

SWANZEY COMPLETE STREETS

PLANNING & DESIGN GUIDELINES ▪ 2015

SWANZEY COMPLETE STREETS
PLANNING & DESIGN GUIDELINES

ACKNOWLEDGEMENTS

In 2015, the Town of Swanzey worked with the Southwest Region Planning Commission (SWRPC) to develop these design guidelines as part of the development of a local Complete Streets Policy. To provide guidance, direction and locally relevant input to SWRPC staff throughout the process of developing this document, a committee composed of Town staff and residents was formed. The Town and SWRPC are grateful for the contributions provided by members of this committee, who are listed below.

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Town of Swanzey Complete Streets Committee:

- Sara Carbonneau, *Director of Planning & Community Development*
- Nancy Carlson, *Whitcomb Hall Committee*
- Lee Dunham, *Public Works Director*
- Glenn Page, *Planning Board Chair*
- Don Skiba, *Planning Board Alternate*

PREFACE

In the summer of 2015, the Town of Swanzey worked with Southwest Region Planning Commission (SWRPC) to develop a Complete Streets policy. This policy has the Town consider all modes of transportation and the safety needs of all users including, motorists, transit, pedestrians, bicyclists, seniors, youth, and persons with disabilities, when making improvements to existing infrastructure or building new projects. In addition, it encourages street design that will be constructed in a manner that supports the surrounding land use and transportation context.

The policy establishes that the Town will utilize planning and design guidelines for Complete Streets. This document represents these guidelines, and serves as a resource for Town staff and officials when planning, designing, rehabilitating, constructing, reconstructing, or maintaining the public right of way.

This document also serves as guidance for residents, businesses, and others to better understand Complete Streets concepts and design elements and how safety measures can be incorporated into the Town's different roadway types and land use contexts.

"It is our goal to provide a safe, efficient and diversified transportation network that is sensitive to the Town's rural character…

A diversified transportation system has the power to influence the community's social, economic and natural characteristics - where a diversified system supports a variety of travel modes and provides links between modes. The more alternatives to the personal motor vehicle there are the more efficient and effective the existing transportation system becomes - reducing the need for infrastructure expansion and empowering residents without personal vehicles to access employment, and cultural and social opportunities…"

- Swanzey Master Plan Update 2003

WHAT ARE COMPLETE STREETS?

Complete Streets are streets that are designed and operated for everyone, regardless of age, ability, or how people get around.

- **Complete Streets make it safe and easy to walk to the store, cross the street, ride a bike to school, and drive to work.** Complete Streets incorporate design elements that emphasize safety, mobility and accessibility for those using a variety of travel modes. They can include features such as wide and safe sidewalks or shoulders, clearly marked crosswalks, space for bicyclists to travel, places to sit, street trees, and more.
- **What a Complete Street looks like will largely depend on where it is and who is using it.** For example, a Complete Street in a village center will look differently from one in a more rural area of Swanzey. In areas where many people walk, vehicle speeds should be slower and there should be highly visible and frequent places to cross the street. These areas should also have wider sidewalks, places for people to sit and rest, and landscaping to make it a desirable place to walk. If many large trucks are using the street, travel lanes will need to be wide enough so that these vehicles can pass each other and make safe turns. If mostly cars and bicyclists are using the street, the lanes can be narrower, which will help slow down vehicle speeds and make it safer for all users.



DOWNTOWN



NEIGHBORHOOD



RURAL AREA

COMPLETE STREETS BENEFITS

- **Increase Safety** - By designing the road for all users, Complete Streets improve safety for everyone.
- **Reduce Barriers for Seniors and Persons with Disabilities** - Complete Streets can include curb ramps at crosswalks, audible or tactile signals that can be used by blind pedestrians, longer crosswalk times, smooth and unobstructed sidewalks, and places to sit and rest.
- **Increase Economic Vitality** - People can save money when they switch to biking, walking, and taking public transportation, which allows them to spend this money in other ways. In addition the presence of sidewalks, bike paths, and other elements that make neighborhoods more walkable has been shown to increase property values, stimulate the local economy, and attract new businesses and investment, especially in retail and downtown areas.
- **Improve Community Health** - Complete Streets make active living an easy option by providing safe and convenient opportunities for people to walk and ride bikes. Studies have shown that people who live in walkable areas are substantially less likely to be overweight or obese than people who lived in neighborhoods where walking was unsafe.
- **Reduce Air Emissions** - Walking and bicycling are zero-emission transportation modes, and public transportation has much lower emissions than driving in a single occupancy vehicle. This helps to reduce heat-trapping pollution and makes the air we breathe cleaner.

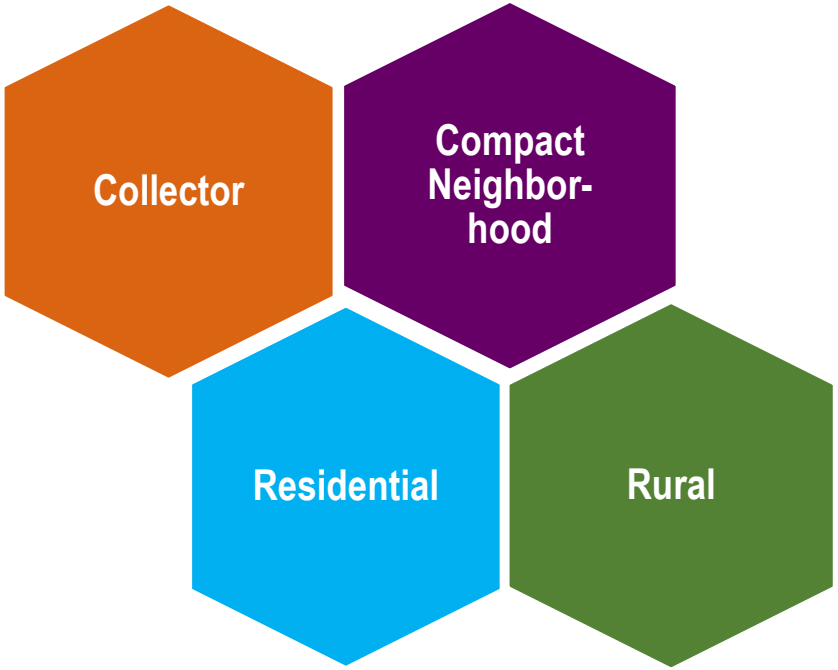
DESIGN GUIDELINES

STREET DESIGN CONSIDERATIONS

The following sections outline a series of street design recommendations for Town staff, officials, and others to consider when working in the public right-of-way. The intent of these recommendations is to provide flexible guidance for accommodating and balancing the needs of multiple users of the roadway when making decisions. These considerations are intended to provide a simple and effective means to weigh and consider street design options, given a range of conditions.

