

LAKES REGION TRAVEL AND TOURISM: LIVABILITY PROFILE JUNE, 2015



Prepared by: Lakes Region Planning Commission

Intentionally left blank.

Lakes Region Travel and Tourism: Livability Profile

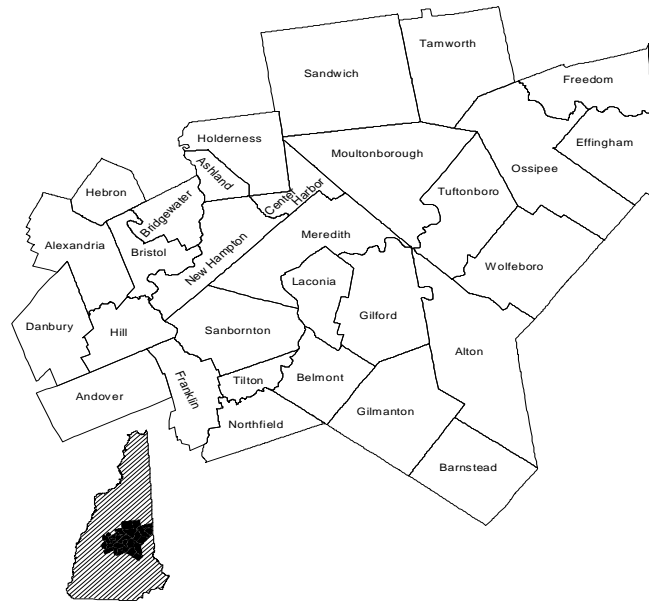


Prepared by the
Lakes Region Planning Commission
103 Main Street, Suite #3
Meredith, NH 03253

June, 2015

www.lakesrpc.org

THE LAKES REGION PLANNING COMMISSION



Alexandria
Janet Towse

Belmont
TBD

Effingham
Theresa Swanick

Hebron
Mitch Manseau

Moultonborough
Barbara Perry
Paul Punturieri

Sandwich
TBD

Alton
Philip V. Wittman

Bridgewater
TBD

Franklin
Tony Giunta

Hill
TBD

New Hampton
TBD

Tamworth
Patricia Farley
James Hidden

Andover
John Cotton

Bristol
Steve Favorite

Freedom
Jean Marshall

Holderness
Robert Snelling

Northfield
Wayne Crowley
Douglas Read

Tilton
Joseph Jesseman
Jonathan Scanlon

Ashland
Cheryl Cox

Center Harbor
David Hughes

Gilford
John Ayer
John Morgenstern

Laconia
Dean Anson, II
Warren Hutchins
Hamilton McLean

Ossiipee
Rick St. Jean

Tuftonboro
Dan Duffy
Stephen Wingate

Barnstead
David Kerr
David Allen

Danbury
Charlotte McIver

Gilmanton
Wayne Ogni

Meredith
William Bayard
Herbert Vadney

Sanbornton
Dave Nickerson
Ian Raymond

Wolfeboro
Roger Murray, III
Chuck Storm

LAKES REGION PLANNING COMMISSION STAFF 2015-2016

Jeffrey R. Hayes, MRP
Michael K. Izard
David K. Jeffers
Daniel J. Callister
Rosemarie R. Gelinis
Carl R. Carder
Ian L. McClure
Allen H. Constant
Irrn Daley
Jeffrey Johnson

Executive Director
Principal Planner
Regional Planner
Regional Planner
Administrative Assistant
Bookkeeper/Finance
Transportation Technician
Transportation Technician
Intern-PSU
Intern-PSU

Contents

Overview	1
The Lakes Region	1
Tourism in New Hampshire's Lakes Region	2
Travel in New Hampshire's Lakes Region.....	8
Linking Travel and Tourism with Livability	11
Regional Conditions.....	13
Origin and Destination Survey.....	18
Corridor Profiles.....	18
Summary.....	26
Appendix A - Livability Techniques and Principles	28
Appendix B - Transportation and Rural Livability	29
Appendix C - Lakes Region Visitor Origin and Destination Survey.....	31
Appendix D - Resources.....	33

Lakes Region Travel and Tourism: Livability Profile

1. Overview

Many sectors of New Hampshire's Lakes Region economy rely on tourism. Part of the tourist's experience is getting to and moving around the region. By understanding the needs of tourists, including those who live in the state and region, we as hosts may be better able to meet those needs. Due to the seasonal nature of the Lakes Region, tourism traffic often represents peak loads on our transportation system. By identifying tourism travel corridor concerns, we are also conducting a kind of stress analysis of our regional transportation system.

The Lakes Region Planning Commission (LRPC) works with its thirty member communities to understand and address issues dealing with land use, transportation, natural resources, and economic development. While it has connections to several of these planning topics, the focus of this report is on the transportation information, especially as it applies to tourism, and to introduce the concept of "Livability" and explore its applicability to the Lakes Region's transportation system.

The information in this document should be useful to businesses, visitors, and communities. Businesses may find the data trends about visitors to the region helpful in planning how best to reach and serve them. Contacts for regional resources may be of interest to those looking to explore the region. Communities should find useful the information about regional travel and patterns along with a greater awareness of how transportation planning can and does impact the lives of residents and visitors.

Exploring the connections between transportation and livability may lead us to projects that can improve the quality of life for communities and the region. More appealing communities may encourage more/longer visits, greater accessibility/mobility by the elderly, and less out-migration by young adults.

For many visiting New Hampshire, the Lakes Region is their destination, where they will spend a few days, a week, or more exploring, recreating, dining, shopping, or unwinding. For other travelers, this region is simply a pass-through on I-93 or NH Route 16 on their way to the White Mountains or the Seacoast. For the rest of us, the region is home; we get ourselves to work, are involved in the community, do our day-to-day activities, and raise our families here. The region's numerous lakes and mountains serve to both draw travelers to the region and also affects some travel patterns.

2. The Lakes Region

New Hampshire's Lakes Region is located in the east-central portion of the state, covering an area approximately 1,280 square miles. The majority of the landscape is rural, dominated by lakes and several small mountain ranges (Figure 1). It is composed of thirty communities with resident populations ranging from less than a thousand to nearly 17,000; more than 112,000 in all. While most of the communities are small towns, Laconia and Franklin are the region's two cities. This landscape impacted where people have settled, built businesses, and developed roads over the past couple of centuries. As an attractive recreation destination, just hours from southern New England, the Lakes Region's economy is firmly grounded in tourism. Some communities estimate that their summer population swells to at least three times the year-round population.

Lakes Region Travel and Tourism: Livability Profile

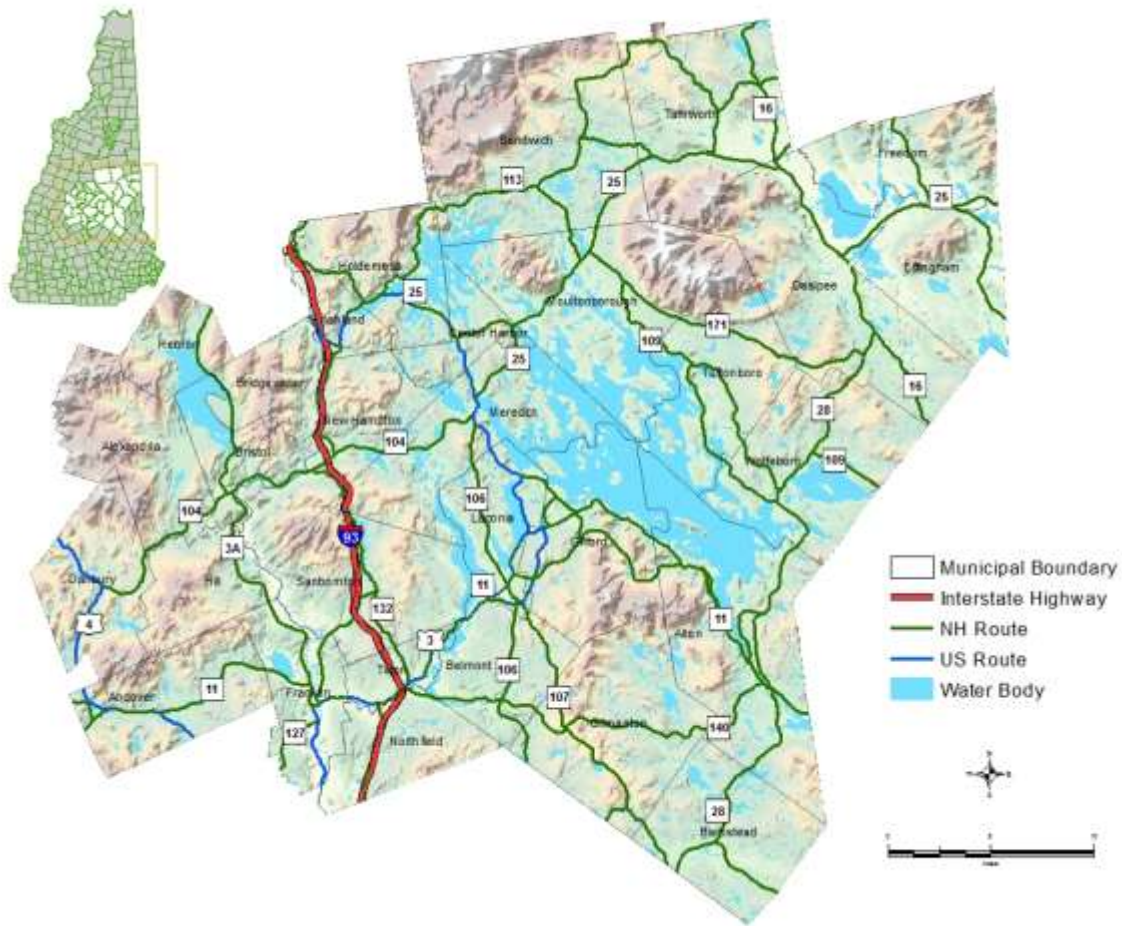


Figure 1: Lakes Region Geography, Communities, and Major Roads

3. Tourism in New Hampshire's Lakes Region

People come to the Lakes Region for a wide variety of reasons. Since 2009 the Institute for New Hampshire Studies based at Plymouth State University has been tracking information about the purpose of trips by visitors to the region. “Visiting friends and relatives” was consistently at the top of the list of reasons mentioned for visiting the region. “Outdoor recreation” or “pleasure” were near the top, followed by “business”, especially for those residing outside of New England. Shopping, sightseeing, and scenic drives are the most frequently mentioned activities for the state’s visitors.

In 2011-12 visitor spending in the Lakes Region averaged more than \$85 per visitor day. Visitors from the Mid-Atlantic tend to spend more than those from New England. Lodging, food and beverages, shopping, and gasoline tend to be where the majority of visitors’ dollars are spent.

“Travelers to New Hampshire spend a larger share of their money at retail stores, compared to most other states. Also, restaurant spending is larger in comparison to lodging expenses in

Lakes Region Travel and Tourism: Livability Profile



The signs welcoming visitors to Wolfeboro proclaim that it is the “oldest Summer Resort in America”. Those living in the area will readily affirm that summer is definitely the busy season around the Lakes Region. While there is activity around the region at other times of the year and some businesses are innovating new ways to extend the season for visitors such as Meredith’s Pond Hockey Tournament and the four-season facilities at Gunstock Recreation Area, there is no doubt that the 10-12 weeks of tourist season are not only the region’s bread and butter, it also tests the limits of the region’s infrastructure.



contrast with tourist spending patterns for most other states. Due to its nearness to large cities, New Hampshire tourism has a much larger proportion of day trips included in its total visitor days and about one-third of overnight visitors to New Hampshire stay with friends or relatives or at second homes”¹ (and is likely even higher in the Lakes Region, where the percentage of seasonal homes (29%) is nearly three times the statewide average (10%)).

