5 Transportation

Overview:

Transportation encompasses vehicular traffic on Town roads and State highways, as well as trail development, public transit, volunteer driver programs, and transportation demand management. Canterbury's transportation system and its connection to the regional and state network provides access to goods and services required by residents and commerce.

This chapter will document the existing conditions and trends of the transportation network, identify how maintenance and improvements are funded, and describe basic principles for planning a transportation network that meets the needs of residents, visitors, and businesses in Canterbury.

Elements:

- Overview of Canterbury's Transportation System
- Transportation Data and Trends
- Challenges and Recommendations

Transportation in Canterbury

The Town of Canterbury is served by Interstate 93 to the west of Town and NH Route 106 on its eastern side. NH 132 parallels I-93 and enables a high level of mobility for local traffic. A small stretch of US 4 intersects the southwest corner of Town as it runs from Boscawen to the I-93 interchange in Concord. Other State roads span Canterbury connecting the local roads to the regional and statewide highway network.

Historic village areas have profoundly influenced where people have settled, but the railroad, I-93, and NH 106 have influenced industry and commercial development in parts of town. Canterbury is served by two full access interchanges along I-93 at Exit 17 and Exit 18.

Just west of the Exit 17 interchange, on US 4 a two lane roundabout was newly constructed to serve commercial development on Merchants Way. At Exit 18, remnants of a historic bridge on West Road and a rail yard along the B&M rail line are evidence of an ever changing transportation network and the role infrastructure has played in development throughout Canterbury.

The interstate has strongly influenced Canterbury and its development, but the historic and rural areas foster the town's character that residents and visitors hope to preserve.

Vision Statement

To provide a well-maintained and safe transportation system that meets the Town's needs, encourage a transportation system that will meet the mobility needs of all residents by providing for the safe and efficient movement of people, goods, and services within Canterbury and throughout the region; continue to develop trails for transportation and recreation; and support planning for future improvements.

The Town's Thoughts

As part of the Community Survey, a focus was to learn about resident's concerns related to road segments and intersections.

The most popular intersection mentioned for needing improvements was the intersection of Morrill Road and Kimball Pond Road. Residents noted safety concerns, site distance and maintenance issues. Almost as many residents mentioned concerns with the Baptist Road and Shaker Road intersection. Some commented on safety issues and others responded that they would like to see the center island removed. A handful of people commented generally about changing "Y" type intersections in Town to a "T" intersections. The NH132/New Road/ Boyce Road Intersection, as well as NH132 and West Road, NH 132 and Old Tilton Road, and NH 132 and Center Road intersections are all "Y" type that residents cited with safety concerns.

Baptist Road was the most referenced road that residents felt needs improvement, many citing its surface condition as the main problem. Other roads including Old Gilmanton Road, Clough Pond Road, New Road, West Road, and NH 132 were mentioned by multiple residents. There was some mention of bicycle and pedestrian improvement focused on crosswalks in the Town Center and concerns with road shoulders being too narrow for bicycling.

Residents were asked if the Town should provide recreational facilities, and of what kind, 69 (of 208) selected more marked trails and maintained trails as their highest priority. Furthermore, when asked about multi-use trails, 113 respondents cited hiking as their first choice activity if the Town were to develop, maintain, and protect trails for a variety of uses.

A question within the community survey pertaining to allocating tax dollars showed that respondents consider Road Maintenance to be the most important investment over the next 10 years.

From the Community Survey

Increase maintenance of road shoulders for runners and walkers, horses and bikers"

Intersection of Hwy. 132/ Boyce Rd. Numerous near misses over the years with confusion who has the right of way."

Intersections at the Center need crosswalks for kids coming from school to library.

The end of Old Tilton Road where it meets 132 is a totally blind curve."

Poor visibility to the south when trying to enter Shaker Road from Baptist Road."

Transportation Network

Inventory of the Existing Network

A key component in planning for future transportation improvements in a community is to complete an inventory of the existing transportation infrastructure serving the town. Canterbury's transportation network is centered around vehicular travel on a mix of State and locally owned roads and bridges. Bicycle, pedestrian and rail transportation is minimal, which is typical for a rural town with variable topography.

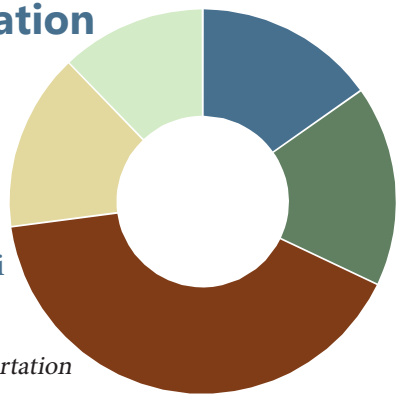
State Highway Classification and Funding

The State Aid classification system, which is identified by NH RSA 229:5 and 229:231, establishes responsibility for construction, reconstruction, and maintenance as well as eligibility for use of State Aid funds. This classification system also provides a basic hierarchy of roadways.

Canterbury's roads fall into five classes: Class I, Class II, Class V, Class VI and private roads. There are no Class III (recreational) or Class IV (within urban compacts) Highways in Canterbury. The table below displays roadway mileage by classification. Canterbury's highway network is unique in that the local road mileage is almost equal to the State owned mileage. Winter maintenance on sections of unnumbered Class II State routes in Canterbury is the responsibility of the Town while summer maintenance is conducted by NHDOT District 3.