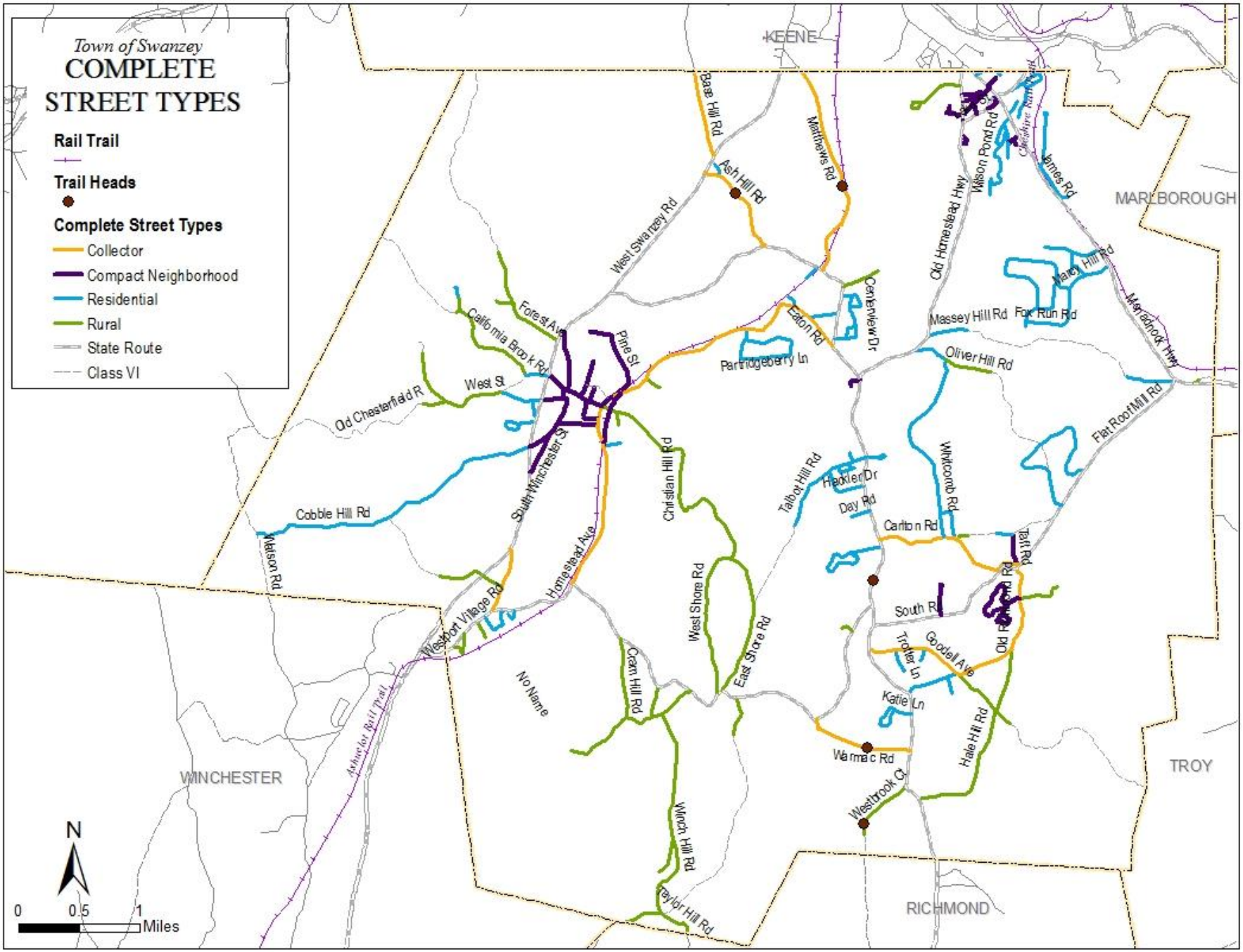
STREET TYPOLOGY

Typology classifies streets by roadway function and surrounding context, including right of way width, building types, predominant travel modes and land uses. The designation of Swanzey's roadways as different street types serves as a methodology to ensure that the design and use of a street complements the surrounding area and vice versa. The design recommendations included on the following pages are organized by the street types shown to the right. The following sections of this document define and describe these street types and provide a range of complete streets considerations for each.



"The transportation system is a limited resource requiring careful management to preserve the significant public investment in system capacity, functionality and safety. While satisfying our societal needs for mobility and access, the transportation system superimposes a grid on the landscape that essentially determines the pattern of development in a community. The type and density of development adjacent to the roadways likewise determines how efficiently the system operates. Finding the appropriate balance in this complex relationship is vital to Swanzey's future character and its transportation system…"

- Swanzey Master Plan Update 2003


Town of Swanzey
COMPLETE STREET TYPES
Rail Trail
Trail Heads
Complete Street Types
Collector
Compact Neighborhood
Residential
Rural
State Route
Class VI
KEENE
MARLBOROUGH
WINCHESTER
TROY
RICHMOND
Base Hill Rd
Ash Hill Rd
Matthews Rd
West Swanzey Rd
Wilson Pond Rd
James Rd
Old Homestead Hwy
Nancy Hill Rd
Massey Hill Rd
Fox Run Rd
Marlborough Hwy
Centerview Dr
Eaton Rd
Partridgeberry Ln
Oliver Hill Rd
Flat Roof Mill Rd
Forest Ave
California Brook Rd
Pine St
West St
Old Chesterfield R
South Winchester St
Cobble Hill Rd
Watson Rd
Christian Hill Rd
Talbot Hill Rd
Hackler Dr
Day Rd
Whitcomb Rd
Carlton Rd
Taft Rd
Old Keene Rd
South Rd
Goodell Ave
Trotter Ln
Katie Ln
Hale Hill Rd
Warmac Rd
Westbrook Ct
Homestead Ave
Westport Village Rd
West Shore Rd
East Shore Rd
Cram Hill Rd
No Name
Windy Hill Rd
Taylor Hill Rd
Ashuelot Rail Trail
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0
0.5
1
Miles

COLLECTOR STREETS

Collector Streets form the connective tissue of Swanzey's road network. The primary function of these roadways is to provide access and link neighborhoods and intersecting local streets to arterial thoroughfares that connect to major activity centers. Although these streets were primarily designed to accommodate motor vehicle through-traffic, they are used by bicyclists and pedestrians and serve as important connector routes for all modes of transportation.



