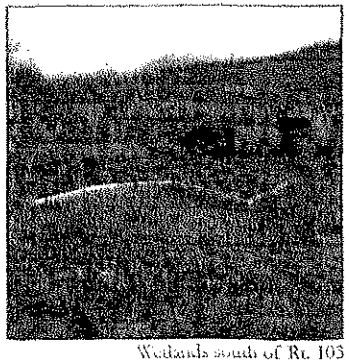
WARNER APPENDIX A

Natural Connections to the Commercial District:

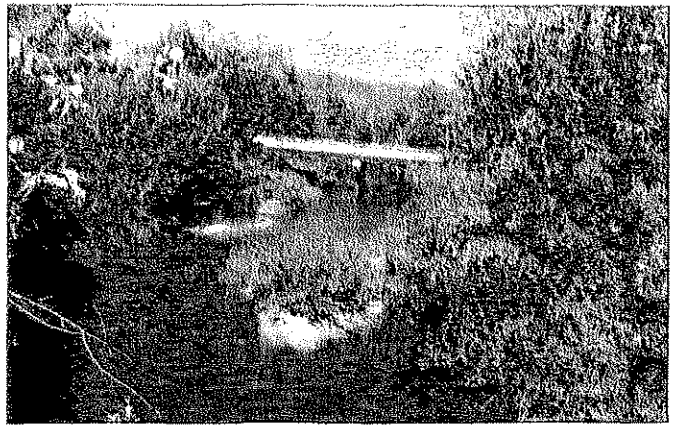
The region discussed in the charrette contains a multitude of natural resources. The scenic and historic Warner River passes on the edge of the district. Stevens Brook, a tributary of the Warner, meanders on the western edge between the development and Interstate 89. The entire commercial district is a viewshed for Mount Kearsarge. Wetlands border the southern boundary of the development parcels south of Route 103. All of these fragile ecological areas are assets to both the community and the commercial businesses nearby. With awareness and planning, the ecological and economic future of this district will be sustainably preserved.

To optimize the integration of the commercial district with the rest of town, residents recommended the use of human-made and natural features. A key highlight in the district is the proximity of the Warner River. A half mile downstream is the current 'Riverside Project', a federally funded matching grant project that is revitalizing the ball fields and access to the Warner River. A portion of the grant provides for a 'Riverwalk' trail system, complete with boat access and granite benches on the river. Public input suggested an extension of the 'Riverwalk' to the commercial district.

Stevens Brook along Rt. 89



Wetlands south of Rt. 103



Warner River

Another possibility recommended for alternative entry to the district is the use of the old railroad bed that passes nearby, as part of a 'Rails to Trails' network. Additionally voiced by the public is an extension of Warner's Main Street sidewalk almost a mile to the commercial district. Waterloo village residents also desired a sidewalk to extend from the commercial district west to Waterloo. All of these suggestions allow pedestrian and bicycle users to travel safely for both exercise and pollution-free living.

The community prides itself on the protection of the Mink Hills, the Warner River, and Mount Kearsarge. These environmental values should be represented in the developing commercial district as well. The nearby water bodies of Stevens Brook and the Warner River are sources for the town's drinking water supply. Environmental safeguards from point and non-point pollution in the district should strongly be enforced to protect the water supply; the health of the community depends upon this.

Excerpted from The Warner Master Plan

Adopted in 2018

7.2 Transportation Chapter Goals and Objectives

Following a comprehensive Master Plan Community Survey and a number of Master Plan Visioning Sessions carried out in late 2008/early 2009, the following goal was established to aid with the development of this transportation strategy for Warner:

Goal TR-1: *Promote the improvement of public roads in Town;* ***encourage a system of transportation that will meet the mobility needs of all local residents*** *by providing for the efficient movement of people, goods, and services within Warner and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner.* CHAPTER 7 - TRANSPORTATION PAGE 86 WARNER MASTER PLAN ADOPTED MAY 16, 2011

Continues on next page...

