

SOUTHWEST CONNECTS:

Southwest Region Transportation Plan

*Connecting Places * Connecting People **



*Connecting Economies * Connecting with the*

**Upper Valley
Lake Sunapee
RPC TAC Meeting
August 28, 2018**

*with Social, Economic & Environmental Policy **

*Past & Future * Connecting Transportation*

NH Regional Transportation Planning & “Corridor” Approach

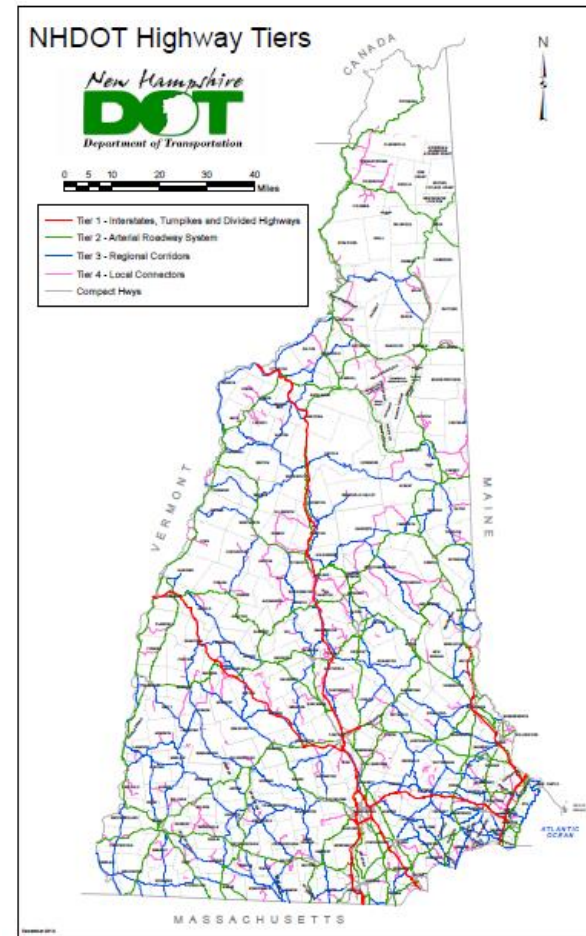
- Functional Class
- Corridor
- Access M
- Corridor
- Transit F
- Studies
- Park and
- Other examples?



Traffic Shed	Imagine cars flowing onto roads like droplets of water flowing into streams. Planners use the “watershed” concept as a useful way to illustrate “traffic sheds”. Cars start on small roads (streams), flow into collector roads (river tributaries) and then into arterial roads (rivers) to reach the destination. The arterial road provides the driving and other services and the final force that moves traffic on.	 
	Areas where you begin a trip (origin-destination) are often residential in nature. With vehicles, the origin is upstream and the destination is downstream. Proximity to a major road is a key factor in the location of a trip.	 
	From small local roads, traffic flows into the arterial roads. The arterial roads are the main roads in the area and provide the main flow of traffic. The arterial roads are the main roads in the area and provide the main flow of traffic.	 
	The arterial road is to provide direct access to the downstream destination. When available, transit should be an option in addition to park and “carpool.”	 
		 

NH DOT Transportation Planning & Corridor Approach

- Functional Class
- State Highway Tiers
- First Draft of State Long Range Plan (under former Commissioner Campbell)
- I-93 Planning
 - Transit Investment Study
 - CTAP



Why a Corridor-Based Plan?

Corridors provide a more direct connection between the movement of people, goods and information and regionally significant economic activity.

“In the past, the SWRPC Regional Transportation Plan examined transportation needs based on a system-wide transportation analysis. This involved looking at transportation through a lens of 35 communities in Southwest New Hampshire. While there are some similarities between Windsor and Walpole, Hinsdale and Greenville, it is difficult to provide strategic transportation planning guidance at that scale.”

Why a Corridor-Based Plan?

Corridors provide an opportunity for higher precision in monitoring the performance of transportation facilities and services across modes.

Trying to respond to call for more performance based, multimodal, asset management and scenario transportation planning.

Why a Corridor-Based Plan?

Corridors, especially trade corridors, handle significant amounts of through trips in many states and, thus, provide a better focus for multi-state efforts at improving transportation capabilities across state boundaries.

Need a way to more effectively coordinate, collaborate with state(s) and regions.

Why a Corridor-Based Plan?

Corridor planning is already familiar to SWRPC towns, NHDOT and neighboring regional planning commissions in New Hampshire and Vermont. SWRPC has a body of corridor analysis to draw from including the NH 9, NH 101 and US 202 studies as well as the NH 10 Job Access Reverse Commute, NH 119 Transit Feasibility, NH 12 North Transit Feasibility and the East-West Corridor Study. These studies included the participation and involvement of municipal, state, regional planning commission and other stakeholders.

