

PUBLIC ROADS AND TRANSPORTATION

INTRODUCTION

The regional rate of traffic growth in the Upper Valley Region for the 1996-2008 period averaged 2.2%. This rate of growth will be maintained it has resulted in significant increases in traffic volumes in the Route 12A and Route 120 corridors to Lebanon and Hanover. Development in Lebanon and West Lebanon has created a negative attitude to the consideration of new commercial development in the Plainfield and Meriden communities. Residents want their sections of the community to remain rural and, thus, are apt to reject any attempts at commercialization that would change the current quality of the rural environment.

PUBLIC ROAD SYSTEM

The public road system in Plainfield remains at about 103 miles. There are 6.31 miles of Class I roads that make up the State highway system, 13.14 miles of Class II roads that are the secondary State highway system, and 59.75 miles of Class V roads that are the responsibility of the municipality. Most of the roads in Town are the Town's responsibility. Almost half are unpaved. Map XXX provides a comprehensive view of these roads.

Table XXX-Highway Mileage by Legislative Classification

Legislative Class	Description	Mileage
I	Class I, Trunk Line Highways , consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of cities and towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections.	6.31
II	Class II, State Aid Highways , consist of all existing or proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the satisfaction of the Commissioner of Transportation are maintained and reconstructed by the State. All bridges improved to state standards on Class II highways are maintained by the State. All other bridges on the Class II system shall be maintained by the city or town until such improvement is made. Bridge Aid funds may be utilized to effect such improvements.	13.14
V	Class V, Rural Highways , consist of all other traveled highways which the city or town has the duty to maintain regularly.	59.75
VI	Class VI, Unmaintained Highways , consist of all other existing public ways, including highways discontinued as open highways, and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon for five (5) successive years or more. However, if a city or town accepts from the state a Class V highway established to provide a property owner or property owners with highway access to such property because of a taking under RSA 230:14, then notwithstanding RSA 229:5, VII, such a highway shall not lapse to Class VI status due to failure of the city or town to maintain and repair it for five (5) successive years, and the municipality's duty of maintenance shall not terminate, except with the written consent of the property owner or property owners.	23.64
TOTAL		102.84

ROAD AND BRIDGE MAINTENANCE

The maintenance of the road network is one of the major expenses of the operating budget of the Town of Plainfield. The highway budget remains at about 35% of the Town's total annual non-school operating expenditures. The Town highway maintenance program receives a significant amount of attention from the community and its leaders. The consistently good condition of the Town's roads reflects the positive attitude of the Town Road Agent. The use of computer technology, such as the Road Surface Management System (RSMS) program, and the interaction of the Town Road Agent with peers in the neighboring communities, should also be encouraged. **Table XXX** shows total highway expenditures in Plainfield for the years 2004 to 2009.

Table XXX- Plainfield Highway Expenditures 2004-2009

Year	Total Highway Expenditures	Total (Non-School) Operating Expenditures
2004	\$589,080	\$1,531,772
2005	Not Available	Not Available
2006	\$638,062	\$1,663,841
2007	\$686,569	\$1,751,845
2008	\$711,228	\$1,816,330
2009	\$627,269	\$1,727,815

There is currently no comprehensive information about the condition of Plainfield's roads. The NHDOT maintains data on the condition of state roads in the Town of Plainfield- NH Route 120, NH Route 12A, and Stage Road as part of its Road Surface Management System. Ratings are assigned by evaluating three indices. The Ride Comfort Index (RCI) evaluates road cracking and indicates how the public views the road. Ride quality or roughness is evaluated through measurement of an axle's vertical acceleration averaged between the two rear tires. The Surface Distress Index (SDI) is a visual inventory of road surface cracking. The Rut Rate Index (RRI) measures the frequency distribution of rut depths. **Table XXX** shows current pavement conditions on state-owned highways in the Town of Plainfield.

