XII. TRANSPORTATION

Introduction

New London's transportation network is defined by its good connections with larger regional centers via Interstate 89 and New Hampshire Route 11. New Hampshire Routes 114 and 103A also make the Town a focal point for nearby towns which share our commitment to retaining this region's rural character. Because of its combination of scenic geographic location and easy access to surrounding towns and to larger, more distant population and commercial centers, New London has maintained its role as a strong sub-regional center for tourism, services and employment despite economic fluctuations. Consequently road transportation systems continue to figure prominently in the Town's overall planning strategy. Additionally, hiking and biking trails are an essential component of the area's tourism economy. Trails provide important recreational benefits for residents and visitors and can be developed as the basis for the long-term goal of creating a "livable, walkable community" enriching the commercial and residential center of New London while reducing the density of motorized transportation as the town grows.

Goals

The New London Planning Board continues to support the same broad transportation goals that have successfully guided the community's growth over the past decade:

1. To provide a cost-effective transportation infrastructure which will meet, to the greatest extent possible, the mobility needs of local residents; and which will provide for the safe, efficient movement of goods, services and people within and through New London;

2. To continue the excellent Town road maintenance and reconstruction program;

3. To minimize the negative impacts of traffic and transportation infrastructure on New London's natural and cultural resources.

4. To emphasize in the Town's transportation planning the importance of a "livable, walkable community" based on the development of a network of non-motorized pathways, trails, bike lanes and sidewalks enabling residents and visitors to enjoy pedestrian and bicycle access to the Town's business centers and recreational assets.

5. To develop cooperative planning processes with neighboring towns on transportation issues that build a healthy economic base while preserving our core commitment to retain the rural character of the region.

Community Survey Results

New Londoners, in the 2008 Community Survey, registered their opinions on transportation-related issues not specifically addressed elsewhere in this Master Plan that included the following.

Question # 1: There was only one transportation-related response in Question #1. When asked about the attributes that significantly contribute to making New London a desirable place to live and/or own property, respondents indicated that convenient access to the interstate highway system was the tenth highest attribute out of a total of thirteen attributes.

Question # 10: People responding to Question #10 asking about the importance of the twenty-five attributes listed indicated that:

- charming rural roads was the tenth highest rated attribute; and
- maintaining a natural vegetative buffer along rural roads was the eighteenth highest rated attribute.

Question # 23: As reflected in the responses to Question #23 to follow, about two out of three respondents were supportive or very supportive of expanding public transportation to major regional transportation hubs.

Planning Board Community Survey 2008		
Question #23: Do you support expanding public transportation to major regional transportation hubs? (Please choose one)		
	Response Percent	**Response Count**
Very Supportive	31.0%	139
Supportive	35.5%	159
Neutral	16.3%	73
Unsupportive	6.0%	27
Very Unsupportive	9.6%	43
Don't Know	1.6%	7
	Comments:	61
	answered question	418
	skipped question	67

Question # 24: Just over half of the people responding to Question #24 indicated they were supportive or very supportive of studying the feasibility of developing public transportation within the greater New London regional area.

Planning Board Community Survey 2008		
Question #24: Do you support studying the feasibility of developing public transportation within the greater New London regional area? (Please choose one)		
	Response Percent	**Response Count**
Very Supportive	22.3%	100
Supportive	29.5%	132
Neutral	22.5%	101
Unsupportive	14.5%	65
Very Unsupportive	11.2%	50
	Comments	55
	answered question	418
	skipped question	67

Question # 25: When asked in Question #25 about the support for developing a local transportation center in New London, responses were fairly evenly split providing no clear direction.

Planning Board Community Survey 2008		
Question #25: Do you support developing a local transportation center in New London? (Please choose one)		
Answer Options	Response Percent	Response Count
Very Supportive	14.5%	65
Supportive	22.5%	101
Neutral	27.2%	122
Unsupportive	16.7%	75
Very Unsupportive	12.3%	55
Don't Know	6.7%	30
	Comments:	60
	answered question	448
	skipped question	67

Question # 28: The following conclusions can be drawn from the responses to Question #28 that inquired about where and what type of improvements for pedestrian and bicycle connections people supported:

- Overall the most support was for multi-use paths;
- There was not a majority of support for any type of improvement in any identified location;
- Overall, the do not know responses were too high throughout reflecting the need for more education about the options.

Planning Board Community Survey 2008

Question #28: Where and what type of improvements for pedestrian and bicycle connections do you support?

Sidewalks are paved and allow pedestrians but not bicyclists.
Multi-Use Paths are constructed of crushed gravel and allow multiple uses such as walkers, runners, & mountain bikers. Bike Lanes are built on the side of the road with a painted stripe separating the bike lane from vehicle lanes for bike use only. Bike Paths are separate paved paths for bike use only that are built off-road. Check one response for each location.

