation Advisory Committee (TAC).

NHDOT Ten-Year Transportation Improvement Program (TYP)

NHDOT's **Ten Year Transportation Improvement Plan (TYP)**, also known as the "Ten Year Plan," is updated biennially and includes all of NH DOT's programmed projects over a ten-year planning horizon. The NHDOT is required by RSA 228:99 and RSA 240 to propose a plan for improvements to the state's transportation system. TYP project eligibility is based on the functional classification of roadways. Projects must be located on roads that are classified as Highways, Arterials, and Collectors in order to be eligible for federal funding through the TYP. Projects located on local roads may be eligible for specific types of funding through the TYP.

The biennial TYP update process includes requesting regional priorities from the State's regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). These priorities are submitted to NHDOT by North Country Council in the form of the Regional Transportation Improvement Program (RTIP). As part of this process, each RPC and MPO is given a regional funding allocation for new TYP projects. The funding allocation is formula-based using the resident population of each RPC/MPO planning region and the total lane miles of federal-aid eligible roadways. For the FY 2025-2034 TYP, North Country Council's planning region was allocated \$7.18 million for new TYP projects out of a statewide funding pool of \$60 million.

Once the regional priorities are received from the RPCs and MPOs, NH DOT prepares the draft TYP for the Governor's Advisory Commission on Intermodal Transportation (GACIT). GACIT consists of the five members of New Hampshire's Executive Council. GACIT, in coordination with NHDOT and the regional planning commissions (RPCs), performs public hearings on the draft TYP around the state before submitting a revised draft TYP to the Governor. The Governor

Funded Projects

Project ID	Community	Route	Description	Timeline	Cost	Category	Tier
29597	Albany	NH 16	Shoulder widening and pavement resurfacing to enable centerline rumble strips	Construction 2023-2024	\$13,037,797	Individual Projects	Tier 2
43523	Berlin	NH 16	Roadway improvements	Construction 2032	\$5,762,597	Individual Projects	Tier 5
41575	Bethlehem	NH 142	Address red list bridge	Construction 2027-2028	\$4,601,091	Red List Bridges	Tier 3
42437	Bethlehem-Littleton	I-93	Rehabilitation on I-93 from MM 120.5 to MM 125.0, including ramps at exits 40, 41, & 42	Construction 2030-2031	\$22,230,132	Preservation & Maintenance	Tier 1
41472	Campton	NH 49	Address red list bridge	Construction 2027-2028	\$7,238,231	Red List Bridges	Tier 3
40640	Colebrook	US 3	Reconstruction of about 2700' of US 3 in village center	Construction 2021-2025	\$2,726,646	Mandated Federal	Tier 2
40651	Colebrook	Harvey Swell Road	Bridge rehabilitation	Construction 2023-2024	\$457,992	Bridges	Tier 5
40652	Colebrook	Bear Rock Road	Bridge replacement	Construction 2023	\$517,946	Bridges	Tier 5
40655	Colebrook	Pleasant Street	Bridge rehabilitation	Construction 2023-2024	\$568,280	Bridges	Tier 5
43441	Columbia	US 3	Culvert upgrades	Construction 2024	\$908,056	Individual Projects	Tier 2
40638	Conway	NH 16/113/153	Intersection improvements	Construction 2023	\$3,296,237	Individual Projects	Tier 2
42522	Conway	US 302	Intersection safety improvements	Construction 2023	\$2,701,600	Mandated Federal	Tier 2
16304C	Cambridge	NH 16	Widening and Rehabilitation of NH 16	Construction 2030-2031	\$10,000,000	Individual Projects	Tier 2

