

INTRODUCTION

Communities respond to change. How we respond to change sets apart. Some prefer to avoid change altogether, taking steps to isolate themselves from anything that may change the status quo. Others find themselves surprised by change, confronted with problems that could have been anticipated. Newfields recognizes that social and economic forces continually influence our community, and that our individual and collective interests are best served through understanding, preparedness, participation, and planning.

PURPOSE

The Master Plan is the foundation from which a community can guide growth and development of our community. Newfields has embraced comprehensive community planning over the last thirty years. A review of these plans does not clearly demonstrate that planning has been put into practice, growth has been measured and significant changes have occurred in a reactive environment.

The characteristics and resources at our disposal have been handed down over time or through chance or happenstance. The central purpose of this plan is to develop a framework for guiding our future and stating our vision and values. It has been a challenge for Newfields to create a planning process given the pace of change and development compared to our sister communities. Throughout the plan you will be able to see this comparison. We have used the SAU 16 towns and the Town of Newmarket as our "community" because of our link through the school district and for the Town of Newmarket due to our proximity, connection via roadways and potential future collaboration on transportation and other projects.

Over the years, however, we have made significant strides to improve the environment in which we live. Significant investment in conservation has been a hallmark of Newfields. Developing and implementing economic aspects of community planning have not been employed in our tradition. This however is changing. Residential development is giving way to commercial potential as the attractive nature of our community, the resources and access to open space and water and of course our location along the major north-south secondary road, Route 108, become more apparent to developers. What we want for development, our goals for growth, and how we can impact and promote growth we desire will become the greatest challenge for our town in the next decade.

This Master Plan, building upon that practice, aims to increase understanding of our community and to provide guidance on improving our quality of life. In doing so, it provides a meaningful basis upon which future decisions can be made. This includes decisions made by our small government of public officials, which necessarily must balance the need to manage future growth with the rights of

individual property owners. Just as important, the Master Plan provides a basis for the choices and decisions made by individuals, families and organizations, which can help improve the quality of life in our community.

AUTHORITY

The responsibility to prepare the Master Plan rests with the Planning Board, a seven member, volunteer board, appointed by the Board of Selectmen. The enabling legal authority for the Planning Board to prepare a “master plan” and the particular requirements for plan composition and method of adoption are set forth in New Hampshire RSA 674:1-4.

Updates to this Master Plan are governed by the policies and timing set by the Planning Board from time to time given changing circumstances of the citizens and the needs of the Town.

PRINCIPLES

The Master Plan is the result of a strategic approach to planning based on several basic principles:

1. The citizens of Newfields are best prepared to plan for and meet the challenges that face Newfields. Our community is a small community and the plan must be simple and accessible and the process must be user-friendly;
2. Our value-based approach to community planning is both pragmatic and purposeful. Common values articulated by the citizens of Newfields underlie our priorities and have formed the basis of our vision for a desired future;
3. Our shared vision represents a flexible framework within which the determination of goals and implementation of specific strategies can occur;
4. The assessment of conditions, constraints, and opportunities facing the community has formed the basis of formulating more specific recommendations to achieve desired objectives and outcomes;
5. Our specific recommendations for action are intended to incrementally move the community from where we are today, to where we want to be in the future; and
6. The policies and strategies articulated in the plan have been integrated to realistically reflect the natural interrelationships between ideas, characteristics, and systems within our community. Careful consideration has been given to ensure that elements of the plan are presented in a coordinated and complementary fashion.

7. The Master Plan is a look in the year 2012 at a planned route from which excursions are expected and encouraged. The Plan serves as a baseline from which future adjustments can be clearly defined, planned, and executed. The plan is intended to be flexible and allow for modifications and adjustments as future circumstances may warrant. The first expansion is a direct investment in guiding the development of the Route 108 corridor.

ORGANIZATION

The Master Plan has been organized to maximize readability and usefulness. The topical chapters are presented in a consistent, five-part format:

- Part 1. What the chapter covers. This is a brief description of the subject areas discussed in each section.
- Part 2. Existing Conditions and Issues. Before we can make recommendations, we need to identify and understand our starting point. Significant community issues identified during the planning process are discussed.
- Part 3. Goals, Objectives, and Recommendations. This part describes our long-term goals to achieve our shared vision and the shorter-term objectives that serve to organize and bring focus to our recommendations. Specific actions or tasks are identified in order to achieve the objectives and goals.
- Part 4. Relationships to Other Chapters. As you read each chapter of this plan, you will recognize that the chapters do not stand alone. This part identifies the principal relationships between plan components.
- Part 5. References. This part includes a list of reference documents which contain underlying data or technical information appropriate to the chapter.

OUR VALUES

As members of the community we are the beneficiaries of these countless contributions. We enjoy a sense of pride about our community. We have safe streets and neighborhoods, stable property values, social and spiritual networks, cultural activities, opportunities to participate in community affairs, resulting in a safe and healthy environment in which to raise a family. As a community, we experience trust, comfort, compassion, acceptance, and leadership.

Our small New England village area and surrounding residential areas are complete with a rich history, exemplary architecture, community resources,

picturesque scenery and can support a friendly atmosphere. This setting helps to define what Newfields is, and why it is so special to us. We are blessed by the location of our community. Our enviable location has been, and remains, integral to our way of life. We are not really a destination spot for tourists, who may be only driving through, but we should strive to make our place a good place to live. We cannot change the situation we inherit but we can protect and preserve our goals for our future.

The abundance and quality of our natural resources and open space contributes to our quality of life in many different ways. Open spaces reinforce our rural, community character. Our water resources and forests provide valuable wildlife habitat and recreational opportunities. As we move from protector to steward, we will face new challenges to protect and enhance our conserved spaces.

Transportation to, through and within our community is vital to our economic and personal well-being. We value the necessity of managing vehicular traffic to the greatest level of community benefit. However, transportation is not limited to automobiles. We will seek to support various alternative modes of transportation such as pedestrian, bicycle, bus, boat and rail-trail all play a part in making Newfields an accessible community. We should enhance these characteristics and bring them together for our use and enjoyment.

Investments in community facilities are statements about what we value. Our churches, the library, the park system, the recycling center, our schools, government buildings, waterfront access and a planned community center are must represent and meet the varied needs of our diverse population. Our smaller size makes these decisions very difficult as the nature of the change and the fiscal impact is often greater in increment than those of larger communities.

As we face a new period of growth and fiscal responsibility, we must embrace options we have to develop our community in a balanced fashion so that our economic and development resources are protected and enhanced for our future and our fiscal well-being. We have the unique benefit of sidewalks, water and sewer systems that should be utilized for guiding this growth and enhancing our goals for our future. The traffic on Route 108 should be recognized as a resource – already drawing attention from commercial development – utilizing this “resource” in a balanced fashion will be a central objective of our work.

OUR VISION

The Town of Newfields is a town of character.

- Board to Complete.

How this Chapter is Laid Out

This chapter first provides our vision in a succinct statement. Individual visions are found throughout the plan. Instead of addressing each chapter here, we provide a historical context for the development of these sections so that we can remember where we have been and how we arrived at this concise vision. As individual chapters change over time, their respective vision statements will be placed here to keep the context alive and relevant.

Community Input

The following charts show the development and change over time of community input and recommendations from the previous Master Plans for Newfields:

Growth

Newfields will continue to grow and evolve in many different ways. We will choose to manage that growth in order to promote a healthy, prosperous and successful community that reflects our common values. We share, and will continue to share, a vision that reflects what we as a community are committed to achieve. When one experiences Newfields twenty years from now, the fruits of our labor should be obvious.

Commercial and Industrial Development

1987 Master Plan

- Encourage backland development along Route 108
- Encourage development along railroad and around Kingston Warren

1995 Master Plan

- Encourage commercial development along 108
- Encourage commercial development along 87 near Epping town line
- Zone more land for industrial development

2002 Master Plan

- Encourage commercial development that will not degrade air, water, roadways or surrounding land and that provides needed services to the

community and contributes to a healthy social and economic environment

- Cluster commercial development buildings together

Housing

1987 Master Plan

- Provide affordable housing
- Provide housing for elderly

1995 Master Plan

- Insure there is an adequate supply of housing for all Newfields Residents
- Allow for some multi-family development

2002 Master Plan

- Provide for housing of all types for all citizens
- Provide for zoning to encourage elderly housing
- Educate the public about the importance of affordable housing
- Provide for mixed use zoning to promote housing options

Residential Development

1987 Master Plan

- Adopt flexible siting and cluster
- Use soil based lot sizing
- Lower regulatory burden on development

1995 Master Plan

- Protect resources from development impacts by providing flexible design and clusters.

2002 Master Plan

- Support cluster development and open space zoning
- Adopt soil based lot sizing
- Promote maintenance of housing stock and integrity of neighborhood design and scenic areas.
- Concentrate development in existing areas of development
- Minimize fragmentation of land with residential development

Conservation: Natural and Historic Resources

The long standing environmental preservation and conservation ethic within the community will progress to an unparalleled level. Critical natural resources such as significant wetlands, undeveloped shoreline areas, scenic vistas, wildlife corridors, groundwater supplies, large forested areas, and agricultural soils will

be conserved through a comprehensive open space strategy. Private landowners (old and new alike) will recognize and welcome their responsibility as land stewards. There will be a high level of participation in incentive programs, consistent offers of gifts of land to local conservation entities and broad support for local initiatives.

Natural resource protection efforts can and will complement economic development and be considered by the public as critical to a balanced growth policy.

Natural Resources

1987 Master Plan

- Protect aquifers wetlands forests open space and agricultural lands
- Inventory critical resources
- Protect wellheads from development
- Acquire development rights to preserve farmland and open spaces

1995 Master Plan

- Establish conservation areas to protect aquifers, wetlands, forests, agricultural land and open space
- Work with Conservation Commission to inventory critical resources

2002 Master Plan

- Protect wetlands forests and open space
- Protect water resources and coastal zone
- Consider soils slope and natural resource information during development review
- Protect important farmland soils with innovative zoning techniques
- Protect wildlife and wildlife habitat and riparian areas and unfragmented lands
- Require wildlife studies for large developments

Historic Resources

1987 Master Plan

- Protect historic and architectural resources
- Inventory 108 properties for historic eligibility

1995 Master Plan

- Complete building survey of town
- Restore Ballamy Eagle
- Develop oral history project
- Maintain Cemeteries
- Bring State Archaeologist to Hilton Cellar hole
- Educate school children and residents about history of Newfields

2002 Master Plan

- Protect historic and cultural sites

Economic Development

The town will consider and make its position known in terms of developing a local economy. We will learn if we can truly make opportunities for improved employment opportunities. We will explore and can consider economic growth in the areas of professional services, telecommunications and compatible industry will stabilize the local economy and improve family income levels. The Main Street and Newfields Village area will complement our other center of economic activity, Route 108. Newfields can be a model for successful village revitalization. Increasing numbers of family owned businesses and cottage industries will start and prosper. Home based employment will be available to many families.

Specific information about economic development can be found in Our Economy Chapter.

Since there was no similar chapter in prior plans we have no historic context for specific approaches to economic development.