This goal is supported by the following objectives:

- • Generally, future development in Warner should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed
- • Regularly monitor road conditions in the town to ensure that those projects with the most urgent need are adequately addressed
- • Utilize available traffic count data from NHDOT & CNHRPC to identify corridors and routes that may become impacted in the future by current development trends
- **• Identify major commuter roads used to enter and exit Warner and work to make them more efficient and safe**
- **• Create a Town infrastructure that allows people who work in Warner to get to and from their place of employment in an economical, timely and sustainable manner**
- **• The Town of Warner should facilitate the creation of a pedestrian infrastructure network that allows safe, efficient, reliable, and continuous travel throughout Town**
- **• Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes**
- **• Create an environment in which bicycling is an attractive alternative to motorized modes of traffic**
- **• Where applicable utilize traffic calming measures to make Warner more accessible for pedestrians and other non-motorized forms of transport**
- • The Planning Board should maintain its policy of requiring developer sponsored off-site improvements
- • During the lifetime of this plan, the Town of Warner should build upon the requirements of its current Site Plan Review Regulations, and establish a set of access management guidelines in order to alleviate traffic congestion in Town These guidelines should be utilized by the Planning Board in considering proposals for new development in Warner
- • Work with District 5 of the NHDOT to ensure the adoption of a Memorandum of Understanding between the Town of Warner and NHDOT regarding access management issues on state roads in Warner
- • To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings
- • Improve the existing park & ride service in Warner by expanding capacity and improving access management issues in the Exit 9 area
- **• To ensure that transportation options and services are available to all residents of Warner regardless of socio-economic status**
- • The Town of Warner should adopt a set of road construction standards that allow for and encourage a variety of road types that enhance the uniqueness of Warner's current and future transportation infrastructure

Continues on next page...

- • Establish a method of identifying potential scenic routes and roads in Warner to ensure that the intrinsic aesthetic and historic qualities of the Town are protected and preserved
- • Discourage inappropriate, scattered and premature development along Class VI roads in Warner
- **• Encourage, support and facilitate an expanded Town Trail network in Warner**
- • Ensure a safe, reliable, and efficient system of bridges that will meet the transportation needs and goals of the town
- **• Ensure that all residents of Warner have safe and efficient access to alternative routes in the event of an emergency**

7.3 Planning Policy Context

Transportation system improvements need to be carried out in a coordinated manner

WARNER

Appendix C:

Excerpt from:

Simonds School Safe Routes to School Travel Plan

2011

As a result of this study, the committee looks toward the possibility of a significant SRTS infrastructure project in the future that might include extending the existing sidewalk northwards along Kearsarge Mountain Road to create an improved pedestrian environment for students and parents alike who have the potential to travel this route to school. The committee has also recommended that the school bus drop-off and collection point located on the elementary school campus be improved to create a safer area for kids walking to and from the waiting school buses. **It is also recommended that an engineering consultant be engaged to complete a comprehensive engineering study to examine the possibility of improving pedestrian and biking facilities along Route 103 (Main Street) from Warner Village center to the Exit 9 Area**.

The purpose of the district is to: provide a framework for development in this area as a commercial and social hub for the community, compatible with Warner's character as an historic New England town, and providing an appropriate entrance to the Village.

An important consideration in the district is that accommodations shall be provided within and between developed parcels for non-vehicular travel, specifically including travel by foot and bicycle.

The permitted uses and uses allowed by special exception in the Intervale District are a subset of those allowed in the C-1 District, eliminating uses that do not further the overall purpose of the district. Uses not permitted include automotive repair and sales, a majority of Wholesale, Transportation and Industrial uses, and agricultural uses. Site Plan Review Regulations Updated Site Plan Review Regulations and Design Review Standards were approved in May 2003. The regulations and standards contain a variety of elements that serve to clarify the requirements for developers of commercial or multi-family developments in Warner. Many examples of current planning practice are included in the current regulations, including:

EXCERPT FROM:

BICYCLING & PEDESTRIAN SAFETY ASSESSMENT FOR WARNER

Prepared by Central New Hampshire Regional Planning Commission
November 2011

PAGE 5-6

Positives

The town has a well defined town center area.