Answer Options	No Improvement	Sidewalk Paved	Multi-Use Path	Crushed Gravel	Bike Lane Side of Road	Bike Path Off-Road	Don't Know	Response Count
Along Pleasant Street from Main Street to Job Seamans	19.7% (82)	21.1% (88)	26.5% (110)	1.4% (6)	12.0% (50)	3.4% (14)	16.1% (67)	417
Along Parkside Road & under the power line to	17.6% (72)	9.3% (38)	34.1% (140)	1.5% (6)	9.3% (38)	5.1% (21)	23.2% (95)	410
Along County Road from Newport Road to Parkside	15.7% (64)	19.6% (80)	26.0% (106)	0.7% (3)	13.2% (54)	3.9% (16)	20.8% (85)	408
Along Parkside Road from County Road to power line	19.1% (76)	8.6% (34)	28.2% (112)	1.0% (4)	13.9% (55)	4.0% (16)	25.2% (100)	397
Along Pleasant Street from Main Street to the Public	26.9% (108)	13.2% (53)	22.9% (92)	1.2% (5)	11.4% (460	2.5% (10)	21.9% (880	402
Along Route 11 from the NL Post Office to the Transfer	25.5% (106)	3.1% (13)	25.1% (104)	3.4% (14)	19.3% (80)	8.2% (34)	15.4% (64)	415
Along Seamans Road from Gould Road to the Colby-	22.9% (94)	14.6% (60)	25.5% (105)	2.2% (9)	10.2% (42)	5.4% (22)	19.2% (79)	411
Along Route 114 from Main Street to Bucklin Beach	21.8% (90)	6.6% (27)	31.1% (128)	1.5% (6)	16.5% (68)	4.4% (18)	18.2% (75)	412
From Town to Bucklin Beach	21.9% (90)	6.6.% (270	30.4% (125)	0.7% (3)	14.8% (61)	3.9% (16)	21.7% (89)	411
							Comments:	74
							skipped question	90

Land Use – Transportation Dynamics

National and state transportation agencies have, in recent years, come to recognize that transportation planning, in order to be effective, must be integrated with land use planning. Federal legislation, primarily the Intermodal Transportation Efficiency Act (ISTEA), has created

an entirely new framework for state transportation planning programs, in that it articulates the need for a multimodal, intermodal and multi-goal approach.

Transportation is not only closely linked to land use, it is a land use. A large percentage of New London's land area is taken up by transportation infrastructure, primarily roads and parking lots. Transportation uses have increasingly replaced other land uses as the settlement pattern has become more and more dispersed, and the Town's residents have come to rely on automobile travel as their primary mode of transportation.

Like any other land use, transportation impacts the environment, both through development of infrastructure and through motor vehicle use. ISTEA's more holistic approach to transportation planning permits protection of environmental and cultural resources to play a more important role in future infrastructure expansions. The presence of wetlands, rare flora, scenic views, historic buildings and interesting natural land forms all influence the planning process to a greater degree than in the past. Since most New Londoners cherish their high environmental quality, this integrated approach is a good idea.

New London has a vibrant and diversified core with a variety of commercial and residential uses. Most of the time, the village is buzzing with visitors, local shoppers and business people. There is usually a good mix of foot-traffic, cyclists and motor vehicles. The peripheral areas have largely followed the more recent national development trend of sharply segregated land uses, resulting in considerable travel distances between places that are essential to people's lives, such as home, work, shopping and school. A case can be made for returning to more traditional neighborhoods with a mix of diverse, but compatible, land uses. There are multiple benefits of such a development model, e.g. shorter travel distances and times, reduced number of trips, increased walking and bicycling, reduced infrastructure costs, improved environmental quality and greater social interaction within the community. Future zoning amendments in New London should, therefore, also be evaluated in terms of their transportation impacts.

Public Road System: Motorized Transportation

Transportation Infrastructure

Maintained and Unmaintained Roads

The public maintained road system in New London totals 81.29 miles. This number represents a moderate increase over the past decade. The Town is responsible for maintaining 54.9 miles of Town roads (67.5% of the total) and the State of New Hampshire is responsible for maintaining 26.4 miles of state and interstate roads in New London (32.5% of the total).

