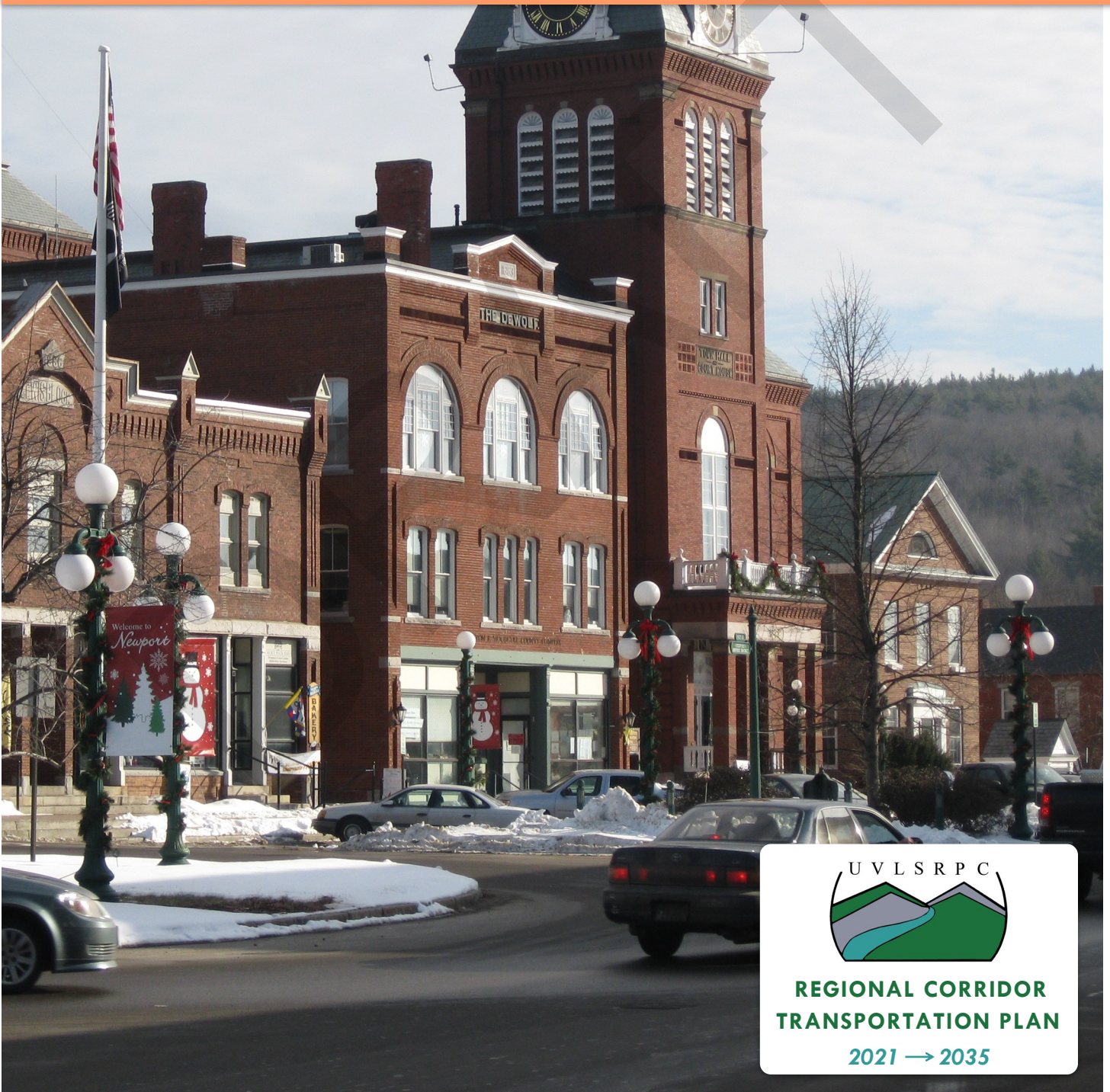




# NH ROUTES 11/103

## TRANSPORTATION CORRIDOR

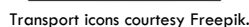
*Claremont to Lake Sunapee Region*



**REGIONAL CORRIDOR  
TRANSPORTATION PLAN**

2021 → 2035

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## EAST-WEST CONNECTOR

- NH Routes 11 & 103 connect communities along a rural east-west corridor between Claremont and Wilmot.
- The Corridor includes NH Routes 11, 103, 103A, 103B, and 114.
- NH Route 11/103 is part of the Lake Sunapee Scenic and Cultural Byway, a State Scenic Byway.



## REGIONAL CONNECTIONS

- NH 11/103 is a major east-west route for the region between Interstate 91 in Vermont and Interstate 89.
- NH 11/103 is a major freight corridor connecting businesses in Claremont and Newport to destinations in the region and beyond.



## RURAL ROADWAYS BETWEEN TOWN AND VILLAGE CENTERS

- NH Route 11/103 passes through City and Town centers along the corridor alternating from rural to downtown core.
- The 11/103 corridor is a gateway to large tourist destinations in the region including Lake Sunapee and Mount Sunapee.
- The gateways to these developed areas are critical locations for traffic calming efforts in order to ensure safety for drivers, pedestrians, and bicyclists in more developed areas.