In recent years, between 30 and 36 million visitors travel to New Hampshire each year. Sixty-five to seventy-five percent of the visitors New Hampshire are from New England states. Data indicate that one-third of all visitors to New Hampshire are from Massachusetts, and approximately twelve percent come from the Mid-Atlantic states (NY, NJ, and PA).

Since 2007 there have been about one million overnight visits per year by Canadians and except for a dip in 2009, this number has been increasing. Canadians have spent between \$95 and \$130 million dollars each year in New Hampshire. Two-thirds of those visitors say the purpose of their trip is “holiday/vacation”.

“Travel and tourism spending in New Hampshire in comparison with traveler spending nationally is more than three times as large as the state's share of the national population. Travel and tourism spending supports more employment per dollar of receipts than any other economic sector. It is also one of the largest sources of revenue to the state government. If second homes are included as tourism related, then travel and tourism related properties are one of the larger sources of property tax payments to local governments.”²

During fiscal year (FY) 2012, 34.2 million travelers and tourists visited New Hampshire and spent an

¹ *New Hampshire Fiscal Year 2012 Tourism Satellite Report*, The Institute for New Hampshire Studies <https://www.plymouth.edu/institute-for-new-hampshire-studies/nh-tourism-data/travel-economic-reports/>.

² *Ibid*, “Importance of Travel and Tourism to the State”. Lakes Region Demographic Profile, 2003.

Lakes Region Travel and Tourism: Livability Profile

estimated \$4.42 billion in direct spending. About twelve percent of this direct spending (\$526 million) ends up in the Lakes Region. Combined with indirect spending by travelers (\$2.1 billion) and earnings of workers in the tourism industry and its supply industries (induced spending by travelers) (\$7.3 billion), the total economic contribution to the state's economy of traveler spending was \$13.8 billion.

New Hampshire on the whole, and the Lakes Region in particular, has a very seasonal economy. Nearly half of all spending by travelers to the Lakes Region occurs in the summer months (Figure 2).

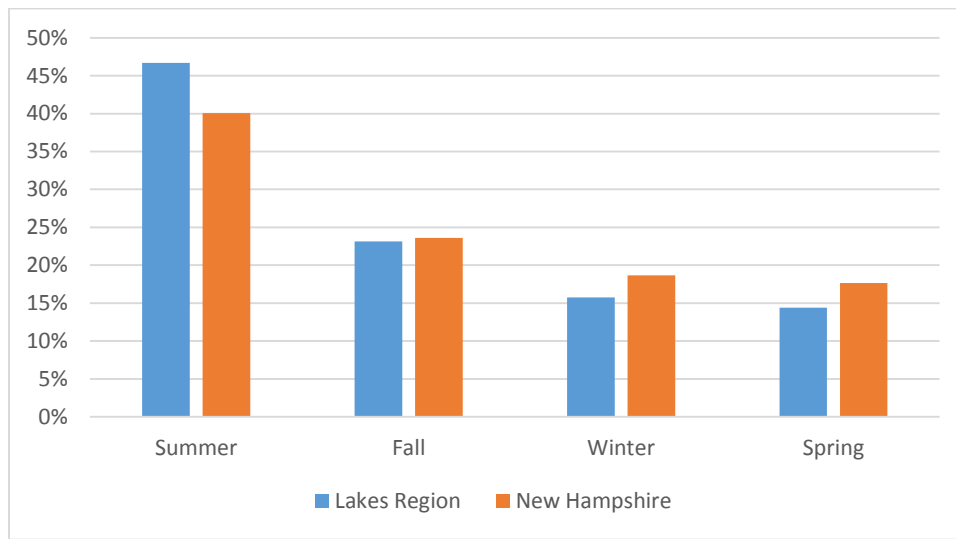


Figure 2: Traveler Spending by Season (2011-12)

The abundance of accessible natural resources is one of the major reasons why many people choose to travel to this region. As the Lakes Region's name implies, more than 40% of the state's surface water is found in our region (Table 1). Lake Winnepesaukee is the third largest lake in New England and by far the largest in New Hampshire.

Table 1: The Lakes Region's Largest Water Bodies

Lake	Acres
Winnepesaukee	44,586
Squam	6,765
Winnisquam	4,264
Newfound	4,106
Ossipee	3,092
Wentworth	3,018

Lakes Region Travel and Tourism: Livability Profile

Getting to the water, whether for fishing, swimming, boating, waterskiing, touring, or some event, is important to visitors and residents alike. Easy access is important. Within the LRPC 30-town region, there are 175 Water Access points (see Figure 4).

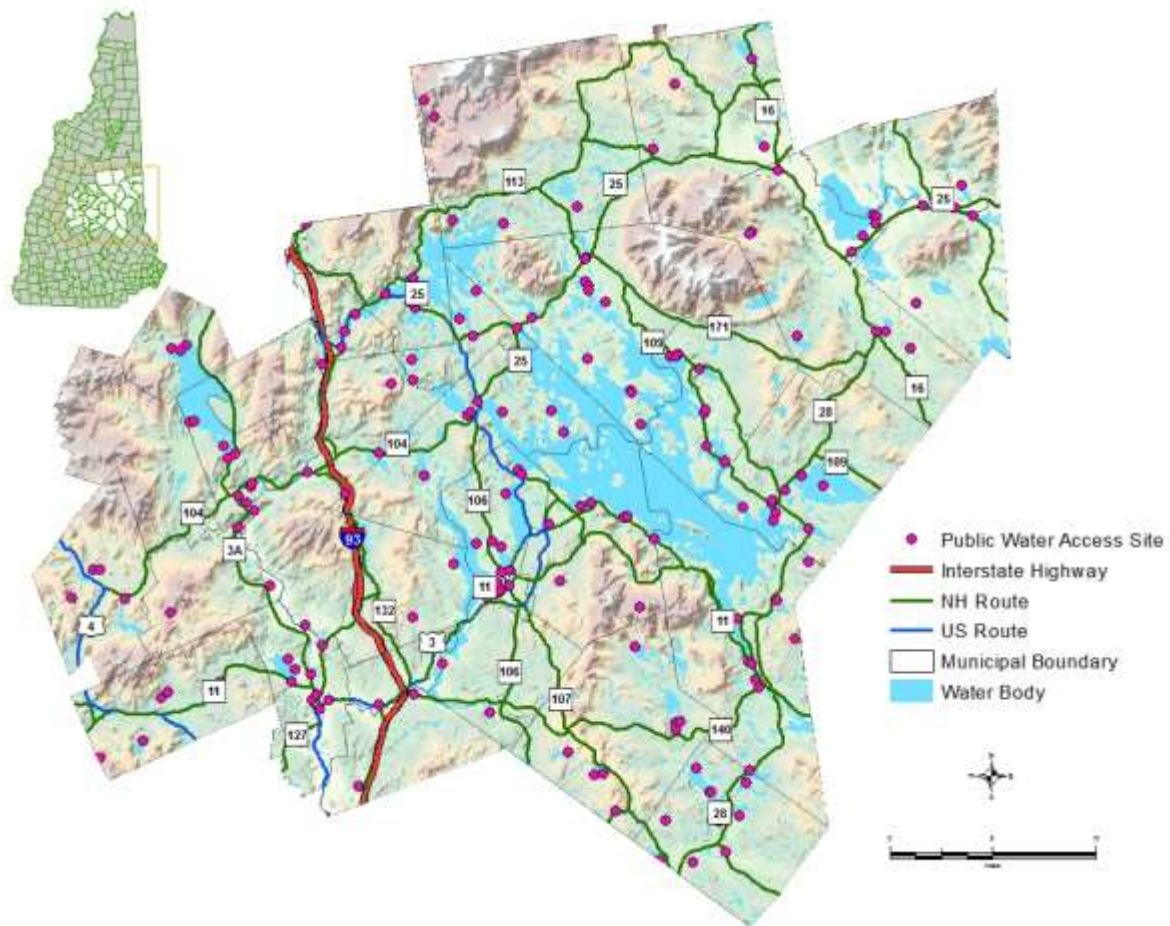


Figure 4: Public Water Access Points

Some measures substantiating that outdoor recreation is a major draw of people to the state and region include the following:

- A total of more than 150,000 fishing and hunting licenses were issued statewide in 2014.
- Regionally, one can find:
 - Over 500 camping sites at the two State Parks and one county recreation facility, supplemented by sites at more than 30 private campgrounds.

Lakes Region Travel and Tourism: Livability Profile

- Three downhill and at least two Nordic ski facilities.
- Nine public golf courses, five semi-private, and at least one private course.
- Scores of walking and hiking trails ranging from rail trail paths to ledgy, hand-over-hand scrambles.
- Several formal bicycling trails or corridors such as the Northern Rail Trail, the WOW Trail, and the Cotton Valley Trail.

See Appendix D for links to this information.

One of the more popular activities in the summer and autumn are sightseeing and scenic drives. The Lakes Region Tour was designated as a State Scenic Byway in 1999 and its management plan is currently in the process of being updated. It provides the framework for the twelve participating communities to identify particularly scenic views from the road and in proximity to



the highways that encircle Lake Winnepesaukee (Figure 5). The New Hampshire Scenic and Cultural Byways Program was established through RSA 238:19, "... to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways, and expose the unique elements of the state's beauty, culture and history."

Lakes Region Travel and Tourism: Livability Profile

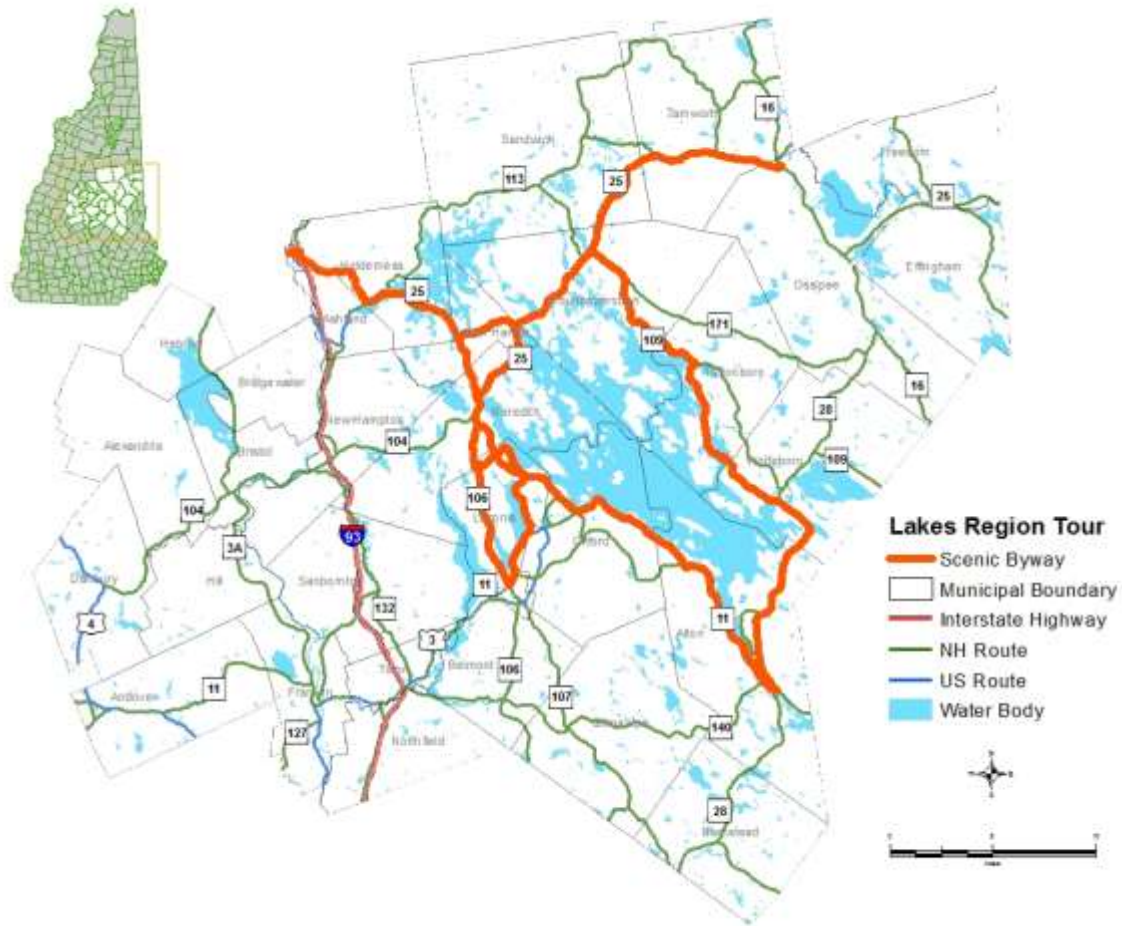


Figure: 5: Lakes Region Tour (Scenic Byway)