Table XXX- Pavement Condition on State Highways in Plainfield

Road	Segment	Rating	Summary
NH Route 120	From Stage Road to the Cornish Town Line	Red	Major Work Required
NH Route 120	From Stage Road to the Lebanon City Line	Yellow	Some Work Required
Stage Road	From NH Route 120 to NH Route 12A	Yellow	Some Work Required
NH Route 12A	From Old County Road to the Lebanon City Line	Yellow	Some Work Required

NHDOT's data indicates that much of the state highway mileage in the Town of Plainfield requires "some" (e.g. pavement rehabilitation) or "major" (e.g. full-depth reconstruction) work. The New Hampshire Department of Transportation also assigns sufficiency ratings to bridges based on inspections by their Civil Engineering staff. The sufficiency ratings are based on a color-coded system, the most notable of which being the "red list." Red list bridges require interim inspections due to known deficiencies, weight restrictions, or type of construction. Currently, one bridge in Plainfield is listed on the Municipal Red List: The Meriden/Mill Covered Bridge on Colby Hill Road (over Bloods Brook). The bridge is listed as "Functionally Obsolete," primarily due to its type of construction.

While the Town of Plainfield is not responsible for maintaining state highways, the condition of these roads greatly affects residents. Maintenance or repair projects on state highways are completed by the NHDOT and must compete with other state roads for limited funds. The Town of Plainfield is entitled to

representation on the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) Transportation Advisory Committee (TAC), which is the group responsible for prioritizing Ten-Year Transportation Improvement Plan projects in the region. The Town of Plainfield should maintain active representation on the UVLSRPC TAC to ensure that state infrastructure needs in the Town of Plainfield are fully considered in each NHDOT Ten-Year Plan update cycle.

The Town of Plainfield maintains nearly 60 miles of Class V roads. As roadway reconstruction projects are very expensive, maintaining roads in consistently good condition to prevent severe deterioration can help to keep the costs down. The Town of Plainfield should consider using a pavement management system to assist in prioritizing maintenance. This system consists of a methodology that is used in managing municipal highways and developing a budget and priorities for roadway improvements. “Worst first” maintenance policies can end up costing a community greatly as roads that could be repaired inexpensively are sometimes left to deteriorate while roads already too far gone receive needed highway funds and would probably require no additional cost if repaired later.

The Town of Plainfield has been proactive in Capital Reserve Funds for highway maintenance, highway equipment, and bridge repair/reconstruction. This is an important practice and should continue.

Road and Bridge Maintenance Recommendations:

- Maintain active representation on the UVLSRPC TAC to ensure that state infrastructure needs in the Town of Plainfield are fully considered in each NHDOT Ten-Year Plan update cycle.
- Consider implementing a local Road Surface Management System to assist in prioritizing local road maintenance needs.
- Maintain a long-range improvement program for existing roadways, bridges and culverts to assist in the Town’s capital improvement and/or budget planning processes.
- Maintain a local inventory of Class V roads and develop a detailed inventory of Class VI roads.
- Continue annual investments in highway maintenance, highway equipment, and bridge repair/reconstruction Capital Reserve Funds.

TRAFFIC IN PLAINFIELD

Looking ahead to Plainfield's future, unless there is some remarkably large traffic-generating land use that locates in Town, there should be no surprising increase in traffic volume. Table XXX contains projections made by the Upper Valley Lake Sunapee Regional Planning Commission with the most recent data available. Overall, an increase of 2.2% per year in average daily traffic is expected.

Table XXX-Average Daily Traffic: 1999-2008 with Traffic Projections for 2013 and 2018

Location	Average Annual Daily Traffic (AADT)										Projected AADT	
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2013	2018
NH 120 South of Methodist Hill Road	2500	*	*	2800	*	2900	*	*	2900	*	3230	3480
NH 12A North of Stage Road	2700	*	*	3200	*	*	3300	*	*	3200	3550	3820
Stage Road West of Penniman Road	*	*	850	*	*	910	*	*	860	*	980	1090
Willow Brook Road at Cole Brook	*	*	940	*	*	980	*	*	850	*	970	1080
Hayward Road over Blow-Me-Down Brook	*	*	100	*	*	*	100	*	*	90	100	130
Westgate Road over Blow-Me-Down Brook	*	*	190	*	*	*	190	*	*	190	210	260
Daniels Road over Blow-Me-Down Brook	*	*	190	*	*	*	300	*	*	300	330	410

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Stage Road over Blow-Me-Down Brook	*	*	720	*	*	*	850	*	*	790	880	1090
Hell Hollow Road over Blow-Me-Down Brook	*	*	170	*	*	*	210	*	*	160	180	220
Penniman Road over Blow-Me-Down Brook	*	*	270	*	*	290	*	*	280	*	320	360
Colby Hill Road over Bloods Brook	*	*	210	*	*	250	*	*	190	*	220	240
NH 120 over Bloods Brook	*	*	2900	*	*	3000	*	*	3200	*	3430	3680
Bean Road over Bloods Brook	*	*	530	*	*	520	*	*	460	*	520	580
Methodist Hill Road over Great Brook	*	*	390	*	*	410	*	*	540	*	620	690

Source: UVLSRPC, 1999-2008 Traffic Counts and *Projections*.

