

Draft Meeting Summary
Route 120 Public Meeting Comments- March 1, 2007
Richard W. Black Recreation & Senior Center
Hanover, NH

What do you like about the corridor?

- Numerous conservation and environmental lands throughout the corridor**:
 - Rix Ledges
 - West of DHMC-Boston Lot, Burnt Mountain, Quarry Hill
 - Rare Ecosystems-Mink Brook, Bottomless Pit
 - Lands between Boston Lot and Plainfield
- The “Green nature” of the Route 120 corridor is special
- The development that has taken place along Route 120 is tasteful and does help to maintain rural character

What don't you like about the corridor?

- Increasing traffic is becoming problematic:
 - Issues at Heater Road, Mt. Support Road, Buck Road
 - Truck Traffic
 - Noise
 - Traffic at Late Hours
 - Safety Concerns**
 - Population growth
 - Traffic light (Buck Rd.) may be problematic due to interaction with light at Greensboro Rd. Traffic lights are too close together around Greensboro Road
 - Right-turn movements need to be improved at Greensboro Road
 - Left-turn movements need to be improved at Buck Road and into Centerra from Route 120 Southbound
 - Accidents are frequent near the entrance to the dental offices
- Proposed parking area along Route 120 will result in more traffic and problems
- Route 120 is no longer a “scenic route”
- Housing is limited
- Housing is not located near the hospital
 - New housing should be developed along the corridor
- Upper Valley communities have done a poor job matching housing to job centers
- “Dartmouth College and DHMC see no limit to growth”
- Route 120 is not inviting to cyclists and pedestrians
- Minimum parking requirements (“should be done away with”)
- Buck Road bus shelter is often plowed and not particularly useful
- Development has been auto-oriented, not designed at a human scale (“Right now, the cars win”)
- Highway oriented development. (“Prevent “Cloverleaf-style” planning as in Washington D.C. and New York City”)

What is your vision for the corridor?

- Enhanced public transit access to Etna Road
- A multi-modal approach to address the issues along Route 120
- More major employers need to utilize Commuter Fringe Benefit programs to encourage alternative forms of transportation and discourage single-occupant vehicles
- More collaboration between Lebanon, Hanover, and UVLSRPC (however, the corridor study process will be a good start)
- Empty space should be left alone and not developed
 - Limit development along Route 120
- Citizen involvement in the process (How does the Route 120 Corridor affect them?)
- Smart Growth principles should be applied to the Route 120 Corridor
- Balanced housing and employment
- A connector road from DHMC to Interstate 91
- No connector road from DHMC to Interstate 91
- Transportation Demand Management program to address traffic concerns along the Route 120 Corridor
 - Car/vanpooling
 - Parking Management
 - Monetary incentives to employees who use alternative forms of transportation
- Creative solutions to preserve the quality of life in the Upper Valley
- Natural Resources-based planning applied to Route 120
- A gondola as an alternative to a connector road
 - Reduces fragmentation of the land
 - Could connect to park-and-ride facility on I-91
- A safe pedestrian and cyclist environment
- Mobility for all users
- Preserved undeveloped lands that are unique. Route 120 “does not have to be developed”
- Land use consistency across the Lebanon/Hanover Town Line
- Proper planning of park-and-ride facilities, sidewalks, and bicycle lanes
- Wide Sidewalks
- “I don’t want Route 120 to look like the rest of the country. It should look like New Hampshire”
- Fixed rail and dedicated bus lanes along Route 120
- Creative solutions:
 - Micro-turbine energy production
 - Solar power
 - Stormwater infiltration
 - Windmills
 - Housing with smaller footprints
 - Green roof technology

- Improved air quality
- Smaller cars (e.g. smart cars)
- Route 120 remains an important gateway to each community.
- Informed citizen participation.
- Green belts

Comments Related to Study/Plan

- DHMC should be included on the Steering Committee, their involvement is critical to the process
- Conservation Commissions need to be involved on the project Steering Committee**
- Focus groups need to involve conservation stakeholders (e.g. conservation commissioners, etc.)**
- Build-out, traffic, and environmental analyses will be very important
- An “innovative” study is needed not just the typical corridor study
- Accesses to new developments needs to be considered in build-out analyses
- Existing conditions (or “Step Zero”) analysis should be conducted to determine what the existing infrastructure can sustain. Build-out analyses should start with where we are now, not current zoning
- The build-out analyses should consider the 2nd and 3rd tier impacts of development along Route 120
- “We are still seeing the impacts of DHMC’s relocation on the Route 120 corridor?” “How accurately were they projected?”**
- CommunityViz type software should used to help visualize future development and its resulting traffic impacts
- What are the infrastructure assumptions that will be used for build-out analyses?
- A site visit to environmentally sensitive areas along the Route 120 corridor should be conducted
- The availability of water along the Route 120 corridor is a growing concern
- The impacts of development on quality of life should be considered- this can be seen in property tax changes, etc
- Traffic should be monitored on:
 - Etna Road
 - Prescott Road
 - Heater Road
 - Mt. Support Road
 - Greensboro Road
 - Hanover bike paths
- In-depth traffic studies are also needed on Heater and Mt. Support Road, not just Route 120
- The third build-out scenario should be flexible and evaluate different zoning changes and their potential impacts
- What are the community impacts of growth?
- The study area may be too narrow (in terms of ½ mile buffer)

Miscellaneous Comments about Route 120

- Route 120 draws commuters from many areas including Claremont, Vermont, and even Concord
- How far can zoning regulations go in limiting development along Route 120?
- The population of Lebanon is not growing, but there is growth in the regional services that Lebanon provides. This dynamic has resulted in increasing travel demand along Route 120, and its associated problems
- “Growth is not inevitable” *opposed to* “A no growth scenario is not realistic”
- Route 120 is “not a place I am proud of”
- There is a “correlation between growth/development and decreasing quality of life”
- The increased communication between Hanover and Lebanon Planning Boards is a positive step forward