Transportation

A reasonable transportation management plan will be successfully developed and implemented to recognize the importance of all modes of transportation. Negative impacts associated with drive-through will be minimized, while the positive aspects of high traffic volumes will be accentuated. The convenience and safety of pedestrians will be given high priority and a system of bike lanes and trails will offer greater opportunities for local travel throughout the town.

1987 Master Plan

- Improve Safety along 108 and 87
- Require traffic impact analysis for developments on 108
- Mitigate impacts with offsite improvements
- Require erosion and sedimentation control for developments
- Designate Scenic Roads

1995 Master Plan

- Improve safety on 108, 87, 85 and all town roads

2002 Master Plan

- Designate and Inventory Scenic Roads
- Inventory Town Roads

-
- Use capital reserve funds for road improvements
 - Maintain existing drainage facilities
 - Coordinate review of driveways with DOT
 - Participate in MPO process
 - Investigate setting up a fund to support transportation improvements from a fee on registrations
 - Investigate a road improvement impact fee
 - Limit cul-de-sacs to 400 feet in length and require ROW for future development
 - Enforce speed limits
 - Submit needed improvements to federal process
 - Support public transportation
 - Monitor changes in truck traffic in town
 - Provide signage for bike routes
 - Require sidewalks where appropriate in developments

Community Facilities

Investment in community facilities will keep pace with the varied demands of the citizenry with activities and facilities for residents of all ages provided. Our park system and recreational programs will be considered to be the finest in the region. The town will be recognized for its leadership in providing outstanding educational facilities and core municipal services.

Our facilities and their specific recommendations can be found in The Services We Provide Chapter.

1987 Master Plan

- Improve services without burdening tax payers
- Monitor school enrollment and prevent overcrowding from too much development
- Limit development outside water district and along class VI roads

1995 Master Plan

- Improve services to encourage orderly growth without burdening taxpayers
- Add 2nd police officer and continue 3 year vehicle rotation.
- Improve energy efficiency at town hall

2002 Master Plan

- Maintain excellent community services
- Provide new facilities for police and remodel Town Hall
- Provide open areas for passive recreation
- Increase recycling program

Water and Sewer

1987 Master Plan

- Permit local people to bring septic to plant

1995 Master Plan

- Implement 1990 HTA report and improvements
- Initiate 10 year plan to expand wastewater plant
- Only expand if paid for by developer

2002 Master Plan

- None

Other Topics:

Rural Character

1987 Master Plan

- Protect Rural Character

1995 Master Plan

- Preserve Rural Character

2002 Master Plan

- Plan and manage growth to protect rural character of the Town

Home Occupations

1987 Master Plan

- Limit and control home occupations

1995 Master Plan

- Provide more opportunities but control and enforce effectively.

2002 Master Plan

- None

Forestry and Agriculture

1987 Master Plan

- Protect agricultural soils

1995 Master Plan

- Support agricultural uses

2002 Master Plan

- Encourage forestry and agriculture

Marginal Lands

1987 Master Plan

- Discourage Development on marginal lands

1995 Master Plan

- Limit development in areas where capacity cannot support it

2002 Master Plan

- None

Village District

1987 Master Plan

- Limit Commercial Development and preserve the historic character

1995 Master Plan

- Protect Village from commercial development

2002 Master Plan

- Preserve the character of the existing village center

Goals Objectives and Recommendations

Maintain this chapter continuously to keep the historical context in our minds so that we can develop policy and objectives with knowledge of and building on the efforts of the past.

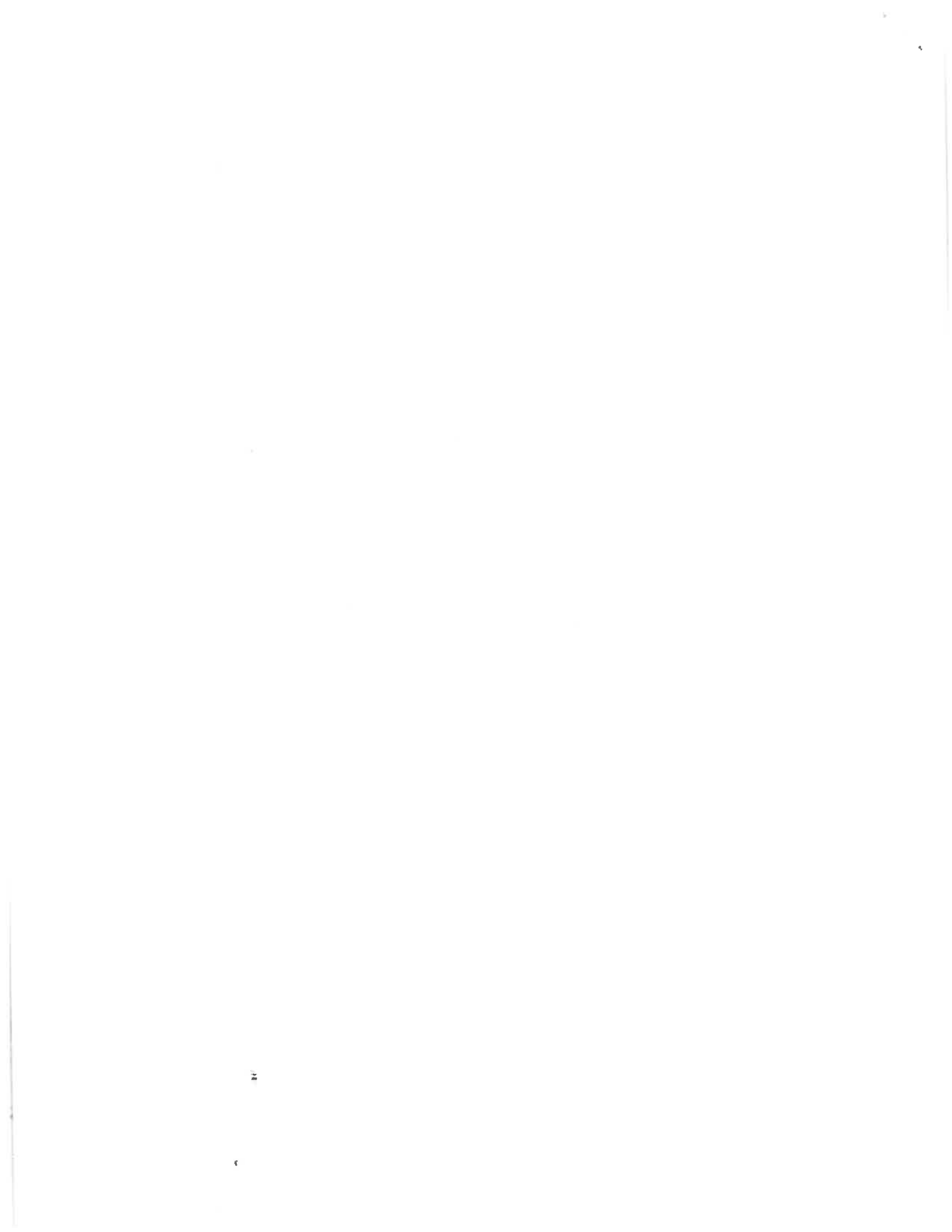
Relationship to Other Chapters

Each section above is directly related to the sections of our plan and provide the historic basis for the development of our current goals objectives and recommendations.

While the historical context of this plan will not change, our vision should change with time. As the current moves to the past, we must incorporate each successive generation of planning effort here in the vision to insure that we remember how our vision has developed, what issues were important in our past and evaluate our future efforts against the efforts of the past.

References

- 1987 Newfields Master Plan
- 1995 Newfields Master Plan
- 2002 Newfields Master Plan Draft



LAND USE & FUTURE LAND USE

What this Chapter Covers

The Town of Newfields has been blessed with a strong community support for balanced development that includes a village center – supported by municipal services such as water and sewer and pedestrian facilities, a commercial corridor, and industrial options nearby the town core. Balanced against this traditional pattern, enhanced by progressive zoning (as seen in our Zoning Map) and collaborative conservation efforts, the town has successfully conserved significant unfragmented lands near the core of the village and extending in a north-south corridor in the central and western part of town.

Ownership patterns, as displayed on the Composite Tax Map show the intensity of development in the village and the major 108 corridor. The larger parcels in the western and central portion of the town provided for the opportunities to protect larger parcels with lower transactions costs associated with fewer owners and less fragmented lands. These efforts at conservation fit within the context of the regional planning efforts as described in our Natural Resources section and can be seen in the Newfields Conservation Lands and Other Open Spaces map.

Examining the maps together, our vision becomes clear, both as implemented and as planned for in our future.

This sections describes the continuation of this vision and highlights our strong success in achieving these goals.

Each Section contains specific treatment of Goals Objectives and Recommendations as well as Relation to Other Chapters.

Existing Conditions and Issues

Rural Character

Historical Treatment:

In our Master Plan from 1995, we stated that most significant issue was to "Protect the rural character of the Town's residential areas." Further description of this goal was stated as follows:

"The protection of the quality of the Town's residential areas is central to the Master Plan. This statement is made realizing the critical important of Newfield's industrial operations. The purpose is simply to ensure that the quality of life in Newfield's residential areas is to be protected from incompatible uses. For the most part, such a policy should not affect the Town's industrial district. In some cases, however, slight adjustments to local controls may be warranted."

Recommendation:

- **We should continue our efforts to provide for enhanced infill development in and around our village core and require open space design development in the outlying areas of town adjacent to existing open space parcels.**

Transportation

Historical Treatment:

In our 1995 Plan, we has a major recommendation to "Improve traffic safety along 108, 87, and 85, and Town Roads." With this recommendation, the Board found that "Increasing traffic volume, along Route 108 in particular, has exacerbated that corridor's long standing traffic safety problems."

In 1995 we found that commute levels were reasonable - that nearly 70% of commuters traveled less than 25 minutes.

In our current research, we have found that while the number of travelers have remained stable, we must continue to remain vigilant to the effort to preserve our character in light of transportation improvements.

Our Current Vision:

With this Plan, we find that it is past time to increase our view of "transportation" and focus on providing alternatives for our residents to enjoy our community. We specifically support the aggressive deployment of sidewalks, trails, bikepaths and connections between these resources to benefit our residents.

We strongly support continuing and enhancing the requirement of pedestrian facilities in developments or contributions for expansion of facilities that serve the development if not on the roadways therein. Such

a policy supports the interconnection of our community, while supporting access within developments that are often low vehicle count roadways. Where roadways connect through, we find that contributions for off-site facilities may be less-warranted in lieu of actual pedestrian facility development given the likelihood that greater vehicle counts will result.

Additionally, we find that improving traffic safety is a permanent goal that goes without saying in all cases but find the specific areas to be the most concerning and important for our continued monitoring and improvement:

- Crosswalks across 85.
- The School entrance and pedestrian access thereto.
- The transition to a 30 mph speed limit on Exeter Road.
- The intersection of Routes 85 and 87.
- The intersection of 108 and 85.
- The intersection of 108 and New Road and the railroad bridge.