The Upper Valley Lake Sunapee Regional Planning Commission conducts traffic counts at 14 locations throughout the Town of Plainfield by contract with the New Hampshire Department of Transportation. These locations are counted every three years. Most of the counts are conducted on the state highway system or at bridge locations. The Town may consider developing or contracting for a local traffic counting program to monitor traffic volumes on local roads in Plainfield.

Traffic Recommendations:

- Consider developing or contracting for a local traffic counting program to monitor traffic volumes on local roads in Plainfield.

ROAD AND HIGHWAY ACCESS

An important piece of State legislation pertinent to roads in Plainfield is *Driveways and Other Accesses to the Public Way (RSA 236, Section 13)*. The law states that anyone wishing construct or substantially alter any driveway, entrance, exit or approach within the right-of-way of any Class I, Class III or the State-maintained portion of a Class II highway, must apply for a permit with the New Hampshire Department of Transportation (NHDOT). In Plainfield, this requirement applies to any new or substantially altered access points along Routes 12A and 120, and Stage Road. The NHDOT standards require that:

- The safest possible location for access shall be selected;
- There must be adequate drainage and grades to permit a safe and controlled approach to the highway in all seasons of the year;
- No more than one access shall be allowed per parcel of land (a commercial or industrial enterprise and a subdivision are considered a single parcel under the law), unless there is an all season safe sight distance of four hundred feet (400') in both directions along the highway;
- No more than two (2) access points shall be allowed from any one highway to any one parcel of land unless the parcel's frontage along that highway exceeds five hundred feet (500'); and
- The width of the driveway, entrance, exit, or approach shall not exceed fifty feet (50'), except for normal flare at its junction with the highway.

RSA 236:16 also regulates access to town-maintained roads. In towns that have adopted subdivision regulations, this legislation gives the planning board the power to adopt regulations to review access to town roads. Thus, the Plainfield Planning Board has the power to regulate access to any Town road. The Town has adopted standards that will ensure safe and controlled access points to all Town roads in all seasons of the year. An approved access permit is required in the Town's Zoning Ordinance, Subdivision and Site Plan Review Regulations. The Town should periodically review its adopted standards to ensure that best practices are being met, including:

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- The safest possible location(s) for access shall be selected;
- There must be adequate drainage and grades to permit a safe and controlled approach to the highway in all seasons of the year. The slope of the driveway or access point shall not exceed twelve percent (12%). Surface water runoff shall be diverted so it will not drain onto the roadway;
- The width of the driveway, entrance, exit or approach shall not exceed fifty feet (50');
- Only one access point shall be allowed per parcel of land (a commercial or industrial enterprise and a subdivision are considered a single parcel) unless the following all season safe sight distance in both directions along the road can be met:

<u>Road Class</u>	<u>Design Speed</u>
▪ Local Road	30 MPH or lower
▪ Collector Road	31 - 40 MPH
▪ Minor Arterial	41 - 50 MPH
▪ Arterial Road	51 MPH or more

- No more than two (2) access points shall be allowed from any one town road to any one parcel of land unless the parcel's frontage along that road exceeds five hundred feet (500'). The same ratio of two access points per 500 feet of frontage, provided the minimum safe sight distance requirements can be met, shall be used for parcels which have more than 500 feet of frontage.

Because the NHDOT regulates the issuance of driveway access permits on state highways and the Town of Plainfield regulates the use and development of parcels adjoining the roadway, managing access to state highways must be a cooperative effort between the town and the Department of Transportation. To facilitate this cooperation, the NHDOT has shown a willingness to enter into memorandums of understanding with communities around the state for coordinating access management on state highways. The Town of Plainfield should consider the possibility of entering into such an agreement with the NHDOT to cooperatively manage access in the Route 120, Route 12A, and Stage Road corridors.