40514	Franconia	I-93	Rehabilitation on I-93 from MM 111.6 to MM 116.1, including ramps at exits 35, 36, & 37	Construction 2027-2028	\$20,531,877	Interstate Maintenance	Tier 1
42436	Franconia-Sugar Hill-Bethlehem	I-93	Rehabilitation on I-93 from MM 116.1 to MM 120.5 including ramps at exists 38 & 39	Construction 2029-2030	\$21,047,818	Preservation & Maintenance	Tier 1
42598	Gorham	NH 16	Roadway improvements	Construction 2029	\$3,340,800	Individual Projects	Tier 2
43520	Gorham	NH 16	Bicycle/Pedestrian Improvements	Construction 2032	\$1,942,973	Individual Projects	Tier 2
43842	Gorham	US 2	320LF Sidewalk, pedestrian corssing and Bicycle facilities	Construction 2026	\$1,236,374	Mandated Federal	Tier 2
41409	Haverhill	Dean Memorial Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$5,662,378	FAA	All Tiers
40808	Jackson	Valley Cross Road	Bridge rehabilitation	Construction 2023-2024	\$1,310,892	Bridges	Tier 5
13602C	Jefferson/Randolph	US 2	Road improvements from NH 115 to townline	Construction 2024	\$16,745,736	Individual Projects	Tier 2
13602D	Jefferson/Randolph	US 2	Road improvements from NH 115 to townline	Construction 2027	\$10,000,000	Individual Projects	Tier 2
42558	Jefferson	US 2	Bridge Replacement	Construction 2023	\$2,936,397	Red List Bridges	Tier 2
22192	Lancaster	Mount Orne Road	Covered bridge rehabilitation	Construction 2025-2026	\$377,716	Bridges	Tier 5
41362	Littleton	US 302	Reconstruction of sidewalks along Cottage, Mill, South, and Meadow Streets	Construction 2023	\$1,069,306	Mandated Federal	Tier 2
43844	Littleton	US 302	Pedestrian Improvements	Construction 2030	\$4,639,225	Individual Projects	Tier 2
27711	Littleton	NH 18	Bridge rehabilitation	Construction 2025-2026	\$5,570,645	Red List Bridges	Tier 3
40576	Milan	Berlin Regional Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$10,221,598	FAA	All Tiers

42510	Northumberland	US 3	Reconstruction of approx. 6300' of sidewalk to ADA standards	Construction 2028	\$1,159,831	Mandated Federal	Tier 2
27162	Rumney	Buffalo Road	Bridge replacement	Construction 2023-2024	\$954,362	Bridges	Tier 5
40551	Shelburne	North Road	Bridge rehabilitation	Construction 2026	\$5,026,611	Bridges	Tier 4
42599	Shelburne	US 2	Culvert upgrades	Construction 2029	\$2,479,681	Individual Projects	Tier 2
24218	Sugar Hill	Crane Hill Road	Address red list bridge	Construction 2023	\$2,295,347	Red List Bridges	Tier 5
40613	Thornton	NH 49	Address red list bridge	Construction 2024	\$5,430,045	Red List Bridges	Tier 3
43734	Waterville Valley	Valley, Tecumseh, Snows Brook	Reconstruction of roadway and pedestrian improvements	2023-2031	\$1,256,169	Mandated Federal	Tier 5
40648	Wentworth	Frescoln Rd	Bridge replacement	Construction 2023	\$865,304	Bridges	Tier 5
40578	Whitefield	Mt Washington Regional Airport	Preservation, Modernization, and/or Expansion of Airport Facilities, Planning Studies	2023-2032	\$11,106,641	FAA	All Tiers
43521	Whitefield	NH 116	Pedestrian Improvements	2027-2032	\$1,495,934		Tier 3
41582	Whitefield	US 3	Road reconstruction and safety improvements	Construction 2027	\$3,633,800	Individual Projects	Tier 2
43521	Whitefield	NH 116	Pedestrian Improvements	Construction 2032	\$1,495,934	Individual Projects	Tier 3
27713	Woodstock	NH 175	Bridge rehabilitation	Construction 2024	\$4,535,034	Red List Bridges	Tier 3
43438	Woodstock	NH 112	Address red list bridge	2027-2030	\$925,592	Bridges	Tier 3

Pending Projects

A total of ten (10) projects were submitted from regional communities through the 2025-2034 TYP project solicitation process. Eight (8) projects were deemed eligible and were reviewed and ranked by NCC staff. The top four (4) scoring projects were approved by the Transportation Advisory Committee (TAC) to receive engineering scoping. NCC Staff then submitted the top four (4) projects with supporting materials to NHDOT for consideration.