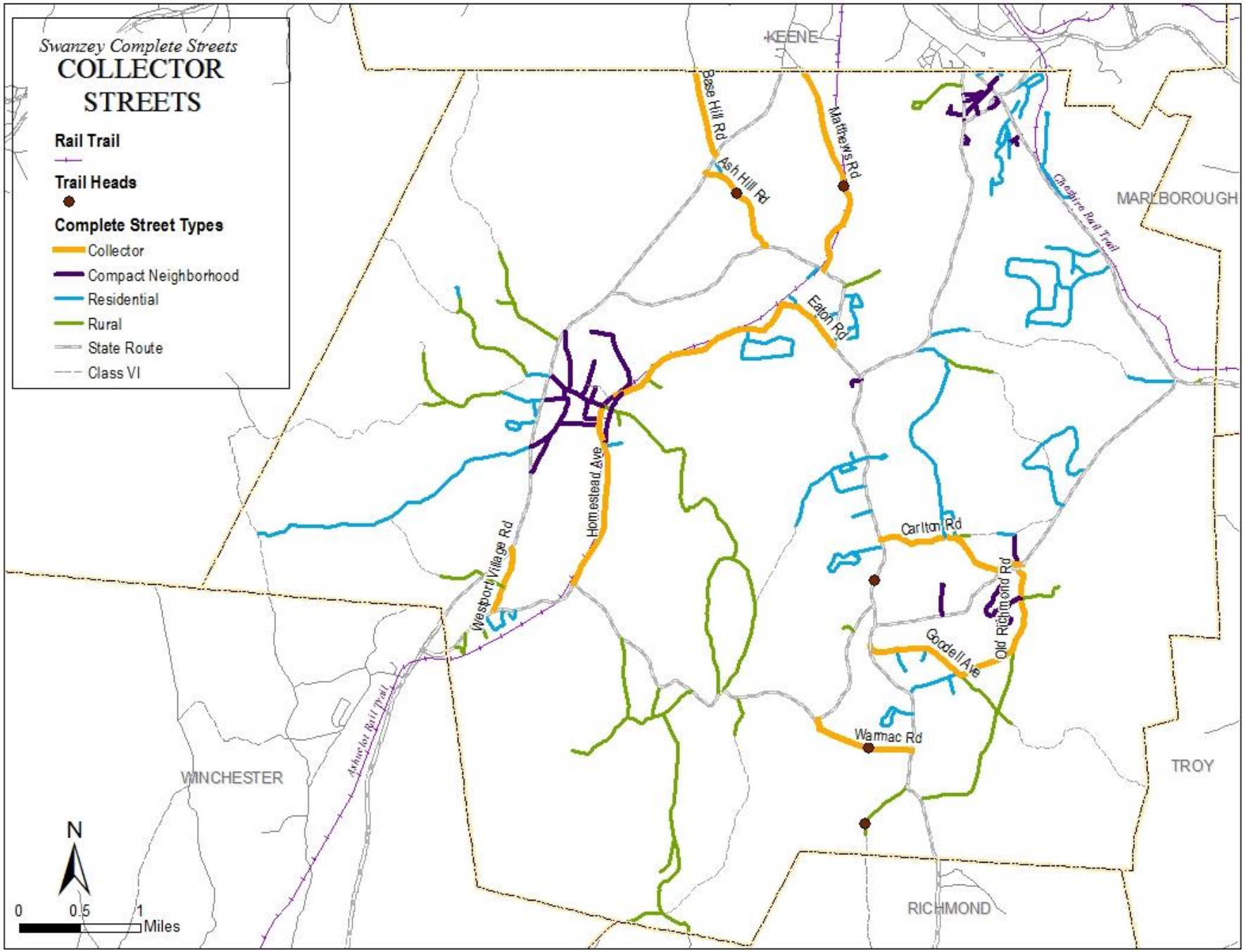
Above: Near Webber Hill Rd



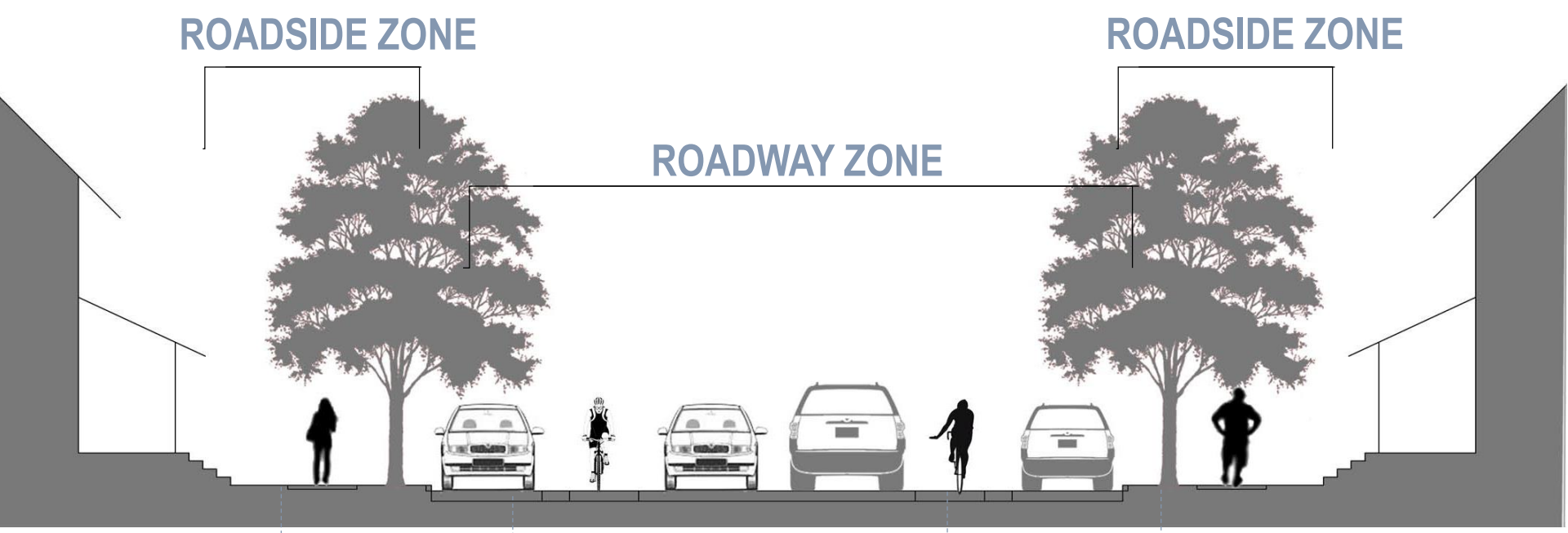
Where are Collector Streets?

- ☐ Ash Hill Rd
- ☐ Base Hill Rd
- ☐ Carlton Rd
- ☐ Eaton Rd
- ☐ Goodell Ave
- ☐ Homestead Ave*
- ☐ Matthews Rd
- ☐ Old Richmond Rd
- ☐ Warmac Rd
- ☐ Webber Hill Rd
- ☐ Westport Village Rd*

**Street ownership / control changes along roadway segment from local to state.*


Swanzey Complete Streets
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MARLBOROUGH
TROY
RICHMOND
WINCHESTER
Base Hill Rd
Ash Hill Rd
Matthews Rd
Eaton Rd
Cheshire Rail Trail
Homestead Ave
Westport Village Rd
Carlton Rd
Old Richmond Rd
Goodell Ave
Warmac Rd
Ashuelot Rail Trail
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1
Miles

COLLECTOR STREET ELEMENTS

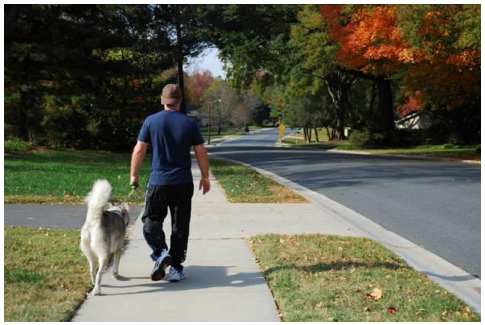


Parallel parking on-street where warranted

Unobstructed pedestrian pathway

Marked Bike Lanes or Sharrows

Green Buffer with Street Trees







COLLECTOR STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 5‘ minimum; >5’ in high volume pedestrian areas
- ☐ 5’ minimum unobstructed walking area
- ☐ Located on both sides of the street*
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Located at least 5’ from edge of street pavement right-of-way permitting
- ☐ Consider use of pervious materials

**Consider 4’ minimum paved shoulder, clear of debris, and on both sides of street in areas where sidewalks are not feasible.*

Green Buffer

- ☐ 5;‘ minimum
- ☐ 2’ minimum area for snow storage
- ☐ Located adjacent to sidewalk
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- ☐ Consider grates or mulch around tree bases in high volume pedestrian areas; 6’ x 6’ minimum
- ☐ Consider use of bioswales or rain gardens for stormwater infiltration along roads with high stormwater runoff.