Throughout the year there are hundreds of events around the region ranging from weekly band concerts and rural bean suppers highlighting the small town nature of many communities to much larger events such as Laconia’s Motorcycle Week (more than 200,00 visitors), several triathlons including Wolfeboro’s Granite Man, Bristol’s Lakes Region, Tamworth’s Pitch Pine, and Gilford’s Timberman (more than 3,000 participants). Classic auto and boat shows, craft festivals, farmer’s markets, and rural community fairs draw visitors to the region throughout the summer and fall. In the winter skiing and snowboarding, snowmobiling, ice fishing, dogsledding, and pond hockey are activities that attract visitors to the area. Shopping and youth camps also draw many to the region.



Lakes Region Travel and Tourism: Livability Profile

4. Travel in New Hampshire's Lakes Region

The primary north-south routes into and out of the Lakes Region are NH Route 16 to the east and I-93 in the west. NH Routes 3A, 106, 107, and 109 also run through the region north-to-south. Major roadways connecting these routes, running generally east-west through the region are US Route 3 and NH Routes 11, 25, 28, 104, and 140. Local and private roads branch off of these state secondary routes, and in many cases driveways open directly onto these major roadways. Most Lakes Region communities have a state route as Main Street.

As with many regions around the state, there is great variation in terms of road types ranging from I-93, US and State routes to county and local roads, down to private and unmaintained roads. One means of classifying roads that NH DOT utilizes is functional classification, which takes into account the ability of through traffic to keep moving, speed, and access to property. The scale ranges from principal arterials with the most through traffic and speed and least access to properties down through minor arterials, collectors (major and minor), to local roads with the least amount of through traffic and speed and greatest access to properties. (See Figure 6).

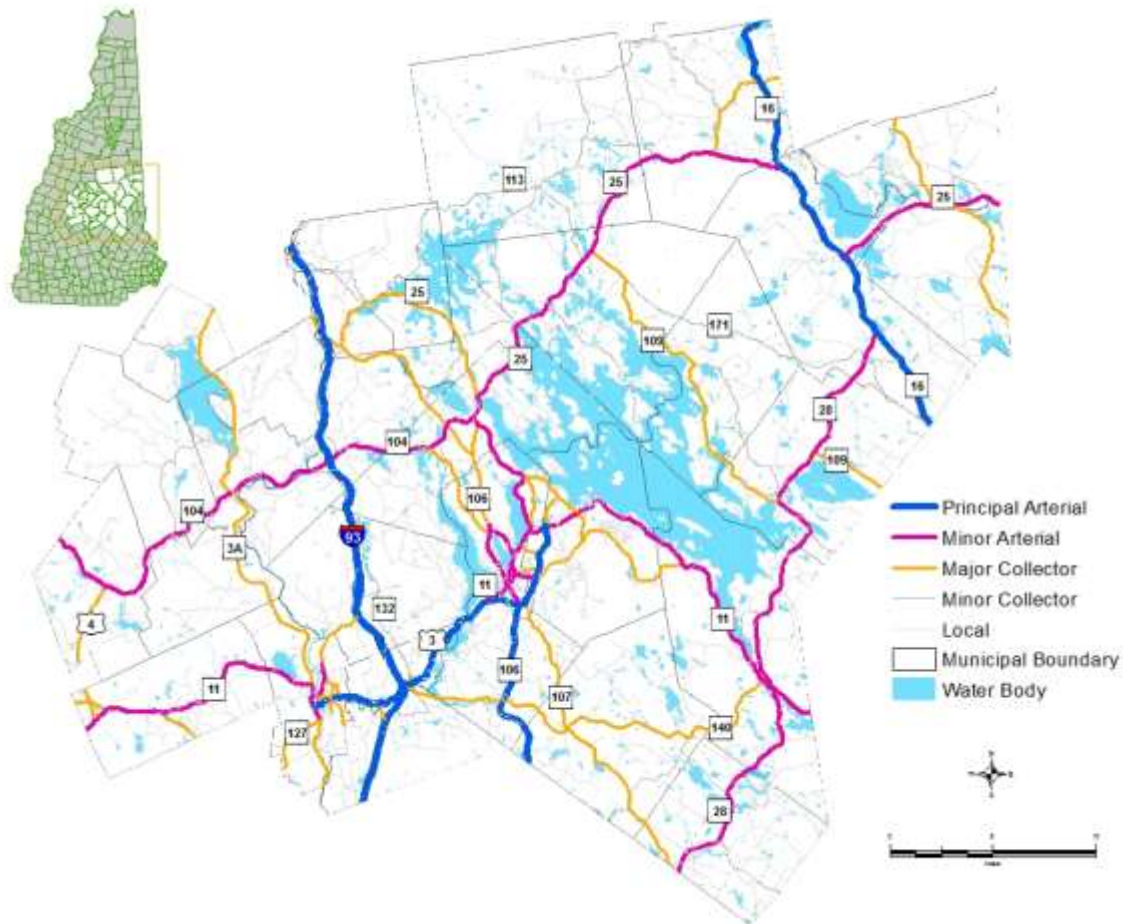


Figure 6: Functional Road Class

Lakes Region Travel and Tourism: Livability Profile

There is also variation in the actual traffic volumes along these roadways. Table 2 shows the range of annual daily traffic (AADT) volumes at a variety of key locations around the Lakes Region (where permanent counters exist) over the past eight years. Figure 7 shows a range of traffic volumes for the past year on major roads around the region.

By reviewing patterns in traffic volume at several locations, we can see that the highest volumes of traffic are I-93, US 3 from Franklin to Laconia, NH Route 104 from New Hampton to Meredith, and NH Route 16 in Ossipee. Additionally, NH Route 25 from Meredith to Moultonborough and NH Route 106 through Belmont are among the region's higher volume segments.

Table 2: Traffic Volume at Select (Permanent Counter) Location (2007-2014)

Route	Community	Site	Minimum AADT	Maximum AADT	Percent change*
I-93	Tilton	between Exits 19 & 20	26,441	27,867	5.39%
US 3	Belmont	W. of Union Rd.	16,445	17,633	7.22%
NH 104	Meredith	W. of Chase Rd.	11,169	12,451	4.56%
NH 16	Ossipee	S. of Pine River Rd.	11,000	11,428	3.89%
US 3	Gilford	Laconia ByPass	8,201	9,125	11.27%
NH 28	Wolfboro	S. of Drew Hill Rd	6,733	7,085	5.23%
NH 11	Alton	S. of Loon Cove	5,063	5,628	11.16%
NH 25	Tamworth	E. of Lord's Hill Rd.	4,772	5,100	6.87%

*Difference between highest and lowest values for the time frame

Lakes Region Travel and Tourism: Livability Profile

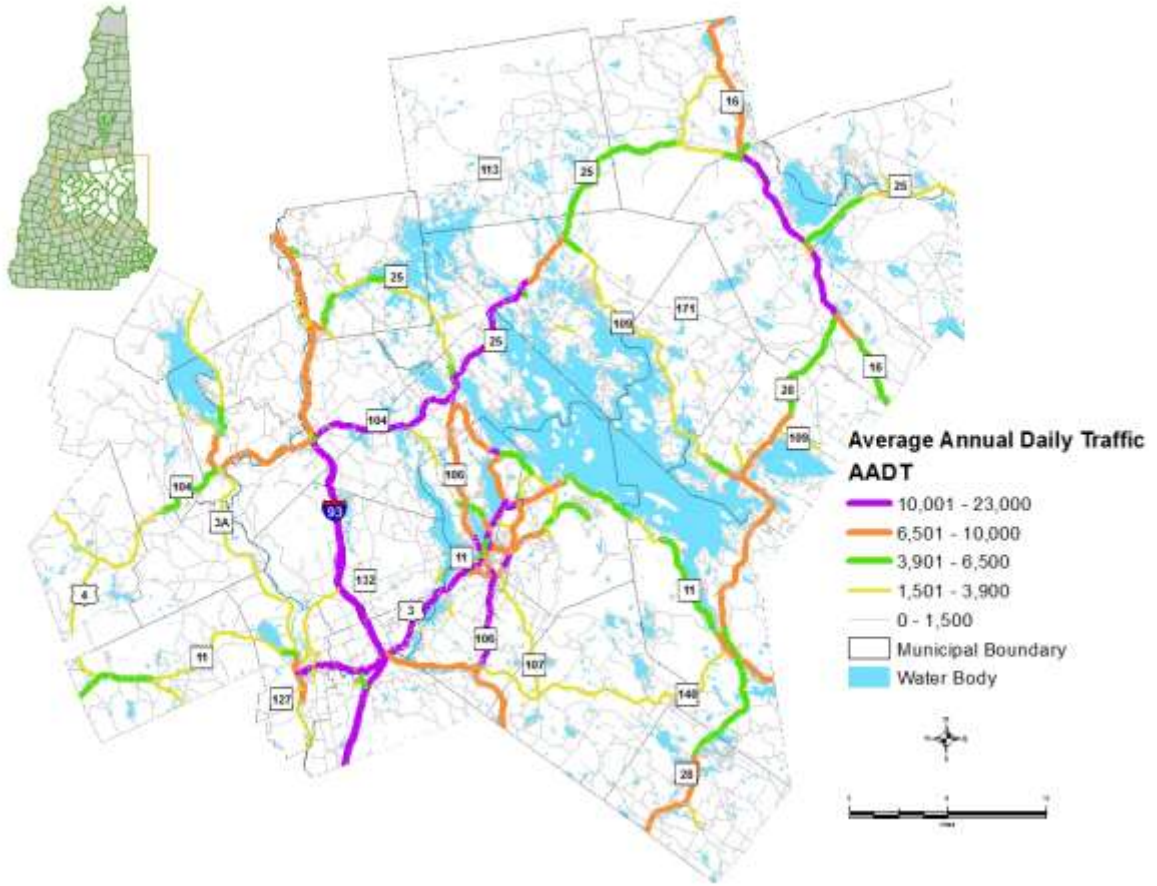


Figure 7: Traffic Volume (2014)

Lakes Region Travel and Tourism: Livability Profile

5. Linking Travel and Tourism with Livability

The Federal Highway Administration defines livability as, “a range of initiatives aimed at improving community quality of life while supporting broader sustainability goals. Livability encompasses multi-dimensional issues relative to community design, land use, environmental protection and enhancement, mobility and accessibility, public health, and economic well-being. . . most transportation practitioners understand the key concept behind livability in transportation: transportation planning is a process that must consider broader community goals.”³ Both the American Association of State Highway and Transportation Officials (AASHTO) and the US Department of Transportation (DOT) have techniques or principles that help guide their planning efforts, with similarities and overlaps between them; these are listed in Appendix A.