- May 6, 2022 – Solicitation Period Opens
- July 1, 2022 – Solicitation Period Ends
- September 7, 2022 – Project Criteria Weights and Rankings Finalized by NCC Staff
- September 16, 2022 – TAC Members approve Preliminary Rankings of submitted Project Proposals
- October 21, 2022 – Finalization of Task Orders with contracted Engineer and beginning of Project engineering
- November 8, 2022 – Submittal of four (4) Scoping Memos to NCC from on-call engineer
- November 9, 2022 – Meeting with NCC staff and on-call engineer for finalization of Scoping Memos
- November 10, 2022 – Submittal of NCC region TYP Project documents to NHDOT File System

Subsequently, NCC received comments and feedback from NHDOT staff on February 1, 2023. NCC staff presented the NHDOT comments and figures at the TAC meeting on March 7, 2023. At that March 7th meeting, TAC members voted to maintain the initial prioritization of Ten-Year Plan projects for submittal to the Ten-Year Plan. Details on the two pending projects are provided below

Shelburne

Estimated Cost: \$3,812,285

Location: US-2 Adjacent to Reflection Pond and Shadow Pool

Scope of Work: Regrading, raising, and improvement of US-2 to reduce the risk of flooding during large rainfall events.

Gorham

Estimated Cost: \$4,925,185 (80% of total Project Cost)

Location: NH-16 between Lydia's Golden Touch and Walmart Supercenter

Scope of Work: Installation of bicycle and pedestrian and related roadway infrastructure to improve non-motorized safety along route.

APPENDIX A: FEDERAL TRANSPORTATION ACTS AND LAWS

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU)

SAFETEA-LU was signed into law on August 10, 2005 and became the largest surface transportation investment in the history of the United States, providing \$244.1 billion in funding for highways, highway safety, and public transportation.

The main challenges that this law addresses include improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU attempts to give flexibility to Federal, State and Local programs that focus on issues of national significance as well as those on the community level

The main features of SAFETEA-LU, as defined by the Federal Highway Administration, can be found at <http://www.fhwa.dot.gov/safetealu/summary.htm>.

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 was signed into law in July of 2012 and it extends the goals of SAFETEA-LU to fund surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. This is the first long-term highway authorization enacted since 2005.

MAP-21 is a performance-based surface transportation program that is geared towards creating a programmatic framework for investment and creating efficiencies in streamlining reporting. One of the goals is to improve the policies that were developed in the past to build upon on many of the highway, transit, bike, and pedestrian programs and policies established in 1991 under ISTEA.

These federal funding authorizations determine the transportation programs that are funded and the funding levels that will come into the State of New Hampshire. One of the effects MAP-21 had on the region is that it consolidated the federal Surface Transportation Program. This reduced the number of federal programs from nearly 85 to fewer than 30. For example, Transportation Enhancement (TE), Safe Routes to School (SRTS), and Scenic Byways all became part of FHWA's Transportation Alternatives Program (TAP.) This changed a number of factors, like how SRTS used to have its own pot of funding and had no match requirement.

Now applicants need to compete with a much large pool to access these funds through the TAP program, and there is a match requirement of 20%. The North Country Council region has done well with this program and had a number of projects funded. Now there is more competition for these dollars and it is unlikely that more than one TAP project will be funded in the North Country Council region in each funding round.

For further information, please visit <https://www.fhwa.dot.gov/map21/>

Fixing America's Surface Transportation Act (FAST)

