



NH ROUTE 12A

TRANSPORTATION CORRIDOR

Charlestown to West Lebanon



Pictured: Cornish-Windsor Covered Bridge



**REGIONAL CORRIDOR
TRANSPORTATION PLAN**
2021 → 2035

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Transport icons courtesy Freepik.

2021-2035 REGIONAL CORRIDOR TRANSPORTATION PLAN: OVERVIEW

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) is charged with creating a long-range regional transportation plan for the 27 communities in the Upper Valley Lake Sunapee region of New Hampshire. The **Regional Corridor Transportation Plan** focuses on the region's major transportation corridors to present a 15-year vision for an improved transportation system.

This chapter covers the **NH Route 12A transportation corridor** connecting Charlestown to West Lebanon. This is one of eight major regional transportation corridors that the *Regional Corridor Transportation Plan* will focus on.

The major goals of the *Regional Corridor Transportation Plan* are to:

- Understand the transportation needs of all transportation system users in the region - residents, employers, drivers, walkers, bicyclists, public transit users, etc.
- Identify needed improvements to the transportation system - based on public input and data analysis.
- Develop an action plan to get needed transportation improvement projects developed, funded, and completed.

This plan is funded in part by the New Hampshire Department of Transportation and the Federal Highway Administration (FHWA), U.S. Department of Transportation. The contents of this plan do not necessarily reflect the official views or policies of the funding agencies.



CONNECTICUT RIVER CONNECTOR

- NH Route 12A connects communities along the Connecticut River Valley between West Lebanon and Charlestown.
- NH Route 12A is part of the Connecticut River Byway, a National Scenic Byway.
- Major connecting roads (Brook Rd, Stage Rd, Town House Rd) wind along tributary streams to the Connecticut River.



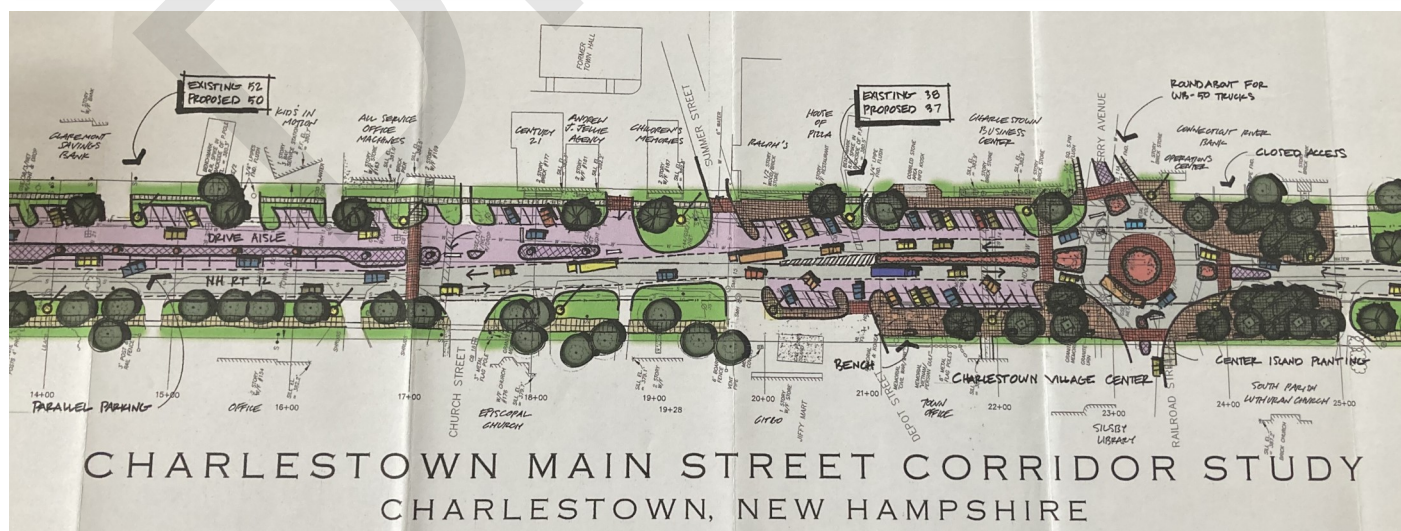
LOCAL TRIPS WITHIN A REGIONAL CORRIDOR

- While NH Route 12A is a direct north-south route for the Connecticut River Valley, Interstate 91 in Vermont is the primary regional north-south connection for longer trips. NH Route 120 provides a more direct connection to downtown Lebanon from Claremont.
- North of the Cornish-Windsor covered bridge, there are no Connecticut River bridges connecting NH Route 12A to Vermont until West Lebanon.
- Accordingly, NH Route 12A mostly serves local trips within towns or connecting to 1-2 towns, and connections to Vermont. Transportation planning activities in this corridor should consider these shorter trip lengths, including pedestrian and bicycle travel.
- The NH Route 12A commercial area in Lebanon is a regional commercial hub, but is mostly accessed from Interstate 89 or connecting roads to the north. This area experiences traffic congestion, as well as pedestrian, bicycle, and public transit access and safety challenges.