Furniture / Amenities

- ☐ Benches and/or bicycle racks in high volume pedestrian, commercial or recreation areas or at any transit stops

Note: Furniture should not obstruct 5’ pedestrian walking area

Lighting

- ☐ Pedestrian scale fixtures (10’-14’ high) placed 50’ apart if space allows in high volume pedestrian areas
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10‘ minimum; 12’ maximum

Bike Lanes

- ☐ 4’ minimum; 5’-6’ preferred
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white line, bicycle icon and directional arrow
- ☐ Consider integrating color pavement (e.g. green) for complex areas
- ☐ Place on both sides of street or a minimum of one side of the street

Marked Shared Lane / Sharrows

- ☐ Consider as alternative to bike lanes
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white chevron / bicycle symbol directing bicyclists to ride in the safest location within the travel lane
- ☐ Markings located outside of door zone of parked cars

Pedestrian Crossings

- ☐ Special pavement treatment at high volume pedestrian intersections (e.g. integral colored pavement, special pavers, high visibility paint, curb extensions, raised, etc.)
- ☐ 6-10’ wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ Placed at every intersection
- ☐ In areas of high pedestrian volume consider mid-block crossings
- ☐ If speeds and volume warrant, consider signage
- ☐ Consider placing a landscaped median/refuge island on wider roadways or roadways with 3 or more lanes.

Parking

- ☐ Parallel parking on-street (7’ minimum; 8’ preferred)
- ☐ 13’ minimum combined bike and parking lane width
- ☐ Consider use of pervious pavement

COMPACT NEIGHBORHOOD

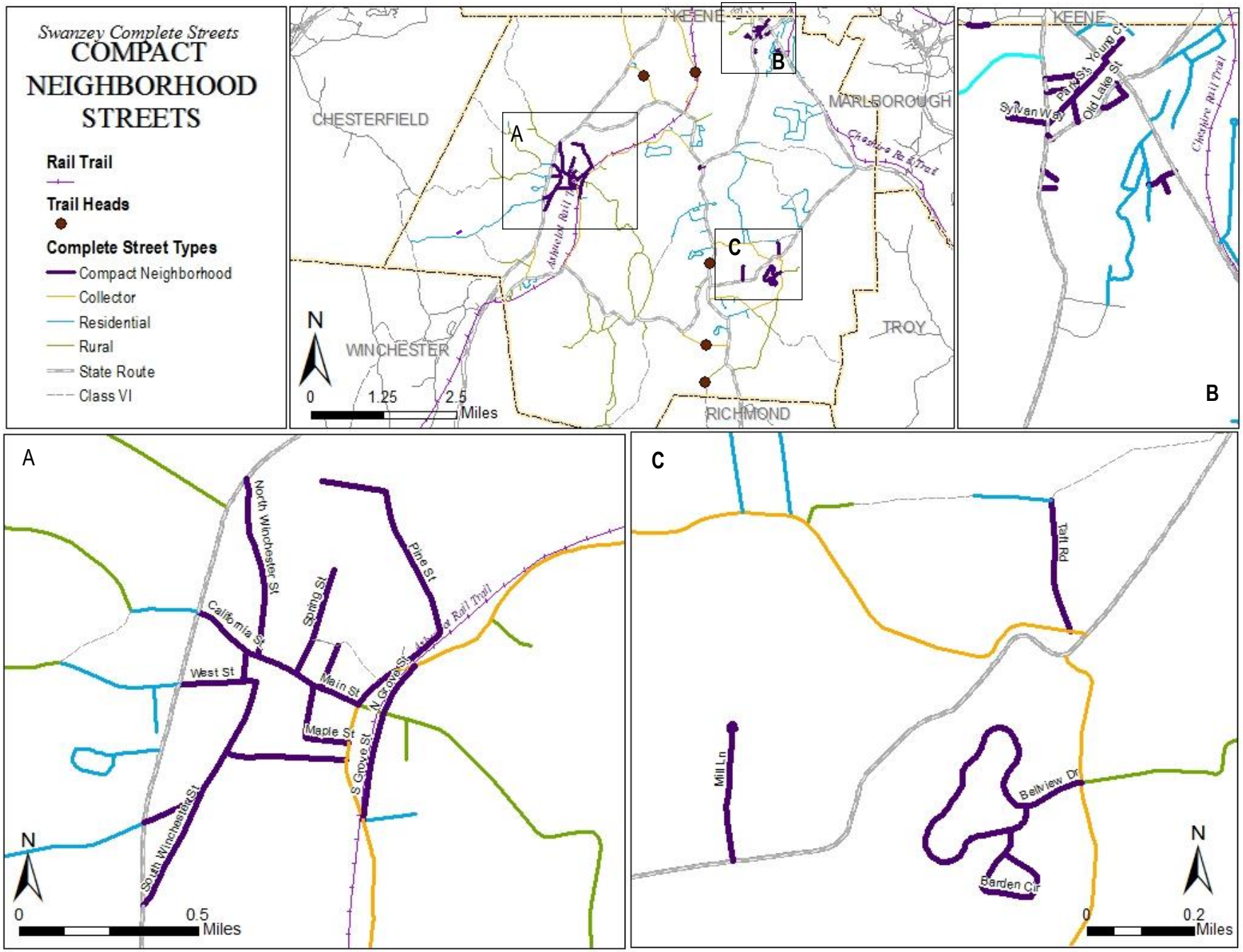
Compact Neighborhood Streets are local streets located in medium to high density residential areas of Swanzey. Traffic volumes and speeds are typically low in these areas, there are higher volumes of pedestrian and bicycle activity, and the predominant land use type is residential. However, in some areas, such as the West Swanzey Village, there is a mix of land uses.



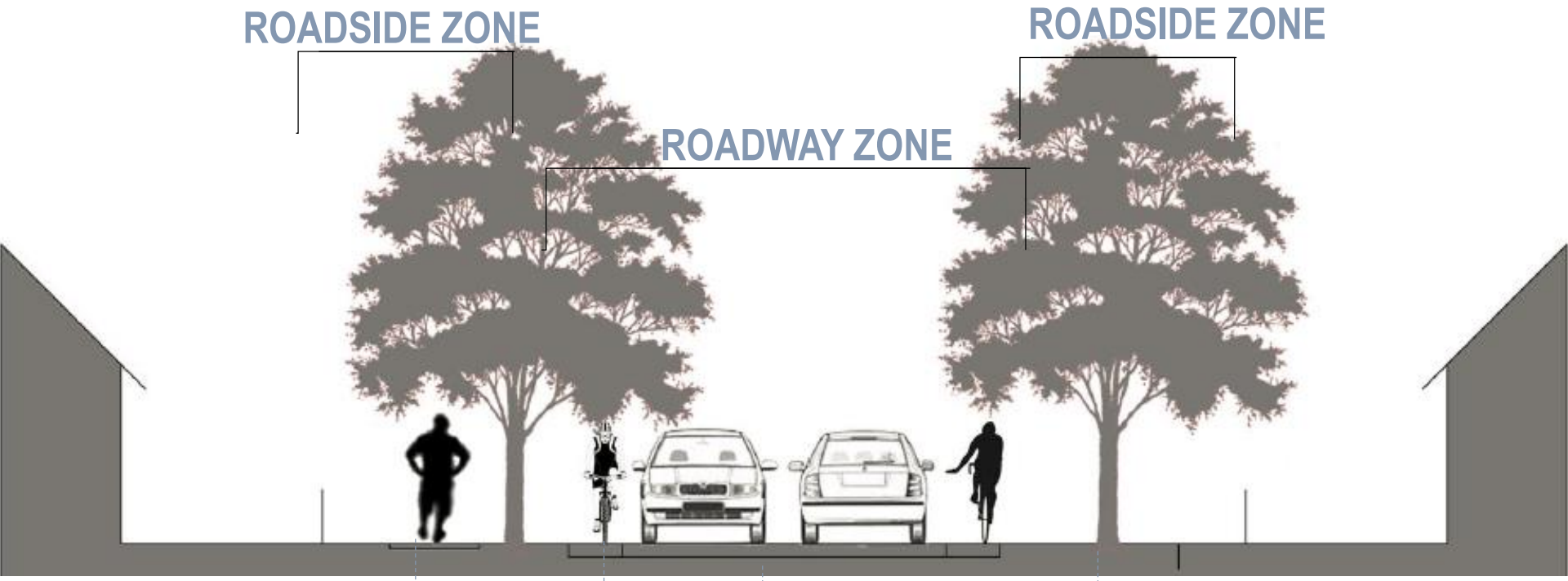
Above: Swanzey Township Housing on Main St

Where are Compact Neighborhood Streets?