## NH Routes 11 & 103 Corridor - At a Glance

- Municipalities:** Claremont, Newport, Sunapee, Newbury, New London, Wilmot, Springfield
- Major Destinations:** Downtown Claremont, Newport Main Street, Lake Sunapee, New London Main Street, Mt. Sunapee Resort
- Primary Regional Functions:** Commuting; Freight; Tourism

## Who Lives in the NH Routes 11 & 103 Corridor?

COMMUNITIES	2019 POPULATION (estimated)	2040 POPULATION (projected)	PROJECTED % CHANGE IN POPULATION	PROJECTED TOTAL POPULATION CHANGE
Claremont	13,016	12,984	0%	-32
New London	4,490	5,151	15%	661
Newbury	1,900	2,618	38%	718
Newport	6,386	6,387	0%	1
Springfield	1,110	1,512	36%	402
Sunapee	3,432	3,594	5%	162
Wilmot	1,669	1,591	-5%	-78

Source: NH Office of Strategic Initiatives, NH Office of Employment Security

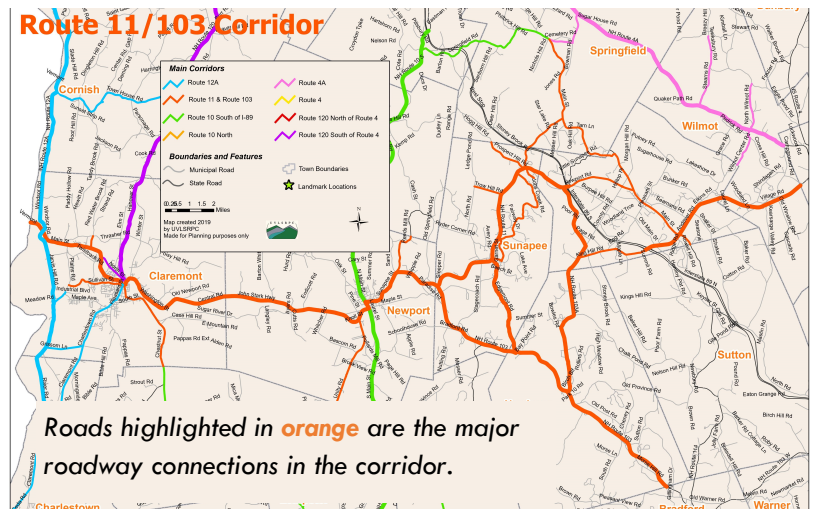
SPECIAL POPULATIONS IN THE CORRIDOR	TOTAL SPECIAL POPULATION IN CORRIDOR	% OF TOTAL CORRIDOR POPULATION
Youth (Age 14 and Under)	4,783	14.9%
Young Adult (Age 15-34)	8,145	25.4%
Middle Age (Age 35-64)	12,293	38.4%
Seniors (65+)	6,792	21.2%
Racial Minorities	2,936	9.2%
Low Income (<150% of Poverty Level)	3,138	18.5%
Single Parent Households	641	6.4%

Source: American Communities Survey 5-Year Estimates, 2015-2019

## Who Works in the NH Routes 11 & 13 Corridor?

EMPLOYER	INDUSTRY	EMPLOYEES
Sturm Ruger & Co	Manufacturing	1,125
New London Hospital	Healthcare	520
Claremont School District	Education	446
Colby-Sawyer College	Education	300

Source: NH Office of Employment Security, 2017





The NH Routes 11 & 103 corridor serves a variety of transportation needs. The corridor includes several **downtown areas** and the **rural connecting highways** in between. As a result, there are significant **variations in vehicular traffic volumes and mobility needs** throughout the corridor. In the highway commercial area of Claremont, NH Route 11/103/Washington St experiences 22,000 vehicles per day on average. Further east on NH Route 103B, traffic volumes are as low as 1,900 vehicles per day in Newbury. **Downtown and village areas** in the corridor see a greater mix of **vehicles, pedestrians, and bicyclists** along roadways, while rural connecting highways tend to be more automobile-dominated.

Accordingly, the NH Route 11 & 103 corridor has multiple **“gateway” zones** where rural stretches of highway enter more developed downtowns and commercial areas, such as NH 11/Sunapee St in Newport. These transition zones see higher-speed vehicles entering areas with more intersections, driveways, pedestrians, and bicyclists, which can lead to **traffic congestion and safety challenges** for all modes of travel.

#### COVID-19 Impacts on Travel

The COVID-19 pandemic has resulted in reductions in travel, increased unemployment, and increases in the number of employees working from home. Continued monitoring of these trends is needed to understand their long-term impacts on the transportation system.

### Vehicle Traffic Volumes on Regional Roadways

ROAD	TOWN/CITY	COUNT LOCATION	2019 AADT*
NH 11/103	Claremont	NH 11/NH 103 (Washington St) at Newport Town Line	10,100
NH 11/103	Claremont	NH 11/NH 103 (Washington St) east of Tutherly Heights Rd	10,800
NH 11/103	Claremont	NH 11/NH 103 (Washington St) north of Moody Ave	20,500
NH 11/103	Claremont	NH 11/NH 103 (Washington St) east of North St	23,000
NH 11/103	Claremont	NH 11/NH 103 (Broad St) east of North St	18,000
NH 11/12/103	Claremont	NH 11/12/103 (Opera House Square) east of Pleasant St	6,200
Broad St	Claremont	Broad St north of Summer St	12,600
Chesnut St	Claremont	Chesnut St east of Benton Rd	4,400
NH 12/103	Claremont	NH 12/NH 103 (Main St) south of Central St	4,500
NH 12/103	Claremont	NH 12/NH 103 (Main St) over Sugar River	6,100
NH 12/103	Claremont	NH 12/NH 103 (Main St) north of Bank Ave	4,800
NH 12/103	Claremont	NH 12/NH 103 (Main St) east of Bowker St	10,000
NH 12/103	Claremont	NH 12/NH 103 east of NH 12A	9,800
NH 12/103	Claremont	NH 12/NH 103 east of Vermont State Line	9,400
Sullivan St	Claremont	Sullivan St east of Walnut St	1,700
Sullivan St	Claremont	Sullivan St east of Albion Ave	1,400
NH 11	New London	NH 11 east of NH 114	4,500
NH 11	New London	NH 11 west of NH 114	5,500
NH 11	New London	NH 11 at Wilmot Town Line	5,600
NH 11	New London	NH 11 (Newport Rd) at Sunapee Town Line	6,100
NH 114	New London	NH 114 (Sutton Rd) at Sutton Town Line	1,100

\*AADT = estimated Annual Average Daily Traffic (2019). Source: New Hampshire Department of Transportation