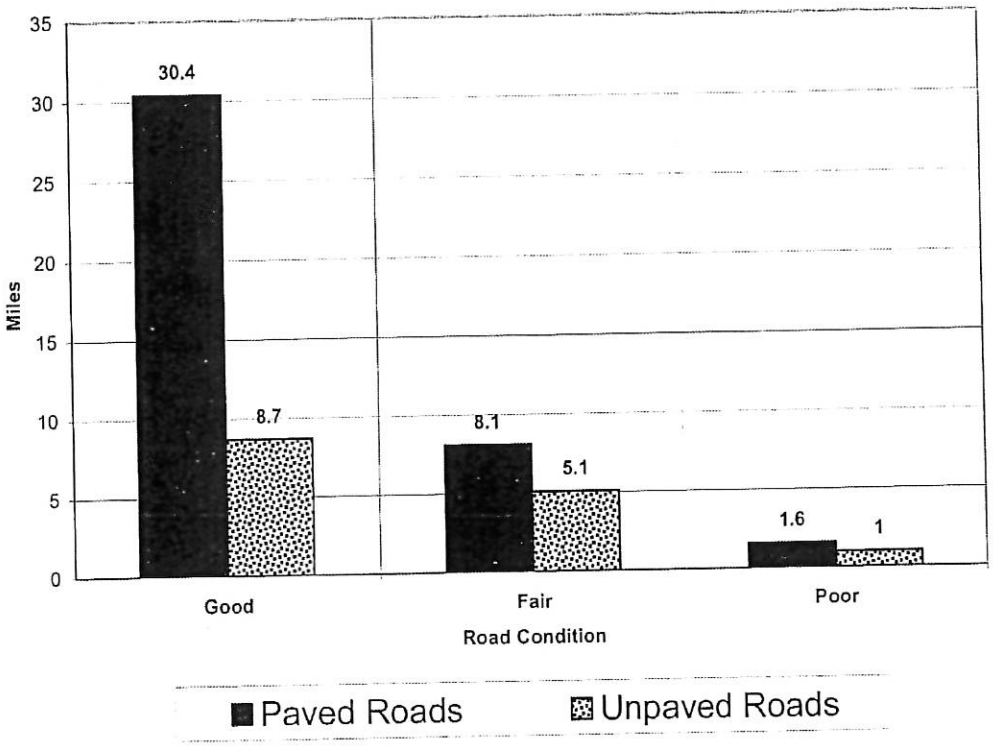
Putney Road is the only unmaintained Class VI town road in New London. The New London Board of Selectmen's policy is to not issue building permits along Class VI roads. This practice is prudent and should continue.

Road Conditions

The Town's roads are, overall, in good condition. In 1996, the Upper Valley Lake Sunapee Regional Planning Commission completed a Road Surface Management Survey (RSMS) of all the town-maintained roads and state highways, except interstates, in New London. Unfortunately the RSMS Data has not been updated since 1996 and since it is so outdated it is not presented here. However, the Director of the Public Works Department has indicated that over the past thirteen years the Town has been aggressively grinding and repaving paved roads

and working on gravel roads with ditch cleaning and gravel replacement. As reflected in the figure to follow, the Director of Public Works estimates that 39.1 miles of Town-maintained roads are in good condition, 13.2 miles are in fair condition and 2.6 miles are in poor condition. In 2008 the Board of Selectmen approved a plan to start paving some of the gravel roads.

FIGURE XII-1
Condition Ratings for Roads in New London - 2009



Source: Director of New London Public Works in May 2009

Bridges

There are thirteen state-owned and six town-owned bridges in the Town of New London. Most of the state-owned bridges are I-89 under- or overpasses. Town-owned bridges exist in the following locations: Goose Hole Road, Old Main Street, Lake Shore Road, Elkins Road, Hillcrest Road and Sherman Road.

Both state and town-owned bridges are generally in good condition. The NHDOT evaluates bridges utilizing a federal sufficiency rating from 0 to 100%. Bridges scoring less than 50% are considered in substandard condition. Bridges rated below 50% makes them eligible for federal funds that pay for 80% of the repair or replacement cost. In 2007, there were three bridges in New London rated below 50%. The lowest score in New London, 29%, is associated with the Elkins Road Bridge over the brook from Pleasant Lake just before the Wilmot Town line. Goose Hole Road bridge over the brook below Goose Hole Pond is rated at 40.5% and Elkins Road Bridge below Pleasant Lake Dam is rated at 49.7%. All other bridges have scores in excess of 50%. Hillcrest Drive bridge over brook from Pleasant Lake is rated at 57%, Lakeshore Drive bridge over Great Brook is rated 70.9% and Old Main Street bridge over Clark Pond Brook is

rated 96.9%. The state inspects the bridges every two years and the town is provided with a copy of the written report.

Off-Site Improvements

New Hampshire's development law is closely tied to transportation concerns. A town's Planning Board has the authority to adopt regulations which provide against scattered and premature subdivision of land due to lack of transportation infrastructure leading to the subdivision.