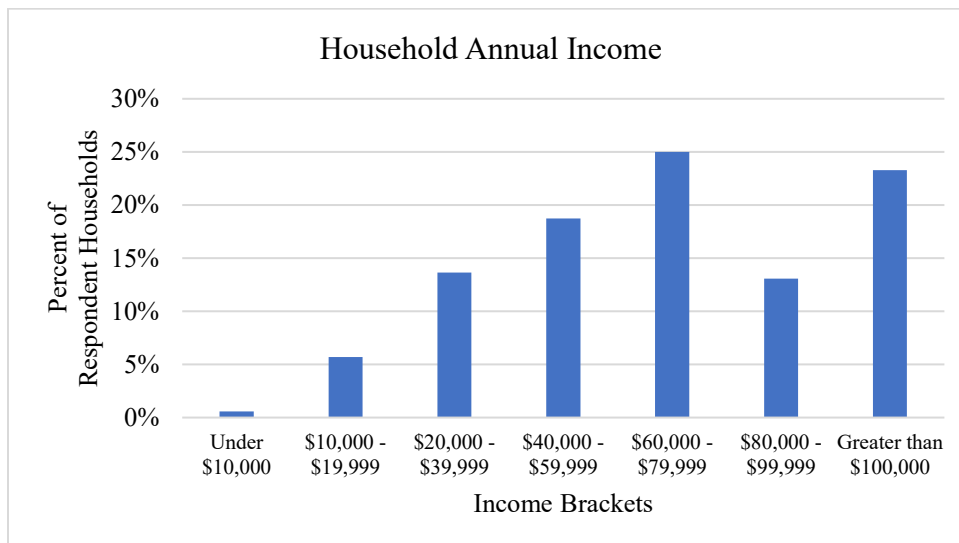
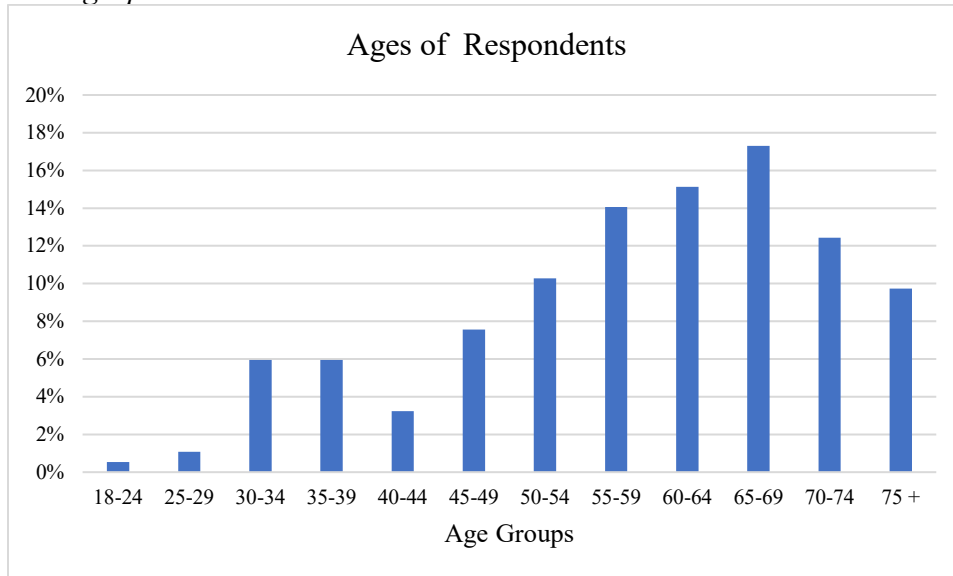
On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The

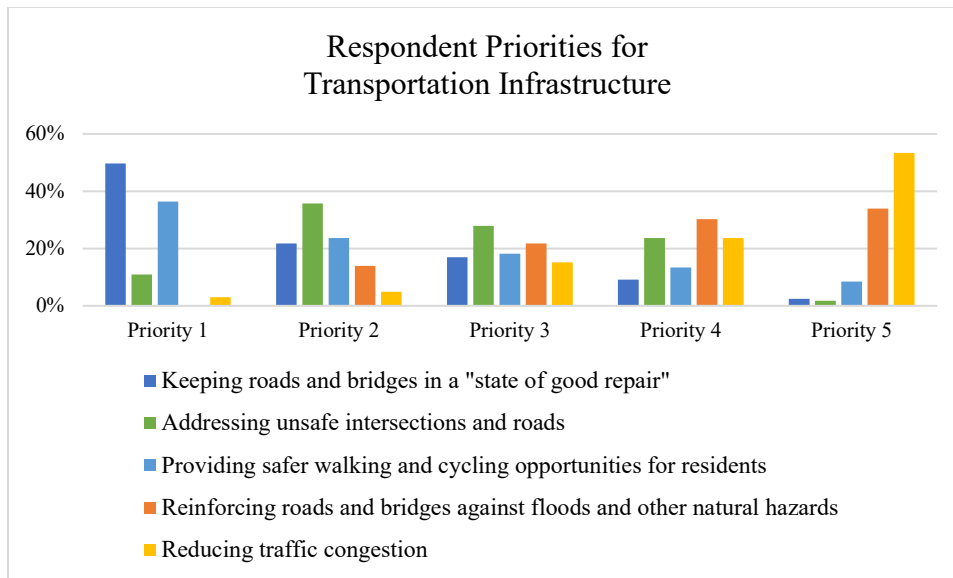
FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