State Legislative Classification

- Class I: State Aid Highways 16mi
- Class II: State Aid Highways 18mi
- Class V: Local Roads 44mi
- Class VI: Unmaintained Roads 16mi
- Private Roads 13mi



Data: New Hampshire Department of Transportation

Class I State Aid Primary Highways

Class I Highways are highways on the primary State highway system, excluding portions within the compact sections of cities and towns. The State assumes full control of reconstruction and maintenance of these sections. I-93, NH 106, and US 4 in Canterbury are Class I State Aid Primary highways.

Class II State Aid Secondary Highways

Class II highways are State aid secondary highways and secondary highways owned and maintained by municipalities. NH 132, Baptist, Boyce, Center, Kimball Pond, Shaker and West Roads are Class II highways.

Class V Local Roads and Block Grant Aid

All traveled highways that a town has the duty to maintain regularly are Class V classified. The State provides funding to towns for road maintenance on Class V roads in the form of Highway Block Grant Aid. These funds are distributed by the State of New Hampshire on a yearly basis with partial disbursements made four times a year, 30% in July, 30% in October, 20% in January and 20% in April with unused balances carrying over. The funds come from a portion of the total gas tax and motor vehicle registration fees collected by the State. The funds can be used to fund or match funding for constructing, reconstructing, or maintaining Class V (town maintained) highways. Additionally, equipment for maintaining local roads is eligible for purchase.

Class VI Unmaintained Highways

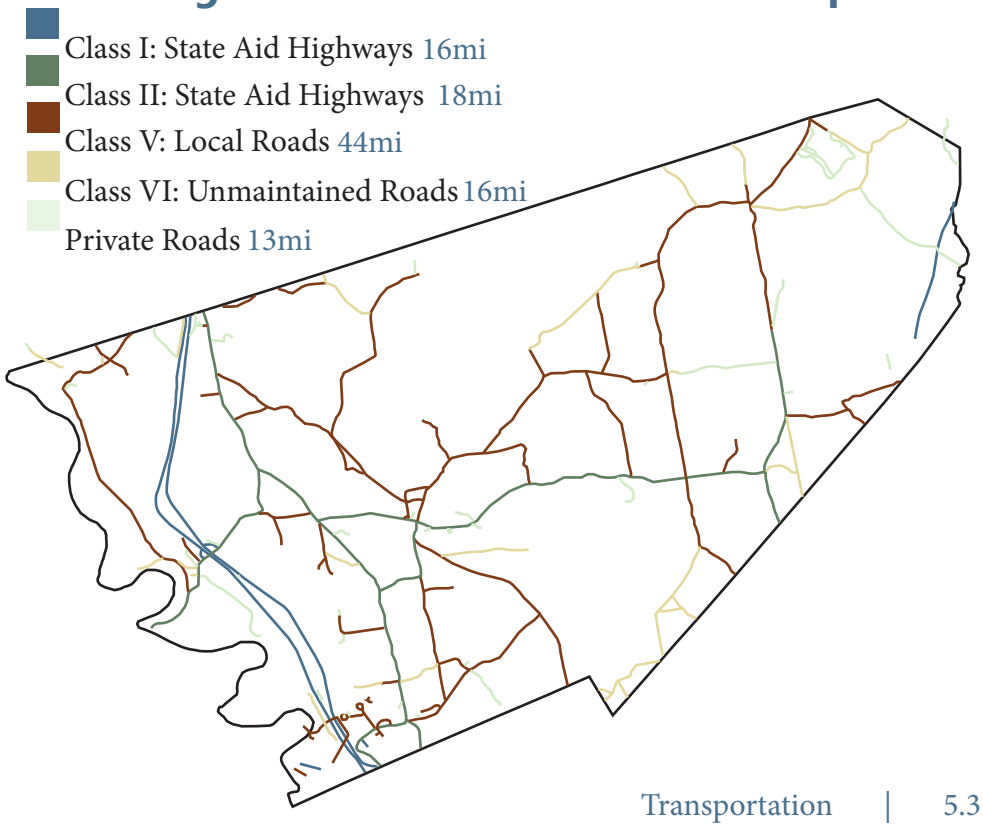
Class VI roads are those that are not maintained by a town and may be subject to gates and bars. A Class V Road can become a Class VI Road if the town has not maintained it for five or more years. Under RSA 674:41, I(c), Town Selectmen upon review and comment from the Planning board may authorize or deny building on any lot with street access (frontage) on a Class VI Road.

Canterbury has a Class VI/Private Road Policy in place in which the Board of Selectmen evaluate applications for building permits in consultation with other Town departments based on a set of criteria including: the condition of the roads, the condition of connecting roads, the effect of development on municipal services, if the permit will in "occasion" to lay out the road to as a class VI road, the development's general "fit" in the growth and development patterns of the town and its goals, and if the permit will distort the Town's road map or Plan for Tomorrow.

Private Roads

When compared to towns of similar size, there are a large amount of private roads in Canterbury, Private roads are not maintained by the Town or State and have a limited group of people who are authorized for travel.