Recommendations:

- **We should participate in the development of regional transportation planning to insure that improvements on state roadways pay deference to our vision for a community scale and scope and serving alternative forms of transportation – such as biking and walking.**
- **We must protect from the tendency to view transportation improvements as a means to provide more cars and faster route to their destination and balance this against our goals. With an expanding regional network of transportation routes, Newfields must not become a “pass through” town such that speeds and traffic counts rise and safety and character decline.**

Commercial and Industrial Development

Historical Treatment:

In the 1995 plan there was a strong statement regarding commercial and industrial growth wherein we stated that "Commercial and industrial use were surprisingly mentioned by a large number of citizens as desired growth elements in Town. The preference for increased commercial activity in two areas of Town; in the present commercial zone along NH Route 108 and in the far western side of Town along NH Route 87 (near the Epping Town line).

In the 2002 update to the Master Plan, we provided for the "support of commercial development which will not significantly degrade the quality of the air, water, roadways, or surrounding land, and which help meet the community needs to broaden the tax base, and contribute healthy social and economic development.

Our Current Vision:

Like no other issue, we have found a significant change in our resident's attitude toward commercial growth and development. It is our finding and even our position among the board, that there is no clear consensus on expanding commercial opportunities in Town. We find that this mostly arises from the impacts of growth on other aspects of community, such as the following:

- Transitioning market forces are leading to the development of uses that serve the auto-based uses instead of our community needs. This is evidenced by the recent applications for a drive-through coffee shop, a tire and care repair facility, and a gasoline-convenience store.
- The true tax impact is not clearly understood by our citizens. While commercial developments do not impact our school costs, there are other costs related to direct costs from other municipal services, such as police, fire and highway impacts.
- The indirect impacts perceived also play a roll when citizens believe that commercial development can detract from the Newfields community character.

Recommendation:

- **The planning board should explore this healthy and reasonable debate to find if there is a middle ground for commercial development that minimizes impacts to community character or if a strong slow-growth sentiment is present. With that knowledge the Board should consider zoning and regulatory changes that provide some greater reflection of the community's position or a more balanced approach to the differing opinions.**

Housing

Historical Treatment: 4

In the 2002 Master Plan, the recommendations included education about the importance of affordable housing, relaxed zoning to permit diversity of housing, elderly housing and open space development.

Our Vision:

For our current vision we must acknowledge that while new housing continues to be priced higher than some of the surrounding communities, this is as much a result of the market and the quality of our school district as anything else. This does not mean we should defer our obligation to insure the provision of diverse housing stock. We enjoy an existing profile of market-rate housing in our existing stock in the village area, where multiple-unit buildings are present, offer “in-law” units in single-family housing units and have provisions for age-restricted housing.

On the horizon, we see a rising concern from our larger housing and families seeking to downsize and a general reduction in the demand for these housing units. We will continue to monitor our housing stock and the demographics of our community to insure all our residents’ needs are being met.

Recommendation:

- **Continue to work with the Rockingham Planning Commission and their Regional Housing Needs Assessment to maintain a program that supports and where appropriate, expands, our offering of affordable housing.**

Community Services

Historical Treatment:

In the 1995 Plan, we addressed each service individually and called for a balanced level of services for our existing community and expansion in a managed way that allowed for growth only in instances where the reasonable fair share of expansion was likewise managed for all taxpayers and residents who require these services.

Our Vision:

It is our current approach to take a more holistic approach to community services understanding the optimal level of service as it relates to the desires of our residents, the tough decisions the Selectmen must make

when balancing limited budgets across several services and the complex interplay of levels of service and budgeting.

Our strongest roll is to insure that new development plays for its fair-share of growth-related impacts and to support the Selectmen with an updated CIP.

We also find that it is time to consider completing the CIP process by creating a CIP Committee and preparing a funding warrant article and presentation for the 2015 or 2016 Town Meeting.

Police Facilities

The Police Facilities are the most strained in all of our community and warrant individual treatment in this section. The treatment here is more complete due to the work we have done to support the Selectmen's inquiry into regional services and a new facility. Although the community strongly opposed the regional approach, we find that the examination of this possibility was worthy, since the result appears to be significant in support of a new facility and keep our current department in place. That said, it will be the voters who decide the final result. Despite the challenging process, it appears that the question has been answered and the community can now move on to other options.

The Board applauds the extensive and creative work from the Police Facilities Committee. Our research into the past treatment of these facilities shows our consistent call for improving and expanding these facilities.

Historical Treatment:

1995 Master Plan:

- * 1 FT (Chief), 8 PT
- * Rotate Cruisers every 3 years.
- * Investigate 2nd FT officer.

2002 Master Plan:

- * 2 FT, 6 PT
- * Recommended new facilities.
- * Post Office Purchase recommended.
- * Shared Facility at Fire Department facility recommended against.
- * Continue to fund police cruiser account.
- * Explore possibilities for expansion or new facility location.

2007 Buildings & Facilities Advisory Committee:

- * Police facilities 90% under-sized.
- * Current: 331 sq ft – recommended: 4,268 sq ft.

2008 CIP:

- * Recommended annual contributions to cruiser replacement fund: \$10,000 per year
- * Recommended Safety Complex/Police facility investment \$200,000: \$40,000 per year built in 2015.

2010 Police Committee:

- * Toured Newfields department, several other towns.
- * Developed draft options for facility and location.
- * Recommended new facilities and warrant article to pursue space study and construction (see above).

2011 March:

- * Warrant article for Police Department Building Expendable Trust Fund: \$25,000.
- * Recommended by Selectmen: Failed Yes – 163 No – 228

2011 December:

- * Comprehensive Survey: Completed by Department and UNH Survey Center.
- * 30% response rate.
- * 93.4% rated police service good or excellent.
- * 121 – 88 supported putting \$ aside for space.
- * 78-130 against 24 hour coverage.

Recommendations:

- **Continue to monitor growth and development to insure our existing department is not further burdened and consider a police impact fee to offset growth related expansion requirements.**

Composite Tax Map Newfields, New Hampshire

June 2002

LEGEND



Newfields Parcel Outlines

BASE FEATURES

- Roads by Legislative Class**
- Class I - Primary System
 - Class II - Secondary System
 - Class III - Collector System
 - Class IV - Utility Compacts
 - Class V - Local Road
 - Class VI - Unimproved Municipal
 - Private

- Political Boundaries**
- State Boundary
 - County Boundary
 - Municipality
 - Major Pipelines

- Surface Water Features**
- Stream
 - Intermittent Stream
 - Other Water Feature
 - Bores of Water
 - Adjacent Municipalities

MAP DATA SOURCES

Rockingham Planning Commission, 2002. All data is the property of the Rockingham Planning Commission. All data is the property of the Rockingham Planning Commission.

DISCLAIMER

This map is a composite of various data sources and is not intended to be used for legal purposes. The map is a composite of various data sources and is not intended to be used for legal purposes. The map is a composite of various data sources and is not intended to be used for legal purposes.

NOTES

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SCALE

0 0.25 0.5 1 Miles
1:13,001



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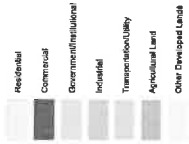


Land Use Map Newfields, New Hampshire Generalized Existing Land Use

June 2002

LEGEND

Land Use



BASE FEATURES

- Roads by Legislative Class**
- Class I - Primary Street
 - Class II - Secondary Street
 - Class III - State Recreational
 - Class IV - Utility Company
 - Class V - Unimproved Municipal
 - Private

Political Boundaries

- State Boundary
- County Boundary
- Town Boundary
- Water
- Major Pipelines
- Major Pipelines
- Alignment Barriers/pipelines

Surface Water Features

- Stream
- Shoreline
- Open Water
- Artificial Water
- Canal
- Bole of Water
- Alignment Barriers/pipelines

Map data sources include the following: Aerial photography, GIS data, and other sources. All data is provided for informational purposes only. The information is provided as is and does not constitute a warranty of any kind. The information is provided for informational purposes only. The information is provided as is and does not constitute a warranty of any kind.

MAP DATA SOURCES

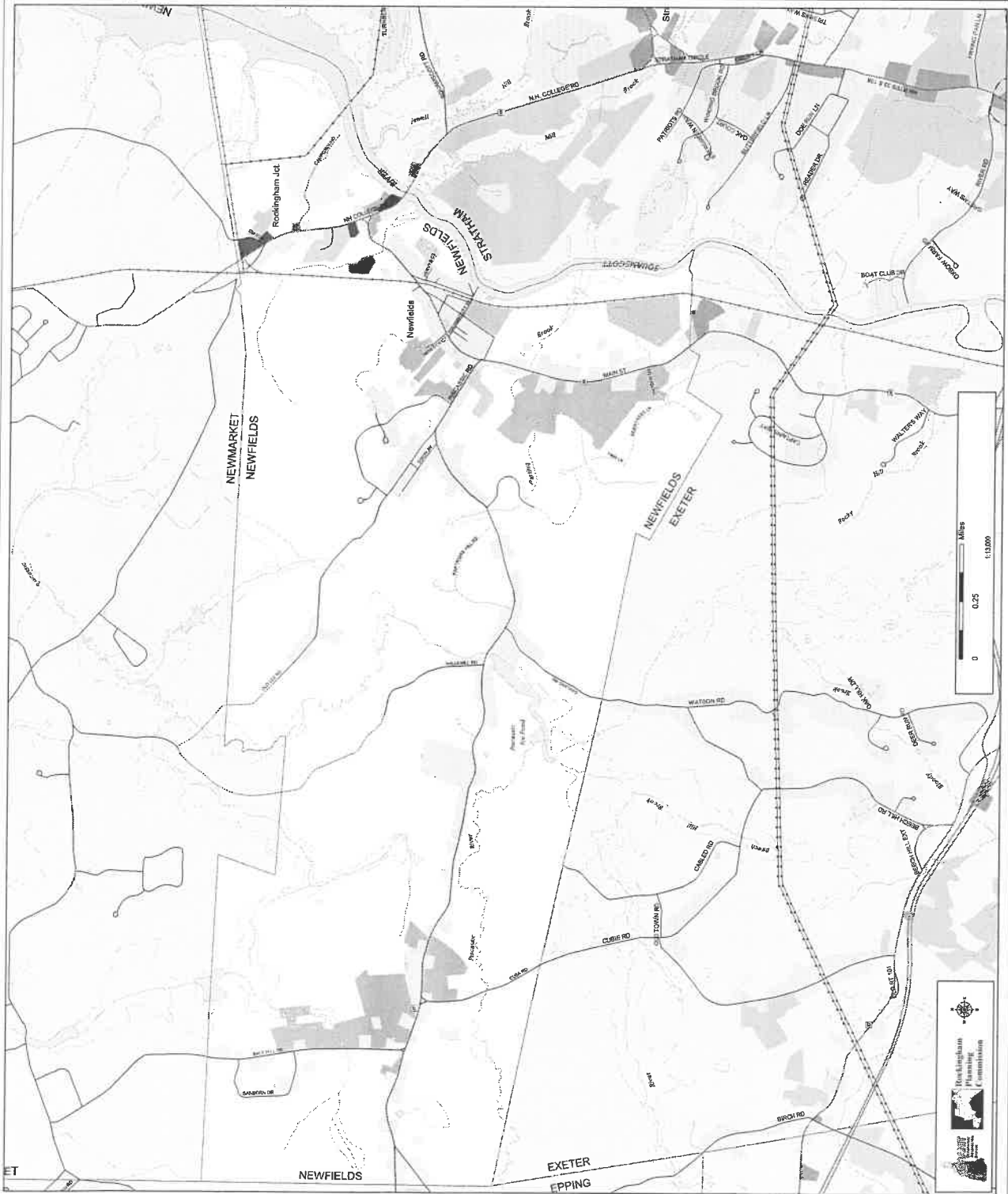
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PLS 04/0201 map set, June 27, 2002

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Zoning Map Newfields, New Hampshire Generalized Zoning Districts

June 2022

LEGEND

Zone

- C - Commercial
- I - Industrial
- S - Single Family
- R-A - Residential Agriculture

BASE FEATURES

- State Primary System
- State Secondary System
- Local Roads (Municipal or Private)
- Unimproved Roads (Class VI)
- Trail
- County Boundary
- Town Boundary
- Other Surface Water Feature
- Railroad
- Major Roadway
- Shoreline Stream
- Apparent Wetland Limit
- Intermittent Stream
- Score of Water
- Adjacent Municipality

This is an official map of the Rockingham Planning Commission. It is intended to be used as a reference only and does not constitute a contract or warranty of any kind.