### Vehicle Traffic Volumes on Regional Roadways (cont'd)

ROAD	TOWN/CITY	COUNT LOCATION	2019 AADT*
NH 114	New London	NH 114 (Main St) North of Route 11	3,400
NH 114	New London	NH 114 (Main St) East of Pleasant St	7,700
NH 114	New London	NH 114 (Newport Rd) West of Otterville Rd	6,000
NH 103A	New London	NH 103A South of Davis Hill Rd	1,100
NH 103A	New London	NH 103A at Newbury Town Line	2,400
NH 103	Newbury	NH 103 East of Traffic Circle	5,700
NH 103	Newbury	NH 103 West of Deer Run Rd	5,700
NH 103	Newbury	NH 103 South of Sutton Rd	4,700
NH 103	Newbury	NH 103 at Bradford Town Line	4,700
NH 11/NH 103	Newport	NH 11/NH 103 (Sunapee St) West of Paradise Rd	6,500
NH 11/NH 103	Newport	NH 11/NH 103 (Sunapee St) East of Summit Rd	9,600
NH 11/NH 103	Newport	NH 11/NH 103 (Sunapee St) West of Cheney St	6,900
NH 11/NH 103	Newport	NH 11/NH 103 (Elm St) Over Sugar River	15,500
NH 11/NH 103	Newport	NH 11/NH 103 (John Stark Hwy) East of East Unity Rd	10,800
NH 11/NH 103	Newport	NH 11/NH 103 (John Stark Hwy) West of Elm St West Intersection	10,900
NH 11/NH 103	Newport	NH 11/NH 103 (John Stark Hwy) West of Whitcher Rd	9,500
NH 11/NH 103	Newport	NH 11/NH 103 (John Stark Hwy) West of Sugar River	8,800
NH 10/NH 11/NH 103	Newport	NH 10/NH 11/NH 103 (N Main St) North of Central St	11,200
NH 10/NH 11/NH 103	Newport	NH 10/NH 11/NH 103 (N Main St) North of Elm St	13,800
Central Street	Newport	Central St. East of Main St.	2,600
Reeds Mill Rd	Newport	Reeds Mill Rd South of Aspen Rd	700
Unity Rd	Newport	East Unity Rd North of Bascom Rd	3,000
Unity Rd	Newport	East Unity Rd at Unity Town Line	1,400
NH 114	Springfield	NH 114 (Main St) South of Jones Rd	1,300
NH 114	Springfield	NH 114 (Main St) South of Colby Hill Rd	700
Cooper St	Sunapee	Cooper St over Otter Pond Outlet	200
Main St	Sunapee	Main St (Georges Mills) West of Springfield Rd	400
Springfield Rd	Sunapee	Springfield Rd over Otter Pond Outlet	2,400

\*AADT = estimated Annual Average Daily Traffic (2019). Source: New Hampshire Department of Transportation

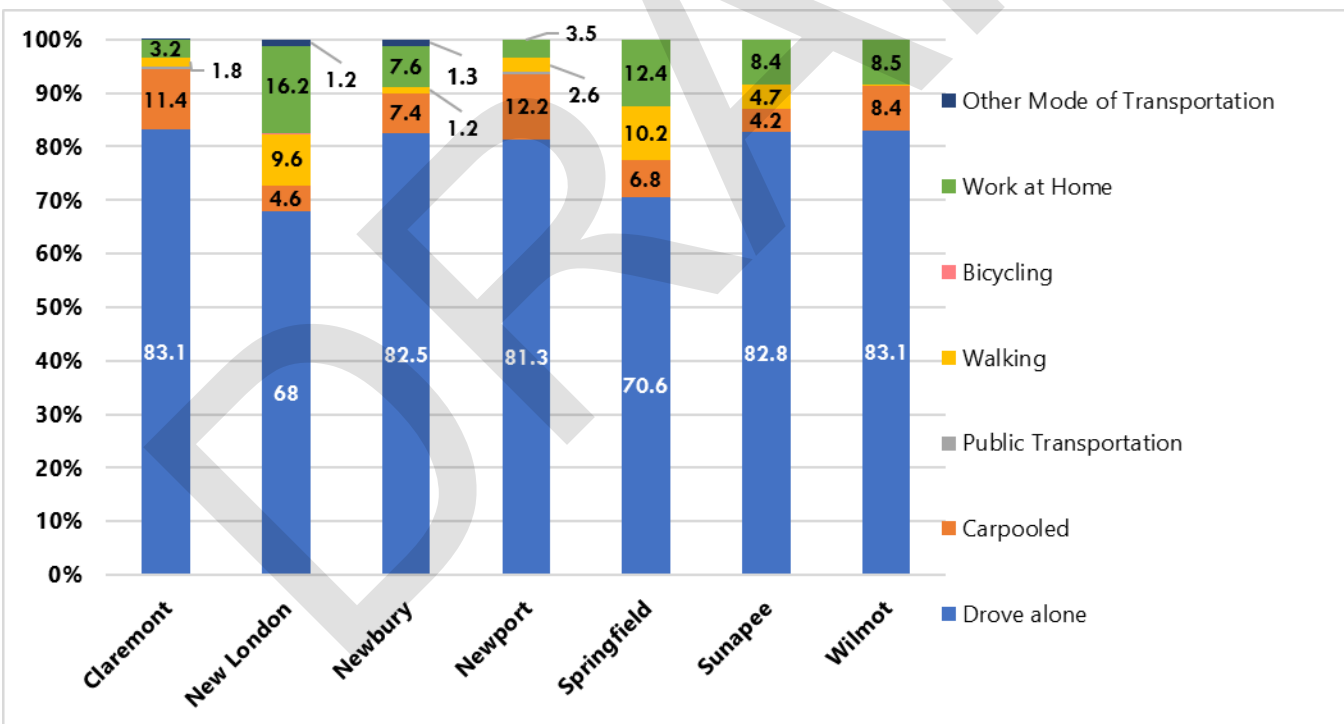


## Vehicle Traffic Volumes on Regional Roadways (cont'd)

ROAD	TOWN/CITY	COUNT LOCATION	2019 AADT*
NH 11	Sunapee	NH 11 East of Trow Hill Rd	6,700
NH 11	Sunapee	NH 11 North of Sargent Rd	7,100
NH 11	Sunapee	NH 11 over Sugar River	6,800
NH 11	Sunapee	NH 11 East of Post Office Rd	5,700
NH 103B	Sunapee	NH 103B (Edgemont Rd) East of Chase St & NH 11	2,100
NH 103B	Sunapee	NH 103B (Edgemont Rd) at Newbury Town Line	1,900
NH 103	Sunapee	NH 103 at Newbury Town Line	4,500
NH 103	Sunapee	NH 103 over Sugar River	2,800
NH 11	Wilmot	NH 11 (Sunapee Lake Rd) at Andover Town Line	4,900