The New London Planning Board requires that any new subdivision road be built to the street standards specified in the Subdivision Regulations. However, even if a new road in a subdivision meets the Town's specifications, the other roads in the area may not be able to adequately handle the increased traffic resulting from the subdivision.

Although the Town of New London has a duly adopted Capital Improvements Program, the Town does not utilize an impact fee system, due to the small number of subdivision proposals/approvals and the complexity of implementing such a system. Instead, the Planning Board evaluates each application to determine whether or not it is "scattered and premature." Developers, as part of the approval process, may be required to pay their proportional fair share of relevant off-site road work.

As part of off-site improvements for proposed subdivision developments the Planning Board should require the developer to provide connections to trails and sidewalks to promote the Town as a "livable, walkable community".

Scenic Roads

Scenic Roads can be designated by a town meeting vote under RSA 253:17 and 18 allowing a town to designate any road, other than a state highway, as scenic. The main purpose of a scenic road designation is to help protect the scenic qualities of a town maintained road. To the people who live or travel along that road, the trees and stone walls may add significantly to the visual quality and may contribute greatly to the rural character of the area. The designation of a road as scenic is a declaration by the town that the road has important visual qualities which must be recognized and treated with care. Routine maintenance and repair of the road are not affected by this law.

Scenic roads are often enjoyed for recreational uses such as walking, hiking, jogging or biking. Some local roads are preferred by bikers specifically for their scenic values as well as their connections to long distance day-trip loops. Improving the reputation of New London and the Sunapee-Kearsarge region as a destination for biking tourism may include cooperating with neighboring towns to designate scenic roads and scenic routes which can be mapped and featured in tourist information. Scenic roads in other communities have been used as part of a bike and trail networks interconnecting inns and bed & breakfast establishments.

Tables XII-1 (Page 226) and XII-2 (Page 226) provide a listing of roads that have already been adopted as scenic, and those that could be considered for this designation.

TABLE XII-1
Existing Scenic Roads

Existing Scenic Road Names	Date Adopted
Camp Sunapee Road	March, 1973
County Road (Knight Hill Road to Tracy Road)	March, 1977
Pingree Road	March, 1982
Soo Nipi Park Road	March, 1982
Davis Hill Road	March, 1983
Whitney Brook Road	March, 1999
Forty Acres Road	March, 1999

Source: Town of New London Shaker Street - May 2012

TABLE XII-2
Potential Scenic Road Nominations

Names of Potential Scenic Road Nominations
Morgan Hill Road
Old Main Street
Goose Hole Road
Lake Shore Road
Bunker Road
Burpee Hill Road
County Road (Tracy Road to Route 103A)
Columbus Avenue
Baker Road
Tracy Road

Source: Town of New London

Driveway Access to Roads and Highways

An important piece of state legislation pertinent to roads in New London is RSA 236:13. This statute gives Planning Boards of municipalities, with duly adopted subdivision regulations, the same powers as NHDOT to regulate construction and alteration of driveways accessing public roads. While driveway permits to state-maintained roads in New London are issued by the NHDOT, town-maintained roads are under the Town's jurisdiction and subject to the Town's own adopted standards. New London has adopted driveway regulations that address a number of parameters including the number of driveways allowed from one property. New London's Driveway Regulations regulate the driveway from the fronting street to the building site or end of the driveway.

Winter Road Maintenance Practices

The Town Public Works Department has minimized the use of salt for winter maintenance on town roads for years now. This has been an effort to be sensitive to maintaining good water quality for both surface and groundwater since excessive salt application for winter road maintenance ends up increasing conductivity in the receiving water resources.

The town officials should continue to work with all the water protective associations to convince the NHDOT to minimize the use of salt on more state roads. NHDOT has continued to research and explore alternatives, including new technologies, to using salt for winter road maintenance.

NHDOT has applied reduced amounts of salt on Little Sunapee Road for the winters of 2007-2008 and 2008-2009. Additionally, NHDOT covered their salt storage with a new salt storage building and built a garage in 2007-2008 at their District Maintenance Facility at the east end of Little Lake Sunapee off Old Dump Road. The recent lake water quality test results have reflected a drop in the conductivity levels in the lake indicative of lower salt levels.

Additionally beginning in the winter of 2009-2010, NHDOT will begin applying reduced amounts of salt for about a mile section of NH Route 103A through the Herrick Cove area on Lake Sunapee.

Traffic and Safety on New London Roads

Traffic Accidents

The Police Department reports that the number of traffic accidents has dramatically increased from an average of 70 per year in 1995 and 1996 as documented in the 1998 Master Plan, to 164.5 per year, just ten years later.