CONNECTING TOWN, VILLAGE, & COMMERCIAL CENTERS

- NH Route 12A is mostly rural and minimally-developed, along with other regional roadways in the corridor (e.g., NH Route 11, Brook Road).
- These roadways provide connections between and through more developed areas, such as downtown Claremont, Plainfield Village, the NH Route 12A commercial area in Lebanon, and Charlestown's Main Street.
- The "gateways" to these developed areas are critical location for traffic calming efforts in order to ensure safety for drivers, pedestrians, and bicyclists in more developed areas.

**Charlestown Main Street Corridor Study, 2003**

NH Route 12A Corridor - At a Glance

- Municipalities:** Lebanon, Plainfield, Cornish, Claremont, Charlestown, Acworth
- Major Destinations:** West Lebanon Main Street, West Lebanon commercial center, Claremont downtown, Claremont industrial area, Charlestown Main Street, Connecticut River Byway, Saint-Gaudens National Historical Park
- Primary Regional Functions:** Commuting; Freight; Tourism; Commercial/Retail

Who Lives in the NH Route 12A Corridor?

COMMUNITIES	2018 POPULATION (estimated)	2040 POPULATION (projected)	PROJECTED % CHANGE IN POPULATION	PROJECTED TOTAL POPULATION CHANGE
Lebanon	13,522	15,342	13.5%	+1,820
Plainfield	2,379	2,435	2.4%	+56
Cornish	1,625	1,603	-1.4%	-22
Claremont	12,967	12,984	0.1%	+17
Charlestown	5,012	5,211	4.0%	+199
Acworth	892	916	2.7%	+24

Source: NH Office of Strategic Initiatives, NH Office of Employment Security

SPECIAL POPULATIONS IN THE CORRIDOR	TOTAL SPECIAL POPULATION IN CORRIDOR	% OF TOTAL CORRIDOR POPULATION
Youth (Age 15 and Under)	6,017	16.3%
Young Adult (Age 16-34)	9,647	26.2%
Middle Age (Age 35-64)	14,242	38.7%
Seniors (65+)	6,906	18.8%
Racial Minorities	2,976	8.1%
Low Income (<150% of Poverty Level)	7,444	20.2%
Single Parent Households	2,980	43.9%

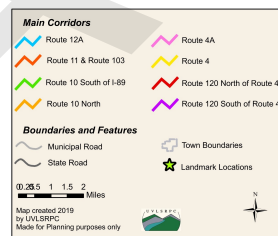
Source: American Communities Survey 5-Year Estimates, 2014-2018

Who Works in the NH Route 12A Corridor?

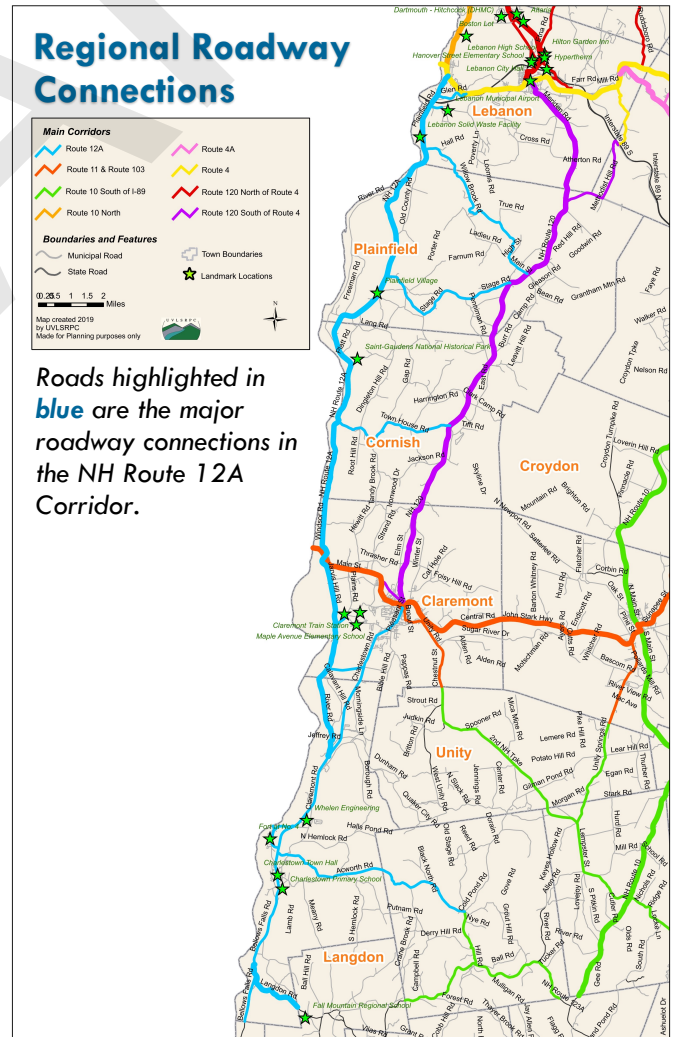
	EMPLOYER	INDUSTRY	EMPLOYEES
Major Employers	Whelen Engineering	Manufacturing	1,100
	Claremont School District	Civic	446
	Valley Regional Hospital	Healthcare	281
	Walmart (Claremont)	Retail	209

Source: NH Office of Employment Security, 2017

Regional Roadway Connections



Roads highlighted in blue are the major roadway connections in the NH Route 12A Corridor.