Road and Highway Access Recommendations:

- Consider the possibility of entering into a Memorandum of Understanding (MOU) with the NHDOT to cooperatively manage access in the Route 120, Route 12A, and Stage Road corridors.
- Periodically review the Town's adopted standards for access to Class V roads to ensure that best practices are being met.

SCENIC ROADS

The Scenic Road designation permitted under state law protects trees and stonewalls situated on the public right-of-way of a particular road. This tool can help in the preservation of the rural, scenic and historical landscape in a town. As shown in Table XXX, thirteen roads in the Town of Plainfield have been designated as scenic roads.

Table XXX-Scenic Roads in Plainfield

Name of Road	Extent of Scenic Road Designation
Colby Hill Road	From Mill Bridge Westerly to its Junction with Columbus Jordan Road
River Road	From Ferry Hill Road Northerly to NH Route 12A
Daniels Road	From NH Route 12A Easterly to its Junction with State Road
Spencer Road	From Stage Road Southerly to its Junction with Westgate Road

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Kenyon Road	From Westgate Road Easterly to its Junction with Hell Hollow Road
Underhill Road	From NH Route 120 to Penniman Road
Whitaker Road	Entire Length
Grantham Mountain Road	Entire Length
Harriman Road	Entire Length
Black Hill Road	From Old County Road Easterly to the Point where Town Maintenance Ceases
Pierce Road	From NH Route 12A to River Road
Chellis Road	From Main Street to NH Route 120
Ladieu Road	From Colby Hill Road to Willow Brook Road

The procedure under RSA 231:157 allows 10 or more persons who are voters of the town or whose lands abut the proposed designated road to petition for a vote to be held at Town Meeting to consider the proposal, with Class I and II highways being excluded from this law. After Town Meeting designation, any repair, maintenance, reconstruction or paving work shall not involve or include the cutting or removal of trees, or the tearing down or destruction of stone walls, except with the prior written consent of the planning board or other designated municipal body and following a public hearing. However, the limited removal of natural and man-made obstructions is allowed for trees that are “public nuisances” threatening safety or property and for restoring the service of a public utility under emergency circumstances.

Per RSA 231:158, the Scenic Road classification does not affect the town's eligibility to receive state aid for road construction, nor does it affect the rights of abutting landowners to work on their own property.

Scenic Roads Recommendations:

- Continue to implement the State of New Hampshire's Scenic Roads law, and encourage the designation of new scenic roads to maintain Plainfield's rural character.

MAP XXX- PUBLIC ROADS AND SCENIC ROADS

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ALTERNATIVE TRANSPORTATION MODES

Local Bus Services

Community Alliance Transportation Services

Community Alliance Transportation Services (CATS) is a service provided by the Community Alliance of Human Services which provides a wide variety of services, including public transportation for the residents of Sullivan County. CATS provides deviated-route transportation services in the towns of Newport, Claremont, Cornish, Unity, and Sunapee. While the Town of Plainfield is not currently served by CATS, a potential expansion of their service to the Upper Valley could result in new a transit route that would directly serve Meriden Village.

The Upper Valley Lake Sunapee Regional Planning Commission has been approved for grant funding from the New Hampshire Department of Transportation to oversee the design of a new transit route between Claremont and the Upper Valley via NH Route 120. The route would be operated by CATS and would have stops in Cornish Flat and Meriden Village. Such a route could provide Plainfield residents with a direct transit connection to employment and shopping destinations in both the Upper Valley and the City of Claremont. The Town of Plainfield should be engaged in the design and implementation of this route. When implemented, the Town should consider providing an annual financial contribution to the operating costs of the route to ensure its financial viability.

Advance Transit

Advance Transit provides fixed-route public transit services to six Upper Valley communities: Lebanon, Hanover, Norwich, Hartford, Enfield, and Canaan. Advance Transit's service is fare-free and serves major employment destinations, including Dartmouth College and the Dartmouth Hitchcock Medical Center. Advance Transit does not directly serve the Town of Plainfield. However, it is important that when Community Alliance begins serving the Town of Plainfield, their services provide convenient connections to Advance Transit's fixed-route system.

Local Bus Service Recommendations:

- Participate in the design and implementation of a new transit service between Claremont and the Upper Valley via NH Route 120 to ensure that Meriden Village is adequately served.
- Consider providing an annual financial contribution to the operating costs of the Claremont-Upper Valley transit route to ensure its financial viability.