\*AADT = estimated Annual Average Daily Traffic (2019). Source: New Hampshire Department of Transportation

## Means of Transportation to Work (2015-2019)



Source: American Community Survey 2015-2019 5-Year Estimate

The vast majority of residents of the NH Routes 11 & 103 corridor currently drive to work alone. A high percentage of residents in New London, Newbury, Springfield, Sunapee, and Wilmot work from home compared to the national average (4.9%). A relatively high percentage of residents in New London and Springfield walk to work.

While commutes account for less than 20% of all personal trips nationwide, analysis of commute data is helpful for understanding travel patterns in the corridor.



**Multi-modal mobility** refers to the ability of people to move around using modes of transportation other than a personal vehicle. Key factors for multi-modal mobility are **infrastructure** (e.g., sidewalks, bus stops), **services** (e.g., bus service), and **land use patterns** (i.e., the distance between various destinations, density of development). The **connections** between multi-modal infrastructure and services are also important - for example, the ability walk or bike safely to a bus stop encourages higher use of bus services.

This page presents an inventory of multi-modal infrastructure and services in the corridor. See page XX for a description of land use patterns.

### Pedestrian & Bicycle Infrastructure

TYPE	TOWN/CITY	LOCATION
Rail Trails	Claremont	Bobby Woodman Trail
	Claremont/Newport	Sugar River Rail Trail
Sidewalks	Claremont	Washington St; Broad St; Main St; Sullivan St
	New London	Newport Rd; Main St
	Newbury	NH 103 (Bell Cove area)
	Newport	Sunapee St; Main St; NH 11/103
	Sunapee	Main St
Painted Shoulders ≥5 feet	Claremont	NH 11/103 east of Washington St
	New London	NH 11; Newport Rd east of Hilltop Pl
	Sunapee	NH 11

### Public Transit

TYPE	TOWN/CITY	SERVICE PROVIDERS
Fixed Route Bus	Claremont; Newport	Sullivan County Transit
Demand-Response Bus	n/a	n/a
Intercity Bus	New London	Dartmouth Coach

### Transportation Services

TYPE	COMMUNITY	SERVICE PROVIDERS
Volunteer driver program	Sullivan County	Southwest Community Services

### Rail Service

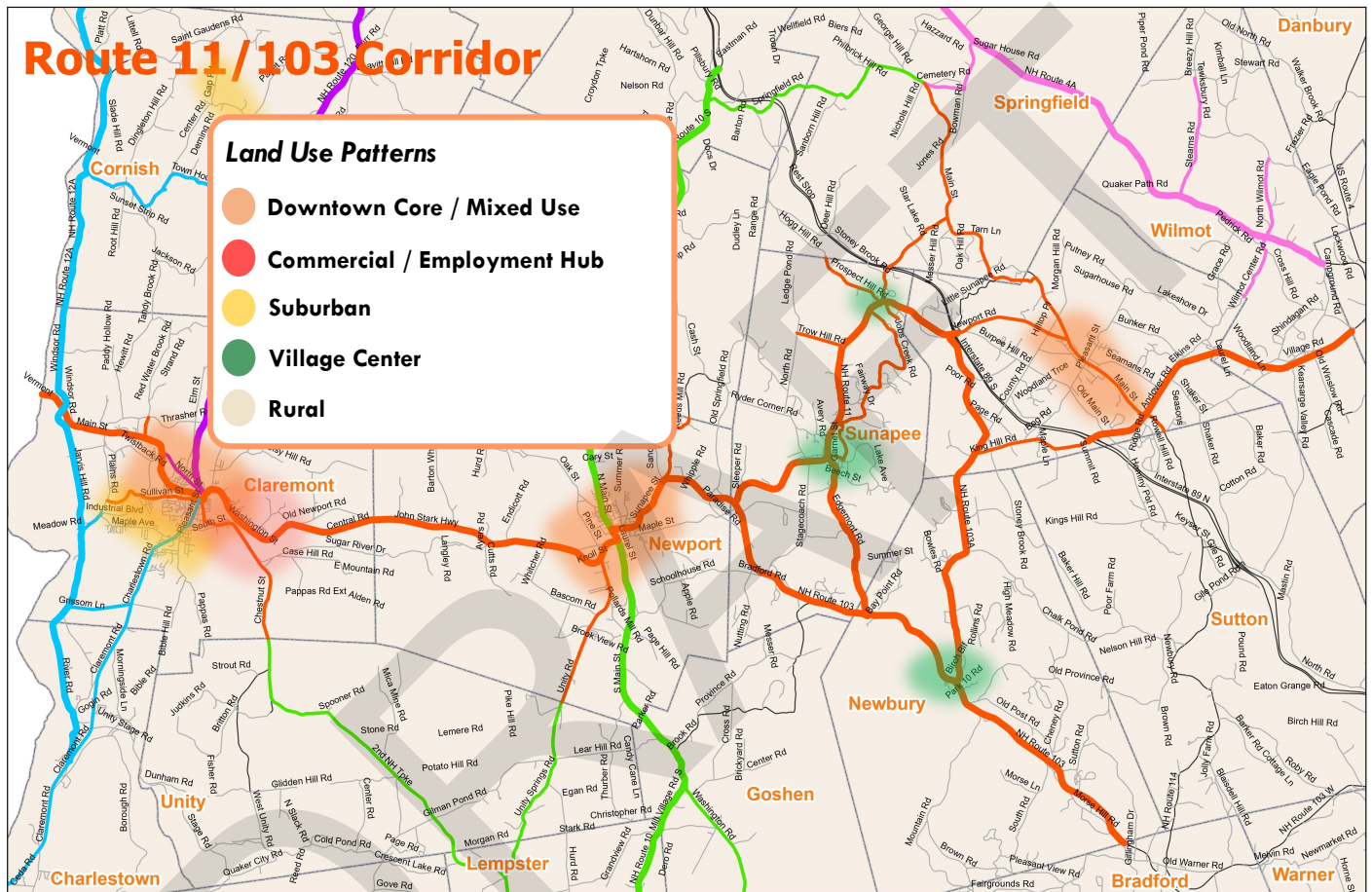
TYPE	TOWN/CITY	SERVICE PROVIDERS
Passenger rail service	Claremont	Amtrak