The concept of livability through transportation has been around since at least the 1980s. Some people link it exclusively with urban planning projects; in fact, livability through transportation is quite a broad concept, touching on many factors and applicable in many contexts (see Appendix B – Supplement “Transportation and Rural Livability”). While there are a number of factors that fall under the broad umbrella of livability, ultimately “livability means different things to different communities”⁴.

The five elements that were identified in the scope of this project as livability factors and initially explored in this profile are:

- Congestion
- Safety
- Infrastructure Conditions
- Multi-modal Functionality
- Water & Air Quality

Congestion occurs when the traffic is greater than the capacity of a particular road or intersection, resulting in slower speeds and longer trip times.

Designing safe roadways that limit the number of traffic incidents resulting in property damage, injury, or death is a major focus of transportation planners. There are a number of factors that contribute to safe roads including road and intersection design, pavement conditions, signage, and driver behavior.

The condition of roadway infrastructure can impact traveler safety and the environment. Poor pavement conditions can affect driver safety, driver behavior, and lead to vehicular damage. Poor road drainage can result in diminished road quality and compromised environmental quality.

Multi-modal functionality incorporates public transit and ride-sharing opportunities along with the ability of pedestrians and bicyclists to safely get around.

³ US Department of Transportation, Federal Highway Administration, “Livability Initiative”, http://www.fhwa.dot.gov/livability/state_of_the_practice_summary/research00.cfm#what.

⁴ *Livability in Transportation Guidebook*, FTA/FHA 2014, p.6.

Lakes Region Travel and Tourism: Livability Profile

The environmental quality of both the air and water can each be affected by transportation activity. Impacts can include increased ozone and particulate matter in the air (smog), increased runoff or poor drainage, which can result in erosion or sedimentation or increased contaminants such as salt.

While the terms used above are not the same as those used in the AASHTO and USDOT lists in Appendix A, there are connections. Several of the AASHTO techniques have direct applications to the Lakes Region (see below) and might be considered in future updates to this document:

- Revitalize a small town's "Main Street".
- Stimulate the broader economy.
- Preserve scenic country roads.
- Make design responsive to community needs.
- Integrate transportation and land use.
- Use scenic byways to attract tourists and support local economies
- Promote walking and biking
- Support travel and tourism.

6. Regional Conditions

Congestion

Taking into account traffic volumes and the number of road lanes, in 2011 NH DOT developed a rough statewide comparison of transportation congestion for state roads based on factors such as the AADT, the number of road lanes, and the maximum rate of traffic flow⁵. Scores for road segments are reported as scores from A to F; at levels A and B traffic is free-flowing, at levels D and E stop-and-go traffic has developed, and at level F there is gridlock. The majority of the congestion problems are in the southern, more urban tier of the state. A few corridors in the Lakes Region are susceptible to periods of congestion, especially during peak travel times (Figure 8). The areas most susceptible to congestion are US 3/NH 25 in Meredith and US 3/NH 11 Franklin-Laconia as well as NH Route 104 New Hampton – Meredith, portions of NH Route 16 in Ossipee, NH Route 106 Belmont-Laconia, and NH Route 25 Meredith-Moultonborough.

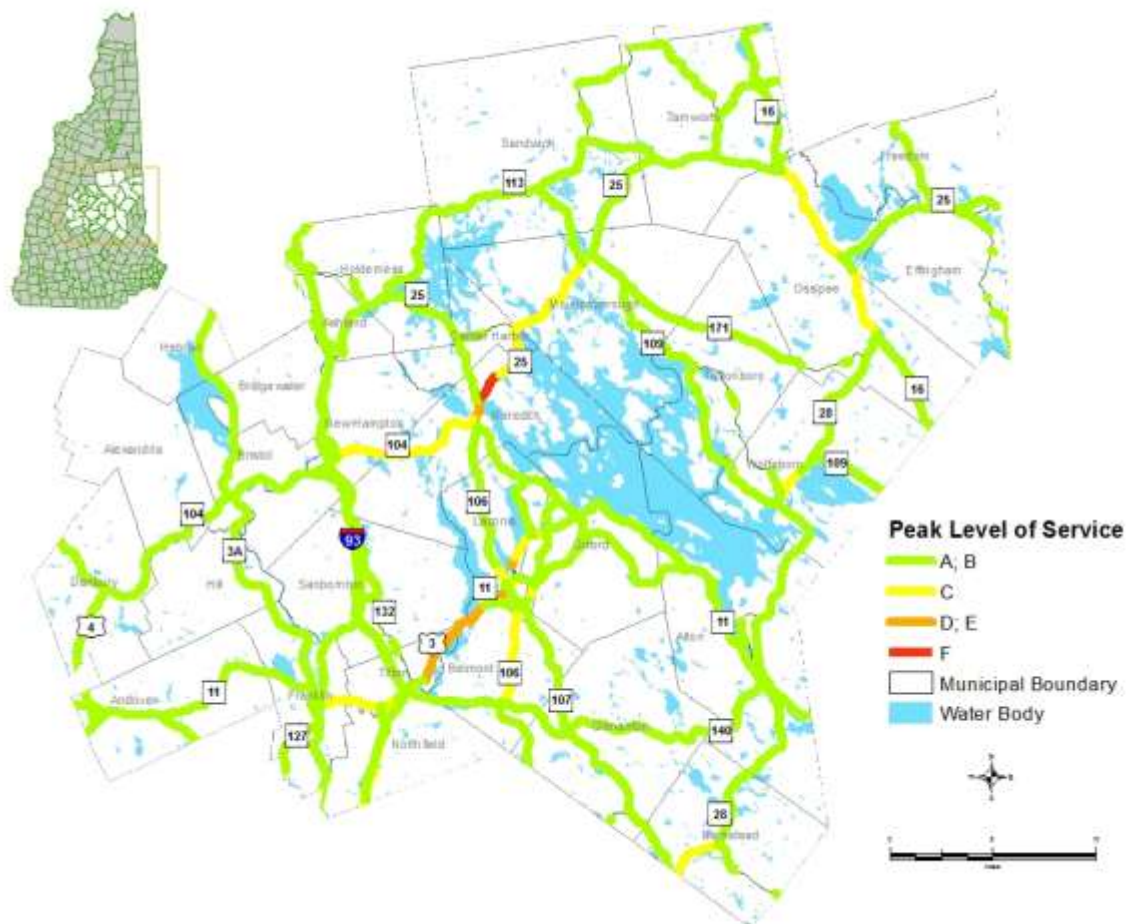


Figure 8: Regional Level of Service (Peak Congestion)

⁵ NH DOT Bureau of Traffic correspondence, June 2015.

Lakes Region Travel and Tourism: Livability Profile

Infrastructure

The NH DOT Road (Pavement) Condition Index classifies the condition of road segments and their surfaces. Figure 9 indicates that the majority of major roads in the Lakes Region need either “Some work” or “Major Work”. Deferred maintenance is a part of the problem but often the real root of the problem is inadequate drainage. In 2013 it was estimated that driving on rough roads cost the average New Hampshire driver an additional \$323 in maintenance costs per vehicle per year⁶. There has been considerable debate about the lack of adequate funding to address these maintenance problems and what should be the source of such funds.

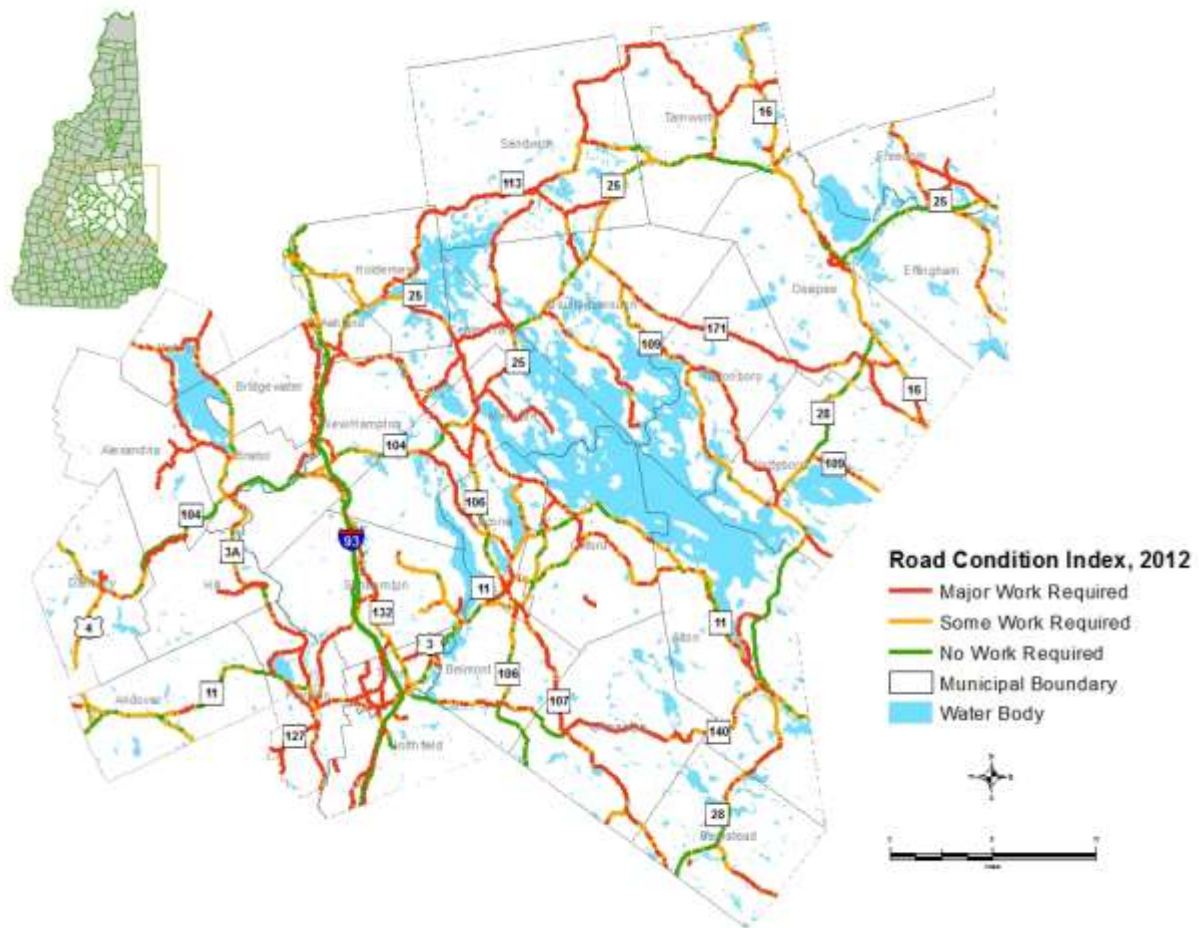


Figure 9: Pavement Condition

Multi-modal Functionality

The LRPC report *Bicycling and Walking: Transportation Choices for New Hampshire's Lakes Region (2012)* reviews the various opportunities available to cyclists and pedestrians throughout the region. It also

⁶ *New Hampshire Transportation by the Numbers: Meeting the State's Need for Safe and Efficient Mobility* (2013). http://www.tripnet.org/docs/NH_Transportation_by_the_Numbers_Report_Feb_2013.pdf.