Zoning Districts were updated by RPC over our decision tree map. This map is representative of the municipal zoning map, but should not be considered as the Official Town Zoning map. Zoning District boundaries are generated and may not reflect their true location, especially for zones that are spatially defined using specific lot IDs. This map was last updated for the Town of Newfields in January 2021.

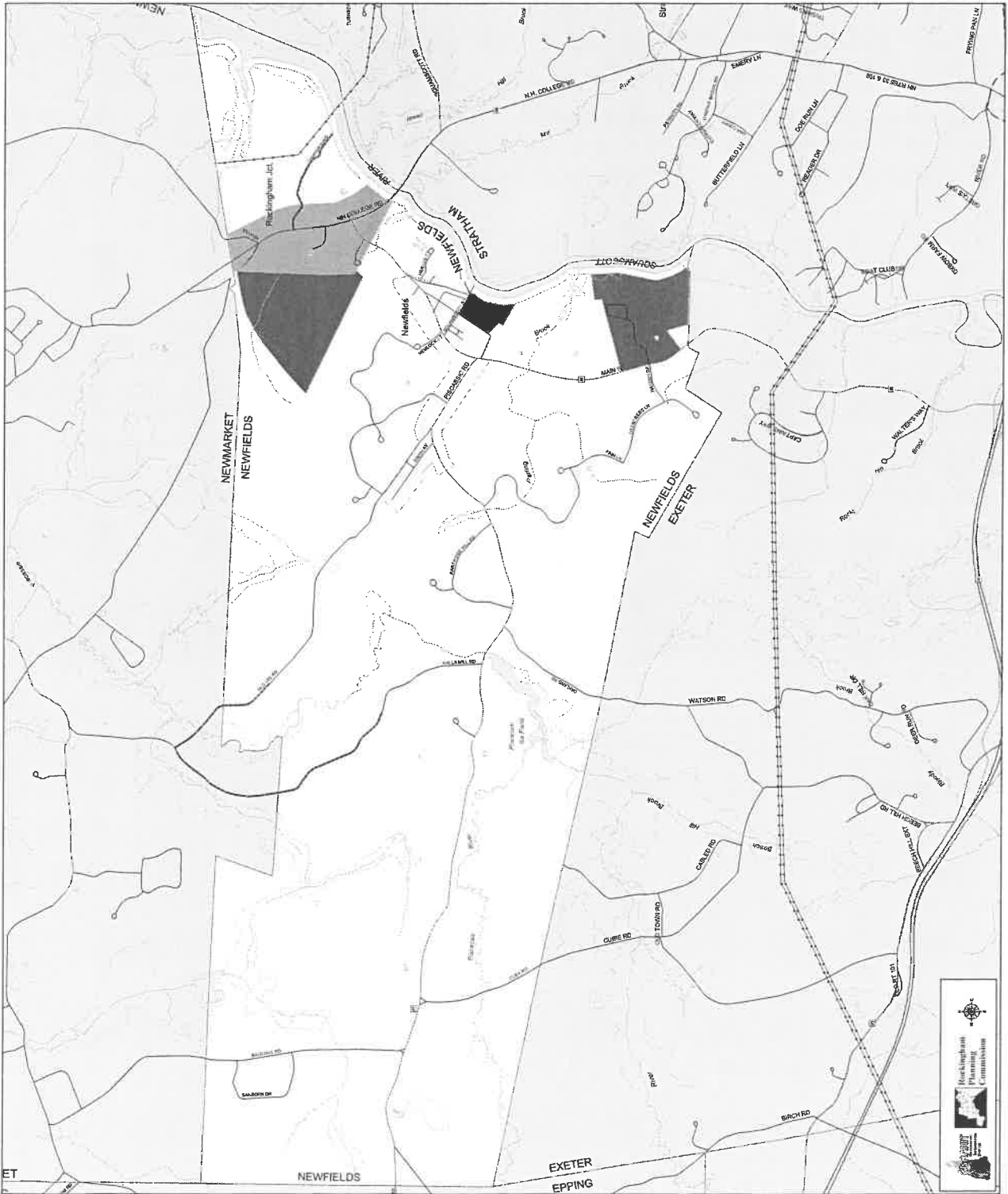
Base features (streets, water, etc.) were obtained from the USGS Digital Line Graph data (DLG) as shown in the data source. The data was obtained from the USGS Digital Line Graph data (DLG) as shown in the data source. The data was obtained from the USGS Digital Line Graph data (DLG) as shown in the data source.

NOTE: Base features for areas surrounding the Rockingham Region may be shown on this map. These features are for reference only. RPC makes no claim to its completeness or accuracy.

Type	Square Feet	Acres
Commercial	5088510.00	117
Industrial	9032790.10	207
Residential Agriculture	177096820.00	4066
Single Family	4942870.00	113
Water Covered	6547150.00	260
Total	202408140.10	4703



1:13,002



Our Economic Resources

What this chapter covers:

The Town of Newfields is not unique to the challenges and opportunities for a small town. We do however have many important resources and opportunities that can enhance our efforts for economic development and tax stabilization. In general, we see that our economic future should be characterized through the lens of the following major policy goals and action items.

Issues and Conditions:

Policy Goals:

- Provide balanced economic development that enhances our character as a community, historic, environmental and cultural.
- Carefully monitor development pressure along Route 108 and our community's attitude for development in this location.
- Preserve the integrity of the Village area.
- Support and engage with our major employers and industries.
- Re-engage with Rockingham Economic Development Corporation as a resource and participant in regional efforts.
- Economic development as a component of tax stabilization must be carefully managed to insure that unrestrained growth does not compromise these and other goals of our Master Plan.

Action Items:

- Update this chapter annually.
- Create a small and functional Economic Development Committee to maintain this chapter.
 - Empower the Economic Development Committee to provide outreach and support for our Policy Goals, above.
 - Meet with our major employers.
 - Maintain connections with REDC about opportunities and assistance with efforts at economic development.
 - Develop a plan and program for the Board to consider for home-based businesses.

- Such a plan shall address negative impacts on surrounding environs.
 - Consider limitations based on employees, traffic, noise, etc.
 - Provide the Board with input on matters of economic development with respect to innovation and creative outlets in the high-tech space.
-
- Develop a program for attracting light manufacturing businesses to our community and utilize the Advanced Manufacturing Program in the State of NH.

ROUTE 108

With Route 108, the Town of Newfields has an established economic resource - access and traffic. Traffic counts tend to drive retail establishments and transit-oriented development. In September of 2013, the Board solicited public comment through a series of outreach efforts - through mail and public hearings. The Board posed a selection of questions relating to the important issues we have seen in the past and solicited a wide-range of responses and no clear policy position regarding many of the major issues.

The first question and issue is always, whether change is needed; for the Board, we asked if we believe the Town of Newfields should develop a new plan for development along Route 108?

- In answering the following questions consider the following development goals and options:
 - Several communities support mixed use development (Residential and Commercial in close proximity).
 - Many professionals believe that the expansion of water and sewer supports development.
 - How much non-residential development should Newfields promote and what kind.
 - Think about the 108 corridor in Stratham.
 - Think about the Portsmouth Avenue corridor in Exeter

The public responded overwhelmingly that planning efforts and clear policies were needed but there were some conflicts in the objectives and goals for this effort. Starting with the broad policy objectives that were both supported by the public and form a sound basis for development, the following opportunities for policy focus were made clear:

- Preserve the historic character of Newfields and insure that development is attractive and in scale with Newfields.
 - 1987 Master Plan.
 - 1995 Master Plan.
 - 2002 Master Plan.

- Commercial development should be attractive and consistent with strong architectural standards.
 - 1987 Master Plan.
 - 1995 Master Plan.
 - 2002 Master Plan.

What do you want to see along the Route 108 corridor: (Think of places that are similar to what you would like to see). The responses were grouped as follows:

- Pharmacy.
- Small grocery store.
- Nothing.
- Offices.
- Limited development.
- Restaurants and pubs.
- Retail stores and Restaurants along water frontage in corridor

What don't you want to see along the Route 108 corridor: (Think of places that are similar to what you would not like to see). The responses were grouped as follows:

- No "big box" developments.
- No more gas stations.
- Buildings should be tastefully designed like the new Dunkin Donuts.

Would you support moving the NH DOT facility adjacent to the Cemetery to provide additional land for development? Although the responses were generally favorable - there were issues and questions:

- Only if the development is good for Newfields.
- If the state does not pay taxes - we should work to put this land back on the tax rolls.
- This would be alright if there was limited traffic - the 108/85 intersection is already trouble during rush hours.

What should Newfields do to promote the right kind of development in the Route 108 corridor. A wide range of responses were provided to this question:

- We should not promote more development along 108.
- Promote the town through the website.
- Allow for more creative development options.

What should Newfields do to prevent the wrong kind of development:

- Strong restrictions on design.
- Revise the zoning ordinance.

TRANSIT ORIENTED DEVELOPMENT

Policy Statement:

The Town of Newfields has sufficient transit-oriented development.

- We find additional such development will detract from our general policy goals of this Master Plan. Existing facilities deserve our support as residents of the Town but limitations are reasonable to insure that our other policy goals can be met.

Action Items:

- We must review our ordinances to insure that this policy is clearly reflected in our ordinances.
- Changes should be prepared for Town Meeting vote as soon as possible.
- Limitations should be reviewed in the table of uses for potentially vague definitions of retail and other similar uses.

ECONOMIC DEVELOPMENT

The core component of Newfields' Economic Development Strategy is providing balanced economic development that preserves our town's character and focuses on the needs of our citizens. Although Newfields supports a few facilities of regional importance, we must judiciously attend to the impacts of development that may detract from our town's vision at the expense of unbounded development. This is particularly true for the Route 108 corridor (see above for specific treatment).

OUR CITIZENS

Employment

Newfields is limited in size and available land for a wide range of employment opportunities for our citizens. Our large employers can lead to several families moving to town once exposed to our community and we welcome this. It is important to balance our limited resources in promoting economic development such that we serve our community needs. It would be next to impossible to provide a significant program that brings employment "home" to our town - rather we see employees finding this to be a great place to call home.

As noted in the Population and Transportation sections – the vast majority of our residents commute out of Town for work – over 85%.