Human Service Public Transportation

Grafton County Senior Citizens Council

The Grafton County Senior Citizens Council (GCSCC) provides transportation services for senior citizens and people with disabilities in 39 Grafton County communities. The Council serves the Lebanon area with three lift-equipped buses. These buses primarily serve the towns of Lebanon, Hanover, and Enfield, but also provide limited transportation services for Plainfield residents two days a week. In 2008, the Council provided approximately 400 rides to Plainfield residents for medical appointments, senior center programs, and shopping. GCSCC also provides meals, elder care, and outreach services to the town. The cost of these services is partially offset by an annual financial contribution by the Town of Plainfield. The Town of Plainfield should continue this arrangement with the Grafton County Senior Citizens Council to

ensure that senior citizens and persons with disabilities have the mobility necessary to access medical appointments, senior center programs, and shopping destinations.

Human Service Public Transportation Recommendations:

- Continue making an annual contribution to the Grafton County Senior Citizens Council to ensure that senior citizens and persons with disabilities in Plainfield have the mobility necessary to access medical appointments, senior center programs, and shopping destinations.

Intercity Bus Service

Greyhound Bus Lines

Greyhound Bus Lines (formerly Vermont Transit) operates private, for-profit intercity bus service in White River Junction, Vermont. Services are provided to Burlington, Montreal, Boston, and New York City (via connection). Until public transportation services are implemented in the town of Plainfield, the Greyhound Bus Lines terminal can be reached only by automobile or taxi.

Dartmouth Coach

Dartmouth Coach operates private, for-profit intercity bus service in Lebanon, New Hampshire. Dartmouth Coach provides direct services to Boston (and Logan Airport), Stamford, and New York City. Until public transportation services are implemented in the town of Plainfield, the Dartmouth Coach terminal can be reached only by automobile or taxi.

Passenger Air Service

Lebanon Airport

Plainfield residents have convenient access to air transportation at Lebanon Airport. Passenger air service is available to Boston and White Plains, New York. Cape Air operates six flights per day to Boston and provides limited service to White Plains, New York. The Lebanon Airport is also a fully-equipped general aviation airport with ample hangar space. In 2009, the Lebanon Airport served approximately 12,000 passengers.

Manchester-Boston Regional Airport

The Manchester-Boston Regional Airport is located 70 miles from the Town of Plainfield. The Manchester-Boston Regional Airport is served by six airlines and offers non-stop service to nearly 20 destinations both in the continental United States and Canada. In 2009, the Manchester-Boston Regional Airport served nearly 3 million passengers.

Passenger Rail Service

AMTRAK Passenger Rail Service

AMTRAK's "Vermont" passenger rail service, operating between Montreal and Washington, D.C. via New York City, makes one stop per day in each direction in White River Junction and Claremont Junction, both are about 8 miles from Plainfield. There is no direct public transit link with the rail station, although taxi service is available into Plainfield.

Upper Valley Rideshare

Upper Valley Rideshare is a free carpooling program for Vermont and New Hampshire commuters facilitated by Advance Transit. Upper Valley Rideshare maintains a database of commuters who are interested in carpooling from 125 Vermont and New Hampshire towns. When commuters enroll in the program, they receive a "match list" of others who have similar commuting patterns. Members may then contact each other directly to set up a carpool or can coordinate with each other via an on-line "rideboard".

Park-and-Ride Facilities

Park-and-Ride facilities can reduce the prevalence of single-occupant vehicle use by providing a collection point for people from rural areas to carpool or take public transportation to their destination. Successful public transit routes connect densely populated residential areas with employment or commercial destinations. When public transportation is implemented that serves the Town of Plainfield, a small park-and-ride facility should be formalized in Meriden Village to provide a place for people in rural areas of town to park and take the bus into either the Upper Valley or Claremont.

Implementing a park-and-ride facility in Plainfield does not mean that a new parking lot must be constructed. Rather, existing privately-owned parking lots can easily be used as local park-and-ride facilities with the permission of the owner. The New Hampshire Department of Transportation has expressed a willingness to enter into a lease agreement with private entities to lease their parking lots for use as public park-and-ride facilities. In return, the owner of the lot receives a stipend that can be used to offset the cost of maintaining the lot.