There has been an increase in the number of vehicles that travel in and around New London, and the accidents have increased with the influx of traffic. Accident information for the six most accident prone locations is compared in Table VIII-3 between the 1995 and 1996 years with the 2006, 2007 and 2008 years. For example, in 1995 and 1996 Main Street had 4 accidents and 6 accidents each year respectively. In 2006, Main Street had 18 accidents and in 2007 there were 29 accidents on Main Street. During the years of 1995 and 1996, parking lots in New London had an average of 17.5 accidents a year, while in comparison the average number of accidents in the parking lots rose to 34.5 per year in 2006 and 2007. One more example of a large increase in accidents was reflected in the numbers on the Interstate, A total of 19 accidents were reported over the two year span of 1995 and 1996. During the 2006 and 2007 years, the Police Department responded to 35 accidents on I-89.

TABLE XII-3
Most Accident Prone Locations
1995, 1996, 2006, 2007 & 2008

Location	1995	1996	2006	2007	2008
Main Street	6	4	18	29	24
Newport Road	9	3	14	27	33
I-89	2	17	12	23	45
Parking Lots	13	22	46	23	32
Route 11	9	8	8	11	23
Seamans Road	3	2	12	10	10

Source: New London Police Department

Traffic Counts

Table XII-4 (Page 228) shows the most recent state traffic counts for the 2000 - 2007 period on I-89, NH Route 11 and NH Route 114.

TABLE XII-4
NHDOT Average Annual Daily Traffic Counts: 2000 - 2007

Location	2000	2001	2002	2003	2004	2005	2006	2007	Growth Rate
I-89 - South of NH 11 Junction	16,000	16,000	15,000	NA	17,000	NA	NA	18,000	1.7%
I-89 - At the Sunapee Town Line	16,000	16,000	14,000	NA	16,000	NA	NA	17,000	0.9%
I-89 - At the Sutton Town Line	16,000	16,000	16,000	NA	17,000	NA	NA	17,600	1.4%
NH 11 - West of NH 114	NA	4,500	NA	NA	NA	5,100	NA	5,000	1.8%
NH 11 - At the Sunapee Town Line	NA	6,800	NA	NA	NA	7,100	NA	NA	1.1%
NH 11 - At the Wilmot Town Line	NA	4,600	NA	4,900	5,400	NA	NA	5,200	2.1%
NH 114 - West of NH 11	NA	3,100	NA	NA	3,600	NA	NA	3,700	2.9%
NH 114 - At the Sutton Town Line	NA	1,300	NA	NA	1,400	NA	NA	1,300	0%

Source: New Hampshire Department of Transportation

Traffic counts along I-89 in New London have an average annual growth rate of 1.33% between 2000 and 2007. Traffic counts along NH Route 11 in New London have an average annual growth rate of 1.66% from 2000 through 2007. Based on using the annual growth rates in Table XII-4 above, the projected traffic counts for Interstate 89, Route 11 and Route 114 are shown in Table XII-5 (Page 229).

Intersections

The intersection of Routes 11 and 114 at Crockett's Corner has proven to be a safety problem. A task force composed of state and local officials has begun to meet to identify and implement safety improvements for this intersection.

TABLE XII-5
Projected Average Daily Traffic Volumes: 1998 -2023
Based on Annual Growth Rates 2000 - 2007

Location	Annual Growth Rate	2008	2013	2018	2023
I-89 - South of NH 11 Junction	1..7%	19260	20608	22051	23594
I-89 - At the Sunapee Town Line	0.9%	17153	17307	17463	17620
I-89 - At the Sutton Town Line	1.4%	17846	18096	18350	18606
NH 11 - West of NH 114	1.8%	5090	5182	5275	5370
NH 11 - At the Sunapee Town Line	1.1%	7337	7418	7499	7582
NH 11 - At the Wilmot Town Line	2.1%	5309	5421	5535	5651
NH 114 - West of NH 11	2.9%	3807	3918	4031	4148
NH 114 - At the Sutton Town Line	0.0%	1300	1300	1300	1300

Source: KBM & Associates

The Main Street/Pleasant Street intersection is frequently congested for brief periods due to a combination of heavy foot and vehicular traffic. A contributing factor is the lack of designated turning lanes. The intersection was improved in the spring of 2008 with the introduction of curbing along the travel lane in the northwest corner and the addition of landscaping & seating on the corner.

During the summer and fall of 2004 the Upper Valley Lake Sunapee Regional Planning commission conducted a "Parking & Traffic Study dated March 2005" to assess traffic and parking conditions in the downtown commercial district, to identify problems, to evaluate alternative solutions and to make recommendations. Please note this study was done before the Kearsarge Middle School was moved out of the downtown to the new school in Sutton, but it is the most recent study of its kind for the downtown area in New London. The study found that the traffic volumes at that time at the Pleasant/Main Street intersection warranted mitigation either by a traffic signal, turning lanes, a roundabout or limiting turning traffic or rerouting traffic.