- Employment opportunities can be considered a policy objective but may not be a sufficient to drive significant development, our schools as infrastructure are a part of this effort as such factors are considered strongly by employers when making relocation decisions.

Services

Policy Statement

The Town of Newfields should consider an economic development program that provides access to services needed by the Town's residents and can capitalize on immediate regional deficiencies.

- Services for the community residents can be supported with careful attention to our location, our citizens and our resources.
- Recreational opportunities can dovetail with this policy objective.
- Our municipal services (water and sewer) are potentially technical services that can attract limited development.
- Small business and growing businesses may be able to utilize facilities on a scale with Newfields existing building stock and constructed in accordance with our development goals and objectives.

Action Items

- The board should review our ordinances to insure restrictions are not unduly limiting for this scale of economic development activity.

Goals Objectives and Recommendations

- The Planning Board should update this Chapter frequently.
- The Board should continually monitor the relative importance and applicability of the policy statements in the chapter.
- During the update the Board should continue to monitor the policy statements, success on completion of action items.

Relationship to Other Chapters

How We Use the Land – This chapter may require zoning changes and the need to protect uses from incompatibility. How we use the land is important in

developing our zoning to promote the economy we want and prevent the economic troubles we seek to avoid.

Services We Require – Economic development may require additional utilities we require from others, such as expanded water and sewer through regional connections, communications infrastructure, etc. As these needs become apparent cross-consideration must be given to this chapter to encourage expansion as needed.

Services We Provide – Economic development may place additional burdens on our own utilities and this must be met with communication among town officials and the Newfields Village District to insure growth and development are met with balanced expansion of these utilities we provide.

How We Travel – Our economic development must not be based solely on traveling public or create difficulty or negative impacts on our transportation resources. We may explore opportunities to link alternative transportation (Rockingham Trail and new bike lanes) to economic activity.

References

None

The Services We Provide

What this Section Covers

Providing community facilities and services to promote public health, safety, and well-being is a primary responsibility of local government. This section provides an overview of existing governmental facilities including Town of Newfields municipal facilities and the Newfields Safety Facilities. Recommendations follow which address the future needs of our diverse and growing population. We link to the SAU 16 information for further review by our citizens.

Existing Conditions and Issues

Although Newfields has not seen the historical growth and demand for services of the past decades, there are some facilities that have not kept up with historical needs let alone our current needs and service levels due to the tremendous change and impact from this growth. As demand increases the already strained capacity of a facility to accommodate such demand will result in issues related to providing services for the community; this is particularly important when these services are related to health and safety.

In 2005, the Newfields Building & Facilities Advisory Committee was formed and generated a report on the condition of facilities in the Town. This report and its baseline data are included in the references to this chapter and incorporated by reference herein. The work of the recent Police Facilities Committee is also included and incorporated herein.

Facility deficiencies and limitations are noted that may need to be addressed in the future or that may impact the ability of a facility to accommodate future growth. All community facilities discussed are located on the Community Facilities Map.

Community Facility	Available Capacity	Near Capacity	Above Capacity	Significantly Above Capacity	On Map
Town Hall		X			Yes
Police Station				X	Yes
Library			X		Yes
Fire Station			X		Yes
Post Office	X				Yes
Elementary School		X			Yes
Waste Water Treatment Plant		X			Yes
Water Tower/Tank		X			Yes

Town of Newfields Facilities

Town Hall (Black Square on Map). The Newfields Town Hall located on Main Street in the heart of Newfields Village was originally constructed in _____. The building includes the offices of the Town Clerk, Board of Selectmen, and space for part-time staff for the Planner, Building Inspector and Assessing staff. Deficiencies of the facility include lack of capacity for future growth, lack of storage space, lack of meeting room space beyond the top floor main hall and the overall age and condition of the building.

Police Station (Blue Square on Map). The Newfields Police Station is located in Town Hall and is seriously constrained. There is no meeting room, no place for secure or private meetings. Only one office is present and this is a former closet. There is no secure portion of the facility for an interview room, booking area and storage areas for records, evidence and weapons. This single need is the greatest concern for our community facilities and should be addressed before services are further compromised.

Standards for Facilities:

- A review of literature on police facilities does not provide clear guidance on square footage – instead references are made to staff, officers, tasks and specific needs. Given a review of our facility compared to similar community's in the region, we can safely take official notice that our facility is grossly under-sized for any of the tasks we expect the police to undertake, the number of staff we have, the offices we need and any other reasonable measure of a facility's size and scope.
- The Planning Board finds this facility to most critical need of the community with respect to facilities and services provided to the Town's citizens.

The town is currently served by a group of highly-expert and dedicated team of citizens on the Police Facilities Committee and we await the conclusion of their efforts and respect fully the process they have undertaken. The Board will review these results and provide assistance as needed or requested but our current policy is to let this collaborative process complete.

The Police Department maintains its own website:

- <http://www.newfieldsnh.gov/publicsafety/police.htm>

Newfields Public Library (Reader Symbol on Map). The Newfields Public Library located on Main Street in Newfields Village was constructed in _____. The library operates under the auspices of the Board of Library Trustees. In _____ the facility underwent a major expansion and renovation. The _____ square foot facility includes a _____, _____, _____ room with seating capacity for approximately __ people. There are __ on-site parking spaces which do not fully accommodate the joint use of the library and its functions. On street parking within safe walking distance include several spaces on Main Street and the Town Hall which is connected to the library by sidewalk facilities.

The Library maintains its own website here:

- <http://paulmemoriallibrary.org/>

The public can access the card catalog online here:

- <http://opac.libraryworld.com/opac/home.php>

The public library has numerous successful programs scheduled on the website and also has initiated a community garden:
<http://paulmemoriallibrary.org/community-garden/>

Newfields Fire Station (Red Fire Symbol on Map).

The facility includes two triple length apparatus bays capable of housing four pieces of equipment. It also includes offices, gathering space, limited storage space, and conference room on the second floor. Emergency Management functions are held from the Fire Station. The site of the station however is severely constrained as the lot is very small. There is some ability to share parking with the school but there is no outdoor space or facilities for use by the Town's fire department.

The Fire Department's web portal can be found here:

- http://www.newfieldsnh.gov/publicsafety/fire_rescue.htm

Newfields Post Office (Blue Check Mark on Map). The Newfields Post Office located on Main Street at the intersection of Route 108 was constructed in 2006. The Post Office is a full service facility serving the Town of Newfields. The facility includes _____ postal boxes and __ on-site parking as well as ____ spaces for employees. The available capacity of the

Post Office is sufficient to meet the needs and reasonable projected growth of Newfields.

Newfields Elementary School and SAU 16 (Yellow School Symbol on Map)

The library facility includes modern equipment and traditional books and work spaces. The dedicated staff stays in touch with parents and children and has online access to the card catalog:

<http://nes.sau16.org/index.php/resources/library>

- Access to the card catalog with this QR code or:
- <http://destiny.sau16.org/common/welcome.jsp?context=newfields>



- The technology lab maintains its own website and can be found here:
- <https://sites.google.com/a/sau16.org/technologylab/>

The Newfields School Board maintains its public outreach at this location:

- <http://www.sau16.org/index.php/school-boards/newfields>

Waste Water Treatment Plant (Map ID # 7).

{Get WWTP Study}

Old Post Office

EXETER REGION COOPERATIVE SCHOOL DISTRICT FACILITIES

The Town of Newfields is a member of the six-town Exeter Region School District. Administrative support services are provided to the District by School Administrative Unit # 16 (SAU # 16).

The school district maintains its own strategic plan:

- <http://www.sau16.org/content/documents/Strategic Plan PDF 2.pdf>

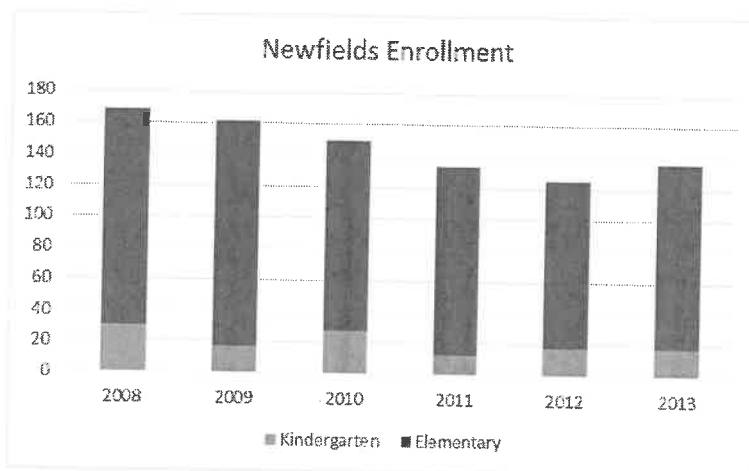
As far as community facilities are concerned, school facilities represent the single greatest tax payer investment. This investment is most pronounced when there is need for new or expanded facilities

The school enrollment and capacity information referenced in the following pages has been researched through the NH Department of Education. Enrollments are exact but cannot always provide a means to forecast future needs. Student capacities represented below are approximate and measured by class size, and are determined primarily by the amount of physical space available for instruction. However, other variables such as the number of students per classroom, teacher/ student ratios, course offerings, support services, mandates etc. also influence student capacity.

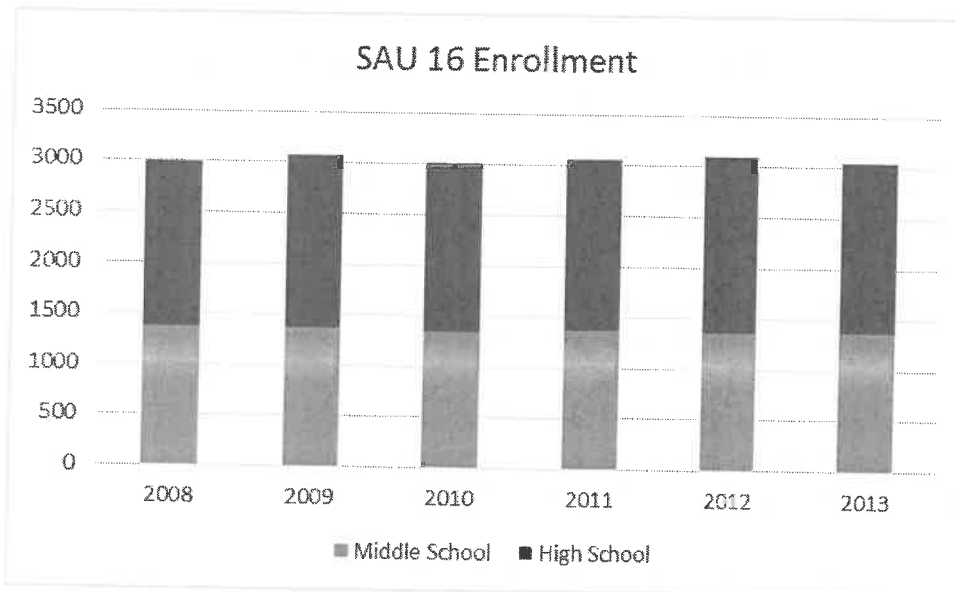
In terms of student capacity, the following table describes the current levels of enrollments.

The data show that Enrollment at Newfields has trended down while the SAU remains stable. By class size, Newfields has among the lowest class size in the district.