- ☐ Ashuelot St
- ☐ Barden Cir
- ☐ Bellview Dr
- ☐ California St (East of NH Route 10)
- ☐ Cobble Hill Rd (East of NH Route 10)
- ☐ Denman Thompson Highway
- ☐ Edgewood Ave
- ☐ Elm St
- ☐ Greenwood Ave
- ☐ Grove St
- ☐ Houghton Pt N & S
- ☐ Lake St
- ☐ Main St
- ☐ Maple St
- ☐ Mill Ln
- ☐ North Grove St
- ☐ North Maple St
- ☐ North Pine St
- ☐ North Winchester St
- ☐ Old Lake St
- ☐ Park St
- ☐ Pine St
- ☐ Prospect St
- ☐ Railroad St
- ☐ South Grove St
- ☐ Simeneau Ln
- ☐ South Winchester St
- ☐ Spring St
- ☐ Suburban Acres
- ☐ Swanzey St
- ☐ Sylvan Way
- ☐ Taft Rd
- ☐ West St (East of NH Route 10)
- ☐ Young Ct


Swanzey Complete Streets
COMPACT NEIGHBORHOOD STREETS
Rail Trail
Trail Heads
Complete Street Types
Compact Neighborhood
Collector
Residential
Rural
State Route
Class VI
KEENE
CHESTERFIELD
MARLBOROUGH
WINCHESTER
TROY
RICHMOND
A
B
C
N
0
1.25
2.5
Miles
Cheshire Rail Trail
Sylvan Way
Park St
Young Ct
Old Lake St
North Winchester St
California St
Spring St
Pine St
West St
Main St
N Grove St
Maple St
S Grove St
South Winchester St
Taft Rd
Mill Ln
Bellview Dr
Barden Cir
0.5
0.2

COMPACT NEIGHBORHOOD STREET ELEMENTS



Unobstructed Pedestrian Pathway

Paved Shoulder

Narrow Vehicular Travel Lanes

Green Buffer







COMPACT NEIGHBORHOOD STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 5‘ minimum; >5’ in high volume pedestrian areas
- ☐ 5’ minimum unobstructed walking area
- ☐ Located on at least one side of the street*
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Located at least 5’ from edge of street pavement right-of-way permitting
- ☐ Consider use of pervious materials

**Consider 2’ minimum paved shoulder ,clear of debris , and on both sides of street in areas where sidewalks are not feasible.*

Green Buffer

- ☐ 5‘ minimum
- ☐ 2’ minimum area for snow storage
- ☐ Located adjacent to sidewalk
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- ☐ Consider grates or mulch around tree bases in high volume pedestrian areas; 6’ x 6’ minimum
- ☐ Consider use of bioswales or rain gardens for stormwater infiltration along roads with high stormwater runoff.

Lighting

- ☐ Pedestrian scale fixtures (10’ – 14’ high) placed 50’ apart if space allows in high volume pedestrian areas
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10‘ minimum; 11’ maximum

Pedestrian Crossings

- ☐ Place in areas of high pedestrian volume and at intersections with arterial or collector roads
- ☐ 6-10’ wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ If speeds and volume warrant, consider signage

Marked Shared Lane / Sharrows

- ☐ Consider in high volume bicycle areas
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white chevron / bicycle symbol directing bicyclists to ride in the safest location within the travel lane
- ☐ Markings located outside of door zone of parked cars

Shoulder

- ☐ 2’ minimum paved shoulder; 4’ preferred
- ☐ On both sides of the street
- ☐ Clear of debris

Parking

- ☐ Parallel parking on-street (7’ minimum; 8’ preferred)
- ☐ Consider use of pervious pavement

RESIDENTIAL STREETS

Residential Streets are located in low density suburban and residential areas of Swanzey. Houses in these areas are spaced further apart than in compact neighborhood areas and set back from the roadway. The predominant land use type is residential.