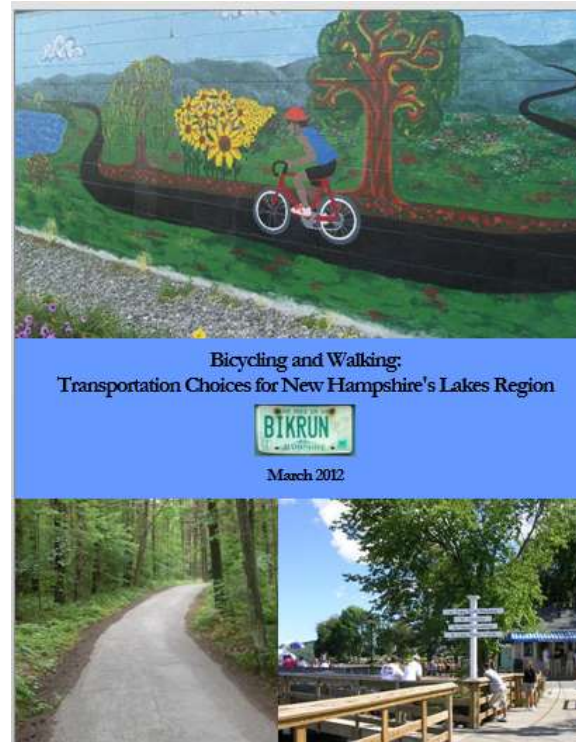
Lakes Region Travel and Tourism: Livability Profile

analyzes the benefits of projects that enhance these forms of non-motorized transportation, the progress made in this area, as well as steps yet to be accomplished.

The vision of this document speaks directly to enhancing the livability of the region through transportation options, *“A purposefully connected network of trails, sidewalks, road shoulders, and markings promoting safe and enjoyable bicycle and pedestrian mobility. Design and maintenance of livable, complete streets that support transportation, recreation, health, and economic interests throughout the Lakes Region.”*

Due to the fair to poor pavement conditions and limited shoulder widths of many of the state roads in the region, on-road cycling, even on routes identified in the NH DOT Regional Bicycling Route Map, can be challenging and risky for inexperienced riders. In the past decade much work has been done to develop off-road paths. If connected, the region could have more than 50 miles of continuous, off road trails, with further connections outside the region. Existing or planned trails include the following:

- Cotton Valley Trail – Rail-Trail from Wolfeboro to Wakefield
- Moultonborough Neck Trail
- Ossipee Lake Trail – on-road loop around Ossipee Lake
- Newfound Pathway – conceptual plan for trail around Newfound Lake with links to Bristol and Franklin
- Northern Rail Trail – Danbury, Andover, and Franklin extending to Lebanon. Most of the trail is complete, the current challenge is connecting the trail in West Franklin to the Winnepesaukee River Trail.
- Sewall Woods Trail – recreational trail in Wolfeboro
- Winnepesaukee River Trail – Franklin-Northfield-Tilton is an important link through a challenging urban area
- Winnisquam Scenic Trail – Connector trail between Tilton and Laconia, passing through Belmont. It is on track to begin construction of Phase I in late summer 2015⁷.
- Winnepesaukee-Opechee-Winnisquam (WOW) Trail – A multi-phase project which will run from the Belmont town line through downtown, Lakeport, and Weirs Beach to the Meredith town line.



A number of steps could be taken to make communities around the Lakes Region more appealing to pedestrians and cyclists, calming traffic and encouraging people to visit local businesses, boosting the

⁷ “Winni Trail construction to begin in late summer”, Laconia Citizen June 5, 2015. <http://www.belmontnh.org/docs/WinniTrail/Citizen060515.pdf>.

Lakes Region Travel and Tourism: Livability Profile

local economy. More needs to be done in terms of linking pathways and getting the word out to the public about the existing trail and walking resources. Communities should be encouraged to request lane allocation modifications (narrower road striping) through NH DOT, increasing shoulder widths for cyclists and pedestrians (Figure 10).



Figure 10: Conceptual rendering of a lane width modification along NH Route 113 in Holderness. Existing 11½ - 12 foot lane is shown above. Proposed solution with 10½ - 11 foot lane using existing pavement is shown below, with added Share the Road signage.⁸

“Families and individuals, young and old, recreational and utilitarian users across the region have expressed not only a sense of concern for personal safety and the safety of children, but have also expressed a strong desire for more walkable and livable communities. When people feel safe, and perceive walking and bicycling as enjoyable activities, they spend more time in public places, whether shopping, strolling, bicycling for fun or exercise, being with others, or simply enjoying the outdoors. Safe well-designed public places leverage desirable community activity, and they provide opportunities to off-set some other health and environmental impacts created in part by our dependence on motor-vehicles.”

Bicycling and Walking: Transportation Choices in New Hampshire's Lakes Region (2012), p.4

⁸ *Bicycling and Walking: Transportation Choices in New Hampshire's Lakes Region (2012), p.39*

Lakes Region Travel and Tourism: Livability Profile

To improve walkability in communities, steps do need to be taken to expand and improve sidewalks. The downtown areas of Wolfeboro, Laconia, Meredith, Bristol, Franklin, and Tilton all have some interconnected sidewalks and most have taken steps to enhance pedestrian safety and walkability. An example of suggested traffic calming, and walkability improvements for Center Harbor is illustrated in Figure 11. A challenge noted in the plan is that in many communities sidewalks are seen as more of a liability than a community resource, primarily because of maintenance responsibilities.



Figure 11: NH Route 25/Lake Street Intersection (Looking West) – Current (top) and Proposed Improvements (bottom)⁹

⁹ *Bicycling and Walking: Conceptual Design Supplement (2012), p. 38.*

Lakes Region Travel and Tourism: Livability Profile

7. Origin and Destination Study

The Lakes Region Planning Commission proposed to conduct an origin and destination survey on state highways within the scope of this *Lakes Region Travel and Tourism: Livability Profile*. The goal of the survey was to supplement standard traffic volume data with details about a visitor's purpose of travel to the region and to assist in answering research questions related to: congestion, infrastructure conditions, safety, and accessibility to non-motorized options (bicycling and walking). The purpose of the survey was to assess traveler attraction to the Lakes Region at key regional entry points such as US Route 3 east of I-93 at Exit 20 on a two lane road segment.

As the highway 'owner', NHDOT Bureau of Planning and Community Assistance staff was contacted by LRPC for guidance on the NHDOT policy for conducting the type of origin and destination survey proposed. Where it appeared NHDOT does not have an official policy, LRPC was encouraged to submit a proposal for review by the NH Attorney General's Office (AGs Office). The proposed methodology for conducting the survey is shown in Appendix C.

After review and opportunity to respond to clarification correspondence, it was determined that the AGs Office does not advise that this activity be allowed on a state highway. This conclusion was supported by the NHDOT Bureau of Planning and Community Assistance Administrator who cited questions related to: authority to stop traffic, liability issues associated with stopping people in the roadway (among other liability concerns), and general safety concerns. The remaining time to perform the origin and destination survey, after researching and developing this proposal, was reallocated to exploring the livability factors associated with specific gateways that serve as points of entry to the region.

8. Corridor Profiles

The Lakes Region has several "gateways", transportation corridors through which many people access the resources and services of the region. Over the past several years, the Lakes Region Planning Commission has worked with communities and NH DOT to study a number of the transportation corridors that are the primary access routes and give people their first impressions of the Lakes Region. The following section will describe a couple of these "gateway corridors": US Route 3 & NH Route 11, and NH Routes 104 and their impact on livability in the region. These corridors were selected because they do carry the highest volumes of traffic to the region and detailed studies have already been conducted on these corridors which could be used as starting points. In each case existing conditions are reviewed and then various aspects of livability are discussed.

US Route 3 – Franklin to Laconia

The *US 3 Route 3 Transportation Demand Management Study – Franklin to Laconia (2013)* explored one of the busiest sections of roadway in the Lakes Region, "seeking to identify potential solutions to traffic congestion that can be implemented at the local and regional level that will have a positive impact on the travel experience in the US Route 3 corridor, the regional economy, and the environment". p.1. The history of congestion and the factors that lead to it, along with an analysis of traffic volumes and actual timed runs through the corridor. There is also a review of past planning efforts in the corridor and tools that might be used to mitigate some of the congestion.

Lakes Region Travel and Tourism: Livability Profile

Existing Conditions

This 12.5 mile stretch of US Route 3 is the primary (really the only) transportation corridor connecting the Lakes Region's two cities, Laconia and Franklin, along with the towns of Tilton and Northfield and small segments of Belmont and Sanbornton. Some of the region's largest employers and shopping areas (J. Jill, Tanger Outlet Mall, Wal-Mart, and Lowe's) are located in the corridor on either side of the I-93 Exit 20 interchange, with additional locations near the Belmont-Laconia and Tilton-Franklin town lines. Driving east from the bridge in Franklin, US Route 3 serves as Main Street through both Franklin and Tilton. East of the Exit 20 shopping areas, the roadway parallels several lakes which see large amounts of tourist activity through the summer season. (Figures 12 & 13)

For most of its length, this roadway is considered a major transportation artery. It runs through rural, suburban/retail, interchange, and village land use contexts. The AADT along this stretch of US Route 3 is typically between 14,000 and 25,000 vehicles per day, with the greatest volume occurring in the summer, on Fridays, and to the west of I-93. Although this corridor is frequently busy, the permanent traffic counters indicate that it has to accommodate on average 200,000 more vehicles in the month of July than it does in January, representing a 40% increase in volume.

There are a large number of access points to US Route 3 in the form of driveways from businesses, especially in the vicinity of I-93 Exit 20. Most of the corridor is a two lane road, widening to four with turning lanes at the I-93 interchange and through some of the shopping area on either side of the interstate. Downtown Franklin and Tilton, the I-93 interchange, and the entrance to Laconia have been identified as congested areas. A drive along this 12.5-mile corridor with no traffic takes about 23 minutes; the typical evening commute increases the drive time to 30 minutes (20-30 percent increase). The map of the corridor shows that there are half a dozen "pinch points" related to trip generation along the route.