The NH Route 12A corridor serves a variety of transportation needs. The corridor includes several **downtown and village areas** and the **rural connecting highways** in between. As a result, there are significant **variations in vehicular traffic volumes and mobility needs** throughout the corridor. In the highway commercial area of West Lebanon, NH Route 12A experiences 14,000 vehicles per day on average. Further south on NH Route 12A, traffic volumes are as low as 1,100 vehicles per day in Claremont. **Downtown and village areas** in the corridor see a greater mix of **vehicles, pedestrians, and bicyclists** along roadways, while rural connecting highways tend to be more automobile-dominated, though still popular with cyclists.

Accordingly, the NH Route 12A corridor has multiple **“gateway” zones** where rural stretches of highway enter more developed downtowns, village centers, and commercial areas, such as Charlestown Road in Claremont. These transition zones see higher-speed vehicles entering areas with more intersections, driveways, pedestrians, and bicyclists, which can lead to **traffic congestion** and **safety challenges** for all modes of travel.

COVID-19 Impacts on Travel

The COVID-19 pandemic has resulted in reductions in travel, increased unemployment, and increases in the number of employees working from home. Continued monitoring of these trends is needed to understand their long-term impacts on the transportation system.

Vehicle Traffic Volumes on Regional Roadways

ROAD	TOWN/CITY	COUNT LOCATION	2019 AADT*
NH 12A	Lebanon	NH 12A (So. Main St) at State of NH Railroad	9,400
NH 12A	Lebanon	NH 12A (So. Main St) South of Glen Rd	14,000
Glen Rd	Lebanon	Glen Rd under State of NH Railroad	3,600
Trues Brook Rd	Lebanon	Trues Brook Rd east of Derby Ln	1,100
Willow Brook Rd	Plainfield	Willow Brook Rd south of Jenney Rd	930
NH 12A	Plainfield	NH 12A north of Stage Rd	3,300
Stage Rd	Plainfield	Stage Rd west of Hell Hollow Rd	700
NH 12A	Plainfield/Cornish	NH 12A at Plainfield town line	2,600
NH 12A	Cornish	NH 12A north of Cornish-Windsor Covered Bridge	2,800
Cornish-Windsor Bridge	Cornish	Cornish-Windsor Covered Bridge	2,700
Town House Rd	Cornish	Town House Rd west of Parsonage Rd	700
NH 12A	Cornish	NH 12A south of Town House Rd	2,000
NH 12A	Cornish/Claremont	NH 12A at Cornish town line	1,900
NH 12A	Claremont	NH 12A north of NH 12/NH 103	2,000
NH 11/NH 12 (Pleasant St)	Claremont	NH 11/NH 12 (Pleasant St) North of Green St	8,600
NH 11/NH 12 (Charlestown Rd)	Claremont	NH 11/NH 12 (Charlestown Rd) south of Clifton Ave	12,000
NH 11/NH 12 (Charlestown Rd)	Claremont	NH 11/NH 12 (Charlestown Rd) at Charlestown town line	8,100
Grissom Lane	Claremont	Grissom Ln east of NH 12A	1,230
NH 12A	Claremont	NH 12A south of Ainsworth Rd	1,100
NH 12A	Claremont	NH 12A south of Ferry Rd	2,000

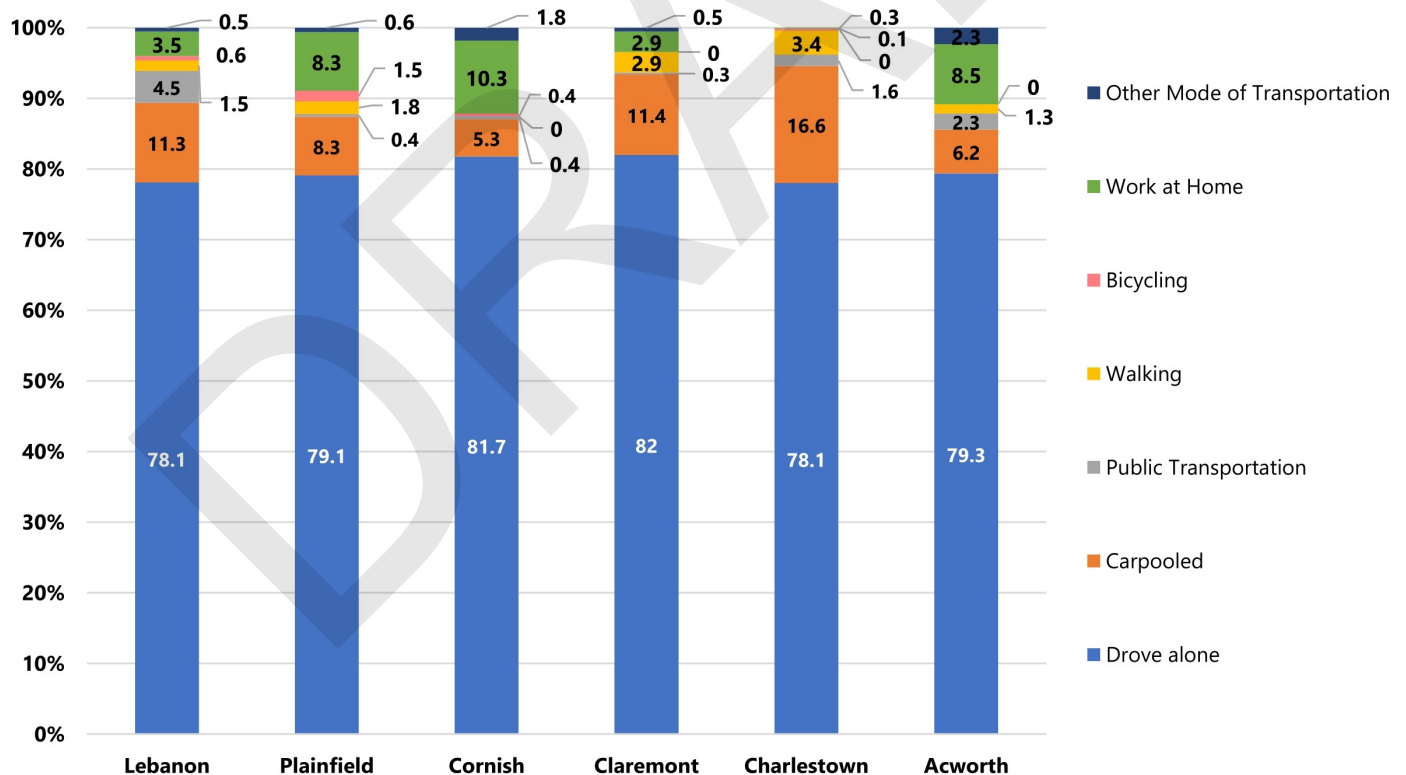
*AADT = estimated Annual Average Daily Traffic (2019). Source: New Hampshire Department of Transportation