State Legislative Classification Road Map

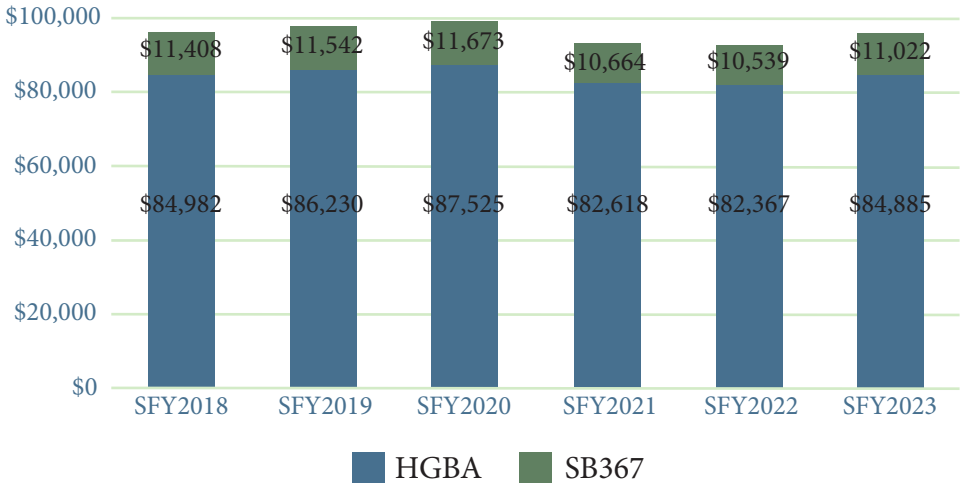


Block Grant Aid Funding

The funds are allocated from an annual apportionment (State Fiscal Year) of not less than twelve percent (12%) of the total highway revenues collected from the preceding year. Half of that total apportionment is distributed based on population and the other half is distributed based on Class IV and V road mileage. This comes out to approximately $1,200 for each mile of Class IV and V highway and about $11 per person.

It is crucial to provide accurate information regarding Class V Road mileage to NH Department of Transportation (NHDOT) to ensure Canterbury receives proper allotment. Highway Block Grant Aid (HBGA) distribution formulas do not take into consideration the condition of roads or the traffic on municipal roads. Senate Bill (SB) 367, approved in 2014, raised revenue dedicated to increased highway block grant funding to municipalities, increased municipal bridge aid, resurfacing and reconstruction of secondary roads, and completion of the I-93 expansion.

Highway Block Grant Aid Payment

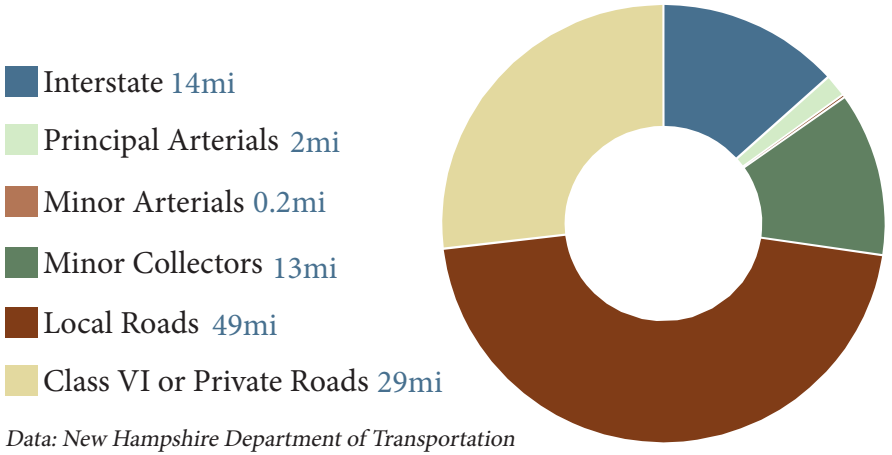


Data: New Hampshire Department of Transportation

Federal Functional Classification System

The functional classification system identifies roads by the type of service provided and by the role of each highway within the State system based on standards developed by the US Department of Transportation. While the State aid classification system outlined above is the primary basis for determining jurisdiction, the following system is important for determining eligibility for federal funds.

Federal Functional Classification Mileage



Data: New Hampshire Department of Transportation

Principal Arterials

These highways are high volume and high-speed routes that form the basic framework of the State roadway system. The primary function of these arterials is to link between major geographic and urban areas in the State. NH 106 is a Principal Arterial and is eligible for Federal Aid.

Minor Arterials

These roadways provide service for trips of moderate length, serving geographic areas that are smaller than their higher Arterial counterpart. US 4 which crosses Canterbury is a minor arterial and is eligible for federal aid.

Minor Collectors

These roads are not eligible for federal aid funding and typically provide access to smaller communities than arterial roadways. These collectors often link locally important trip generators to surrounding rural areas. NH 132, Baptist Road, Center Road, West Road, and sections of Shaker Road are minor collectors.

Local Roads

These roads and streets are used primarily to provide access to adjacent properties. This includes the vast majority of streets and roads open for public travel in Canterbury.