Lakes Region Travel and Tourism: Livability Profile

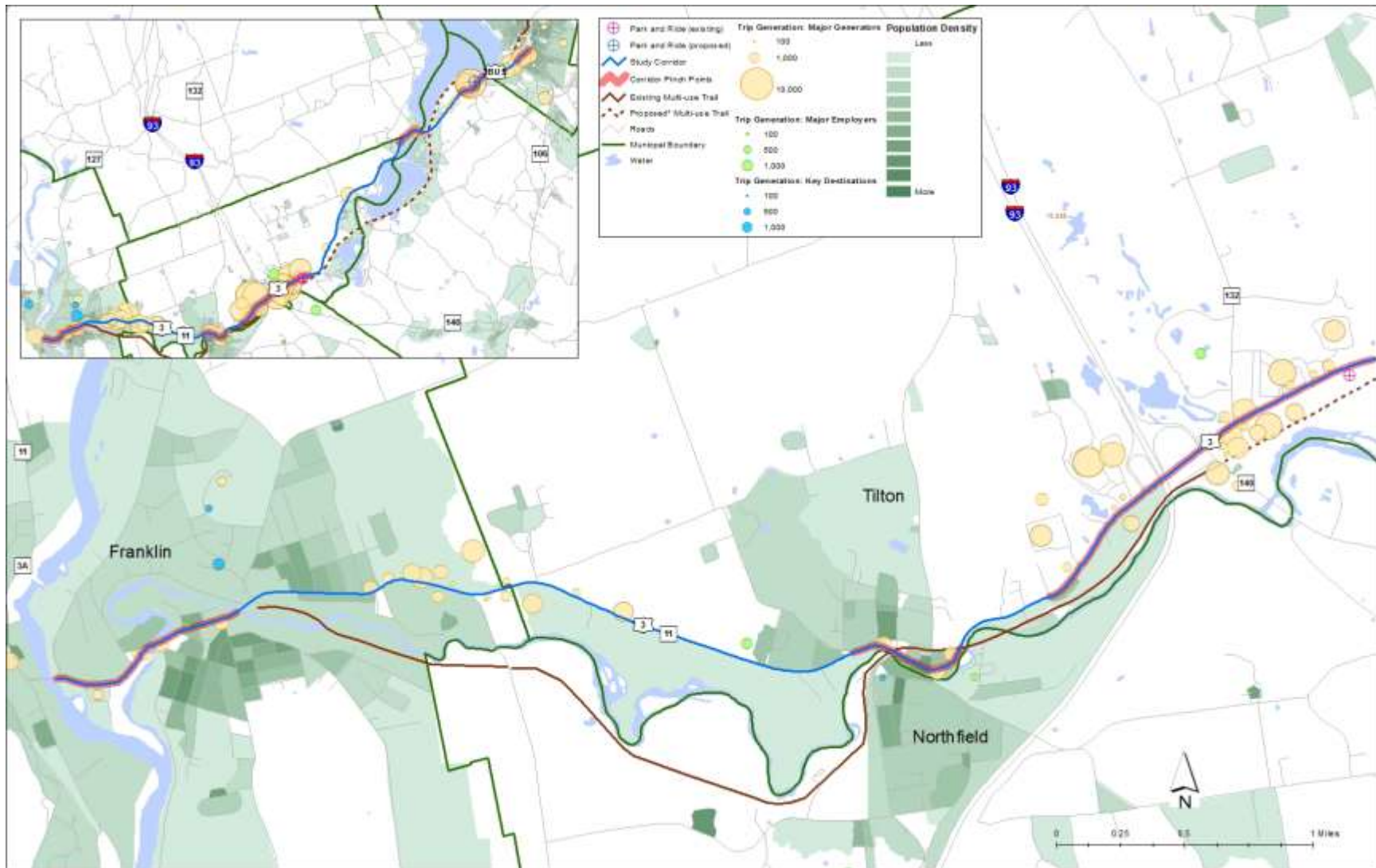


Figure 12: US 3 Corridor west – Franklin - Tilton¹⁰

¹⁰ Figures 12 and 13 adapted from *US Route 3 Corridor Transportation Demand Management Plan: Franklin to Laconia, NH (2013)*, p. 8.

Lakes Region Travel and Tourism: Livability Profile

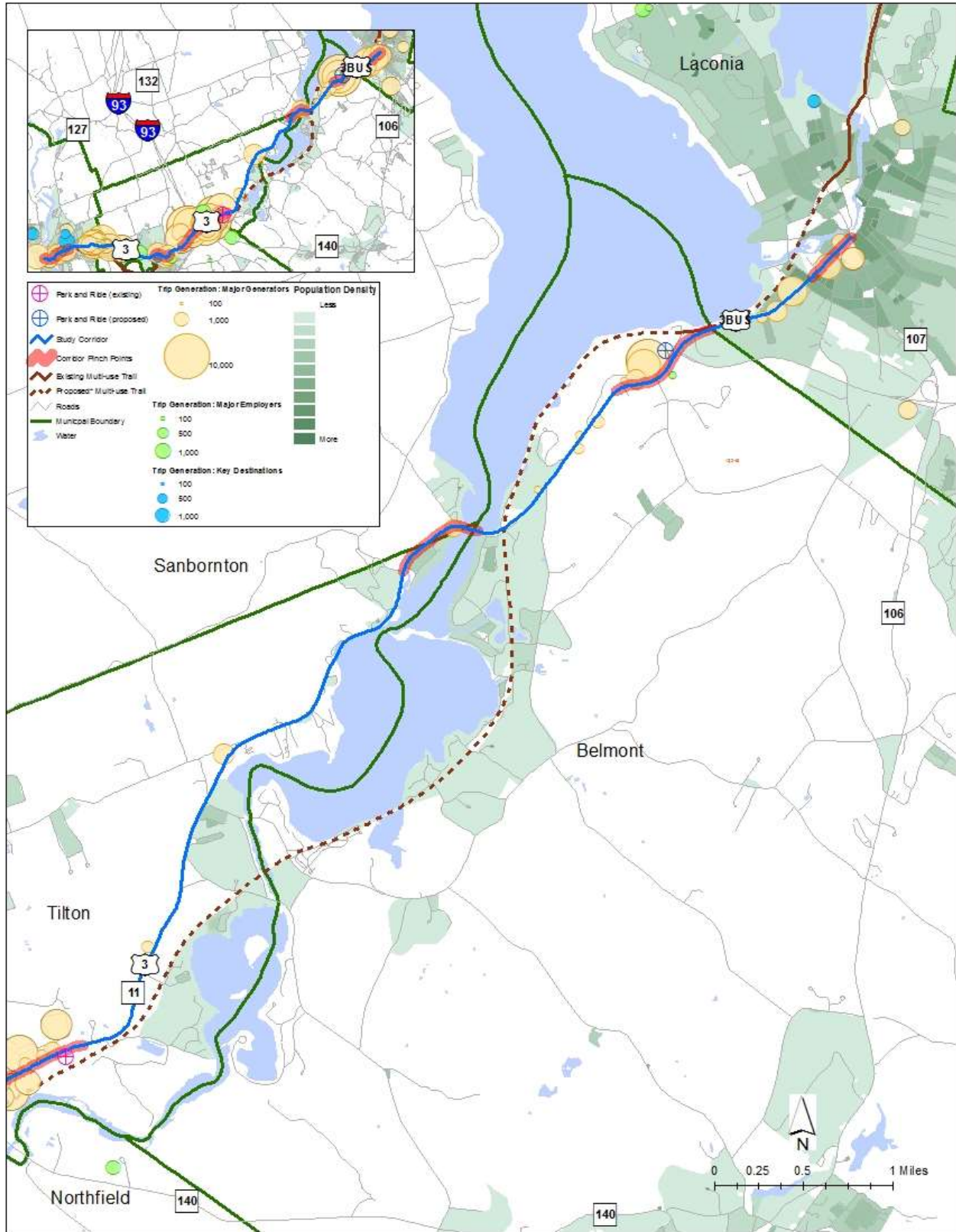


Figure 13: US Route 3 Corridor east Tilton - Laconia

Lakes Region Travel and Tourism: Livability Profile

Livability

The US Route 3 corridor experiences some of the greatest amount of congestion in the Lakes Region. Several of these slow-downs are in areas with a large number of “trip generators” (large employers, shopping areas, etc.). In a review of the Exit 20 services, it was recommended that incorporating pedestrian access between various store locations and shared access driveways could reduce the need for vehicles and pedestrians to enter US Route 3 just to get from one store to the next, improving traffic flow and pedestrian safety. Similar ideas were also noted in master plans of Tilton, Northfield, Belmont, and Laconia.

One method of reducing congestion along New Hampshire’s roadways is ride-sharing but there are only a couple of designated Park and Ride lots in the Lakes Region. One of these Park and Ride lots is in Tilton near the junction of US Route 3 and NH Route 140 with easy access to I-93, it has 63 parking spaces. NH DOT takes an annual survey of Park & Ride lots in October and these data indicate that the Tilton Park and Ride is consistently at or below 25% full and could accommodate a larger number of vehicles. The Transportation Demand Management study indicates that there is the potential for an additional Park & Ride at the other end of the corridor in Belmont near the Laconia Bypass & Town Beach. Another potential tool is the NH Rideshare program, through NH DOT, a free, self-registering program enabling riders and drivers to link up with each other¹¹.



US Route 3 has the foundations for good multi-modal functionality but still has yet to reach its potential. The Winnepesaukee Transit System has a bus route that runs between Laconia and Franklin along this route. Concord Coach Lines operates two bus routes that stop in Tilton a couple of times a day; one from Berlin, NH to Boston’s Logan Airport and one from Littleton to Tilton¹².

Portions of a regional Bike-Pedestrian Trail exist, with an overall plan that includes some sections of US Route 3. Phase 1 of the Winnepesaukee River Trail runs from Franklin into Tilton¹³. It is possible to get to NH Route 140 but this requires travelling along the shoulders of US Route 3, which can be quite difficult. Phase 1 of the Winnepesaukee-Opechee-Winnisquam (WOW) Trail links downtown Laconia to Lakeport, running parallel to US Route 3. Phase 2 will extend down to the Belmont-Sanbornton-Tilton town line¹⁴. A Road Safety Audit indicates a need for pedestrian and bicycle accessibility at US Route 3 & Silver Lake Road.



¹¹ NH Rideshare, <http://www.nh.gov/dot/programs/rideshare/>.

¹² Concord Coach Lines, <http://www.concordcoachlines.com/>. The stop in New Hampton has been temporarily suspended due to construction (May 17, 2015 schedule).

¹³ Winnepesaukee River Trail, <http://www.winnirivertrail.org/>.

¹⁴ WOW Trail, <http://www.wowtrail.org/wp-content/uploads/sites/10/2013/03/standard-page-color-map-for-inside-of-tri-fold-20100915.pdf>

NH Route 104 - New Hampton to Meredith

The *NH Route 104 Access Management Study (2007)* explored current and potential traffic patterns in this busy corridor. Conceptual designs for safety improvements at a half dozen sites were put forward. Policies related to local land use and communication between municipalities and NH DOT were also stressed.

Existing Conditions

This 19-mile section of NH Route 104 links the town of Meredith with Interstate 93 and the town of New Hampton; the road also continues west into Bristol; this is the primary route between I-93 and Meredith, which is a very popular destination for tourists/vacationers. The area east of I-93 Exit 23 has a number of small businesses. Meredith Center Road serves as a connector between NH Routes 104 and 106. Pemigewasset Lake and Wicwas Lake are situated just south of NH Route 104 and are popular recreation spots with camping areas and cabins on both sides of the road. At its eastern end, the road corridor drains into Lake Waukegan, drinking water source for the town of Meredith.

In terms of functionality, NH DOT considers this section of NH Route 104 as a Minor Artery. Traffic along the corridor has increased somewhat over the years (Table 3).

Table 3: AADT on NH Route 104 west of Exit 23

Year	1995	2005	2009	2012
AADT	10,327	12,406	11,000	12,000

The study explored the seasonal nature of traffic in this corridor. At the permanent counter along Wicwas Lake the January volume was just under 10,000 vehicles/day, while in July it was 16,604 vehicles/day. Table 4 shows the projected traffic volume to be at the following levels in the coming years, indicating about a 70% increase in daily volume in summer over winter volumes.

Table 4: Projected number of vehicles on NH Route 104 at Wicwas Lake

Year	January	July
2015	11,219	18,427
2020	12,060	19,204
2025	12,901	19,982

A significant element in the *NH Route 104 Access Management Study* was a build-out analysis of the corridor that looked at current and potential uses of parcels within 1,000' of the corridor. Using models to explore the number of vehicular trips generated by each land use type and combined with the amount of potential development, it found that of the nearly 20,000 trips per day currently being made, 5,000 (25%) come from residential units and nearly 15,000 (75%) from non-residential uses (Figure 14, top).