Vehicle Traffic Volumes on Regional Roadways (cont'd)

ROAD	TOWN/CITY	COUNT LOCATION	2019 AADT*
NH 12A	Charlestown	NH 12A at Charlestown town line	1,300
NH 12A	Charlestown	NH 12A (River Rd) at Little Sugar River Bridge	1,300
NH 11/NH 12	Charlestown	NH 11/NH 12 (CTValley Highway) south of Wheeler Rand Rd	7,300
NH 11/NH 12	Charlestown	NH 11/NH 12 (Connecticut Valley Highway) south of NH 12A	8,900
Lovers Lane Rd	Charlestown	Lovers Lane Rd over NE Central Railroad	4,200
NH 11/NH 12	Charlestown	NH 11/NH 12 (Connecticut Valley Highway) north of NH 11	4,700
NH 11	Charlestown	NH 11 west of NH 12	3,400
NH 12/NH12A	Charlestown	NH 12 (Connecticut Valley Hwy) So of NE RR crossing	5,100
NH 12A	Charlestown	NH 12A east of NH 12	1,400
NH 12	Charlestown	NH 12 at Walpole town line	3,600

*AADT = estimated Annual Average Daily Traffic (2019). Source: New Hampshire Department of Transportation

Means of Transportation to Work (2018)



Source: American Community Survey 2014-2018 5-Year Estimate

The vast majority of residents of the NH Route 12A corridor drive to work alone. A high percentage of residents in Plainfield, Cornish, and Acworth work from home compared to the national average (4.9%). While commutes account for less than 20% of all personal trips nationwide, analysis of commute data is helpful for understanding travel patterns in the corridor.



Multi-modal mobility refers to the ability of people to move around using modes of transportation other than a personal vehicle. Key factors for multi-modal mobility are **infrastructure** (e.g., sidewalks, bus stops), **services** (e.g., bus service), and **land use patterns** (i.e., the distance between various destinations, density of development). The **connections** between multi-modal infrastructure and services are also important - for example, the ability walk or bike safely to a bus stop encourages higher use of bus services.

This page presents an inventory of multi-modal infrastructure and services in the corridor. See page XX for a description of land use patterns.

Pedestrian & Bicycle Infrastructure

TYPE	TOWN/CITY	LOCATION
Multi-Use Paths	n/a	n/a
Rail Trails	Claremont	Bobby Woodman Trail
Sidewalks	Lebanon	NH Route 12A
	Plainfield	Brook Road (Meriden Village)
	Claremont	Charlestown Rd; Pleasant St
	Charlestown	Main Street/downtown area
Painted Bike Lanes	Lebanon	NH 12A adjacent to I-89 Exit 20
Sharrows	Lebanon	Glen Rd; NH Route 12A
Painted Shoulders ≥5 feet	Plainfield	NH 12A near Plainfield Village
	Charlestown	Claremont Rd/NH 11/12A

Public Transit

TYPE	TOWN/CITY	SERVICE PROVIDERS
Fixed Route Bus	Claremont; Charlestown	Southwest Community Services
	Lebanon	Advance Transit
Demand-Response Bus	Claremont; Charlestown	Southwest Community Services deviated route service
Intercity Bus	n/a	n/a

Transportation Services

TYPE	COMMUNITY	SERVICE PROVIDERS
Volunteer driver program	Sullivan County	Southwest Community Services

Rail Service

TYPE	TOWN/CITY	SERVICE PROVIDERS
Passenger rail service	Claremont	Amtrak

Aeronautics

TYPE	TOWN/CITY	SERVICE PROVIDERS
Claremont Municipal Airport	Claremont	CNH Aviation
Lebanon Airport	Lebanon	Cape Air



Roads highlighted in **blue** are the major roadway connections in the NH Route 12A Corridor.