To view the FAST Act, visit <https://www.fhwa.dot.gov/fastact/>

APPENDIX B: SURVEY RESPONSE SUMMARY

Demographics





APPENDIX C: ACRONYMS

AADT Annual Average Daily Traffic	COG Council of Government
AASHTO American Association of State Highway and Transportation Officials	CTPP Census Transportation Planning Package
ACS American Community Survey	DDHV Directional DHV, vph
ADA Americans with Disabilities Act	D-factor Peak directional volume (as percent DHV)
ADL Average Daily Load	DHV Design Hour Volume = $K * ADT$ (usually 30th highest hour)
ADT Average Daily Traffic	EIA Environmental Impact Assessment
ADTT Average Daily Truck Traffic	EPACT National Energy Policy Act: (1992)
AFV Alternative Fuel Vehicle	ERG Emergency Response Guidebook
AHS Average Highway Speed	
AHS Automated Highway System	
ALF Accelerated Loading Facility	
AMPO Association of Metropolitan Planning Organizations	ESAL Equivalent Single-Axle Load
AVC Automatic Vehicle Classification	EV Electric Vehicle
AVCG Advanced Vehicle Control/Guidance	FAA Federal Aviation Administration
AVMT Annual VMT	FAI Federal Aid Interstate
AVR Average Vehicle Ridership	FAP Federal-Aid Primary
AVW Automatic Vehicle Weighing	FARS Fatal Accident Reporting System (NHTSA)
CAA Clean Air Act	FAS Federal-Aid Secondary
CADRE Critical Automated Data Reporting Elements (NHTSA)	FAST Fixing Americas Surface Transportation Act
CARD Crash Avoidance Research Data (NHTSA)	FAUA Federal-Aid Urbanized Area
CDL Commercial Driver's License	FHWA Federal Highway Administration
CDP Census Designated Place	FIP Federal Implementation Plan
CIM Classification-in-motion	FMC Fleet Management and Control
CMAQ Congestion Mitigation and Air Quality	FRA Federal Railroad Administration
CMP Congestion Management Program	FTA Federal Transit Administration
CNG Compressed Natural Gas	FTP Federal Test Procedure (EPA mpg)
COE Corps of Engineers (U.S. Army)	FUT Fuel Use Tax
	GIS Geographic Information System
	HCAADT Heavy Commercial AADT

HOV	High Occupancy Vehicle	NHTSA	National Highway Traffic Safety Administration
HPA	High Priority Area	NLC	National League of Cities
HPMS	Highway Performance Monitoring System	NPRM	Notice of Proposed Rulemaking
HPNPA	High Priority National Program Area	NTP	National Transportation Policy
HPR	Highway Planning and Research	NTSB	National Transportation Safety Board
HSIP	Highway Safety Improvement Program	P&R	Planning and Research
HTF	Highway Trust Fund	PRM	Proposed Rulemaking
ISTEA	Intermodal Surface Transportation Efficiency Act	R&D	Research and Development
LOS	Level of Service	R&R	Restoration and Rehabilitation
LPG	Liquefied Petroleum Gas	RAISE	Rebuilding American Infrastructure with Sustainability and Equity
LRT	Light Rail Transit	RCI	Roadway Congestion Index
LTAP	Local Technical Assistance Program (was RTAP)	RD&T	Research, Development, and Technology
MAP-21	Moving Ahead for Progress in the 21st Century	RD&T2	RD&T Transfer
MPO	Metropolitan Planning Organization	ROW	Right of Way
MUTCD	Manual on Uniform Traffic Control Devices	RPC	Regional Planning Commission
NARC	National Association of Regional Councils	RTAP	Rural Technical Assistance Program (now LTAP)
NBI	National Bridge Inventory	RTP	Regional Transportation Plan
NC-UTCD	National Committee on Uniform Traffic Control Devices	SAFETEA	Safe, Accountable, Flexible, Efficiency Transportation Equity Act
NEPA	National Environmental Policy Act (1969)	SHRP	Strategic Highway Research Program
NGA	National Governors' Association	SOP	State of the Practice
NGV	Natural Gas Vehicle	SP&R	State Planning and Research
NHDOT	New Hampshire Department of Transportation	SRO	Site Specific/Related/Other (SHRP code)
NHI	National Highway Institute	SS4A	Safe Streets and Roads for All
NHS	National Highway System	STA	State Transportation Agency
		STAA	Surface Transportation Assistance Act (1982)
		STIP	Statewide Transportation Improvement Program