Lakes Region Travel and Tourism: Livability Profile

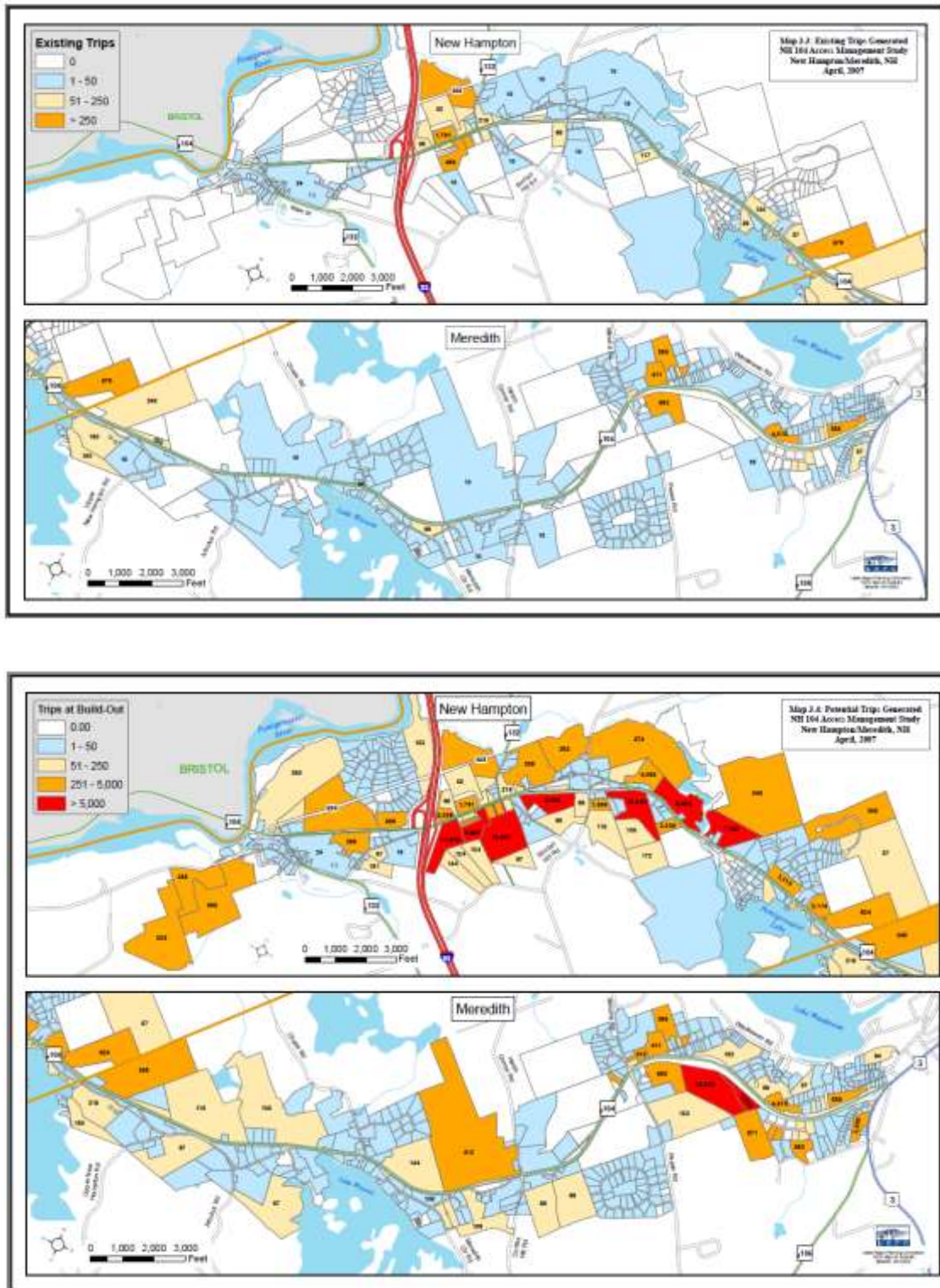


Figure 14: NH Route 104 Corridor - Trip Generation, existing (top), potential (bottom)¹⁵

¹⁵ NH Route 104 Access Management Study (2007), Maps 3.3 and 3.4.

Lakes Region Travel and Tourism: Livability Profile

Livability

The modelling showed that built-out to its full potential, the corridor would be expected to carry three times as many daily residential trips (15,000) and nearly ten times the number of non-residential trips (140,000). Not only would build-out along the corridor lead to an eight-fold increase in daily trip generation along the corridor, it would shift the nature of those trips even further towards non-residential (currently 75%, potential 90%) (Figure 14, bottom).

NH Route 104 does not have many severe curves, changes in topography are gradual, and shoulders tend to be wide compared with other roadways in the region. Nevertheless, the *2007 NH Route 104 Access Management Study* identified half a dozen safety improvement locations along the corridor and proposed potential safety improvements at each site.

There were also recommendations regarding changes to local ordinances and regulations and development of a Memorandum of Understanding between the communities and NH DOT to facilitate communication and coordination relative to access management concerns.

Below is a summary of the site-specific concerns:

- 1) Residential/Commercial Area (Bobby's Girl Diner) at NH Route 104
 - a) Driveway configurations
 - b) Narrow shoulders
- 2) Meredith Woods/Clearwater Campgrounds Crossings
 - a) High vehicle speed
 - b) No crosswalk
 - c) Only one form of warning/signalization to vehicles
- 3) NH Route 104 at Shingle Camp Road and I-93 Off-Ramp
 - a) Proximity of intersections
- 4) Chase and Meredith Center Roads at NH Route 104
 - a) Proximity of intersections
 - b) Intersection alignments
 - c) Turning options (lane, signal) onto high volume cross-town connector
- 5) Town House Road (east) at NH Route 104
 - a) Intersection grading
 - b) Narrow shoulders
 - c) Possible signalization
- 6) Main Street at NH Route 104
 - a) Road and intersection alignments and speed
 - b) Signalization (especially for emergency services)
- 7) Commercial areas south of NH Route 104 just east of Interstate 93.
 - a) Access points
 - b) Interconnecting off-roadway options

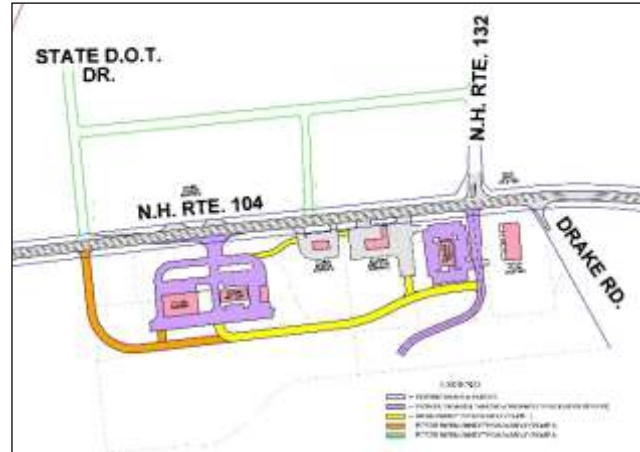


Meredith Woods RV Park /Clearwater Campgrounds Pedestrian and golf cart crossing looking south at NH Route 104 from Meredith Woods approach

Lakes Region Travel and Tourism: Livability Profile

There was special focus on access management near Exit 23 on the south side of the corridor where four or five drive-in businesses are located. It was suggested that connecting these businesses could reduce some of the access management problems on NH Route 104 here.

Overall, the road is in good condition. Much of its length it has wide shoulders, good pavement, and generally good sightlines, but there are some areas where the shoulders narrow and the sightlines are less than ideal.



Some elements of multi-modal transportation options exist in the NH Route 104 corridor. Currently, the only option for public transportation along the corridor is the Concord Coach Lines route from Berlin, NH through Concord and Manchester to Boston’s Logan Airport passing through this corridor twice a day with a flag stop in Meredith and one in New Hampton¹⁶.

There is an NH DOT Park and Ride located at the intersection with I-93 Exit 23. From 2006 – 2011 this lot had a 15-vehicle capacity yet NH DOT’s annual survey consistently found more than 25 vehicles using the lot. The capacity was expanded to accommodate 111 vehicles in 2012 and usage has been growing slowly.

NH Route 104 does run quite close to Pemigewasset Lake and the outlet to the lake passes underneath the roadway. There is the potential for salt and other pollutants to concentrate in the road runoff and impact the lake’s water quality. Constriction at the outlet to Lake Pemigewasset and subsequent flooding of basements has been noted by the town of New Hampton in its Hazard Mitigation Plan (2015) and is something that the town is working with NH DOT to address.

9. Summary

Most of the factors impacting livability are connected, changes in one will likely affect others. Both corridor studies call for creative, collaborative, multi-faceted solutions for addressing concerns about traffic entering and leaving the region’s highways, keeping vehicles off of the main roadway until necessary. Communities should be working with NH DOT to find solutions that address local concerns and enable traffic to flow in a safe, efficient manner. As further development occurs, this will be even more important.

Congestion does exist along some of the Lakes Region’s roadways, mainly along those that are considered “gateways”. These corridors tend to either have or have the potential for a relatively high number of “trip generators”. The congestion is seasonal but finding ways to address it will go a long way towards making visits more enjoyable for travelers to the region. Methods to address congestion include consideration of development potential and trip generation in local zoning, working

¹⁶ Concord Coach Lines, <http://www.concordcoachlines.com/>. The stop in New Hampton has been temporarily suspended due to construction (May 17, 2015 schedule).

Lakes Region Travel and Tourism: Livability Profile

cooperatively to have well designed access points, and encouraging people to use alternatives modes of transportation, reducing the number of vehicles in the corridor.

Lakes Region residents and visitors want to feel safe when they travel. Safety can be viewed from a number of different perspectives – “Are the roads in good condition?”, “Are there dangerous intersections?”, “Do I feel safe walking or bicycling?”. Local and regional areas of concern are being identified and addressed, where possible. Some solutions are more costly than others; in this period of tight state and municipal budgets all low cost efforts that can improve safety for drivers, cyclists, and pedestrians should be pursued.

Many of the major roadways in the Lakes Region are in need of “major work”. This has substantive repercussions. With poor quality roads, visitors may be less likely to venture out around the region. The *Bicycling and Walking* report reported very clearly that poor road conditions and limited shoulders are the primary factors limiting on-road cyclists. This also impacts vehicle maintenance costs and the ability to attract and retain business.

The heartbeat of New Hampshire’s Lakes Region is recreation. For a lot of people that means clean air and clean, accessible water recreation. Although not specifically addressed in the corridor studies, the region does generally have clean air and water, although stormwater runoff associated with roads is a major threat to water quality throughout the region.

Many enjoy cycling and some ride the region’s roads regularly despite poor conditions. There are others who have worked diligently to develop alternatives to riding on the roads. More riders could feel safer and take better advantage of region’s riding opportunities if communities did even more regarding lane modifications, improved signage, and local/regional outreach.

This Livability Profile has explored five aspects of livability in both the region as a whole and in a couple of the high volume, “gateway” corridors. While livability is good, there are definitely areas in the realm of transportation that can be improved upon. Doing so could have positive impacts on the region’s economy. Future versions or additions to this profile might explore additional transportation corridors or destination areas and might also broaden the definition of livability to include more of the elements listed in Appendix A.

Appendix A - AASHTO's Livability Techniques and USDOT's Livability Principles

AASHTO Thirteen Techniques for Achieving Livability through Smart Transportation
<http://www.transportation.org/Pages/Default.aspx>.

1. Create good paying jobs
2. Stimulate the broader economy
3. Invest in green projects
4. Revitalize a small town's "Main Street"
5. Transform urban streets into neighborhood centers
6. Preserve scenic country roads
7. Use "Smart Transportation" to generate sustainable solutions in tight economic times
8. Enhance neighborhoods through the Enhancements program
9. Make design responsive to community needs
10. Integrate transportation and land use
11. Use scenic byways to attract tourists and support local economies
12. Promote walking and biking
13. Support travel and tourism

FHA/FTA Six Livability Principles in *Livability in Transportation Guidebook (2014)*
http://www.fhwa.dot.gov/livability/case_studies/guidebook/

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

Things that it works towards:

- Improve community quality of life
 - Enhance environmental performance
 - Increase transportation and housing choices
 - Lowers costs
 - Increase economic vitality
-

U.S. Department of Transportation
Federal Highway Administration

Transportation and Rural Livability

Preserve and strengthen towns, working lands, resources, and rural economies

Livability in rural areas focuses on the towns, villages, working lands and natural resources that surround and connect them. Rural communities vary widely based on location, geography, economic and resource base, and other factors. “Rural” can describe farming, destination, gateway, resource-based, recreational, or other types of communities. Transportation investments that support rural livability also vary depending on location and context. For rural areas between towns, livability can mean safer highways and intersections, context-sensitive roadway design, multi-purpose trails, or rural on-demand transit and carpool information linked to smartphones. In small towns and villages, livability can mean a revitalized Main Street, sidewalks and improved crossings, a gateway entry, senior housing in walking distance to a redeveloped shopping district, or new neighborhoods built on the town’s existing walkable street network.