More conspicuous crosswalks now serve the Main Street/Pleasant Street intersection. A number of individuals, especially children, cross the street in unmarked locations. Public education and the assistance of formal crossing guards for the elementary school children could potentially improve the traffic flow in the intersection and, at the same time, enhance pedestrian safety.

Traffic Impacts of Regional Interest

The new owners of the Ragged Mountain Resort have indicated to New London that the route they are advertising to access the Resort is via I-89 to Exit 11 and then Route 11 to Route 4. This could add significant traffic to the section of Route 11 in New London. If it becomes an issue, the town should work with the Upper Valley Lake Sunapee Regional Planning Commission, the Central New Hampshire Regional Planning Commission, the Lakes Region Planning Commission, the NH Department of Transportation, the Town of Wilmot, the Town of Danbury, the Town of Andover and the Ragged Mountain Resort on addressing this issue.

To address the impact of traffic accessing Mt. Sunapee, the town should work with Newbury, the Upper Valley Lake Sunapee Regional Planning Commission, the NHDOT and the Mt.

Sunapee Ski Resort to find solutions to the peak weekend traffic accessing Mt. Sunapee to and from I-89 if it becomes an issue.

Main Street Road Project

It is hoped that the NHDOT and the Town will reconstruct Main Street. With the new design and reconstruction of Main Street, the overhead utilities could be buried, bike lanes could be added, new landscaping could be added, and new paving will be laid.

Newport Road Round-About

In 2008 the Town completed construction of the round-about at the intersection of Newport Road with County Road. The round-about has been successful in managing both the vehicular and pedestrian traffic at the intersection in a safe, efficient manner.

Commuting

Please refer to the Economic Base Chapter for information on where New London residents commuted to work and the origin of workers who commuted to New London to work in 2000 based on the US Census information.

Parking

During the summer and fall of 2004 the Upper Valley Lake Sunapee Regional Planning commission conducted a "Parking & Traffic Study dated March 2005" to assess traffic and parking conditions in the downtown commercial district, to identify problems, to evaluate alternative solutions and to make recommendations. Please note this study was done before the Kearsarge Middle School was moved out of the downtown to the new school in Sutton, but it is the most recent study of its kind for the downtown area in New London.

Key findings of the 2004 "Parking & Traffic Study" pertaining to parking in the downtown area included:

- There were an estimated 928 parking spaces within the study area while the estimated parking demand for the study area was estimated to be 613 spaces.
- Seventy percent of all downtown parking was private and thirty percent is public.
- Seventy-six percent of the spaces were in off-street parking lots and twenty-four percent were located on-street which is typical for downtown areas.
- The most notable change in fall parking compared with summer parking was the increase in on-street parking near the Colby-Sawyer College campus starting in September.
- The typical parking occupancy pattern was low parking usage in the early morning and a continued rise until it peaked sometime around the noon hour. It then slowly declined.
- Total (on and off-street) parking occupancy ranged from 25 to 52 percent within the study area.
- A total of 257,848 square feet of "livable" floor area was identified as generating parking demand within the downtown area. The average demand ratio for all land uses is 2.38 spaces per 1,000 "livable" square feet.
- The total demand equates to 66% occupancy of the existing parking supply. During the occupancy counts in September, overall occupancy was around 52%.

Alternative Transportation Modes

Public Transportation: Buses & Taxis

New London lacks local public transportation. However, limited taxi service is available. Dartmouth Coach stops at the New London park & ride facility, traveling between Hanover and Logan Airport and South Station in Boston. New London needs regular bus service to the Manchester-Boston Regional Airport and other regional transportation hubs.

Park & Ride Facility

The park & ride facility close to I-89 Exit 12, off NH Route 103A serves the transportation needs of a number of New Londoners who rideshare on a regular basis. The facility was expanded in 2009 from the former 45 parking space capacity to provide 134 parking spaces. The expanded park & ride was designed to protect the perimeter tree buffer from Route 11 and adding trees and shrubs into the interior of the parking lot. The expanded park & ride helps to support ridesharing and mass transit.

Ridesharing

When gas prices rise it puts ridesharing back on the minds of commuters. New London is fortunate to have two rideshare programs available for town residents. The NHDOT NH Rideshare Program based in Concord provides ride sharing services to this area. The Upper Valley Rideshare Program also provides rideshare services to this area out of Hartford, VT. Private businesses and towns need to encourage ridesharing, and discourage single-occupant vehicles by providing incentives to help make ridesharing happen.

Community Action Rural Transportation Program

The Kearsarge Valley Community Action Program provides demand response door-to-door transportation services for seniors for shopping, medical appointments and congregate meals.