The downtown area has a mix of uses including housing, retail, work places, education, and recreation.

There are many destinations within walking and bicycling distance of each other.

There is an existing sidewalk network to improve and build from.

There is already a fair amount of pedestrian activity in the downtown area.

Many rural roads in town are conducive for recreational bicycling.

A network of trails is available for recreational use.

An abandoned railroad corridor passes through downtown and remains relatively intact.

Opportunities for Improvement/Areas of Concern

Automobile/Pedestrian/Bicycle conflict locations along Route 103 especially near I-89 exit 9 interchange

Lane widths on parts of Route 103 fairly wide, leaving the shoulders relatively narrow.

Some sidewalks are in variable condition.

Gaps exist in sidewalk network.

Some truck traffic along Route 103

Surface conditions are poor in some areas.

"Y" type intersections and wide radius turns throughout town encourage speeding and create an unsafe condition for all road users.

4 Bicycling & Pedestrian Safety Assessment for Warner – January 2012

Route 103 and I-89 on/off ramps

This area is a commercial center for the town of Warner with a grocery store, gas stations and multiple places to eat all adjacent to the highway. The lanes on Route 103 are all in excess of 12' across including the shoulders.

There are no sidewalks in this area except for short pieces at the entrance to Market Basket Plaza

There are no crosswalks in this area

The driveways at the Shell station are undefined and allow people to accelerate in and out without much regard to other roadway users.

The entrance to the Market Basket Plaza is exceptionally wide and has very wide turning radii. This creates a hazardous condition for bicycles and pedestrians by having a long crossing distance and allowing higher automobile speeds through the intersection.

Given the location's proximity to Downtown, additional development in this vicinity may attract more non-motorized travelers. Particular attention could be given to access management

Route 103 (West Main) from Exit 9 to Village Center

This stretch of road is an important connector and potentially a major non-motorized corridor connecting downtown Warner to the emerging commercial center at Exit 9.

Medium density residential with nearby mixed uses are fairly conductive to non-motorized travel

There are no sidewalks along this corridor

Bicycle Shoulders are narrow to non-existent

Route 103 through Village Center

5 Bicycling & Pedestrian Safety Assessment for Warner – January 2012

Sidewalks are present on at least one side through most of the village. Pedestrian accommodations end near the community center north of downtown and end at Old Main St. South of downtown.

Head in angle parking can create conflicts with cyclists in village center.

Hill and corner at Old Main St. creates dangerous blind intersection.

Intersection with Schoodac Rd. promotes speeding through stop sign.

In front of the fire department there is a large segment of sidewalk missing with no crosswalk in place.

The wide turning radii at several intersections along Route 103 encourage speeding and enables motorists to maneuver without slowing down. This can create hazardous conditions for bicycles and pedestrians.

Geneva Sreet.

Geneva Street is a vital link to the elementary school. There are sidewalks with a curb on most of the street but they do not connect all the way to Route 103.

WARNER
APPENDIX F

KV Partners LLC
P.O. Box 432, New Boston, NH 03070 (603) 413-6650

MEMORANDUM

Project: TAP Application - WARNER, NH

Subject: Planning Level Cost Estimate - 8' PATHWAY PROJECT

Date: March 1, 2021

Pathway/Sidewalk - West Main Street - Route 103 (3,750')