### Aeronautics

TYPE	TOWN/CITY	SERVICE PROVIDERS
Claremont Municipal Airport	Claremont	CNH Aviation



The NH Route 11 & 103 corridor is generally rural but does connect multiple village, downtown and commercial areas. **Claremont** and **Newport** are major transportation hubs where multiple regional transportation corridors intersect. **Claremont** features a significant downtown area with a mix of residences and businesses. Roads highlighted in **orange** on the map below are the major roadway connections in the NH Routes 11 & 103 Corridor.



## The Transportation & Land Use Connection

Land use has a **significant impact** on travel behavior. Development densities and types impact the **distance between destinations**, which affects **travel times** and **mode choices** (e.g., choosing to walk or drive). **Dense, mixed-use** development patterns promote walking, bicycling, and public transit use due to the proximity of trip destinations. **Suburban and rural** development patterns tend to promote single-occupancy vehicle trips. The **cost and availability of housing** factors in significantly to this equation as well.



Downtown Claremont

## Public Input Opportunities

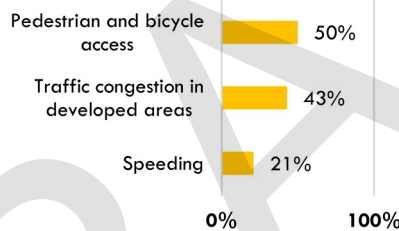
An **online survey** was distributed in fall 2020. Respondents were asked to describe their experiences traveling on major roadways in the corridor. 48 survey responses were received. 21 locations with transportation issues were marked on an **interactive online map**. Due to the COVID-19 pandemic, no in-person meetings were held; two **virtual public forums** were held via videoconference where residents could provide input on transportation needs.

## Summary of Public Input

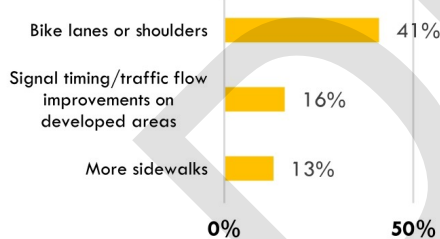
### Highest Priority Roads:

1. **NH Route 11 from Claremont to I-89** (Interstate access; downtown mobility; safety)
2. **NH 103/103A** (bike access)
3. **NH 114 in New London** (ped-bike access)