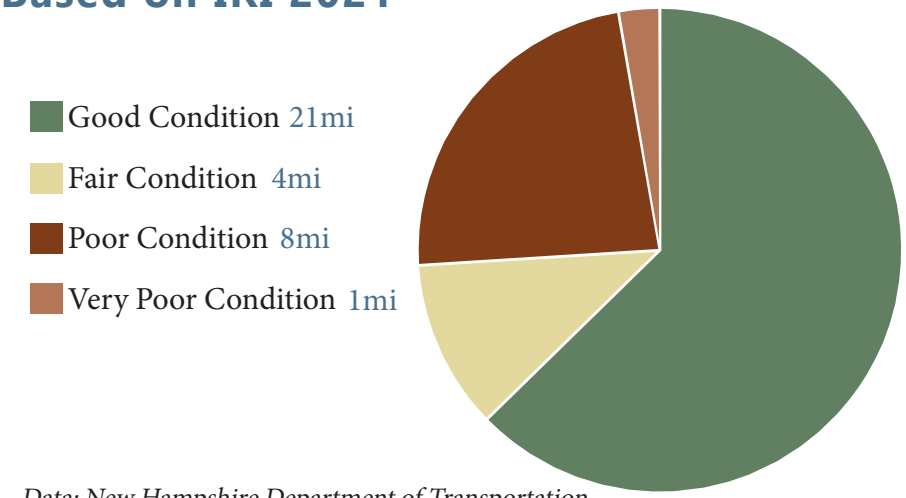
Roadway Conditions

Pavement condition data from 2021 were obtained from the NHDOT's Pavement Management Section for state-maintained (Class I and II) roads. The pavement condition is based on the International Roughness Index (IRI), which is calculated from the average pavement roughness measured in the left and right wheel paths of roadways. The IRI is further categorized into good, fair, poor, and very poor condition. In Canterbury, the number routes including I-93, NH 106, and the southern half of NH 132 are in good condition. Recent work has been completed in Town to improve the quality of some State maintained roads in poor condition.

The condition of town-maintained roads was collected through the SADES RSMS process. The process included a field assessment consisting of driving each segment of road collecting quanitative and qualitative data relating to the road surface. The condition of these roads are categorized using a similar system to IRI known as the Pavement Condition Index (PCI), which is calculated based on the inputs collected during the field assessment.

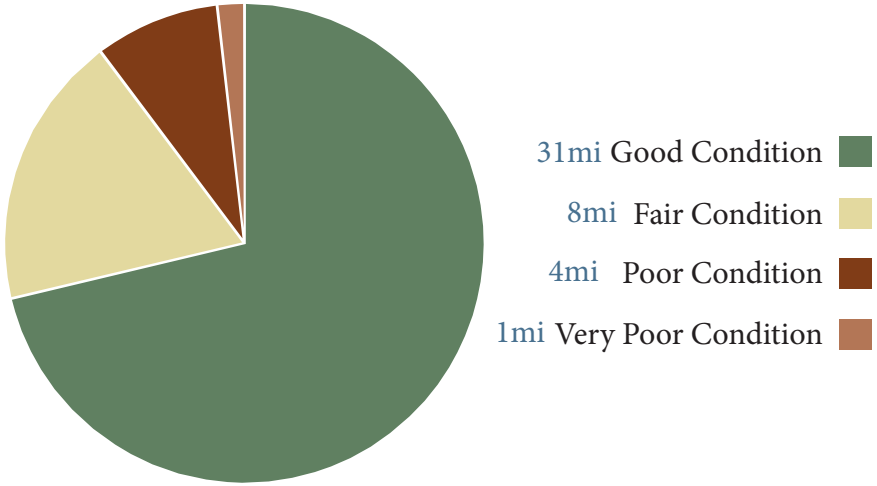
Most Town maintained roads are in good condition, there are small sections of poor condition scattered throughout town, notably on Shaker Road, and the maintained section of Ayers Road.

State Maintained Roadway Condition Based on IRI 2021



Data: New Hampshire Department of Transportation

Town Maintained Roadway Condition Based on PCI 2022



Statewide Asset Data Exchange System (SADES)

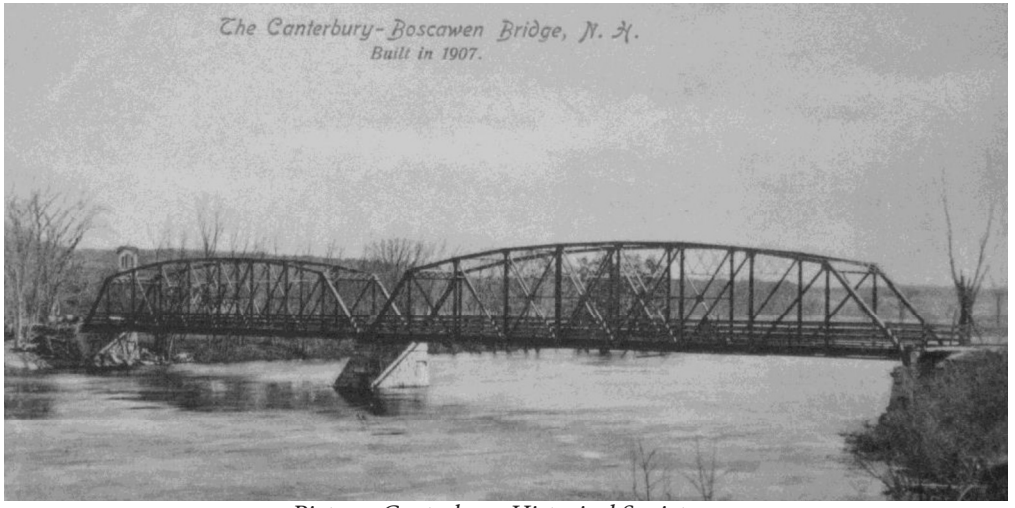
SADES establishes an inventory of transportation assets including a maintainable condition assessment process for many State and local agencies. Its unique approach to statewide asset management efficiently utilizes modern technology and joins state, local and regional efforts for the common goal of developing accurate and sustainable data collection.