Dial-A-Ride Program of the Kearsarge Area Council on Aging

Transportation for seniors and the disabled is provided by the Kearsarge Area Council on Aging. The dial-a-ride program that is operated by this organization is based on a cadre of volunteers who utilize their own vehicles. In 2007, the Kearsarge Area Council on Aging had 155 volunteer drivers who logged 56,000 miles of transportation for seniors or disabled New Londoners. Most rides were to doctors' offices and shopping.

Non-Motorized Transportation

Livable, Walkable Community

New London strives to become what planners call a "livable, walkable community". Since the construction of the new sidewalk along Newport Road in 2003, the town has been busy planning and building additional sidewalks and pedestrian paths. A network of pedestrian paths in the villages is planned to connect with many trails in the rural trail system through the addition of inter-connected open spaces with public trails. In the rural areas, grass shoulders will be added as "rural sidewalks" on many roads. Additional crosswalks and more benches will be added along the pedestrian walks and paths in the villages.

Sidewalks

The Town of New London has sidewalks on parts of Main Street, Newport Road, County Road, Seamans Road, North Pleasant Street and Elkins Road.

- Main Street: The sidewalk on the north side of Main Street begins at the Cleveland property and extends to the corner of Little Sunapee Road and Newport Road. Most of the south side has sidewalks, with a few short stretches of sidewalk on the south side.
- Newport Road: The sidewalk on Newport Road begins at the intersection of Main Street and Little Sunapee Road and runs along the south side of Newport Road to the County Road intersection. In 2008 a sidewalk was extended along the north side of Newport Road from County Road to Hilltop Place as a component of the round-about construction at the Newport/County Road intersection.
- County Road: The sidewalk on County Road begins at the intersection with Newport Road and runs north along the west side of County Road to the Hilltop place entrance. This sidewalk was constructed as a component of the round-about construction at the Newport/County Road intersection in 2008.
- Seamans Road: This sidewalk, which is in relatively poor condition, extends from Main Street to three houses beyond the corner of Gould Road. The surface and the curb need to be reconstructed.
- North Pleasant Street: This sidewalk begins at Main Street and extends to Gould Road on the south side.
- Elkins Road: The sidewalk on Elkins Road is composed of three sections, with the newest being added in 1985. The section on both sides of the junction with Wilmot Center Road was recently reconstructed. The section starting opposite Hillcrest Drive and ending at Sherman Street is of poured concrete with steel reinforcing and concrete curb. This section is in poor condition due to heaving and needs extensive repairs.

Plans are being made to extend the sidewalk along Pleasant Street to Job Seamans Acres.

Bike Paths

Currently, there are no designated bike routes in the Town of London. Nonetheless, several roads are regularly used by cyclists, among them Newport Road, NH Route 11, NH Route 103A and NH Route 114. Both Newport Road and NH Route 11 have wide shoulders. As noted in the discussion of Scenic Roads, New London's reputation as a bicycle tourism destination could be enhanced through cooperation with neighboring towns to develop longer distance scenic bicycle routes to be featured in regional tourism promotion.

The New London Board of Selectmen appointed a seven-member committee who developed an overall sidewalk and bicycle plan for the community. School children and other residents in New London already walk and bicycle to a significant extent, especially in the village area. Improved pedestrian facilities and bike lanes have the potential of promoting additional walking and bicycling. The Sidewalk Committee is pursuing alternative funding mechanisms to implement the plan.

Trails and Pathways

New London prides itself on an abundance of foot trails now used principally for recreation. Walking, hiking and biking trails, some used in winter for snowshoeing and cross-country skiing, are very important to New London's tourism economy. The Lake Sunapee Region Chamber of

Commerce reports that hiking trails are the highest ranked topic at area visitor information booths. The New London Conservation Commission lists 29 foot paths on its trail map. Some of these trails are short paths to special scenic locations, such as the boardwalk in Philbrick-Cricenti Bog. Others are longer, intended for both nature walks and winter recreation, such as the Low Plains Trails. Some trails, such as the Kidder-Cleveland-Clough Trail link neighborhoods to the center of town, permitting foot traffic as an alternative to driving. Yet other trails are part of or connect to the Sunapee-Ragged-Kearsarge Greenway, linking New London with nine other area towns and offering serious, longer distance four-season hiking and snowshoeing. To add substance to the concept of a "livable, walkable community", the Conservation Commission has a goal of improving connections between trails and sidewalks on main roads. Planning and Zoning Board consideration of new subdivisions provides opportunities to link the Town's existing and planned pedestrian and biking trails for non-motorized access to recreation and shopping.

Transportation Issues

Safety Issue

The intersection of Routes 11 and 114 at Crockett's Corner has proven to be a safety problem. A task force composed of state and local officials has met to identify and to design safety improvements for this intersection.