### Top 3 Overall Priorities for the Corridor

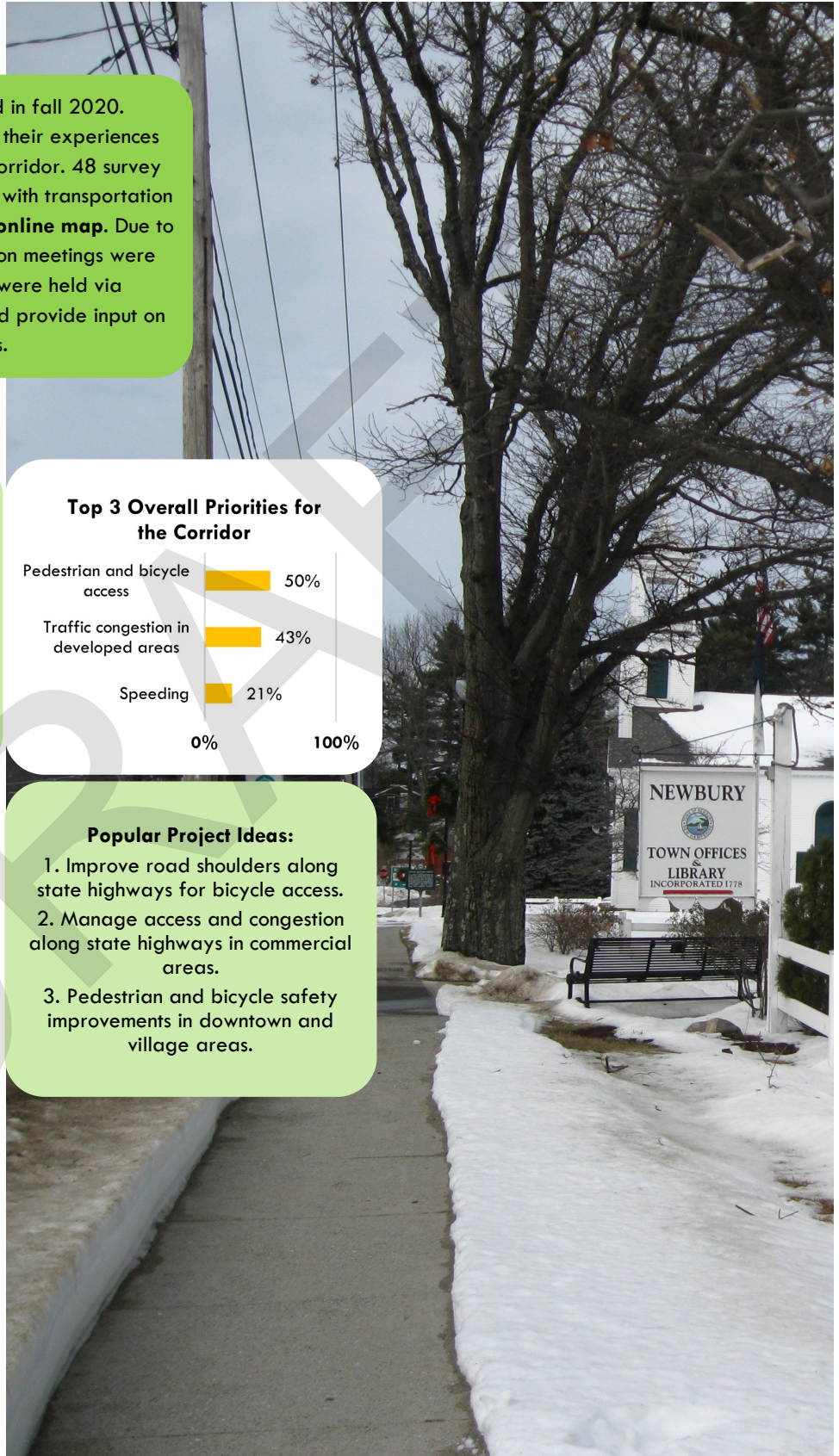


### Top 3 Specific Desired Improvements



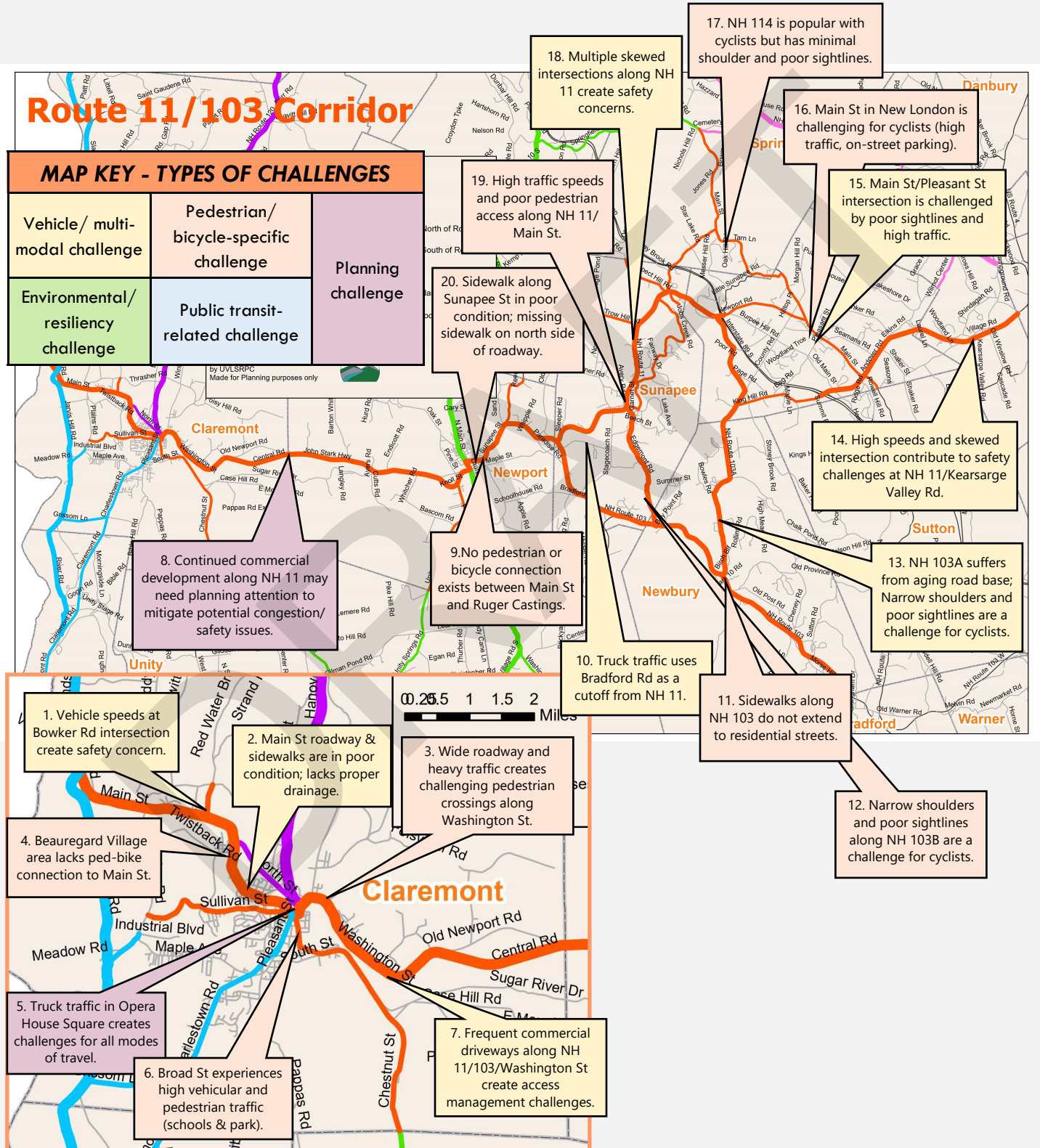
### Popular Project Ideas:

1. Improve road shoulders along state highways for bicycle access.
2. Manage access and congestion along state highways in commercial areas.
3. Pedestrian and bicycle safety improvements in downtown and village areas.





This map identifies the primary **transportation mobility, safety, and accessibility** challenges in the NH Routes 11 & 103 Corridor. Major roadways in the NH Routes 11 & 103 corridor are highlighted in **orange**.





## Regional Corridor Planning Strategies

*These strategies will guide UVLSRPC's work to improve transportation mobility, safety, and access in the corridor:*

1

**Balance** regional mobility needs with safety and accessibility needs in downtown areas, including managing vehicle speeds.

2

Improve **bicycle connections** between communities.