In 2015 NHDOT, the University of NH's (UNH) Technology Transfer Center (T2) and all nine of NH's Regional Planning Commissions (RPCs) initiated a new Road Surface Management System (RSMS) utilizing SADES. The updated RSMS includes many changes to improve the quality, consistency, and efficiency of data collection and the overall value of the product to better guide municipalities with road maintenance. Canterbury Town Staff are currently updating their road condition database using this software and process. SADES has also developed a separate program for collection of roadside drainage assets known as Closed Culvert and Drainage System (CCDS). It includes collection of inlets, outlets, pipes, and drainage structures. The objective for CCDS is to have universally collected assets based on common standards that are easily accessible.

Bridge Network

Bridges are the most expensive part of the surface transportation network. NHDOT inspects all of the state's municipal and State owned bridges. Inspections typically occur every two years and the reports are shared with towns. The state manages a database where bridges are scored based on National Bridge Inspection Standards (NBIS). The next page shows bridges in Canterbury as listed on the 2021 NHDOT Bridge Summary. Bridges are scored using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. FSR represents the relative effectiveness of a bridge. NHDOT manages three bridge aid programs all of which begin by a town applying for a preliminary estimate or hiring an approved consultant to do the estimate. NHDOT determines a potential program and year of funds for construction, this process can take several months.

Canterbury-Boscawen Bridge



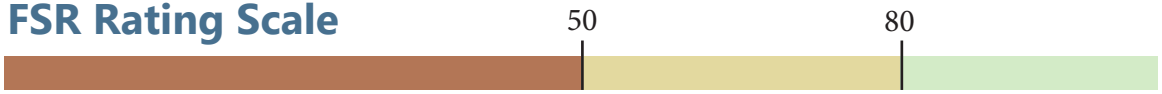
Picture: Canterbury Historical Society

The 1907 Canterbury-Boscawen bridge over the Merrimack River linked West Road with Depot Street in Boscawen. The 347 foot long two-span through truss bridge was demolished in 2014 after being closed to traffic in 1965. It was the seventh bridge built in that location, with the first opening in 1803.

Bridge/Road	Location	FSR	Condition	Owner	AADT	Inspection Date	Year Built/Rebuilt
Intervale Road	Over Bryant Brook	99.9	N/A	Town	81	Aug 2020	2009
I-93	Over Bryant Brook	80.1	N/A	NHDOT	31,645	Jun 2020	1960
I-93 SB	Over West Road	78	Good	NHDOT	16,461	Jun 2020	1960/1991
I-93 NB	Over West Road	83	Good	NHDOT	16,768	Jun 2020	1960/1991
NH 132	Over Bryant Brook	92.5	Good	NHDOT	853	Jun 2020	1947/1983
Randall Road	Over Bryant Brook	95	Very Good	Town	81	Aug 2020	1930/2017
I-93 SB	Over Cold Brook	96.8	N/A	NHDOT	16,159	Jun 2020	1960
Old Tilton Road	Over Forest Pond Brook	99	Excellent	Town	81	Aug 2020	1950/2012
Clough Tavern Road	Over Forest Pond Brook	55.7	Fair (Red List)	Town	81	Dec 2021	1940/1990
Baptist Road	Over Pickard Brook	87.7	N/A	NHDOT	815	Jun 2020	1961/2002
Clough Pond Road	Over Pickard Brook	98	Excellent	Town	81	Aug 2020	1987/2014
NH 106	Over Gues Meadow Brook	93.8	N/A	NHDOT	7,185	Jun 2020	1928/1992
NH 106	Over Soucook River	98.6	Good	NHDOT	7,185	Jun 2020	1952

Data: New Hampshire Department of Transportation

FSR Rating Scale



Eligible for Federal Bridge Replacement or Rehabilitation Funding

Eligible for Federal Bridge Rehabilitation Funding

Good Condition

Traffic Volumes

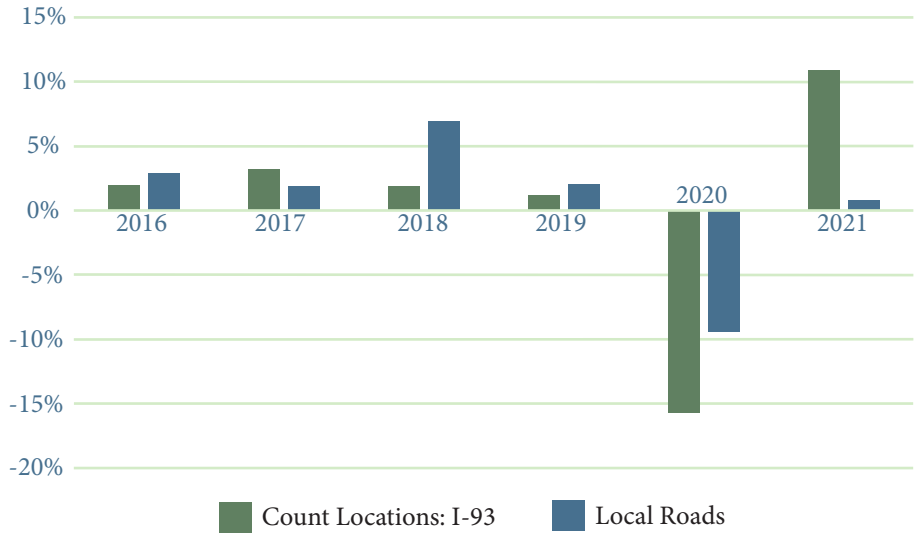
The Central New Hampshire Regional Planning Commission (CNHRPC) maintains an ongoing traffic count program monitoring the region's transportation network. Much of the traffic data collection is done for NHDOT in accordance with federal guidelines for the Highway Perfmorance Monitoring System (HPMS). Each year Canterbury has traffic data collected at a variety of sites. Traffic data collection always includes volumes to calculate an average daily traffic figure, but in certain cases vehicle classification and speed data are collected.