STP Surface Transportation Program
STRS Strategic Transportation Research Study
SVRD Single-Vehicle Roadway Departure (accident)
T2 Technology Transfer
TAC Transportation Advisory Committee
TAZ Traffic Analysis Zone
TCDH Traffic Control Devices Handbook
TCM Transportation Control Measures
TCP Traffic Control Plan
TDM Transportation Demand Management
TIA Traffic Impact Analysis
TRB Transportation Research Board (of the NRC)
TYP Ten Year Plan
UA Urbanized Area
USCC United States Chamber of Commerce
USDOT United States Department of Transportation
VHD Vehicle-hours of delay
VHT Vehicle-Hours of Travel
VM Vehicle-Miles
VMT Vehicle-Miles Traveled/of Travel
ZEV Zero Emission Vehicle

APPENDIX D: SUPPORTING DOCUMENTS:

Here are a number of documents that have been adopted regionally and statewide, which have helped inform and guide North Country Connections. Summaries of these plans and policies have been included below as well as links to the plans if you would like more information.

[A Plan for New Hampshire's North Country \(2014\)](#)- Funding from the Federal Sustainable Communities Regional Planning Initiative through a grant to the state's nine regional planning commissions, administered by the Department of Housing and Urban Development (HUD), enabled North Country Council to conduct a three year public engagement process from 2011-2014 to identify the region's high priority needs and develop a set of consensus-based strategies for addressing those needs. That process led to the adoption of [A Plan for New Hampshire's North Country](#), which serves as the overarching guide for the development of the region; pursuant to RSA Chapter 36.

[Coordinated Public Transit and Human Services Plan \(2021\)](#)- The Coordinated Public Transit and Human Services Plan (Coordinated Plan) outlines strategies, projects, and provide guidance to the community transportation system in the region. The Coordinated Plan includes information about the transportation services provided within the North Country and provides recommendations on how to improve and expand services. The plan also fulfills the requirement of Federal Transit Administration (FTA) Section 5310 funding program, which requires funded projects to be included in a locally developed, coordinated public transit human services transportation plan.

[Statewide Strategic Transit Assessment \(2020\)](#)-

The Strategic Statewide Transit Assessment (SSTA) is intended to be a guide toward a sustainable future for public transit in New Hampshire. This plan took a comprehensive look at bus transportation in the state and considered ways that it could better meet the needs of New Hampshire residents.

[New Hampshire Electric Vehicle Corridors \(2019\)](#)- The New Hampshire Department of Environmental Services (NHDES) submitted a FAST Act Alternative Fuel Corridor nomination package to Federal Highways Administration (FHWA) in 2019. This package included a number of proposed EV corridors in the North Country proposed for new Electric Vehicle Supply Equipment (EVSE) resources. Since their inclusion in the nomination, the corridors have been targeted for EVSE, which are funded through monies from the [Volkswagen Settlement](#) and [Electrify America](#). The North Country region has three EV corridors, the entirety of US 2, part of NH 16, and part of I-93.

[New Hampshire Statewide Freight Plan \(2019\)](#)- The New Hampshire Statewide Freight Plan provides guidance for present and future freight planning activities throughout the state. This plan includes information about the freight system, statewide economic context, freight needs, and projects and policies that will help New Hampshire maintain its quality of life and economic competitiveness by reducing the cost of transporting goods and improving the reliability of New Hampshire's freight infrastructure.

Statewide Pedestrian and Bicycle Transportation Plan (2022)-

The Statewide Pedestrian and Bicycle Transportation Plan was last updated in 2000. The state of New Hampshire is undertaking an update to the Plan that is slated for adoption in 2023. The Plan includes recommendations to implement pedestrian and bicycle network improvements as well as policies and programs for NHDOT to enact to support and bolster pedestrian and bicycle travel in the state. A link to the plan will be added to this section once it is fully adopted at the state level.