The NH Route 12A corridor is generally rural but does connect multiple village, downtown and commercial areas. **Lebanon** is a major transportation hub where multiple regional transportation corridors intersect. **Claremont** features a significant downtown area with a mix of residences and businesses. **Charlestown's Main Street** is also located along this corridor.

Land Use Patterns - NH Route 12A

- **Downtown Core / Mixed Use**
- **Commercial / Employment Hub**
- **Suburban**
- **Village Center**
- **Rural**

Major **commercial and employment hubs** are located in West Lebanon and along NH Route 12A and Grissom Lane in Claremont. The corridor also connects several **village areas**: Plainfield Village, Meriden Village, and Acworth Village.



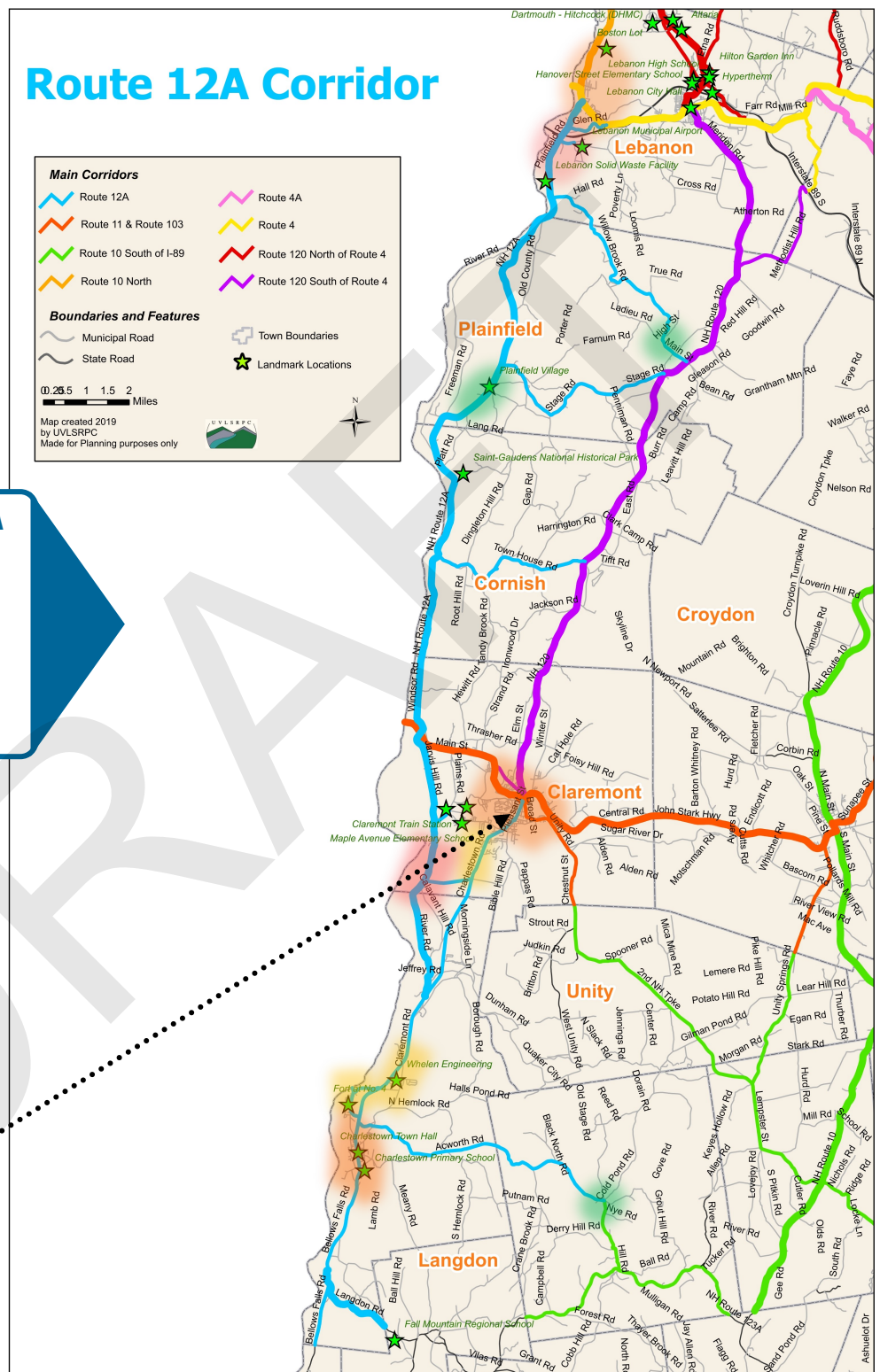
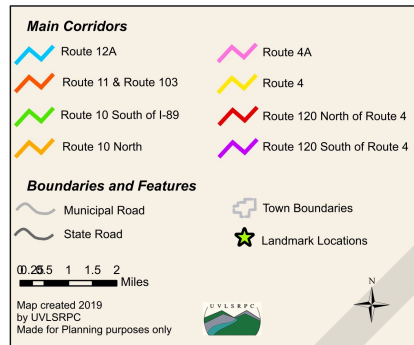
Pleasant Street, Claremont



The Transportation & Land Use Connection

Land use has a **significant impact** on travel behavior. Development densities and types impact the **distance between destinations**, which affects **travel times** and **mode choices** (e.g., choosing to walk or drive). **Dense, mixed-use** development patterns promote walking, bicycling, and public transit use due to the proximity of trip destinations. **Suburban and rural** development patterns tend to promote single-occupancy vehicle trips. The **cost and availability of housing** factors in significantly to this equation as well.