NHDOT uses Average Annual Daily Traffic (AADT) to measure traffic demand for a roadway. AADT is defined by NHDOT as the total two-way volume of traffic at a given location during a 24 hour period representing an average day of the year. AADT is calculated by applying the raw data with correction factors to account for weekday and seasonal variations in traffic volumes. NHDOT uses permanent traffic counters installed in the roadway to assist with these calculations.

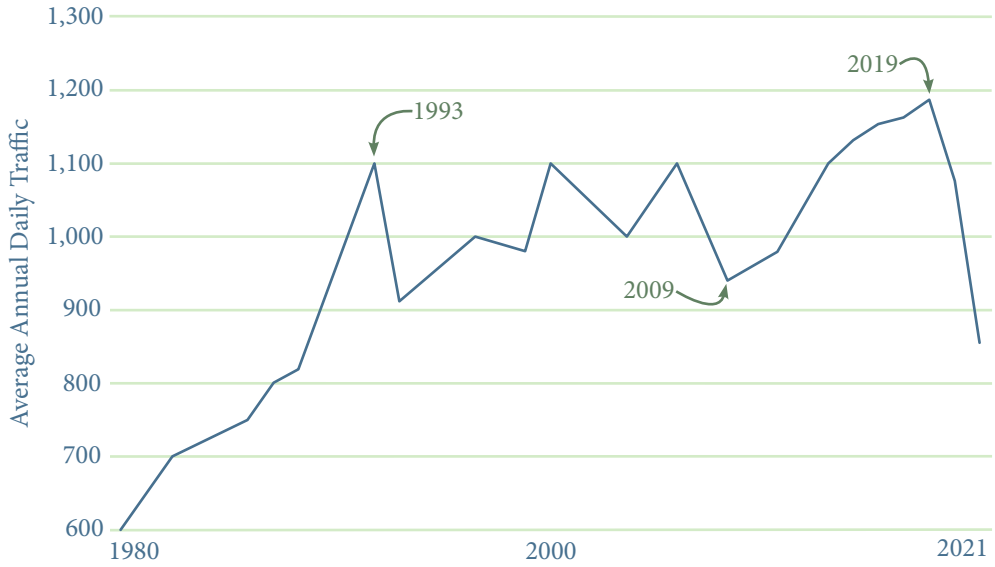
Trends

Five sites on I-93 including Exit 18 ramps and six other locations across Canterbury are regularly monitored as part of the HPMS. The data show growing traffic volumes from 2016 to 2019 then there was a steep decline in 2020 before increasing again in 2021. Traffic volumes increased much more significantly at the I-93 sites than at non-interstate locations in 2021. Traffic growth across Canterbury is steadiest on the interstate mainline. The Town's trend is similar to the entire region's growth.

Annual Traffic Percent Change



Traffic Growth: Baptist Road East of Town Center by Canterbury Municipal Complex



Data for Both Graphs: New Hampshire Department of Transportation

Motor Vehicle Crashes

Motor vehicle crash data from 2015 - 2019 was obtained from NHDOT, who receives the data from the Department of Safety for crashes with over $1,000 in damage. Roughly 20% of crashes are not locatable based on the information contained in the crash reports. Key figures from the data are explored below:

313 Total Reported Crashes with a **majority** occurring on **I-93**.

26 reported crashes on the 2 mile stretch of **NH 106** located in Canterbury, this included a fatality. In 2021, since the crashes, safety improvements were completed.

The most reported crashes occurred on **West Road**, with **33**. While **NH 132**, a longer stretch of road had **20** crashes.

Shaker and **Baptist Roads** which have sections managed by both the Town and State had **19** and **10** crashes respectively, with one fatality on Shaker road

The Town owned roads with the most crashes were **Intervale Road** with **10** and **Hackleboro** with **7**.

It is reasonable to assume that a number of smaller crashes may also have occurred during this time period which were not reported. All crashes in Canterbury are a cause for concern and should be monitored to determine locations where enforcement or infrastructure improvements may mitigate issues that lead to crashes or reduce the severity of crashes. Techniques such as high friction pavement have proven to help vehicles stay on the road in slippery conditions on steep and windy sections of roads. Site distance improvements at intersections may also help reduce intersection related crashes while guardrails can help reduce the severity of crashes.

Highway Safety Improvement Program (HSIP)

The purpose of NHDOT's Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads through safety implementation projects.

Receiving funding for an HSIP project is dependent on safety data. A location where a project is considered that has a history of crashes resulting in injuries or fatalities would first be examined with a Road Safety Audit. This type of audit is a collaborative approach to review safety issues and make improvement recommendations. CNHRPC assists its towns in applying for HSIP funds and can complete small scale Road Safety Audit's.