Newfields	2008	2009	2010	2011	2012	2013
Kindergarten	30	17	28	13	18	18
Elementary	139	145	122	121	107	118
Total	169	162	150	134	125	136

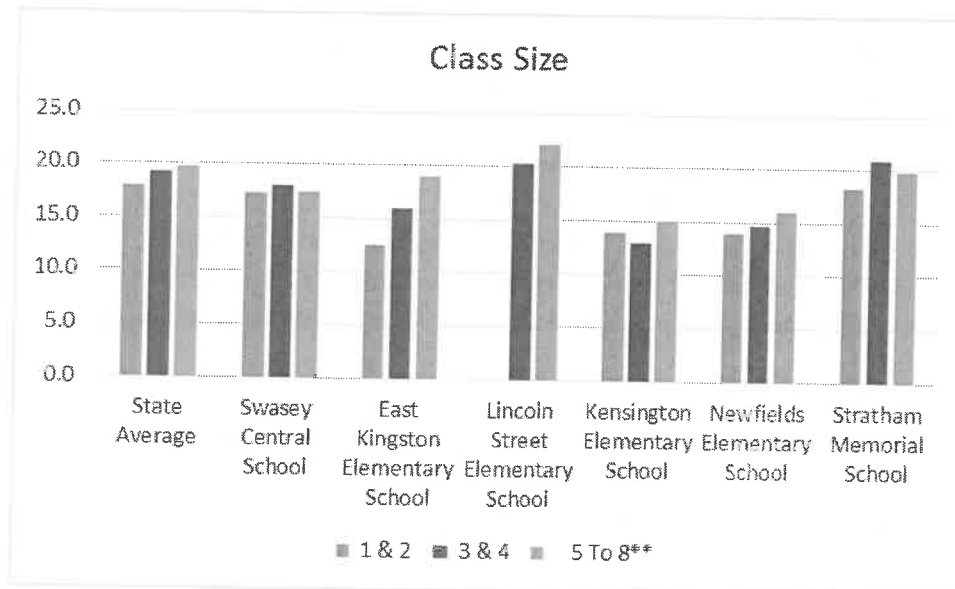


Enrollments in New Hampshire Public Schools						
As of October 1, 2013						
District Name	Pre - Sch	Kind	Elementary	Middle	High	Total
Brentwood	8	37	301	0	0	346
East Kingston	0	22	152	0	0	174
Exeter	28	139	856	0	0	1,023
Exeter Region Cooperative	0	0	0	1,363	1,691	3,054
Kensington	0	11	124	0	0	135
Newfields	0	18	118	0	0	136
Stratham	15	69	529	0	0	613
2012						
Brentwood	9	48	308	0	0	365
East Kingston	0	25	154	0	0	179
Exeter Region Cooperative	0	0	0	1,357	1,740	3,097
Exeter	24	143	861	0	0	1,028
Kensington	0	18	147	0	0	165
Newfields	0	18	107	0	0	125
Stratham	14	85	529	0	0	628
2011						
Brentwood	11	43	343	0	0	397
East Kingston	0	19	178	0	0	197
Exeter Region Cooperative	0	0	0	1,363	1,698	3,061
Exeter	18	132	876	0	0	1,026
Kensington	0	18	167	0	0	185
Newfields	0	13	121	0	0	134
Stratham	20	100	519	0	0	639
2010						
Brentwood	14	56	327	0	0	397
East Kingston	0	27	177	0	0	204
Exeter Region Cooperative	0	0	0	1,347	1,663	3,010
Exeter	13	169	859	0	0	1,041
Kensington	0	26	168	0	0	194
Newfields	0	28	122	0	0	150
Stratham	18	85	525	0	0	628
2009						
Brentwood	14	42	336	0	0	392
East Kingston	0	18	182	0	0	200
Exeter Region Cooperative	0	0	0	1,370	1,701	3,071
Exeter	20	148	850	0	0	1,018
Kensington	0	49	456	0	0	505
Newfields	0	17	145	0	0	162
Stratham	20	92	523	0	0	635
2008						
Brentwood	18	58	343	0	0	419
East Kingston	0	27	172	0	0	199
Exeter	23	137	835	0	0	995
Exeter Region Cooperative	0	0	0	1,364	1,630	2,994
Kensington	0	24	188	0	0	212
Newfields	0	30	139	0	0	169
Stratham	14	96	516	0	0	626



Class Size

District	School	Grades 1 & 2	Grades 3 & 4	Grades 5 To 8**
	State Average	17.9	19.3	19.7
Brentwood	Swasey Central School	17.3	18.1	17.5
East Kingston	East Kingston Elementary School	12.5	16.0	19.0
Exeter	Lincoln Street Elementary School	0.0	20.3	22.1
Kensington	Kensington Elementary School	14.0	13.0	15.0
Newfields	Newfields Elementary School	14.0	14.7	16.0
Stratham	Stratham Memorial School	18.3	20.9	19.8



Goals, Objectives and Recommendations

In order to achieve our vision for the future, we have identified the following community facilities goal:

- **Ensure efficient and high quality community facilities are provided to meet existing and future needs of Newfields's residents and visitors.**

To fulfill this goal, several objectives and recommendations have been developed to guide future planning policies and initiatives:

- **Objective A. Facility planning and needs study initiatives should be community based emphasizing collaboration and communication relying upon the considerable skills and talents of our residents.**
 - Support the Police Facilities Committee in their efforts to determine community goals for these facilities and the ability to finance such improvements. Establish funding in accordance with a Capital Improvement Program while the planning process evolves towards a specific proposal.
- **Objective B. All community facilities should be periodically reviewed to assess utilization levels, efficiency, and available capacities.**
 - Research the ability to create shared use of municipal and school facilities.
 - Adopt and use of the Capital Improvements Program process and formally fund this process during the budget process.
 - Utilize the CIP to forecast major municipal and school facility needs and to promote tax rate stability. Encourage a coordinated CIP process with the Budget Committee and the Planning Board and Board of Selectmen to avoid multiple warrants and plan for expenditures and facility replacement to manage the tax rate year to year.
- **Objective C. The siting and design of new or expanded community facilities should take into consideration the potential to enhance community character.**
 - Architectural designs for future community facilities should be compatible with the architectural heritage of the community.

- Carefully examine the benefits of possible downtown locations for future core community facilities such as the Town Hall, Community Center, and Post Office as part of the facility sitting process.

Relationship to Other Chapters

COMMUNITY FACILITIES AND PEOPLE. Community facilities provide necessary support to the population. It is important that our facilities continue to meet the needs of the growing population of Newfields.

COMMUNITY FACILITIES AND COMMUNITY RECREATION. Community facilities often provide opportunities for recreation and leisure. The use of community facilities must be coordinated to ensure that future recreation and leisure needs are met.

COMMUNITY FACILITIES AND COMMUNITY ECONOMIC DEVELOPMENT. The long term economic well-being of a community is related to the level of both public and private investment in the community. A community that meets its facility needs is attractive to private investment. It is important that Newfields continue to invest in community facilities through a coordinated process including the Capital Improvements Program (CIP).

COMMUNITY FACILITIES AND LAND USE. Community facilities are an important component of land use. The location of new or expanded community facilities should take into consideration land use objectives.

References

**Police Facilities Committee – Minutes and Recommendations
Building & Facilities Advisory Committee, Report 2005**

INTRODUCTION

What this Chapter Covers

Describing how we travel is not simply a list of future projects, but is an inventory of where we go, how we get there and more importantly, how we want to serve our residents with access within and without of town. Elevated in importance with this draft is our attention to alternative forms of transportation. These forms build community, make us healthy and safe, and allow us to connect to the village and our region in low energy forms of public transportation and trails and bikes. As with our traditional approach to planning this chapter is also still an infrastructure plan that establishes the overall goals and guiding policies for addressing transportation issues within Newfields. Transportation has direct links with the land use, population and housing, natural resources, community services and facilities and recreation sections of the Master Plan. The transportation system and the guiding policies established in this chapter will affect the community's physical, social and economic setting.

An important factor in future development will be the impact of continued residential and commercial growth on the transportation system. The Town, like many other seacoast area communities, developed along waterways and trails connecting it to larger nearby communities. In contemporary times Newfields has developed with reliance on the automobile and the highway network. Other forms of transportation, though represented, continue to be of lesser consequence, as noted in the 2002 Master Plan.

As Newfields' population has grown, the roadway network has expanded to serve newly developed areas. The steady increase in traffic volumes both in and through Newfields has resulted in a rise in congestion, particularly on Routes 85 and 108. Maintenance and expansion of the roads, wise planning of the location and extent of further development and increased utilization of alternative modes of transportation will all play an important role in the Town's future. For this Community Plan, we also focus on enhancing alternative options along these routes to build the infrastructure for a future transportation network with different options for our residents and our visitors. In other words, we are not just serving people who drive through Newfields.

This chapter provides an overview of transportation system, identifies major issues the Town is facing, and provides recommendations to address those issues.

Existing Conditions and Issues

HIGHWAYS

Major Roads

Newfields' transportation network consists of approximately 16.5 miles of roadway, 40% of which are maintained by the State of New Hampshire. State maintained

highways within the state primary system are: Route 108, Route 85 [Exeter Road], Route 87 [Epping Road]. Routes 85 and 108 are both north-south highways, while Route 87 is an east-west highway. Route 85 connects Newfields to Exeter and to points east and west via an exit in Exeter onto Route 101. Route 87 connects center Newfields to Route 125 in Epping. Route 108 provides access north to Newmarket and south to Stratham. The balance of Newfields' roads are minor collector or local roads which provide access to state highways or service roads which serve only adjacent property owners and accommodate little or no through traffic.

State Highway Classification

New Hampshire has its own road classification system for the purpose of assigning construction and maintenance responsibilities. The system is divided into the following seven categories:

Class I, Trunk Line Highways.

These roads consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of towns and cities of 7,500 inhabitants and over. The state assumes full control and pays cost of construction, reconstruction and maintenance of its sections; the portions in compact areas controlled by the towns and cities under Class IV highways.

Class II, State Aid Highways.

These roads consist of all existing or proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of towns and cities of 7,500 inhabitants and over, which are classified as Class IV highways.

All sections improved to the satisfaction of the commissioner are maintained and reconstructed by the State. All unimproved sections, where no state and local funds have been expended, must be maintained by the town or city in which they are located until improved to the satisfaction of the highway commissioner.

All bridges improved to state standards with state aid bridge funds are maintained by the city or town until such improvement is made. All Class II roads are maintained by the state.

Class III, Recreational Roads, consist of all such roads leading to, and within, State Reservations designated by the Legislature. The State Highway Department assumes full control of reconstruction and maintenance of such roads. There are no Class III roads in Newfields.

Class IV, Town and City Streets.

These roads consist of all highways within the compact sections of towns and cities of 7,500 inhabitants and over. Extensions of Class I and Class H highways through these areas are included in this classification. At present there are 13 cities and 9 towns in this category throughout the State. Presently there are no Class IV roads in Newfields

Class V, Rural Highways.

These roads consist of all other traveled highways which the town has the duty to maintain regularly.

Class VI, Unmaintained Highways.

These roads consist of all other existing public ways, including highways discontinued as open highways, highways closed subject to gates and bars, and highways not maintained in suitable condition for travel for five years or more.