Route 12A Corridor



Public Input Opportunities

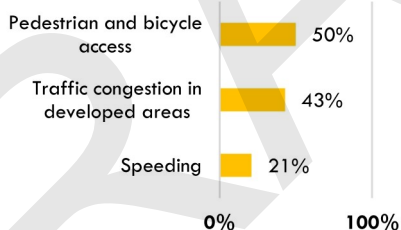
An **online survey** was distributed in spring and summer 2020. Respondents were asked to describe their experiences traveling on major roadways in the corridor. 225 survey responses were received. 5 locations with transportation issues were marked on an **interactive online map**. Three callers took advantage of the **Dial-a-Planner** option to call UVLSRPC staff to discuss transportation needs. Due to the COVID-19 pandemic, no in-person meetings were held.

Summary of Public Input

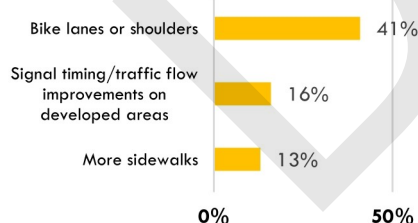
Highest Priority Roads:

1. **NH Route 12A in Lebanon** (congestion, ped-bike access)
2. **NH Route 12A (rural sections)** (bike access)
3. **Glen Rd in Lebanon** (ped-bike access)
4. **NH 11/Charlestown Rd in Claremont** (traffic safety, ped-bike access)

Top 3 Overall Priorities for the Corridor



Top 3 Specific Desired Improvements



Popular Project Ideas:

1. Improve ped-bike access along Glen Rd in Lebanon.
2. Signal-timing/traffic flow improvements along NH 12A in Lebanon.
3. Multi-use path in NH 12A commercial area in Lebanon.
4. Bike shoulders along rural stretches of NH 12A.



Construction on Interstate 89 Exit 20 in Lebanon, 2011



This map identifies the primary **transportation mobility, safety, and accessibility** challenges in the NH Route 12A Corridor.

Major roadways in the NH Route 12A corridor are highlighted in **blue**.

MAP KEY - TYPES OF CHALLENGES

Vehicle/
multi-modal
challenge

Pedestrian/
bicycle-specific
challenge

Planning
challenge

Environmental/
resiliency
challenge

Public transit-
related challenge

19. This heavily-developed section of NH 12A is challenging for pedestrians and bicyclists and will require continued access management attention due to traffic congestion.

18. Bus stops at Glen Rd Plaza are in need of accessibility improvements.

15. NH 12A experiences heavily-loaded freight trucks, particularly near Grissom Ln.

14. The narrow and winding design of Glen Rd is challenging for pedestrians and bicyclists.

13. Continued development of Airport Park may increase traffic in this heavily-trafficked area.

12. Vehicles enter Trues Brook Rd at high speeds; poor sightlines.

11. Charlestown's busy Main Street experiences high vehicle speeds.

10. This section of NH Route 12A has shoulders that are too narrow for bicyclists.

17. Vehicles travel through Plainfield Village center at high speeds due to wide, straight roadway.

16. Much of NH Route 12A has shoulders that are too narrow for bicyclists.

1. This section of NH 12A is used by bicyclists going to Lebanon but has narrow shoulders.

2. Stage Rd experiences significant frost heaving.

3. Blind curves are a barriers for bicyclists on Stage Road.

4. Steep grades on Jarvis Hill Rd/NH 12A are a challenge for trucks.

5. Sidewalks on Charlestown Rd end just south of Buena Vista Rd.

6. This section of Charlestown Rd has a history of crashes due to poor access management and high speeds.

7. Grissom Ln/Charlestown Rd intersection experiences high speeds and traffic volumes, particularly during peak commuting hours, creating a safety issue.

8. The intersection of NH 11/12A and Lovers Lane Rd experiences high traffic volumes along both roadways but is unsignalized.

9. This section of NH Route 12A has a steep drop off to Meadow Brook and no guardrail.

Regional Corridor Planning Strategies

These strategies will guide UVLSRPC's work to improve transportation mobility, safety, and access in the corridor:

1

Calm traffic speeds at gateways to downtown, village, and commercial areas along state routes, such as Charlestown Rd in Claremont.

2

Improve **bicycle connections** along NH Route 12A between communities.

3

Improve safety for all users (drivers, pedestrians, and cyclists) in village centers, commercial corridors, and downtown areas.

4

Monitor and address the short-term and long-term impacts of the **COVID-19 pandemic** on transportation and human service needs, as well as travel patterns.

Currently Funded Regional Transportation Projects

The projects listed below are regionally-significant projects that are already funded and on track for implementation. To help implement these projects, UVLSRPC staff will provide technical assistance and support, as needed or requested.

PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

TOWN/CITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	PROJECT TIMELINE	PROJECT COST	FUNDING SOURCE(S)	PLANNING NOTES
Claremont	City of Claremont	NH 11/Pleasant St	Convert Pleasant St to one-way and construct wider sidewalks.	Construction: 2021	\$4,500,000	Locally-funded	
Lebanon	City of Lebanon; NHDOT	NH 12A/South Main St	Replacement of NH 12A "dry bridge" over B&M Railroad, including pedestrian access to Westboro Yards area.	Construction: FY 2024	\$7,799,000	NH Ten-Year Transportation Improvement Plan	Project is an opportunity to add wider shoulders for bicycle travel.
Lebanon	City of Lebanon; NHDOT	NH 12A/South Main St	Reconstruction of one-quarter mile of NH 12A/South Main St as part of CSO-13 project to separate City sewer.	Construction: 2022	-	Locally-funded	Project designs include wider shoulder for bicycle travel.

Tier I Action Plan

To help implement Tier I projects, UVLSRPC staff will:

- Meet with project partners to discuss project development and implementation strategies for each Tier I project.
- Assist project partners with project development and funding applications, as needed.
- Tier 1 projects will be the initial priority for UVLSRPC staff assistance.

PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

Tier I Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Acworth; Charlestown	Town of Acworth; Town of Charlestown; NHDOT	Acworth Rd/ Charlestown Rd	Conduct truck study for Acworth Rd/ Charlestown Rd.	Rural	Freight	
Charlestown	Town of Charlestown; NHDOT	Acworth Rd	Add fog line and curve warning signage on Acworth Rd.	Rural	Vehicle	Lack of fog line is a safety issue for nighttime driving.
Charlestown	Town of Charlestown; NHDOT	Main St	Visioning study for Main Street improvements, including traffic calming, pedestrian access to Charlestown Middle School, improved pedestrian crossings, bus stop locations, and lighting.	Downtown Core/Mixed Use	Vehicle; Pedestrian & Bicycle; Public Transit	2003 Main Street Corridor Study includes potential designs. Public outreach is needed. Planning process could include development of a Complete Streets policy.
Charlestown	Town of Charlestown; NHDOT	NH 11/12/12A; Lovers Lane Rd	Intersection safety study for intersection of NH 11/12/12A and Lovers Lane Rd.	Rural; Suburban	Vehicle	High traffic volumes through this unsignalized intersection.
Charlestown	Town of Charlestown	Healy Hill Rd	Implement improvements from Healy Hill Rd report.	Suburban	Vehicle	Address steep drops, truck access, drainage.
Claremont	City of Claremont	NH 11/Charlestown Rd	Develop corridor-level vision for addressing pedestrian, bicycle, and vehicle safety, including improved access management.	Suburban	Vehicle; Pedestrian; Bicycle	NHDOT Road Safety Audit to be completed in 2021. Drainage and water/sewer improvements are needed along this section of road as well.

Tier I Projects (continued)

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Claremont	City of Claremont	NH 11/Charlestown Rd	Add sidewalk along Charlestown Rd from Arch Rd to Buena Vista Rd.	Suburban	Pedestrian	Site visit and cost estimate conducted by UVLSRPC on-call engineer in 2020.
Claremont	City of Claremont	NH 12A; Grissom Ln	Conduct study of turning movements and vehicle classes at intersection of NH 12A and Grissom Ln.	Commercial/ Employment Hub	Vehicle; Freight	Significant freight operations in this area including oversized trucks.
Claremont	City of Claremont	NH 12A/Jarvis Hill Rd	Conduct freight access study for NH 12A in Claremont.	Rural	Freight	Steep grades are a challenge along Jarvis Hill Rd section of NH 12A, particularly in winter with drainage issues and road surface freezing. Other challenges include narrow roadway width and skewed intersections.
Lebanon	City of Lebanon; Advance Transit	NH 12A commercial area	Add bus shelters to Advance Transit bus stops in NH 12A commercial area.	Commercial/ Employment Hub	Public Transit	
Lebanon	City of Lebanon; NHDOT	NH 12A commercial area	Corridor study covering traffic congestion, access management, pedestrian and bicycle access, urban design, and development.	Commercial/ Employment Hub	Vehicle; Pedestrian; Bicycle; Transit	This could include development and access along Airport Rd, and incorporate a proposed urban design study.
Lebanon	City of Lebanon	NH 12A commercial area	Add public electric vehicle charging in NH 12A commercial area.	Commercial/ Employment Hub	Vehicle	
Lebanon	City of Lebanon	NH 12A	Improve pedestrian crossing at Walmart, including adding a crosswalk.	Commercial/ Employment Hub	Pedestrian	
Lebanon	City of Lebanon; NHDOT	NH 12A; Glen Rd	Add signage along NH 12A northbound for left turn-only lane at Hannaford.	Commercial/ Employment Hub	Vehicle	

Tier I Projects (continued)