Speeding and Rural Traffic Calming

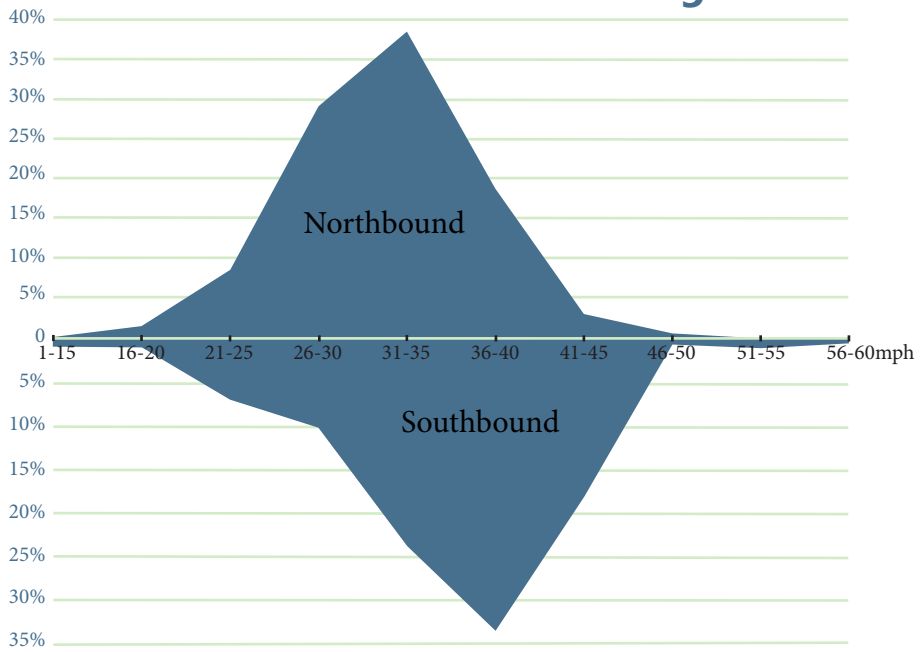
Local roads with less traffic and fewer houses can be conducive to higher speeds as drivers perceive less safety and speed enforcement risk. The topography and condition of the road can have a significant impact on rates of speed on these roads. In Canterbury, Shaker Road is often cited as a location with speed concerns. The road has long, rolling, relatively straight sections that can lead to speeding. Located on this road is the Canterbury Shaker Village, which has a crosswalk and more pedestrians than standard for this type of road, leading to greater potential safety risk.

Traffic calming measures work to alter driver behavior to improve safety conditions of a road, usually involving physical changes. Many tactics such as raised intersections, road narrowing, or pavement markings are designed for and most effective in denser residential areas. However, speed feedback signs (SFS), which display drivers with feedback about their speed in relationship to the posted speed limit, are found to be an effective method for reducing speeds at their installed locations. These signs are most effective at reducing speeds of drivers traveling at rates well above the limit. The ultimate effectiveness is achieved when a strategic location is selected and coupled with enforcement. Speed feedback signs can be moved throughout town and help address speeding without road construction.

Traditional Setup for Speed Limit and Feedback Signs

Some SFS can be customized to flash messages such as “slow down” or “Too Fast” based on the speed of the driver. Seeing the direct relationship between speed and the limit tends to effect driver behavior resulting in safer speeds.

Distribution of Car Speed on Shaker Road Recorded South of the Shaker Village



Bicycle and Pedestrian Infrastructure

Pedestrian facilities, such as paved sidewalks and gravel walking paths are valuable features in a transportation network. Sidewalks and side paths improve safety for pedestrians by separating them from travel lanes of roadways. Bike lanes are meant to provide adequate space for vehicles to safely pass cyclists, but separated paths offer even greater safety. In more rural areas with lower traffic volumes a wider shoulder can provide adequate space for cyclists and cars to share the road.

Sidewalks and pathways can promote recreation and non-motorized travel, while beautifying an area and stimulating economic activity in rural and village settings. Similar to the town’s road network, the sidewalk and bicycle networks in Canterbury should be preserved, enhanced and maintained year around.

The results of the Community Survey noted strong support for the development of additional hiking and multi-use trails in Canterbury. Steps to move trail planning forward include the formation of a trails committee, coordination with neighboring communities to develop regional connections, and collaborating with local organizations such as the Canterbury Shaker Village or regional snowmobile clubs.

Class A Trails

Many communities have begun to consider Class VI roads as candidates for Class A Trail designation. Reclassification must be selective targeting certain roadways that have little or no development, are scenic, have no inherent liability concerns, allow public access, and serve to connect large areas of open space, conservation, or agricultural lands. By reclassifying certain roadways that meet these criteria to Class A Trails, the community would take a step towards creating a community-wide system of greenway trails. Towns may undertake maintenance (at their option) on Class A Trails.

Reclassification of Class VI roads to Class A Trails does not inhibit the access rights of landowners along the roadways. Landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of use of any existing building or structure is prohibited by New Hampshire Statute.

Scenic Roads and Stone Walls

Any road other than Class I or II highways can be designated by the town as a scenic road (RSA 231:157). The Scenic Road designation requires the State or Town to receive written permission of the Planning Board prior to any repair, maintenance, reconstruction or paving on the road if the work requires damage or removal of trees or stone walls.

If alterations or impacts to stone walls are necessary for a project the NHDOT or Town must compensate the landowner for the impacted wall if it cannot be rebuilt or no other amiable agreement is reached (RSA 231:17).