Other.

These roads consists of US. Forest Service roads and state secondary roads maintained by the U.S. Forest Service, also other toll highways not f on the state turnpike system, [i.e. private toll ' road, Mt. Washington toll road. Monadnock toll road]. There are none of these roads in Newfields.

New Hampshire State law adopted in the 1940s serves as the basis for the State Road System Classification that is still in use today. Newfields is served exclusively by State classified Class I, II, V and VI roadways, as shown in Table T-1 and Map T-1.

Class I roads are State—maintained trunk line 01: primary highways. There are presently 0.8 miles of Class I highways in Newfields comprised of NH College Road [NH Route 108]. Class II roads are State-maintained secondary highways. There are approximately 5.7 miles of Class H highways in Newfields, comprised of Epping Road {NH Route 87} and Exeter Road [NH Route 85]. Class V roads, or "Rural Highways," are Town-maintained roadways. There were approximately 8.63 miles of Class V roads in Newfields in 2002 and we now have approximately 9.6 miles, the majority of the Town's roadway network. The most growth was seen in private roads – these represent roads not turned over to the town or were developed as private roads during the development process – there are approximately 4.5 miles of these roadways in Newfields as shown on Map T-1. These two categories are the only ones to have grown appreciably in the last two decades. New residential subdivision streets that are turned over to the Town become Class V roads once they become public. Class VI roads are non-maintained roadways belonging to the Town. There are 1.3 miles of Class VI roads in Newfields.

State Class	2002	2014
Class I (State Maintained)	0.83	0.83
Class II (State Maintained)	5.7	5.7
Class V (Town Maintained)	8.63	9.6
Class VI	1.3	1.3
Private		4.5
Total	16.47	21.93

Federal Functional Classification

In addition to the State classification scheme, there is the Federal Functional Classification system. The Federal system consists of 4 primary types of roads, based on the type of service that is intended to be provided by each category. In 1993 the New Hampshire Department of Transportation, in cooperation with the Federal Highway Administration and the regional planning commissions, revised the functional classification of all highways in the State. These classifications, which complement the State classifications, are primarily based on the traffic capacity and volumes attributed to the roads, and are divided into rural and urban systems. They are important because they are used to determine where and under what conditions Federal highway funds may be utilized. Roads that have a functional class of Collector or higher are eligible for Federal highway funds.

Principal Arterial: Serves major centers of activity, the highest traffic volume corridors, and the longest routes. In addition, they generally carry the major portion of traffic entering and exiting the community.

Minor Arterial: Links and supports the principal arterial system. Minor arterials are roads which place a greater emphasis on land access than the principal arterial and therefore offer a lower level of mobility. They serve as links between larger and smaller towns or as connections between collectors and the primary arterials.

Collector. Provides both access to land uses along the roadway and circulation within residential neighborhoods, and commercial and industrial areas. It differs from the arterial system in that the facilities on the collector system may penetrate residential neighborhoods. Conversely, the collectors also collect traffic from the 10051 sheets in residential neighborhoods and channel it into the arterial system

Local Roads: Comprise all facilities not on any of three systems described above. Their function is to primarily provide direct access to abutting land and access to the higher order systems. They offer the lowest level of mobility, and service to through traffic movement is usually deliberately discouraged. Local roads are generally not eligible for federal funding for improvements or maintenance.

Table T-2 contains a listing of all Newfields roadways classified as Collector or above.

Roadway	Major Collector	Minor Collector
Route 108	x	
Route 85		x
Route 87		x

Traffic Volumes and Growth

Roadways in Newfields have exhibited increases in traffic volumes over the past several decades. In an effort to monitor changes in traffic volumes, the NI-IDOT and RPC conduct annual traffic counts using automatic recorders at varying locations throughout the region. The NHDOT maintains a network of permanent counters at key locations around the State to monitor long term trends, and conducts additional traffic counts during the summer months, or in response to community requests for special counts. The state has no permanent traffic counters in Newfields. Other possible sources of traffic count data are studies performed or commissioned by NHDOT.

Recent traffic counts for locations in Newfields are shown in Table below. Unless otherwise noted, the volumes shown are Annualized Average Daily Traffic, or AADT, which have been adjusted to eliminate seasonal fluctuations. There have not been enough annual traffic counts at the same count locations the time period represented in Table T-3 to depict trends in traffic: volumes. The table does, however, provide an estimate of the average daily traffic along Newfields’ roadways. The data show that the amount of travel through Newfields has stabilized or slightly declined over the last two decades.

Table T-3

Counter Location	Year	1999	2000	2001-2005	2006	2007	2008	2009	2010	2011	2012	2013
Route 85 at Exeter TL			6000	No data			5800			5700		
Route 85 over B&M Railroad				No data			6700			6600		
New Road over B&M Railroad				No data			480			360		
Route 87 over Piscassic River		2400		No data	2200		2000			2000		
Route 87 at Epping TL		1700		No data	1400			1200			1100	
Route 108 at Stratham TL		15000		No data		16000			1500			
Route 108 at Newmarket TL		15000		No data		16000			17000			17000

It is estimated that the traffic volume on local streets has kept pace with the stabilized travel on major state highways. If Newfields maintains its current growth pattern, the Town’s road improvement system should be able to be continued, particularly as new roads are built to current standards to assure a long term service for the town. To assure proper standards, the Town should continue to review its present construction requirements. This should be done to make allowance for different road classifications based on projected traffic volumes.

Circulation

Routes 85, 87 and 108 continue to act as the central routes for travel in Newfields, connecting the Town to Exeter to the south via Rt. 85, Epping to the west via Rt. 87, Stratham to the south-east and Newmarket to the north via Rt. 108. In addition to these routes, the major regional east—west corridor, NH Route 101, is a double—barreled, four-lane, divided highway for its entire length from Manchester to Hampton. Although Route 101 is not actually in Town, its close proximity and improved design has resulted in a higher amount of commuting traffic along NH Route 85, the rise however has tapered off and maintained at 5700.

Transportation Improvements

The modern three-span bridge has been carrying traffic between Stratham and Newfields on Route 108 over the Squamscott River for a decade. The 435-foot long concrete deck bridge is wider [two 12-foot lanes and 4-foot shoulders] than the old bridge and has about 7 feet more clearance above the river. The old bridge, built in 1925 was torn down in 2001.

Once referred to as the “swinging bridge”, because operators would swing it open to let boats pass under, it was better known in recent years as “the singing bridge” due to the noise made by vehicles traveling over its metal grating. The \$5 million project also included the relocation and signalization of the Route 108 intersection with NH Route 85. This intersection project was long overdue especially in light of the Route 101 corridor improvements that have made Route 85 an attractive commuting alternative to Route 108 for people traveling to the greater Manchester area and to points north and south along US Route 95. With the proposed development at the intersection – a recent approved gas station facility, the intersection will be reconfigured without the carry through lane heading onto Route 85 and improved signage and signalization for entrance to the Hayden property east of Route 108.

NH Route 101 Expansion Project

In 2001 the ten-year Route 101 expansion project was completed greatly improving east west travel between the seacoast region and the greater Manchester area. The 17.6 mile expansion project from Epping to Interstate 95 completed the double-barreled, four-lane, divided highway. This project involved a complete redesign of the Route 101 – Route 85 interchange creating improved access to this major east—west corridor.

Route 85 Railroad Bridge Project

The Route 85 Bridge was replaced in 2003. The previous bridge was built in 1943 and was in desperate need of replacement. The current bridge has been raised to 21 feet and there is no longer be a weight limit on the bridge. Although the new bridge has a slight curve in the roadway with a maintained speed of 30 miles per hour, there was a concern that more through trucking would become an issue. While there has been some increase in trucking, it has not become a serious issue. The Newfields police department continues to do an excellent job at enforcement along this roadway and speeds and safety remain managed and a top priority. The total cost of the bridge project was funded 80% federal and 20% state.

Our Commuting Patterns

Primarily a residential community, many of Newfields’ citizens continue to commute out of town for work. Table T-4 below summarizes commuting modes of travel for employed Newfields residents as reported in the 2000 and 2010 Census, and compares this to data for all of Rockingham County and the State of New Hampshire overall and has been updated to show the changes reported in 2010.

T-4		
Commute Mode of Travel and Mean Travel Time		
	2000	2010
Drove Alone	87.2%	80.3%
Carpooled	6.6%	3.7%
Public Transit	0.2%	0.3%
Walked	0.6%	0.3%
Other Means	0.5%	2.3%
Worked at Home	4.9%	13.0%
Mean travel time to work	27.0	25.8
% Working and location		
In Newfields		21.5%
Other NH Community		67.7%
Out of state		10.8%

According to the 2000 Census, 87% of employed Newfields residents drive alone to work which is a slightly higher percentage than that of the county and state but this declined in 2010 with only 80.3% driving alone. There was a large increase in residents working at home which we attribute to the increase in access to online working opportunities and increases in the ability of workers and employers to utilize this mode. Also, there has been a general increase in innovative new businesses that can be done at home due to the increased speed and functionality of web-based commerce and business.

Very few people continue to use public transit as a means of travel to work. This continues to be likely due to the fact that there is only one bus stop in Newfields at the Town Hall and the route and schedule may not favor the average commuter. Although the previous Master Plan in 2002 did not have access to data that would account for people who may take advantage of the Downeaster Amtrak service to commute to work, we do not see an impact of this service for commuters, perhaps because of its schedule or because Newfields only has 10.8% of people working out of state. That said, we understand anecdotally that many residents use the service for recreational travel to Maine and Boston.

Newfields residents continue to report low numbers of people carpooling and walking to work. The number of residents who carpooled and walked to work is also lower than the county or state as a whole. We believe this reflects the lack of density in the area and the lack of employment centers within walking distance of most residents and limited pedestrian facilities in Town.

Public Safety and Highway Accidents

According to the Newfields Police Department, the Town of Newfields had 301 reported motor vehicle accidents from 1996 to 2001, as shown in Table T-5. One accident in 1998 resulted in a fatality. There were 1,134 motor vehicle summons issued during the same time period. The addition of the signalized intersection of Routes 108 and 85 and the

increase in traffic enforcement over the past several years have had the desired result of slower speeds and less accidents along Newfields' roadways.

TO BE COMPLETED

Scenic Roadways and Corridors

Another transportation issue is scenic roads, which is addressed in RSA 231:157. In order to designate any road in town as scenic; other than a Class I or Class 11 highway, 10 persons (voting or non-voting) owning land abutting the proposed road can petition the town to do so. In turn, the town votes on it at any regular or special Town Meeting. Voters can also rescind the designation of a scenic road at a regular meeting upon petition.

There are two potential benefits for the Town in designating scenic roads. First, it establishes a procedure for protecting the rural landscape within a public right-of-way. Secondly, it can demonstrate the public's interest to preserve the rural qualities of a road. Both can help preserve the scenic quality of the road in the event that changes to the road are proposed [i.e. widening, removal of walls and trees].

The effects of designating a road scenic are detailed in RSA 231:158. Included are restrictions upon the repair, maintenance, reconstruction or paving work which is done to the road. Two important facets of the designation are that it does not affect the eligibility of the Town to receive construction, maintenance, or reconstruction funds, or affect the rights of any land owner with respect to work on his own property. Generally the scenic roads are older roads that are maintained by the Town. Only Halls Mill road is designated as scenic and the Planning Board is reviewing an application on the roadway accordingly.