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Lebanon	City of Lebanon	NH 12A commercial area	Install pedestrian countdown signals at all pedestrian crossings.	Commercial/ Employment Hub	Pedestrian	
Lebanon	City of Lebanon	NH 12A; Trues Brook Rd	Conduct safety study at intersection of NH 12A and Trues Brook Rd.	Rural	Vehicle	Currently design allows for high-speed southbound turns from NH 12A.
Lebanon; Plainfield	City of Lebanon; Town of Plainfield	Trues Brook Rd (Lebanon) / Brook Rd (Plainfield)	Study roadway for multimodal safety and maintenance needs. Consider curve warning signage.	Rural	Vehicle; Bicycle	Used as a cutoff by trucks. Winds along Trues Brook. Primary route from Plainfield to West Lebanon.
Lebanon; Plainfield; Cornish	City of Lebanon; Town of Plainfield; Town of Cornish; NHDOT	NH 12A; NH 120; Trues Brook Rd/Brook Rd; Townhouse Rd	Add bicycle signage along this popular cycling route (part of State of NH bike route).	Rural; Village Center	Bicycle	
Plainfield	Town of Plainfield; NHDOT	NH 12A through Plainfield Village	Visioning study for traffic calming and streetscape improvements along NH 12A through Plainfield Village.	Village Center	Vehicle; Pedestrian; Bicycle	NH 12A is very wide through Plainfield Village. Ample right-of-way exists. Potential opportunity for street trees and other streetscape improvements.
Plainfield	Town of Plainfield; NHDOT	Stage Rd	Add fog line and bicycle signage.	Rural	Vehicle; Bicycle	Fog line will help with vehicle safety at curves.

Tier II Action Plan

To elevate Tier II projects to Tier I, UVLSRPC staff will:

- Meet with project partners to discuss any needed studies, planning, and/or data collection to support project development.
- Provide technical assistance, guidance, and support to project partners in completing needed studies/data collection and/or project development, as needed.

PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

Tier II Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Charlestown	Town of Charlestown; NHDOT	Main St	Complete Streets improvements along Main Street, including pedestrian crossings and access to Charlestown Middle School.	Downtown Core/Mixed Use	Vehicle; Pedestrian; Bicycle	2003 Main Street Corridor Study includes potential designs.
Charlestown	Town of Charlestown; NHDOT	NH 12A south of Pecor Rd	Safety improvements along short stretch of NH 12A, including potential structural/geometric improvements and guardrail installation.	Rural	Vehicle	Steep embankment at curve is a safety concern; guardrail installation will likely require other improvements. Further feasibility work is needed to understand project scope and costs.
Claremont	City of Claremont; NHDOT	NH 11/Charlestown Rd; Grissom Ln	Intersection improvements at NH 11/Charlestown Rd and Grissom Ln.	Rural	Vehicle; Freight	High speeds and traffic volumes at this intersection, particularly during peak commute times. Used by oversized trucks. Further study is needed to evaluate design alternatives. Can potentially serve as traffic calming for Charlestown Rd to the north.
Corridor	Towns/Cities; NHDOT	NH 12A	Improve bicycle level of traffic stress (LTS) along NH 12A.	Multiple	Bicycle	This could include widening shoulders where needed as part of major maintenance projects, spot improvements, and traffic calming in more developed areas.
Lebanon	City of Lebanon; Advance Transit	NH 12A commercial area	Improve pedestrian access to Advance Transit stop at Glen Rd Plaza. Consider potential stop relocation/improvement.	Commercial/Employment Hub	Public Transit	

Tier II Projects (continued)

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Lebanon	City of Lebanon	NH 12A commercial area	Study feasibility of “bike bypass” around NH 12A commercial area, including potential riverside bike path.	Commercial/ Employment Hub	Bicycle	Bike access along NH 12A could be looked at as part of 12A corridor study (Tier I project). Potential challenges with maintenance and private property in developing alternate bike route.

Tier III Action Plan

To elevate Tier III projects to Tier I or II, UVLSRPC staff will:

- Meet with project partners to discuss 1) any needed studies, planning, and/or data collection to support project development; and 2) defining or improving project scopes/goals.
- Provide technical assistance, guidance, and support to project partners in completing needed studies/data collection and/or project development, as needed.

PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

Tier III Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Charlestown	Town of Charlestown; NHDOT	NH 11/Springfield Rd	Improve pedestrian and bicycle access along NH 11/Springfield Rd to Connecticut River bridge and Main St.	Suburban	Pedestrian; Bicycle	Further study and public outreach is needed to determine preferred type and extent of improvements. Potential to improve connection to Toonerville Rail Trail in Springfield, VT.
Charlestown	Town of Charlestown; NHDOT	NH 11/12/12A; Old Claremont Rd	Address skew and sightline issues at intersection of NH 11/12/12A and Old Claremont Rd.	Suburban	Vehicle	Further study is needed to identify issues and potential improvements.
Cornish	Town of Cornish; NHDOT	NH 12A; Cornish-Windsor Bridge	Improve tourist access to Cornish-Windsor Bridge, including safer pedestrian facilities and improved parking.	Rural	Vehicle; Pedestrian	Terrain constraints with river bank are a challenge in this location.



Tier IV Action Plan

To elevate Tier IV projects to Tier I, II or III, UVLSRPC staff will:

- Meet with project partners to discuss 1) any needed studies, planning, and/or data collection to support project development; and/or 2) any challenges/issues with project scopes/goals; and/or 3) if projects are infeasible or “unfundable.”
- **If it is determined that a Tier IV project could be improved to a higher tier with proper planning**, staff will provide technical assistance, guidance, and support to project partners in completing needed studies/data collection and/or project development.
- Tier IV projects will be a lower priority for technical assistance from UVLSRPC staff than projects in Tiers I, II, and III.

PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

Tier IV Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Lebanon	City of Lebanon	NH 12A commercial area	Construct bypass road around NH 12A commercial area to connect with US 4.	Commercial/Employment Hub	Vehicle	A very expensive proposal, limited by existing development, terrain, and environmental considerations. Less expensive options should be pursued for addressing congestion on NH 12A.