Public Transportation

The Mid-State Regional Coordinating Council (RCC) in coordination with the Community Action program Belknap-Merrimack Counties Inc. (CAPBMCI) operates rural transit services and a volunteer driver program (VDP) that serves the region's elderly and disabled populations. Canterbury residents over 60 or with disabilities are eligible for essential rides through the VDP program at no cost to the rider. The closest intercity transit station is in Concord on Stickney Avenue which provides daily connections to major cities south of Concord. There is a park and ride at Exit 18 with 10 spaces that is regularly used and can be a useful space for facilitating carpooling.

CommuteSmart NH

CommuteSmart New Hampshire (CSNH) is a coalition dedicated to encouraging and assisting people to choose sustainable transportation options in place of driving single occupancy vehicles. Canterbury residents and employers can utilize the CSNH Trip Planner to find transit offerings and carpool matches. Effective Transportation Demand Management programs such as CSNH can help reduce demands on transportation infrastructure, parking, congestion, emissions, and increase access to transportation.

Future Measures

Improving Canterbury's Transportation System

Potential enhancements to Canterbury's transportation system include short term planned improvements on US 4 and NH 106 as well as low cost safety improvements and traffic calming measures.

Kimball Pond Road and Morrill Road Intersection

- In 2013 NHDOT led a road safety audit for this intersection with participation from CNHRPC, Canterbury's Select Board, Planning Board, Highway Department and Conservation Commission. The conference report from the Road Safety Audit noted many concerns ranging from site distances and maintenance issues to the severe skew of the roadway. It was determined that using HSIP funds to improve the intersection would not be justified because of the low number and severity of crashes.

- A speed study was conducted on Kimball Pond Road and Morrill Road in the vicinity of the intersection in 2019. The study showed over 25% of vehicles traveling above the 35mph speed limit. The 85th percentile in a speed study is defined as "the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a monitored point" and is often used as a guide when setting speed limits. In this study the 85th percentiles were 36mph in the southbound direction and 38mph northbound towards the center of town. These observed speeds combined with the site distance issues and traffic volumes are cause for concern. Lowering the speed limit to 30 by extending the village zone speed limit down Kimball Pond Rd, combined with enforcement could help alleviate safety concerns.

- Sight distance and intersection alignment issues are mostly a result of the topography. As a result, realignment or installation of guardrails could be costly. In 2019 some trees were removed and a mirror installed, which improved sight lines significantly. High friction pavement, which naturally slows vehicles down and can assist stopping even in adverse weather conditions, could be installed to assist drivers on Morrill Road more safely approach the intersection.

US 4 (Hoit Road), Old Boyce Road, and Whitney Road Intersection

Although this intersection is not located in Canterbury, the Canterbury Town line is a short distance away. Commercial development on Whitney Road in Concord triggered the reconstruction of this intersection to include a two lane roundabout at Whitney and Old Boyce Roads and the reconfiguration of the Exit 17 southbound onramp to I-93. Most of Canterbury's commercial and industrial land is located nearby, with additional vacant land available to be developed. Canterbury should continue to play a role in the development of this intersection.

NH Route 106 Widening

In the early 1990's, the NH 106 corridor was studied between the cities of Concord and Laconia culminating in a final report in 1995. The goal of the initial report was to develop an alternative corridor to Interstate I-93. In 2012, NHDOT completed a corridor study along NH 106 from I-393 in Concord to just north of Ames Road in Canterbury which refined the recommendations from the 1995 Environmental Assessment. As an outcome of that study a project to widen 3.6 miles of NH 106 from Soucook Road in Loudon to Ames Road in Canterbury was included in the State Ten-Year Plan, and construction was completed in 2021. Further improvements to the NH 106 corridor in Loudon are currently scheduled for 2026-27.

Objectives and Recommendations

Objective 1

Preserve and Maintain the existing conditions of the transportation system

- Regularly monitor data on existing roads, sidewalks and paths including surface conditions and drainage.
- Promote and support the existing services offered to Canterbury residents by the Community Action Program Belknap-Merrimack Counties Inc. and CommuteSmart NH.
- Review NHDOT bridge inspection reports regularly to monitor bridge conditions and ensure that municipal bridges are maintained, repaired and/or replaced when needed.
- Continue to implement asset management strategies including related to road surface condition and culvert and closed drainage systems.

Objective 2

Address capital improvement projects and studies strategically important to Canterbury's transportation network

- Monitor and participate in project planning activities related to the NH 106 widening and the US 4 (Hoit Road), Old Boyce Road and Whitney Road Intersection Improvement projects to ensure a positive impact on Canterbury.
- Utilize available traffic count data to evaluate highways and roads that may be adversely impacted by future development trends.
- Collaborate with adjacent communities and NHDOT to address maintenance and safety concerns on state-owned roads.
- Work with State and regional agencies and surrounding towns to ensure that transportation projects that are eligible for Federal-Aid funding in Canterbury are adequately represented in the Regional TIP and considered for inclusion in the State Ten-Year Plan.
- Proactively develop additional hiking and multi-use trails in Canterbury. Consider the formation of a Trails Committee to support the effort.

Objective 3

Prioritize safety for all modes of transportation

- Review crash data on an annual basis and work with CNHRPC and NHDOT to identify enhancements that could be made to improve safety.
- Continue to monitor safety issues in the vicinity of the Kimball Pond Road and Morrill Road intersection.
- Explore options to improve pedestrian and bicycle safety such as construction of sidewalks and widening shoulders as appropriate.
- Consider applying to the Highway Safety Improvement Program (HSIP) when addressing safety concerns.