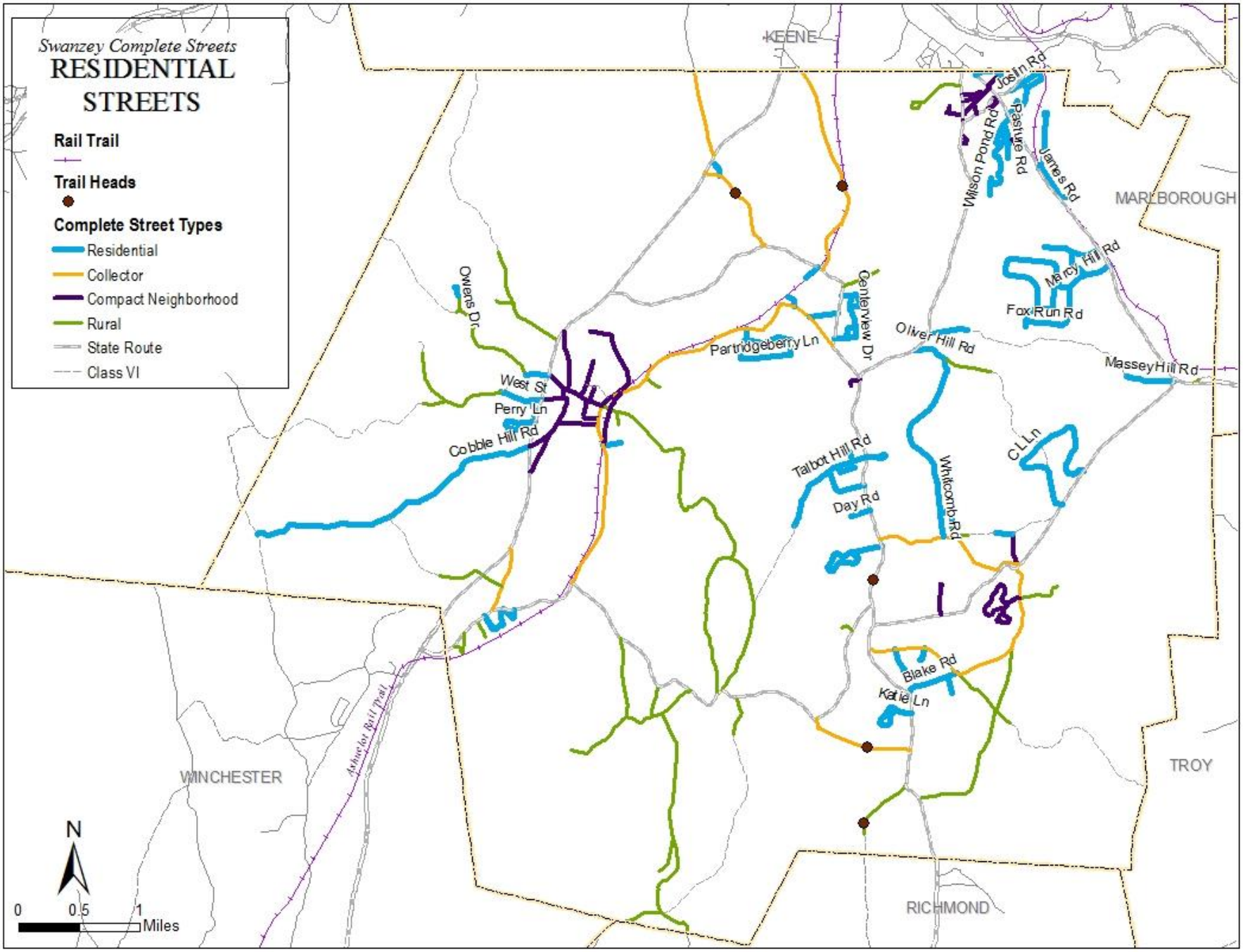


Above: An example of a typical residential road in Swanzey.

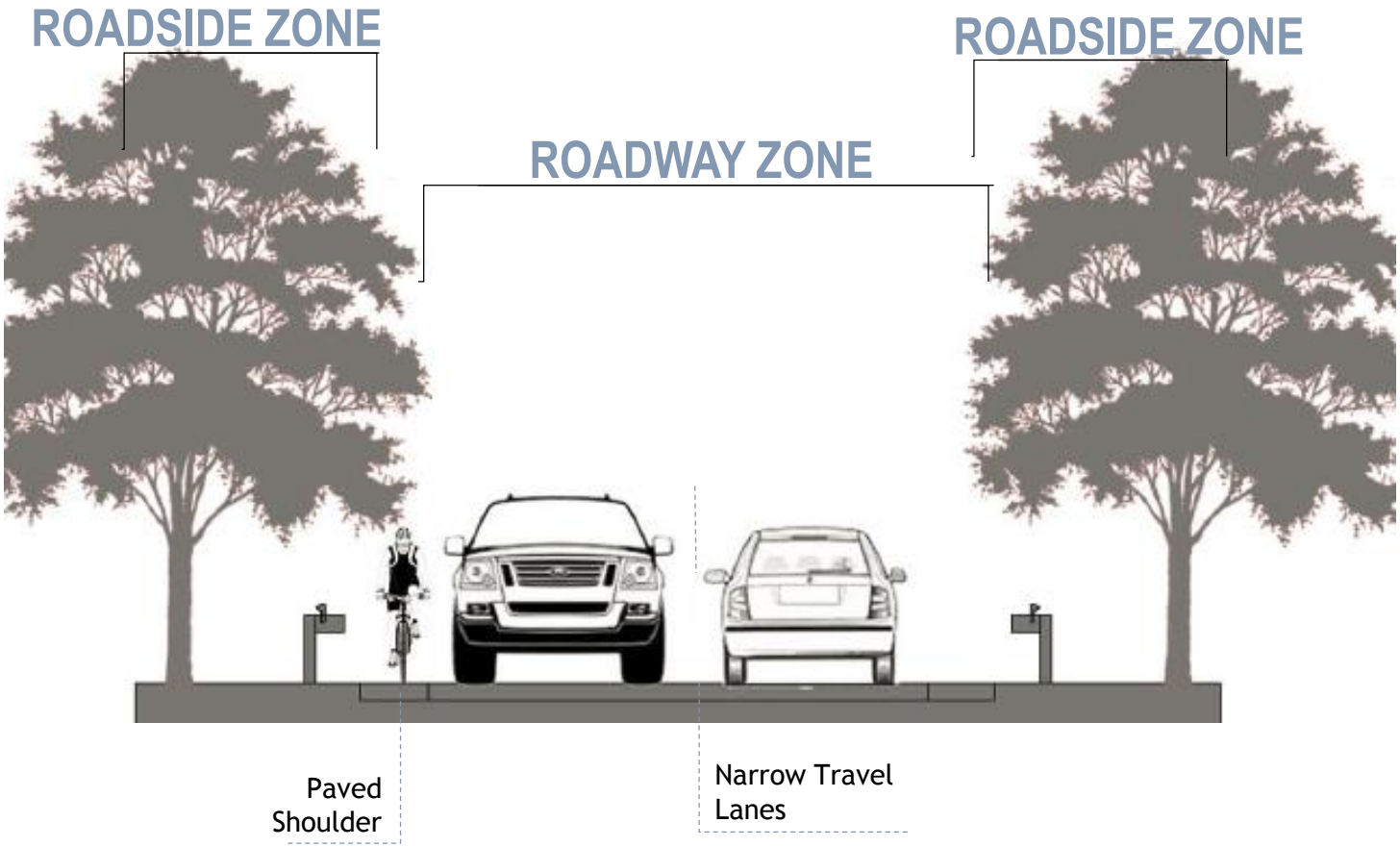
Where are Residential Streets?

- ☐ Aldrich Rd*
- ☐ Arrowcrest Dr
- ☐ Atwood Dr
- ☐ Aylward Ave
- ☐ Blake Rd
- ☐ CL Ln
- ☐ California St (West of NH Route 10)
- ☐ Carolyn Ln
- ☐ Centerview Cir
- ☐ Centerview Dr
- ☐ Cobble Hill Rd (West of NH Route 10)
- ☐ Colonial Village Dr
- ☐ Cresson Dr
- ☐ Cross St
- ☐ Dartmouth Rd
- ☐ Davis Ave
- ☐ Day Rd
- ☐ Fox Run Rd
- ☐ Foxglove Ln
- ☐ Franklin Mountain Xing
- ☐ Hackler Dr
- ☐ Highland Circle Rd
- ☐ Hutch St
- ☐ James Rd
- ☐ Joslin Rd
- ☐ Katie Ln
- ☐ Kendall Ln
- ☐ Lake Shore Rd
- ☐ Longwood Dr
- ☐ Marcy hill Rd
- ☐ Massey Hill Rd*
- ☐ Meadow Ln
- ☐ Morningside Ln
- ☐ Mt Huggins Dr
- ☐ Old Eaton Rd
- ☐ Oliver Hill Rd (West of Whitcomb Rd)
- ☐ Partridgeberry Ln
- ☐ Pasture Rd
- ☐ Perry Ln
- ☐ Pond Rd
- ☐ Ridge Rd
- ☐ Rust Way
- ☐ Sawmill Dr
- ☐ Shirley Rd
- ☐ Stonefield Ln
- ☐ Sugar Hill Rd
- ☐ Sunset Pt
- ☐ Talbot Hill Rd*
- ☐ Trotter Ln
- ☐ West St (West of NH Route 10)
- ☐ Whitcomb Rd
- ☐ Wilson Pond Rd
- ☐ Woodale Ave
- ☐ Woodland Heights Dr

**Roadway changes into class VI road*


Swanzey Complete Streets
RESIDENTIAL STREETS
Rail Trail
Trail Heads
Complete Street Types
Residential
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Compact Neighborhood
Rural
State Route
Class VI
KEENE
MARLBOROUGH
WINCHESTER
TROY
RICHMOND
Ashuelot Rail Trail
Owens Dr
West St
Perry Ln
Cobble Hill Rd
Partridgeberry Ln
Centerview Dr
Oliver Hill Rd
Josiln Rd
Pasture Rd
Wilson Pond Rd
James Rd
Marcy Hill Rd
Fox Run Rd
Massey Hill Rd
Talbot Hill Rd
Day Rd
Whitcomb Rd
C L Ln
Blake Rd
Katie Ln
N
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1
Miles

RESIDENTIAL STREET ELEMENTS









RESIDENTIAL STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- 5‘ minimum on at least one side of street
- 2’ minimum paved shoulder on both sides of street in areas where sidewalks are not feasible
- Sidewalks ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- Located at least 5’ from edge of street pavement right-of-way permitting
- Consider use of pervious materials

Green Buffer

- 5‘ minimum , right-of-way permitting
- 2’ minimum area for snow storage
- Located adjacent to sidewalk
- Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- Consider use of bioswales or rain gardens for stormwater infiltration along roads with high stormwater runoff.