Capital Improvement Cost Issues

The Main Street/Pleasant Street intersection needs improvement. The vehicle and pedestrian movements at this intersection have changed since it was last studied with the Middle School moving out of town. It may change again following the reuse of the Middle School property.

Main Street, NH Route 114, needs to be reconstructed in a joint project between the State and Town. In the new design and reconstruction of Main Street, the following should be considered and evaluated:

- burying overhead utilities,
- adding bike lanes,
- adding new landscaping, and
- laying new pavement.

Due to the Highway Department's reliance on heavy equipment with a relatively short life span, its capital needs are frequently changing. For the same reason, the Department is also more likely to be faced with emergency capital outlays than other Town departments. It is often also difficult to forecast road construction/repair needs into the distant future.

Bridge improvements are needed to the Elkins Road bridge, the Goose Hole bridge and the Wilmot Center Road bridge.

State-Town Coordination and Cooperation Issues

1. Bus service is needed to the Manchester-Boston Regional Airport and other regional transportation hubs.

2. NHDOT needs to decrease their salt usage for winter road maintenance.

3. Traffic accessing the expanded Ragged Mountain Resort may increase on Route 11 through New London.

Multi-Town Sub-Regional Cooperation Issues

1. Public transportation may be needed to serve the greater New London regional area.

2. The environmental benefits of decreasing the number of single occupant vehicles and promoting ridesharing are numerous.

3. Rural transportation programs are needed to meet the rural transportation needs particularly for seniors and handicapped persons.

Town Planning and Zoning Issues

1. New London needs to continue growing as a "livable, walkable community" by continuing to improve and extend the Town's sidewalks, trails and bicycle routes.

2. The planning philosophy of recent decades has promoted dispersed settlement patterns and zones of sharply segregated land uses. The resulting vast network of roads and increased automobile use are taxing our natural and cultural resources.

3. New residential growth can be a drain on a community's resources. The cost of building new roads or bringing them up to town standards, and their subsequent maintenance, along with other town services, as a rule, may exceed the added tax revenue that the town receives from such development.

4. Some of the existing supply of parking in the downtown area needs to be used more efficiently before adding more parking supply.

Recommendations

Recommendation for Safety Issue

1. Continue to study and continue to stay involved with the safety improvements for the intersection of Routes 11 and 114 at Crockett's Corner recommended by the task force composed of state and local officials should be implemented.

Recommendations for Capital Improvement Cost Issues

1. The Main Street/Pleasant Street intersection should be studied and improved.

2. The Town should work with the NH DOT to reconstruct Main Street and to encourage the State to put this project into their ten year capital plan.

3. The town should continue to annually review and update the Town's Capital Improvements Program for the needs of the Highway Division of the Public Works Department.

4. Include Town bridge improvements, as needed, in the Capital Improvements Program for improvements to the Elkins Road bridge over the brook from Pleasant Lake just before the Wilmot Town line, the Goose Hole bridge over the brook below Goose Hole Pond and the Elkins Road bridge just below Pleasant Lake Dam.

Recommendations for State-Town Coordination and Cooperation Issues

1. Bus service should be provided to the Manchester-Boston Regional Airport and other regional transportation hubs.

2. The town officials need to continue to work with all the water protective associations to convince the NHDOT to minimize the use of salt on more state roads for winter road maintenance. NHDOT has continued to research and explore alternatives, including new technologies, to using salt for winter road maintenance.

3. The town should work with the Upper Valley Lake Sunapee Regional Planning Commission, the Central New Hampshire Regional Planning Commission, the Lakes Region Planning Commission, the NH Department of Transportation, the Town of Wilmot, the Town of Danbury, the Town of Andover and the Ragged Mountain Resort on addressing the issue of traffic impacts from the Ragged Mountain Resort expansion plans.

Recommendations for Multi-Town Sub-Regional Cooperation

1. The Town should study the need for and feasibility of public transportation to serve the greater New London regional area.

2. The town should promote ridesharing.

3. The town should support rural transportation programs. The town should continue to support efforts to meet the transportation needs of disadvantaged, seniors and disabled people.

Recommendations for Town Planning and Zoning Issues

1. New London should continue growing as a "livable, walkable community" by continuing to improve and extend the Town's sidewalks, trails and bicycle routes.

2. The town should develop land use policies that minimize all impacts of transportation on the Town's natural and cultural resources, e.g. mixed land use zones.

3. The town should continue to require adequate road standards for new subdivisions and require developers to pay their fair share of off-site road improvements.

4. The Town should work with the property owners in the downtown area to make more efficient use of the existing supply of parking areas and to create interconnections between parking areas.