It's not a new concept.

Why a Corridor-Based Plan?

Because corridor-level analysis can provide more focus on localized problems, and can better promote the active engagement of local officials and stakeholders and a greater opportunity for addressing local issues, needs, plans, actions, and impacts.

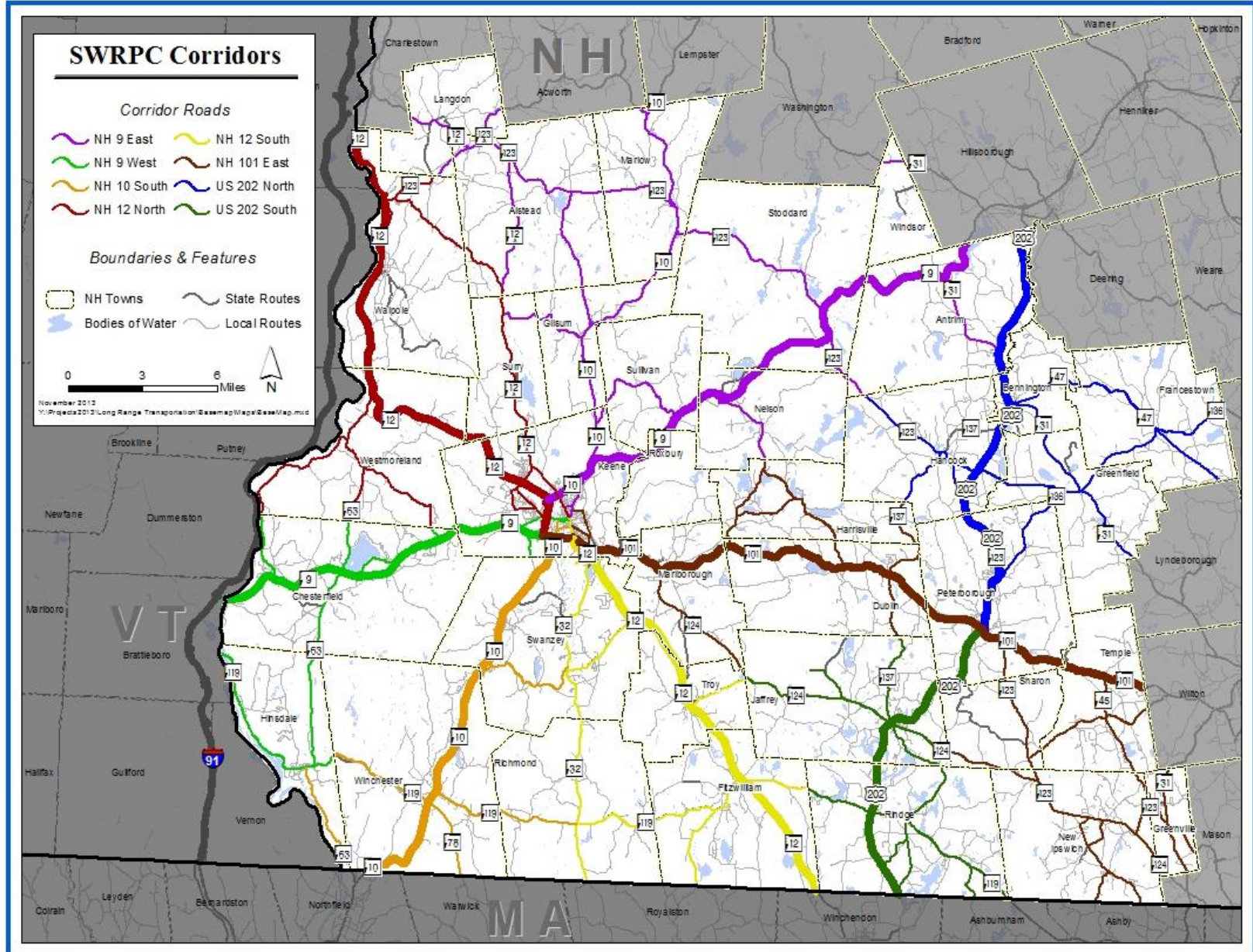
Looking for opportunities to improve local participation and involvement

Why a Corridor-Based Plan?

Corridor-level analysis encourages a more complete investigation of non-transportation strategies, such as land use planning and zoning, for addressing transportation challenges.

Opportunities for implementing strategies that require partnerships between State, local communities and other local actors.

SOUTHWEST REGION CORRIDOR SYSTEMS



Plan Content Features

- How to Use this Plan
- Vision, Approach, Goals and Objectives
- **Regional Transportation Improvement Program**
- Transportation Context and Concepts
- **Southwest Region Corridor Systems**
- Glossary & Terms, List of Acronyms