Comprehensive Economic Development Strategy (2023-2028)- The Comprehensive Economic Development Strategy (CEDS) is a locally based, regionally driven strategy that engages community leaders, private sector partners, Economic Development Districts (EDDs), and other stakeholders in the planning for our region's future by developing a roadmap for resilient economic development. Economic development planning as implemented through the CEDS is not only a cornerstone of the U.S. Economic Development Administration's (EDA) programs, but successfully serves as a means to engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional collaboration. This plan hosts extensive demographic, historical, and economic information on the economic development region.

North Country Rising – Recovery & Resiliency of Community (2022)- The Economic Recovery and Resiliency Plan (ERRP) was developed to focus on community capital to promote economic growth and improve regional resiliency. The ERRP process included extensive cross sector collaboration sessions, public engagement, data collection & analysis, and case study research.

APPENDIX E: DATA AND MAPPING RESOURCES

Throughout the region and state, a number of documents have been adopted, which has helped inform and guide North Country Connections. Summaries of these plans and policies are included below. For more information, visit the links provided.

Guidance Materials- As part of our ongoing effort to provide education on transportation topics, North Country Council produces [Planning Guides](#) material on a variety of interests including Bike Racks, Parking Strategies, Park & Rides, Complete Streets, Stream Crossings, Walking and Cycling, and Resilient Infrastructure.

Demographic Data- On a community-level, demographic data can be found within North Country Council's [Community Profiles](#), which includes data on the population, people with disabilities, education, workforce, occupations, natural resources, transportation, travel patterns, income, and more. Additional demographic data can be acquired from the [U.S. Census Bureau](#).

[NHDOT Transportation Data Management System \(TDMS\)](#)- This contains a full database of all the locations where traffic count data is collected on a regular basis. This system also contains historic data as well as estimates and analysis tools to help understand this data.

[Statewide Asset Data Exchange System \(SADES\)](#)- This database contains information about sidewalks, curb ramps, and crosswalks. Each mark on the map includes information about the infrastructure's material, condition, width, and grade or slope. New or updated data on pedestrian infrastructure in your community can be requested at any point, subject to our capacity.

[Stream Crossings](#)- The State of New Hampshire Stream Crossing Initiative is an interagency workgroup to collaboratively manage the state's stream crossing assessment efforts, comprised of representative from the Departments of Environmental Services ([NHDES](#)) and Transportation ([NHDOT](#)), [Fish and Game Department](#), and the Division of Homeland Security and Emergency Management ([HSEM](#)). The multiagency approach of the NH Stream Crossing Initiative enables towns and agencies to address the problems of undersized stream crossings, infrastructure safety, and flood risk management more efficiently by working collaboratively.

[Bridge conditions](#)- Most bridges in the New Hampshire DOT inventory are inspected on a 24-month frequency, with the exception of red list bridges. Red list bridges have one or more major elements in poor (or worse) condition. State owned red list bridges are inspected twice per year and municipally owned red list bridges are inspected once per year. The overall condition of a bridge is determined by the lowest condition rating of its major elements; deck, superstructure, and substructure.

[Highway Tiers](#)- Highway Tiers, or Classifications, are the sorting of roads based on their traffic volumes and physical structure. Tier 1 refers to multi-lane, divided roadways such as interstate highways or turnpikes. Tier 2 are statewide corridors, such as US 2 or NH 16, which carry passengers and freight between regions of the state and neighboring states and countries. There roads have high to moderate volumes, especially during peak times, and can be either formally constructed higher-speed facilities or more rural roads. Tier 3 roadways provide travel within

regions, access to Tier 2 roads, and are known as “connectors”. Tier 4 are secondary highways or unnumbered routes and provide travel between and within communities. Tier 5 are locally owned roads or state-owned roads within compact limits.

[Transportation GIS Data](#)- The New Hampshire Department of Transportation has a GIS Data Catalog that includes additional online maps, reports, documents, data links, and printable maps.