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COSTS
1	Mobilization	1	LS	$20,000.00	$20,000
2	Site Preparation	1	LS	$12,000.00	$12,000
3	Excavation	2400	CY	$20.00	$48,000
4	Rock Excavation	50	CY	$75.00	$3,750
5	Crushed Gravel	1,600	CY	$30.00	$48,000
6	Cement Concrete Sidewalks (Curb Ramps)	50	SY	$75.00	$3,750
7	3" Bituminous Trail	3,500	SY	$30.00	$105,000
8	Hot Bituminous Pavement Hand Work	160	TON	$140.00	$22,400
9	Granite Curb - Straight	3,400	LF	$30.00	$102,000
10	Granite Curb - Curved	240	LF	$35.00	$8,400
11	Concrete Class A	140	CY	$400.00	$56,000
12	12" HDPE - Drain Pipe	1,800	LF	$60.00	$108,000
13	Catch Basin	10	EA	$3,200.00	$32,000
14	Adjust Utility Gate or Curb Stop	10	EA	$250.00	$2,500
15	Reconstruct Catch Basin or Manhole	6	EA	$400.00	$2,400
16	Traffic Signs and Mountings	140	SF	$50.00	$7,000
17	Recatngular Rapidly Flashing Beacon	1	LS	$13,000.00	$13,000
18	Retroreflective Paint Pave. Markings, 4" Line	4,000	LF	$0.75	$3,000
19	Retroreflective Paint Pave. Markings, 12" Line	500	LF	$2.00	$1,000
20	Loam and Seed	1,500	SY	$5.00	$7,500
21	Maintenance of Traffic	1	LS	$20,000.00	$20,000
22	Dust and Erosion Control	1	LS	$12,000.00	$12,000
	Miscellaneous (15%)				$95,655

Total Estimated Construction Costs (2021 Prices)	**$733,355**
Cost Escalation assuming 2023 construction (3% per year)	**$44,001**
TOTAL ESTIMATED CONSTRUCTION COSTS	**$777,356**
Preliminary and Final Design Engineering (16%)	**$124,377**
Right of Way	**$25,000**
Construction Engineering (16%)	**$124,377**
TAP Grant Application amount	**$1,051,110**

Surveys Surveys The SRTS Committee, in partnership with Simonds Elementary School and the Central New Hampshire Regional Planning Commission, undertook a comprehensive survey of parents whose children attend the elementary school, using standard forms and procedures for SRTS programs through a web-based survey platform known as Survey Monkey (http://www.surveymonkey.com). The results of this December 2008 survey revealed strong parental support for transportation enhancements in Warner which create increased opportunities for children who wish to walk or bike to school.

Predictably, safety issues are of high concern to parents in considering whether to allow their children to walk or bike to school. For example, 67% of parents identified the speed and volume of traffic in Warner as a reason why they do not allow their children to walk/bike to or from school. To the same question, 69% said that the reason was the condition of sidewalks/pathways.

The responses to the question "Would you let your child walk or bike to/from school if these problems were changed or improved?" highlight that specific transportation improvements would result in more favorable conditions for children to walk or bike to school. Just over 51% or respondents said yes if sidewalks or pathways were improved, and 41% agreed that reductions in traffic speed in the vicinity of the school would result in them looking more favorably on their children walking or cycling to Simonds Elementary School. Potential attitudes toward these issues helped to frame the SRTS Committee's discussions and form a basis for the projects targeted for development through each phase of Simonds Elementary School's SRTS applications.

In September 2009, teachers in the elementary school completed one week walking/biking classroom tallies using the standard forms and procedures for SRTS programs. In addition, CNHRPC staff met with groups of students to further discuss the issues surrounding walking/biking to school.

The survey responses reveal that despite the relatively short distance from home to school for a number of students most have not or are not allowed to walk/bike to school. Almost 47% of respondents identified a private family vehicle as their preferred transportation option for getting to and from school. This was followed by the school bus at 42%. Only 5% of students walk to school, while not one respondent indicated that biking is the preferred transportation choice for their children. This clearly indicates that facilities for biking and walking to and from the elementary school are less than ideal, and do not present a good perception of safety. Similar results were recorded for the transportation mode of choice on leaving school.

Even though walking or using a bicycle to get to school is rare, almost 80% of parents stated that it would be healthy or very healthy for their child to walk or bike to school. Clearly, removing barriers to walking and biking would be beneficial in the minds of most parents.

WARNER

Appendix H

SIMONDS ELEMENTARY SAFE ROUTES TO SCHOOL TRAVEL PLAN

Accident Data Detailed accident data for the study area was collected from NHDOT and Warner Police Department reports from 2005-2007. **Vehicular accidents were most common** along the main routes in town, specifically **Main Street, Route 103** and Kearsarge Mountain Road. More detailed accident analysis is contained in Table 4 on the following page.