For instance, park-and-ride facilities could be implemented with an agreement between a local church, non-profit organization, or other private entity. Such arrangements are cost effective, environmentally sensitive, and easy to implement.

Park-and-Ride Facility Recommendations:

- Work collaboratively with UVLSRPC and NHDOT to implement- through an agreement with a church, non-profit organization, or private entity- a local park-and-ride facility in the vicinity of Route 120 in Meriden Village to support local carpooling and potential public transportation ridership.

WALKING, CYCYLING, AND TRAILS

Pedestrian Needs

As evidenced in the 2006 Master Plan Survey, public opinion indicates that Plainfield residents desire pedestrian and bicycle-friendly village centers. Nearly two-thirds of survey respondents indicated that, "The Town should support the expansion of pedestrian and bicycle pathways, especially in the village centers." To encourage additional pedestrian activity, the Town and State must provide the facilities and amenities necessary for pedestrians. Currently, existing pedestrian facilities are limited to the Meriden Village area. Sidewalks do not exist in the following key areas:

- Bean Road between NH Route 120 and Flat Iron Road (Meriden)
- Main Street between Mitchell Drive and the Town Offices (Meriden)

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- NH Route 120 between Main Street and the Meriden Deli Mart (Meriden)
- NH Route 12A between Lawton Lane and Westgate Road (Plainfield)

In addition to sidewalks, crosswalks are also needed in some village locations. Crosswalks across state highways are granted under the authority of the New Hampshire Department of Transportation. NHDOT will not permit a crosswalk unless there is appropriate pedestrian infrastructure (e.g. sidewalks) on both sides of the crossing. Crosswalks are needed in the following areas:

- NH Route 120 between Main Street and Bean Road in Meriden Village
- NH Route 12A (Various Locations) in Plainfield Village

Pedestrian Recommendations:

- Support the development of additional pedestrian infrastructure, including sidewalks and crosswalks, at key locations in both Meriden and Plainfield Village.

Bicycling Needs

Similar to pedestrian accommodations, nearly two-thirds of survey respondents in the town's 2006 Master Plan Survey indicated support for additional bicycle pathways in Plainfield's village centers. The New Hampshire Department of Transportation designates bicycle routes along the state highway system. In Plainfield, NHDOT lists the following as designated bicycle routes.

Table XXX- NHDOT Designated Bicycle Routes in Plainfield

Road	Extent	Notes
NH Route 120	From Stage Road to Lebanon City Line	Advanced Skills Recommended
Stage Road	Entire Length	All Skill Levels- Use Caution
Penniman Road	Entire Length	All Skill Levels- Use Caution
NH Route 12A	From State Road to Cornish Town Line	All Skill Levels- Use Caution

The Town of Plainfield should work cooperatively with the New Hampshire Department of Transportation to improve bicycle safety along state highways in town through the course of regularly-scheduled maintenance or betterment projects (e.g. resurfacing and rehabilitation) on these roads. Such bicycle safety improvements could include increasing shoulder width or implementing traffic calming measures in Meriden and Plainfield Villages.

Some town roads also see significant bicycle traffic including Penniman Road, Willow Brook Road, and River Road. Bicycle safety improvements should also be incorporated into capital improvement projects on these roadways.

Bicycling Recommendations:

- Work cooperatively with the New Hampshire Department of Transportation to improve bicycle safety along state highways in town through the course of regularly-scheduled maintenance or betterment projects on these roads.
- Incorporate bicycle safety improvements into capital improvement projects on town roads with significant bicycle traffic including Penniman Road, Willow Brook Road, and River Road.

Trails

Trails are not simply a form of recreational travel, but can also comprise an important part of the town's transportation system. Trails encourage active living and can provide convenient connections between residential areas, recreational areas, and town services. The Town of Plainfield has a long history of encouraging the development and usage of a connected, easily-accessible trail network. In the 2006 Master Plan Survey, nearly three-quarters of respondents indicated that the town "should continue to encourage public access to the existing roads and trails by expanding the system of trails which connect publicly accessible open spaces and community facilities." Plainfield's trail system is discussed in detail in Recreation Chapter.

Trails Recommendations:

- Work cooperatively with local trails advocates and landowners to expanding the system of trails which connect publicly accessible open spaces and community facilities.

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