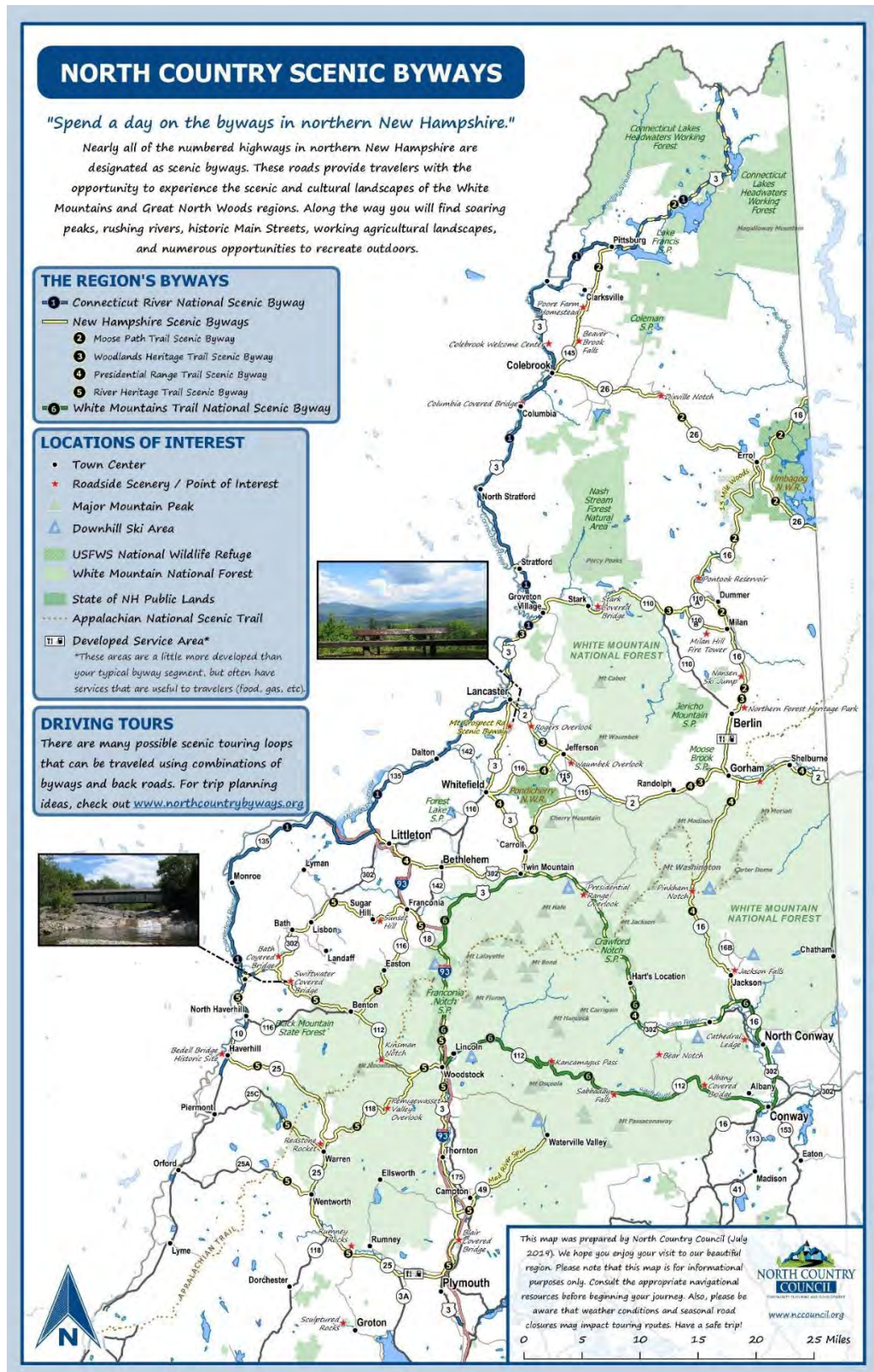
Corridor Information- Projects under “funded projects” of each corridor have been adopted as law by the Governor and Legislature as the biennial New Hampshire’s Ten Year Transportation Improvement Plan. Cost, schedule, and other project description information is sourced from the Ten Year Plan ([TYP](#)) and the State Transportation Improvement Program ([STIP](#)).

North Country Council has all the resources included within this section and more available on our website under [Transportation Resources & Data](#). Resources are updated as new information becomes available and additional data can be requested by any member community, subject to our capacity. For more information on the public transit and transportation services mentioned within the corridor transportation facilities, reference our [Service Directory](#).

[Complete Streets \(USDOT\)](#) Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

[What is a Safe System Approach? \(USDOT\)](#) The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

APPENDIX F: NORTH COUNTY SCENIC BYWAYS MAP



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