Provide transportation choices and connections. Building choice into rural transportation networks can happen at both the community and regional level, and can make it easier to get around, while encouraging more social interaction, and supporting local businesses. Effective strategies include:

- Add sidewalks, curb extensions, crosswalks, parking, and landscaping to make small towns more walkable and economically viable.
- Build and connect bicycling and trail networks.
- Link ridesharing, rural on-demand transit vans, and commuter buses to regional employment centers and services.
- Improve connections between neighborhoods and Main Streets, schools and parks, housing and services.
- Coordinate town and county plans and infrastructure investments with a regional vision for growth and resource protection.
- Incorporate community design and land use planning, mobility and accessibility, public health, environmental protection, and economic development.

Benefits of rural livability. When livability principles are incorporated into coordinated plans and investments at the local and regional level, there can be significant benefits. Focusing new growth in and around existing communities can protect fields, farms, and forests, and reduce consumption of open land and rural landscapes. It can help protect water quality, and preserve treasured resources and community character.

Developing in and around existing towns can also reduce infrastructure and operating costs for new roads, water and sewers, schools, and services.¹ Making rural downtowns more convenient, accessible, and walkable



Small town Main Street districts can be revitalized with better sidewalks, curb extensions, crosswalks, parking, and landscaping (H.B. Rue).



Trails can connect downtowns with nearby neighborhoods and natural areas (Dan Burden).

¹ *Regional Approaches to Sustainable Development*, National Association of Development Organizations, 2011. www.nado.org/regional-approaches-to-sustainable-development/



Lakes Region Travel and Tourism: Livability Profile

encourages everyday exercise and social interaction, improving individuals' health and strengthening communities.

Success Stories

Connecting transportation hubs in Brattleboro, VT. Brattleboro is a town of about 12,000 residents on the Connecticut River, bordering New Hampshire. In 2003, with Federal (FTA and EPA), local, and regional funding, Brattleboro built a transportation center with parking spaces, bike racks, and new commercial space served by regional and local bus lines. Improvements to the nearby regional Amtrak station are underway with similar funding. The transportation center and regional rail connection have encouraged development of restaurants, and theatre and arts campuses, with a mixed-use retail and residential project slated for the near future. The transportation hub has also freed up on-street parking and improved access to downtown shops.²



Brattleboro's new transportation center helps connect a small town with the surrounding region. (US EPA)

Separating Delaware's U.S. Route 13 from local traffic. In 2002, U.S. Route 13 corridor improvements were completed by the Delaware Department of Transportation.³ While this major corridor connects many small towns and communities, it often carries a mix of local and through traffic. The project was intended to improve traffic flow on the corridor, while separating through travel from local trips. Strategies included reducing traffic lights, adding interchanges and service roads, and connecting local multimodal streets. The improvements make it easier to travel along the corridor, while reducing traffic impacts on local communities. Each town is now separated from high-volume through traffic, while being better connected to nearby communities. It is a win-win for local residents and businesses, tourists and truck drivers, and, over time, will encourage further community and economic development.



US 13 in Delaware provides for through travel while connecting local communities (DelDot)

Revitalizing downtown with streetscape improvements in Bingen, WA. Located along the Columbia River in southern Washington State, Bingen is home to about 680 residents. Working with the Washington State DOT, the town applied a context sensitive solution to improve SR-14 through its downtown. One of the town's goals was to revitalize its main street while reducing traffic congestion and improving safety along that section of SR-14. Through community outreach, the town enlisted support from residents and other stakeholders to improve the accessibility and appeal of the revamped facility. Completed in 2004, the project incorporates wider-than-standard sidewalks with bulbouts, turning lanes, wider shoulders, and other streetscape improvements. Utilities were placed underground through downtown, with street trees, planting strips and street furniture added, to attract more people to stop and stroll through the downtown.⁴



Downtown Bingen, WA was revitalized with context-sensitive streetscape improvements (WSDOT).

² NADO Research Foundation, Brattleboro, Vermont: Intermodal Facility Sparks Revitalization, www.ruraltransportation.org/uploads/RegTransit.pdf.

³ Delaware Department of Transportation, *The Corridor Capacity Preservation Program*, www.epa.gov/dced/pdf/DelDOT_CCPP_Manual.pdf.

⁴ Context Sensitive Solutions.org, FHWA, www.contextsensitivesolutions.org/content/case_studies/sr-14_bingen_wa/#

Federal Highway Administration: www.fhwa.dof.gov/livability

Partnership for Sustainable Communities: www.sustainablecommunities.gov/



Appendix C - Visitor Origin and Destination Survey

The following proposal was prepared for review by AGs Office after policy research was conducted:

Purpose of Visitor Survey

The Lakes Region serves as a tourist destination by providing a multitude of attractions including accommodations, recreational opportunities, amusements, shopping, etc. A survey of travelers is designed complement on-going traffic volume data collection by providing characteristics and purposes of travel through the study area. Information contained in the *Lakes Region Livability and Tourism Profile* will be assessed for continuity with recommendations from the *Lakes Region Transportation Plan, Bicycling and Walking Plan: Transportation Choices for New Hampshire's Lakes Region* and *Lakes Region Scenic Byways Corridor Management Plan* to improve the overall transportation planning process.

Survey Approach

The approach to the survey is to stop all traffic to conduct brief interviews with drivers consistent with established methods.¹⁷ At times when delays increase and traffic queues form, the police officer and flagger will allow traffic to pass. When queueing has been reduced the police officer and flagger will again stop all traffic approaching the survey station. The proposed timeframe for conducting surveys is during an afternoon or Saturday peak traffic interval. As such, every effort should be made to minimize the amount of queueing traffic and interaction time required to conduct each survey. Generally, this survey method has a 90 percent participation rate however any motorist that indicates lack of desire to participate will be released immediately. Dependent on availability, variable message signs can be used at the interview station to thank participants and encourage safe travel.

Interview Team

Interview stations (see Figure 1: Typical Layout of Interview Station) will be manned by a crew chief, police officer, a flagger, and up to four interviewers. The crew chief will act as a liaison with police and provide general crew supervision. Monitoring motorist safety will be the responsibility of the attending police officer.

Interview

An established series of questions (4 or 5) will be asked of each participant. A suggested method for completing the questions would be to ask where the motorist is coming from (origin) and follow up with a question as to the location type, such as – “Are you coming from work?” A similar method may be used for the destination.¹⁸

In addition, survey team members will observe and record: state of vehicle registration, the number of persons occupying the vehicle, and the vehicle type. The goal of the survey is to determine the origin and destination of vehicle trips during the peak traffic interval. Interview staff will be instructed on how to address common questions and the need to balance speed

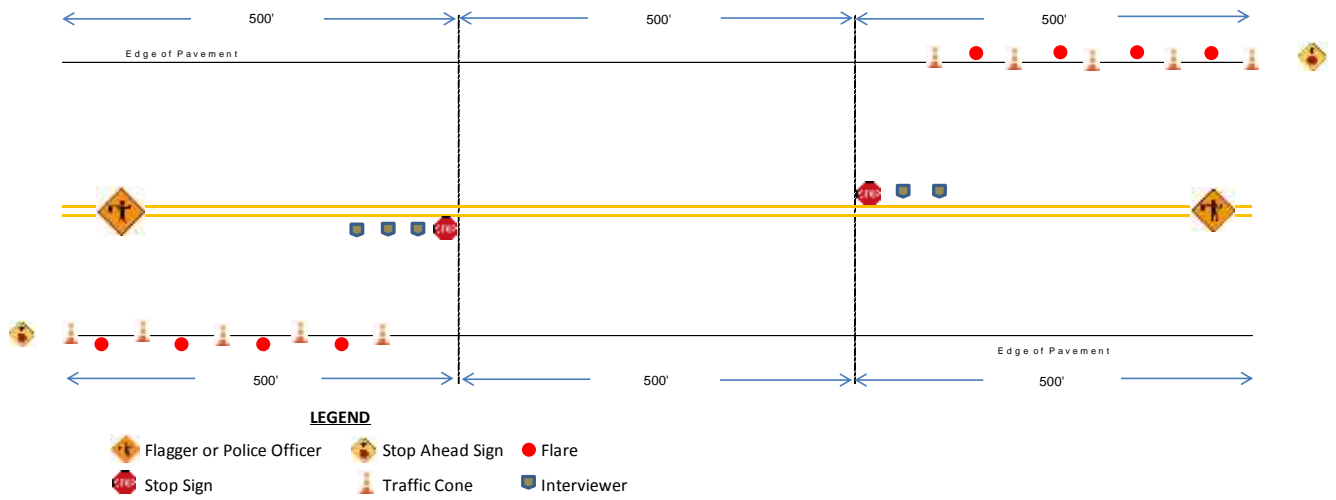
¹⁷ *Guidelines for Data Collection Techniques and Methods for Roadside Station Origin and Destination Studies*, Federal Highway Administration, December 2005.

¹⁸ *Connections Origin – Destination Survey Summary Report*, Prepared for Maine and New Hampshire Departments of Transportation, HNTB Corporation, August 2009.

Lakes Region Travel and Tourism: Livability Profile

in collecting survey information with recording accuracy. The target is to interview each participating motorist within a 30-60 second timeframe. Interviewers will identify themselves and the sponsor agency to the stopped motorist and state the purpose for the survey.

Figure 1: Typical Layout of Interview Station



Appendix D - Resources

- US Department of Transportation – Federal Highway Administration, livability tools <http://www.fhwa.dot.gov/livability/tools/>
- *Livability in Transportation Guidebook*, USDOT <http://environment.transportation.org/pdf/sustainability/fhwalivability-in-transportation-guidebook.pdf>
- Data source – Institute for NH Studies at PSU, <http://www.plymouth.edu/institute-for-new-hampshire-studies/>
- AASHTO Livability Techniques <http://www.transportation.org/Pages/Default.aspx>
- NH Department of Travel and Tourism <http://www.visitnh.gov/>
- Camping - <http://www.visitnh.gov/where-to-stay/camping.aspx>
- The NH Campground Owners Association identifies 33 private campgrounds scattered around the region. <http://www.ucampnh.com/>
- Skiing – <http://www.skinh.com/>
- Golf - <http://www.nhoutdoors.com/golf-courses-new-hampshire/>
- NH DOT Bicycle maps including one for the Lakes Region <http://www.nh.gov/dot/programs/bikeped/maps/index.htm>.
- Hiking and Walking –
 - The Lakes Region Conservation Trust: <http://lrct.org/>
 - The Squam Lakes Conservation Society: <http://www.squamlakes.com/>
 - Squam Lakes Association: <http://www.squamlakes.org/>
 - The Wonoloncet Outdoor Club: <http://wodc.org/>
 - The Appalachian Mount Club: <http://www.outdoors.org/>
 - Belknap Range Trails: <http://belknapangetrails.org/>
 - Belknap Range Conservation Coalition: <http://belknaprange.org/index.htm>
- Bicycling
 - Lake Winnisquam Scenic Trail: <http://www.belmontnh.org/projects/winnitrail.asp>
 -
- Traffic counts – permanent counters <http://www.nh.gov/dot/org/operations/traffic/tvr/atr/index.htm>
- Metrics, tools, and resources <http://www.fhwa.dot.gov/livability/tools/>
- As part of the Sustainable Communities Initiative (and links to the *Lakes Region Plan*) <http://www.fhwa.dot.gov/livability/partnership/>