ROADWAY ZONE

Vehicle Travel Lanes

- 10‘ minimum; 12’ maximum

Shoulder

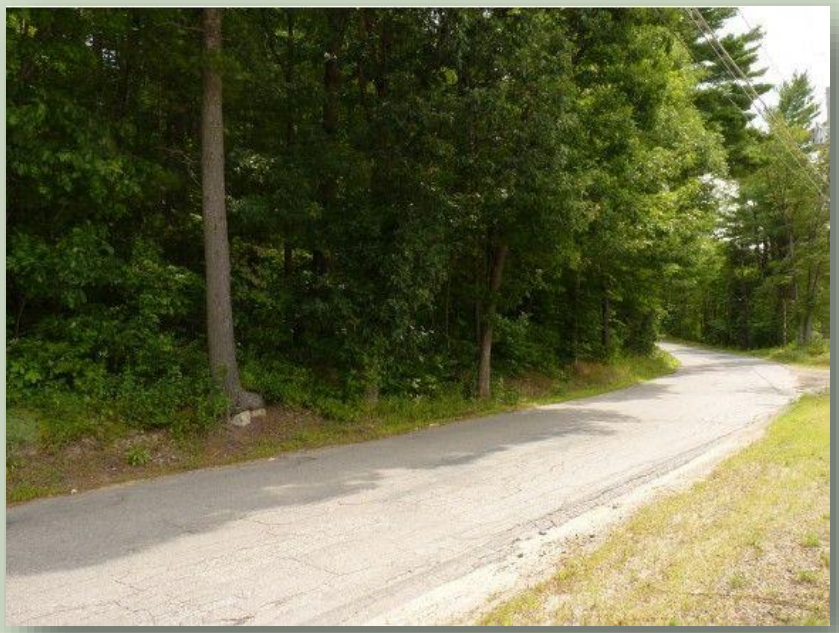
- 2’ minimum, paved shoulder
- Clear of debris

Pedestrian Crossings

- Place at intersections with arterial or collector roads
- 6-10’ wide
- Longitudinal ladder markings per MUTCD requirements
- Comply with ADA for smoothness and visibility
- If speeds and volume warrant, consider signage

RURAL STREETS

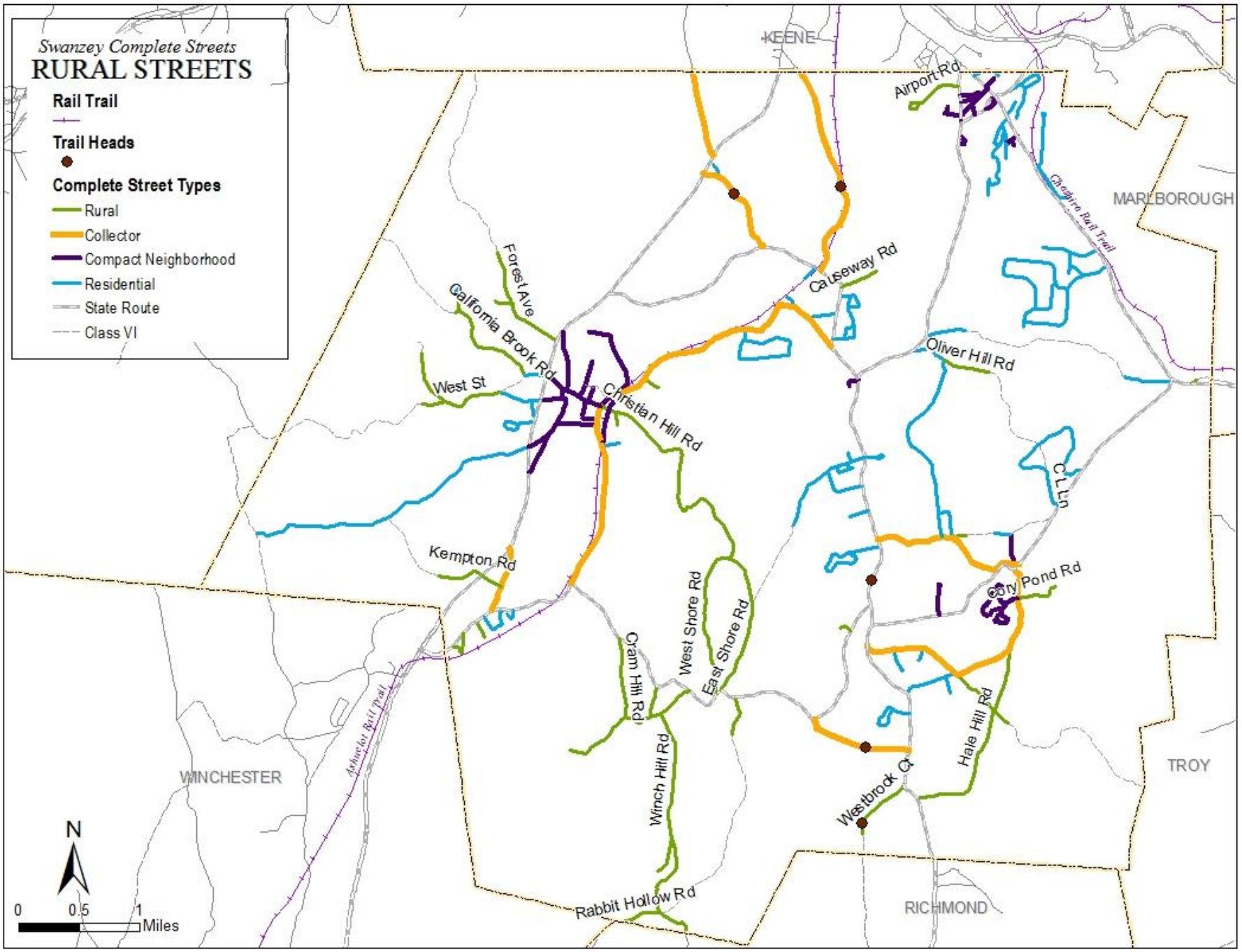
Residential Streets are located in rural areas of Swanzey. The predominant land use type in these areas are very low density residential development, agriculture, forestry, and open space. Rural Streets are exempt from the Town of Swanzey's Complete Streets Policy.



Above: Oliver Hill Rd East of Whitcomb Rd

Where are Rural Streets?