3

**Improve safety for all regional roadway users** (drivers, pedestrians, and cyclists).

4

Monitor and address the short-term and long-term impacts of the **COVID-19 pandemic** on transportation and human service needs, as well as travel patterns.

## Currently Funded Regional Transportation Projects

The projects listed below are regionally-significant projects that are already funded and on track for implementation. To help implement these projects, UVLSRPC staff will provide technical assistance and support, as needed or requested.

### PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

TOWN/CITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	PROJECT TIMELINE	PROJECT COST	FUNDING SOURCE(S)	PLANNING NOTES
Claremont	City of Claremont; NHDOT	NH 12/103/ Main St; North St	Intersection improvements at North St and Main St	Construction: FY 2022	\$4,596,685	NH Ten-Year Plan	Improvement is related to City of Claremont Truck Route Plan
Claremont	City of Claremont; NHDOT, VTrans	NH 12/103	Preservation of bridge carrying NH 12/103 over Connecticut River	Preliminary Engineering: FY 2023 Construction: FY 2024	\$3,267,845	NH Ten-Year Plan; State of Vermont	
Claremont	City of Claremont; NHDOT	NH 11/ Washington St	Traffic signal timing improvements along NH 11/ Washington St	Construction: FY 2025	\$798,553	Congestion Mitigation & Air Quality Program	



## Currently Funded Regional Transportation Projects (cont'd)

TOWN/ CITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	PROJECT TIMELINE	PROJECT COST	FUNDING SOURCE(S)	PLANNING NOTES
Claremont	City of Claremont; NHDOT	NH 11/ Washington St	Traffic signal timing improvements along NH 11/ Washington St	Construction: FY 2025	\$798,553	Congestion Mitigation & Air Quality Program	
Claremont	City of Claremont; NHDOT	NH 12/103/ Main St	Reconstruct NH 12/103/Main St between Citizens St and Westside Ave; improve drainage; construct pedestrian and bicycle connection	Preliminary Engineering: FY 2027 Construction: FY 2032	\$4,083,828	NH Ten-Year Plan (80%); City of Claremont (20%)	Subject to adoption of draft FY 2023-2032 Ten-Year Plan. Covers Phase I of this project; full project area extends to Elm St (Phase II), and is currently unfunded.
Claremont	City of Claremont; NHDOT	Broad St; Monadnock Park	Construct multi-use path along Broad St from Stevens High School to Bobby Woodman Trail; construct pedestrian path through Monadnock Park	Preliminary Engineering: FY 2023 Construction: FY 2028	\$982,613	Transportation Alternatives Program	Subject to adoption of draft FY 2023-2032 Ten-Year Plan.
New London	NHDOT	I-89 Exit 11; NH 11	Expand New London park-and- ride by 50 spaces	Construction: FY 2022	\$787,248	Congestion Mitigation and Air Quality Program	
Newport	Town of Newport; NHDOT	NH 11/103/ Sunapee St	Reconstruct 2,800 linear feet of sidewalk along NH 11/103/ Sunapee St extending east from Main St	Preliminary Engineering: FY 2023 Construction: FY 2028	\$850,569	Transportation Alternatives Program	Subject to adoption of draft FY 2023 -2032 Ten-Year Plan.



## Tier I Action Plan

To help implement Tier I projects, UVLSRPC staff will:

- Meet with project partners to discuss project development and implementation strategies for each Tier I project.
- Assist project partners with project development and funding applications, as needed.
- Tier 1 projects will be the initial priority for UVLSRPC staff assistance.

### PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

## Tier I Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Claremont	City of Claremont; NHDOT	NH 12/103/Main St	Main St Phase II - road reconstruction, drainage improvements, sidewalk replacement, and streetscape improvements from Westside Ave to Elm St	Downtown Core/Mixed Use	Vehicle; Pedestrian; Bicycle	Phase I is included in draft FY 2023-2032 Ten-Year Plan
Claremont	City of Claremont; NHDOT	NH 11; NH 12/103; Opera House Square	Implement downtown Truck Route Plan to divert truck traffic away from Opera House Square	Downtown Core/Mixed Use	Freight	
New London	Town of New London; NHDOT	NH 11; NH 114	Monitor intersection safety at "Four Corners" (NH 11 & NH 114).	Suburban	Vehicle; Bicycle	This intersection was improved in 2011; continue monitoring safety performance.
New London	Town of New London	NH 114/Main St	Install public electric vehicle charging infrastructure at Town Hall and/or Main St parking lot	Downtown Core/Mixed Use	Vehicle	
Sunapee	Town of Sunapee; NHDOT	NH 11; 7 Hearths Rd	Install a two-way left turn lane by eliminating the remainder of the passing lane along NH 11	Rural	Vehicle	Identified in NH 11 Road Safety Audit report
Wilmot	Town of Wilmot; NHDOT	NH 11/Kearsarge Valley Rd	Intersection safety improvements (incl. turn lane) at high-crash location	Village	Vehicle	Pursue Road Safety Audit/Highway Safety Improvement Program application

# ACTION PLAN: TIER II PROJECTS



## Tier II Action Plan

To elevate Tier II projects to Tier I, UVLSRPC staff will:

- Meet with project partners to discuss any needed studies, planning, and/or data collection to support project development.
- Provide technical assistance, guidance, and support to project partners in completing needed studies/data collection and/or project development, as needed.

### PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

## Tier II Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Claremont	City of Claremont; NHDOT	NH 12/103/Opera House Square	Improve pedestrian crossings in Opera House Square	Downtown Core/Mixed Use	Pedestrian	Potential approaches could include pedestrian beacons, visibility improvements, or roadway design changes.
Claremont	City of Claremont	Broad St	Implement traffic calming, safety, and Complete Streets improvements along Broad St	Downtown Core/Mixed Use	Vehicle; Pedestrian; Bicycle; Public Transit	Includes evaluating safety improvements at intersections with Summer St and Chesnut St
Claremont	City of Claremont	Downtown	Install electric vehicle charging infrastructure in downtown.	Downtown Core/Mixed Use	Vehicle	
Claremont	City of Claremont	Union St; Allen St	Improve intersection design for freight movement	Downtown Core/Mixed Use	Freight	
Claremont	City of Claremont; NHDOT	NH 11/Washington St	Improve pedestrian crossing safety along Washington St	Commercial	Pedestrian	Consider as part of evaluation of "road diet", including lane reduction, center turn lanes, and pedestrian refuge island(s) in roadway median.
New London	Town of New London; NHDOT	Newport Rd	Add pedestrian crossing near Colonial Pharmacy	Commercial	Pedestrian	May need to include pedestrian beacon(s), landing areas, and/or additional sidewalk along north side of roadway.