- Airport Rd
- Aldrich Rd
- Atkinson Hill Rd
- California Brook Rd
- Causeway Rd
- Christian Hill Rd
- Corliss Rd
- Cory Pond Rd
- Cram Hill Rd
- Depot Rd
- Dunn Hill Rd
- East Shore Rd
- Ellis Rd
- Forbush Ln
- Forest Ave
- Greenleaf Rd
- Hale Hill Rd
- Hillside Ave.
- Honey Hill Rd
- Kempton Rd
- Old Leonard Farm Rd
- Oliver Hill Rd (East of Whitcomb Rd)
- Owens Dr
- Pebble Hill Rd
- Rabbit Hollow Rd
- Sandy Rd
- Taylor Hill Rd
- Troy Hill Rd
- West Shore Rd
- West St (West side of NH Route 10, west of Class VI portion of California St)
- Westbrook Ct
- Winch Hill Rd


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California Brook Rd
West St
Christian Hill Rd
Oliver Hill Rd
C L Ln
Kempton Rd
Gory Pond Rd
West Shore Rd
East Shore Rd
Cram Hill Rd
Winch Hill Rd
Hale Hill Rd
Westbrook Ct
Ashuelot Rail Trail
Rabbit Hollow Rd
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STATE ROUTES

Though State Routes are not owned or regulated by Swanzey, they provide essential connections between Town streets and neighborhoods. The Town, to the greatest extent feasible, will encourage the NH Department of Transportation to develop and implement Complete Streets elements and considerations when working on projects or programs on local State Routes.



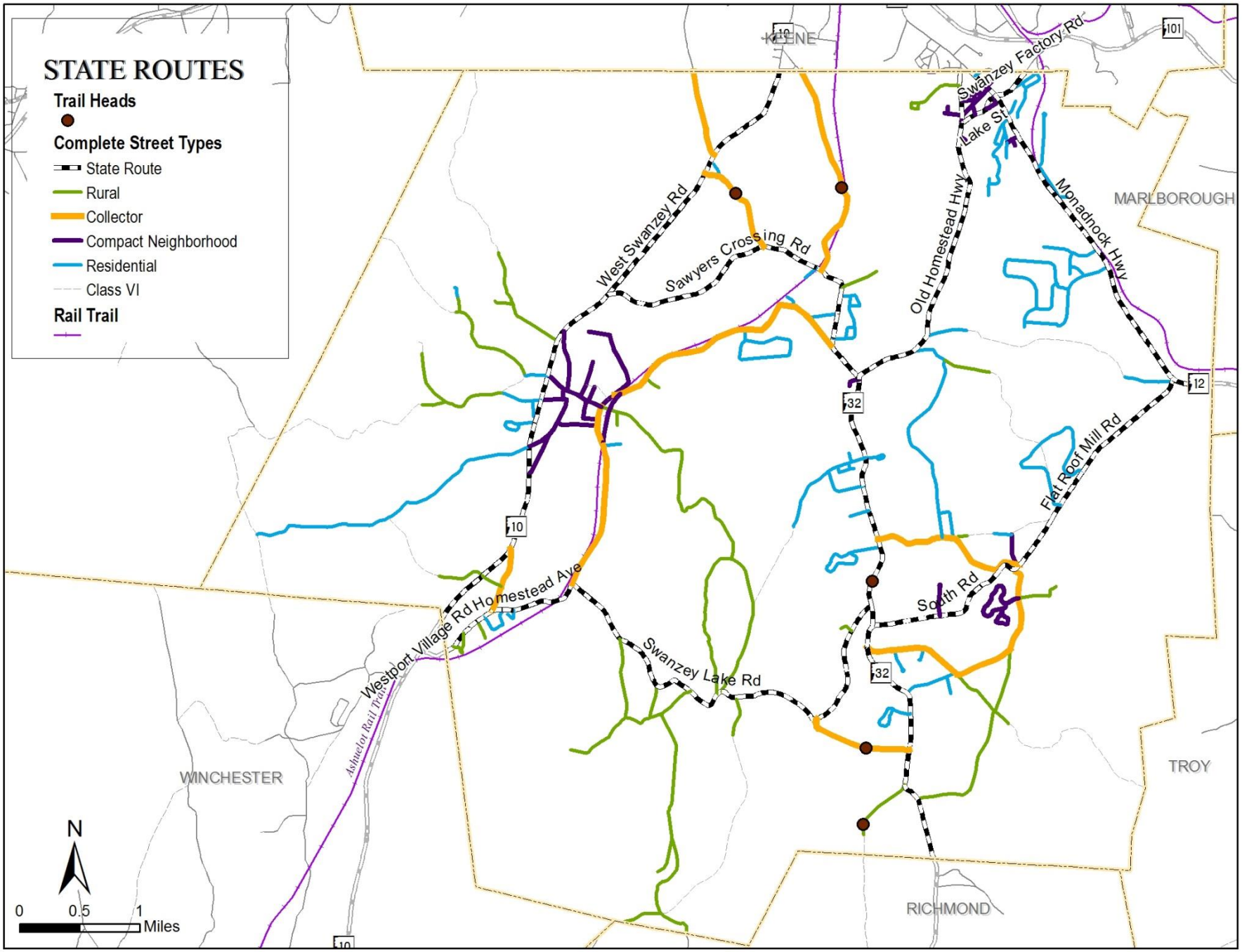
Above: NH Route 12 just south of Route 32 (looking north).

Where are State Routes?

- ☐ Flat Roof Mill Rd
- ☐ Homestead Ave
- ☐ Lake St
- ☐ Monadnock Hwy (NH 12)
- ☐ Old Homestead Hwy (NH 32)
- ☐ Sawyers Crossing Rd
- ☐ South Rd
- ☐ Swanzey Factory Rd
- ☐ Swanzey Lake Rd
- ☐ West Swanzey Rd (NH 10)
- ☐ Westport Village Rd

Many recent Swanzey planning initiatives and projects have recognized the importance of incorporating Complete Streets design elements into State Routes. Swanzey has recommended that NHDOT improve walking and biking convenience and safety, slow traffic, provide gateway signage, and even consider future transit users. Some recent examples of support for these changes include:

- NH 12/Swanzey Factory Road/Lake Street Intersection Redesign Project, Project #15697 (2015)
- NH 12 South Corridor Study (2015)
- Sawyers Crossing Road/NH 32 Road Safety Audit (2013)
- Plan NH West Swanzey Charrette (2012)
- NH 10 Job Access Study (2009)


STATE ROUTES
Trail Heads
Complete Street Types
State Route
Rural
Collector
Compact Neighborhood
Residential
Class VI
Rail Trail
KEENE
MARLBOROUGH
WINCHESTER
TROY
RICHMOND
Swanzey Factory Rd
Lake St
West Swanzey Rd
Sawyers Crossing Rd
Old Homestead Hwy
Monadnock Hwy
Flat Roof Mill Rd
South Rd
Swanzey Lake Rd
Westport Village Rd
Homestead Ave
Ashuelot Rail Trail
N
0
0.5
1
Miles

ADDITIONAL RESOURCES

For additional information on Complete Streets, visit the following organizations' websites and web-based resources.

- National Complete Streets Coalition
  http://www.smartgrowthamerica.org/complete-streets

- Healthy Eating Active Living (HEAL) NH
  http://www.healnh.org/index.php/complete-streets-policies

- American Planning Association
  https://www.planning.org/research/streets/resources.htm

- American Association of Retired Persons (AARP)
  http://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html

- U.S. Department of Transportation
  http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm#s3