**Tier II Projects (continued)**

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
New London	Town of New London; NHDOT	NH 114/Main St; Pleasant St; South Pleasant St	Improve intersection safety at NH 114/Main St; Pleasant St, and South Pleasant St	Downtown Core/Mixed Use	Vehicle; Pedestrian; Bicycle	Sightlines and steep approach angle are challenges at this busy intersection.
New London	Town of New London; NHDOT	NH 114/Main St; Seamans Rd	Evaluate converting Seamans Rd to one-way from Gould Rd to Main St	Downtown Core/Mixed Use	Vehicle	Seamans Rd is used as a bypass for NH 11 and NH 114, creating traffic and safety concerns.
New London	Town of New London; NHDOT	NH 103A; County Rd	Address skewed intersection of NH 103A and County Rd	Rural	Vehicle	Further evaluation needed to define safety challenges and potential improvements.
Newbury	Town of Newbury; NHDOT	NH 103/Sunapee Circle	Improve wayfinding signage through Sunapee Circle to reduce drive confusion	Rural	Vehicle	Identified in 2017 Road Safety Audit report.
Newbury	Town of Newbury; NHDOT	NH 103	Extend sidewalk along NH 103 from Velie playground to Old Post Rd	Rural	Pedestrian	
Newport	Town of Newport	NH 11/Sunapee St corridor	Formalize pedestrian and bicycle path from Main St to Ruger Castings	Downtown Core/Mixed Use	Pedestrian; Bicycle	
Sunapee	Town of Sunapee; NHDOT	NH 11/Main St	Traffic calming and pedestrian access improvements along NH 11/Main St	Village	Pedestrian	Further planning and public outreach needed to identify desired design/improvements.

# ACTION PLAN: TIER III PROJECTS



## Tier III Action Plan

To elevate Tier III projects to Tier I or II, UVLSRPC staff will:

- Meet with project partners to discuss 1) any needed studies, planning, and/or data collection to support project development; and 2) defining or improving project scopes/goals.
- Provide technical assistance, guidance, and support to project partners in completing needed studies/data collection and/or project development, as needed.

### PROJECT TYPES (COLOR-CODED)

Vehicle/Multi-Modal	Pedestrian & Bicycle	Plan or Study
Environmental Resiliency	Public Transit	

## Tier III Projects

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
Claremont	City of Claremont; NHDOT	NH 12/103/Main St & Bowker St	Intersection safety improvements at NH 12/103/Main St & Bowker St	Suburban	Vehicle	Skew and steep approach angle are challenges for implementing improvements.
Claremont	City of Claremont; NHDOT	NH 12/103/Main St & Plains Rd	Intersection safety improvements at NH 12/103/Main St & Plains Rd	Suburban	Vehicle	Skew and steep approach angle are challenges for implementing improvements.
Claremont	City of Claremont; NHDOT	NH 11/Washington St	Traffic calming and turning movement improvements along NH 11/Washington St commercial area	Commercial	Vehicle; Pedestrian	Evaluation of potential "road diet" including center turn lanes, pedestrian refuge islands, and other traffic calming devices. Potential alignment with CMAQ-funded signal timing improvement project along NH 11.
Corridor	Municipalities; NHDOT	NH 11; NH 103; NH 103A	Construct passing lanes where needed along major corridor highways.	Multiple	Vehicle	Further planning and study needed to identify needed/feasible improvements.
Newbury	Concord-Lake Sunapee Rail Trail; Town of Newbury	NH 103 corridor	Complete Concord-Lake Sunapee Rail Trail to Newbury	Rural	Pedestrian; Bicycle	
New London	Town of New London; NHDOT	NH 114/Little Sunapee Rd	Widen shoulders along NH 114 for improved bicycle access	Suburban/Rural	Bicycle	Further planning and study needed to identify feasibility and need for improvements.

# ACTION PLAN: TIER III PROJECTS (cont'd)



## Tier III Projects (cont'd)

MUNICIPALITY	PROJECT PARTNERS	LOCATION DESCRIPTION	PROJECT DESCRIPTION	LAND USE(S)	MODE FOCUS	PLANNING NOTES
New London	Town of New London	Downtown New London	Identify and implement bicycle loop in downtown New London bypassing NH 114/Main St	Downtown Core/Mixed Use	Bicycle; Pedestrian	Additional planning and outreach needed to identify desired loop and specific project(s) needed for implementation.
New London	Town of New London; NHDOT	NH 114/Main St; NH 114/Little Sunapee Rd; Newport Rd	Improve sightlines and pedestrian access at three-way intersection	Suburban	Vehicle; Pedestrian; Bicycle	Further planning and study needed to identify needed/feasible improvements.
Sunapee	Town of Sunapee; NHDOT	NH 103B	Widen shoulders and improve sightlines for bicyclists on NH 103B	Rural	Bicycle	Additional planning and study needed to identify specific improvements and feasibility.
Sunapee	Town of Sunapee; NHDOT	NH 103; Hamel Rd	Address skewed intersection at NH 103 and Hamel Rd	Rural	Vehicle	Local road; limited prospects for outside funding support. Grade/terrain challenges.
Sunapee	Town of Sunapee; NHDOT	NH 11; Otter Rd; John Avery Rd	Address skew and sightline challenges intersection at NH 11 with Otter Rd and Hamel Rd	Rural	Vehicle	Local road; limited prospects for outside funding support. Grade/terrain challenges.