Cul-de-sac Length Limit

There are now currently nineteen [19] cul-de-sac or dead-end roads in Newfields. The Town's Subdivision Regulations limits the length of dead-end or cul-de-sac streets to 600 feet unless a near future connection is possible. Design standards take into account fire suppression and emergency access, as well as the need to accommodate prospective maximizes the cost efficiency of snow removal, roadway maintenance, school bus ' routing, delivery services, as well as to coordinate roads so as to compose a convenient transportation system.

While cui-de-sacs offer certain advantages, long cul-de-sacs reduce some of those advantages, such as decreasing the efficiency of snowplows, roadway maintenance, emergency equipment and delivery services, and possibly by encouraging increased traffic speeds and midblock turning to reverse direction. Not only are long dead-end roads an inefficient road design, but they can also present a safety concern. The greater the number of houses served by only one access point, the greater the risk should emergency vehicles not be able to respond because the one road entrance is blocked for some reason. For these reasons, the Planning Board should maintain and enforce the limit on the length of cul-de-sac streets.

PUBLIC TRANSPORTATION

This section presents an examination of existing public transportation service available to Newfields residents, from which recommendations for improving service to Newfields residents will be developed. For the purpose of this document, public transportation is defined as any transportation service available to the general public.

When available, public transportation clearly plays an important role in addressing the traffic issues that a community may be facing. It represents a more efficient use of the existing road network, by carrying passengers that otherwise might be driving their own vehicles. A successful public transportation system can remove a significant number of vehicles from the roadway, and offer social benefits by providing a reliable means of travel for those who are unable or otherwise choose not to drive themselves.

Public Bus Service / Demand Responsive Service

Although there used to be one fixed stop available in Newfields, this stop has been eliminated. The Cooperative Alliance for Seacoast Transportation [COAST], the region's public transit operator has two daily trips from Newmarket/Newfields/Exeter Stratham/Portsmouth/Newington, but the closest stop is in Stratham at the Traffic Circle or in Newmarket at Bennett Way. This route continues to operate weekdays only with no weekend availability at this time. The bus makes several stops additional stops in Exeter, Stratham, Greenland and stops in Portsmouth and Newington. One of the stops in Portsmouth is Portsmouth Transportation Center where the Trailways terminal is located.

The map and schedule can be found here at Coast's website:

http://www.coastbus.org/schedules_maps.html

http://www.coastbus.org/data/uploads/printable_schedules/011314Route_7.pdf

UNH's Wildcat Transit also provides bus service, but no routes enter Newfields. Their information can be found here:

<http://unh.edu/transportation/wildcat/wtschedules/index.htm>

Demand response service in the Newfields area is generally provided by a variety of health and human service agencies, each of which vary in their schedule and the clientele which they serve. Typically service is limited to a particular agency's own clientele, the elderly population, or those with disabilities. Many of these agencies have developed their own transportation services because their clients do not have access to, or are unable to drive, a motor vehicle.

Intercity Bus Service / Park & Ride Lots

The NH-DOT has constructed 26 Park 8: Ride lots around the State to encourage individual efforts to carpool, and to support private intercity bus carrier service. There
Draft November 2014

are no park & ride lots in Newfields; however, the NHDOT does maintain several lots in neighboring communities convenient to Newfields.

One lot is located in Epping at the interchange of Routes 101/125. This lot serves residents commuting east/west on Route 101 or north/south on Route 125.

There is another facility located in Hampton, just off NH Route 27, accessible from 1-95, Exit 2 via NH Route 101, Exit 13. This lot is well-situated to serve Newfields residents who commute via 1-95. The lot was upgraded and expanded to include lighting and a public telephone, and has the capacity for approximately 103 cars.

- This is the link to the NH-DOT Rideshare and park and ride website:
- <http://www.nh.gov/dot/programs/rideshare/lots/>

In 1999 the NH-DOT opened a Park & Ride lot and intermodal bus terminal on Pease International Tradeport property, adjacent to Exit 3 on I-95. The facility has increased its capacity for over 975 cars (up from 750 during the 2002 Master Plan). Hourly weekday commuter bus service to downtown Boston and Logan Airport and throughout NH is now available at the Center.

Given the convenience in getting to the train and air facilities in Boston, we believe there is an increased usage – departing from the 2002 assessment that this facility would not be used due to the northward travel.

- The Tradeport Transportation Center has a website here:
- <http://www.nh.gov/dot/programs/rideshare/lots/portsmouth-transit-center.htm>

From this portal you may access the bus services of C & J, COAST, East West Express and the Coach Company.

Organized ridesharing 'is also an important opportunity for residents who commute long distances to their jobs. The NHDOT, in cooperation with the Seacoast Metropolitan Planning Organization [MPO] and COAST, has initiated ride-matching services in order to help commuters find potential ride-matches.

Individuals may call the NHDOT Rideshare Coordinator and have their commute requirements entered into a database which can then be searched for potential ride-matches. In addition, the Massachusetts-based Caravan For Commuters assists groups of commuters to organize vanpools for ridesharing.

- NH DOT Rideshare Coordinator:
- <http://www.nh.gov/dot/programs/rideshare/registration.htm>
- Massachusetts Caravan for Commuters:
- <http://www.commute.com/>
- <http://www.commute.com/commuter-options/carpool>

Passenger Rail Service

The long-awaited return of passenger rail service to the Seacoast region occurred on December 15, 2001, with the start of Amtrak "Downeaster" service on the B&M Main Line [which runs through Newfields] between Portland, Maine and Boston. Rail service is operated by Amtrak under contract to the Northern New England Passenger Rail Authority (NNEPRA), the Maine State agency responsible for operation of the service. Service is currently limited to four round trips per day, with stops in New Hampshire in Dover, Durham and Exeter. Newfields residents can access the service by driving to the Exeter or Durham station. COAST currently provides service to the Exeter station on its Route #7, which connects Newfields to Exeter but has stops only nearby in Newmarket and Stratham.

Commuter-based train service is also available from the MBTA train station in Newburyport, Mass. There are thirteen inbound and twelve outbound trips per day, as compared to four inbound and four outbound trips per day on the Amtrak train.

FREIGHT/ GOODS MOVEMENT

Freight transportation and goods movement in Newfields is characterized by a limited number of services. Ocean, rail, truck and air cargo services are within a relatively short distance of the Town, and provide access to services and markets worldwide. In Newfields, the users of freight transportation services are comprised primarily of businesses along Route 85.

As the area grows, additional truck traffic can be expected. In order to ensure that trucks use the proper roads, the Town should continue to enforce RSA 47:17, Section VIII Devices and Signals" which empowers the Board of Selectmen:

"To make special regulations as to the use of vehicles upon particular highways, except as to speed, and to exclude such vehicles altogether from certain ways; to establish stop intersections, erect and provide for the control of traffic: by, stop signs or other traffic: devices or signals which shall conform to standards set by the highway commissioner and shall be approved by him as to type, size, installation and method of operation."

This RSA allows Newfields to adopt an ordinance restricting vehicles above certain weights [to be determined by the road agent] from designated town roads during seasonally wet periods.

With the Route 85 Railroad bridge replacement, the town should monitor any concern about through trucking from Route 108 to Route 101 along Route 85.

NON-MOTORIZED TRANSPORTATION

Pedestrian Travel

Walking, while not used extensively as a mode of travel in Town, is nonetheless part of the transportation mix and should be included when planning improvements to the Town's transportation system. 2000 Census data indicated that less than 1% of

employed residents walk to work. Additionally, there is some potential for some children to walk to and from school and for people to walk to the town center.

Results of the 2002 Master Plan Survey found that 61% of respondents expressed support for sidewalks in town. There was also strong support for recreational trails which may suggest that residents are also interested in hiking trails or multi-use Bails separated from roadways.

In general, the Town has not encouraged the construction of sidewalks in new residential subdivision construction, primarily because the dispersed residential development occurring in Newfields does not warrant their construction and maintenance, and because the Public Works Department has not had the available workforce to maintain sidewalks. However, the Town should consider adding sidewalks in areas with the greatest potential for pedestrian use. There is a sidewalk network in the immediate town center along Exeter Road and along Epping Road to the school.

Bicycle Travel

Bicycle transportation represents a seasonally dependent alternative to motorized transportation, as well as a popular recreational activity. The popularity of cycling as both a travel mode and recreational activity has increased over the past ten years, making the potential usage higher than previously experienced.

The NHDOT and Seacoast MPO have jointly developed a regional bicycle plan which is designed to create a basic network of bike routes statewide. The network was developed with

Community Input from 092613

- Repaint crosswalk lines at School on 87 & on 85.
- Create safe bike crossing and paths on Route 108 and RR bridge
- Install sidewalk on 87 between school and Old Lee Road – create safe route for students.
- Repave Halls Mill Road and all roads on rotating basis to manage costs and maintain safe travel ways.
- Work with DOT to insure lights on Route 108 are consistently working during the proper times.
- Install town street lights that reduce light pollution and are energy efficient and work with DOT to do the same on State roads, lights should turn off during daylight, have low energy bulbs and dim during late hours.
- Install curbing in center of town.

Goals Objectives and Recommendations

- The Board should monitor development and insure that development impacts to existing facilities are offset by contributions to mitigate the impact.
- The Board should continue to monitor and expand pedestrian ways in accordance with the Sidewalk plan and seek grants to accomplish this.

- Continue to actively participate in the Seacoast MPO transportation planning process.
- Work in cooperation with the NHDOT to develop a Memorandum of Understanding for a coordinated review procedure for driveway permits on State roadways.
- Investigate the feasibility of establishing a fund to facilitate transportation improvements. In addition to any money raised by the Town for specific projects, the Town could assess a fee up to \$5.00 per motor vehicle registration for transportation purposes. This money could be used to provide a local match for state and federal projects, fund local road improvements, or help pay for public transportation.
- Impact Fee Methodology - evaluate the need for assessing a road improvement fee.
- Continue to limit cul-de-sac lengths to a reasonable measure based on input from safety officials and the public, and require ROW for future connections when possible and appropriate.
- Enforcement of posted speed limits.
- Identify a prioritized list of transportation improvements eligible for federal funding, including highway, pedestrian, bicycle and other facilities, for consideration during the Transportation Improvement Program (TIP) development cycle

Highways

- Identify prioritized list of roadway projects for funding and submit through the MPO process.
- As part of the Capital Improvement Program, the town should prepare a prioritized list of roads in need of repairs.
- Inventory additional roadways for consideration as scenic roads per RSA 231:157 beyond Halls Mill Road.

Public Transportation

- Continue to support COAST Route 85 service for connection to Exeter train station and other seacoast destinations.
- The Town should assist in promoting park and ride and ridesharing services as a way to reduce overall peak hour traffic congestion on the region's roadways.

Freight I Goods Movement

- Continue to monitor changes in truck traffic patterns in Town.

Non-Motorized Travel

- Coordinate with NHDOT on implementing signs and any necessary improvements on roads designated on State bike network.
- Continue to review development proposals and require sidewalks where appropriate.
- Pursue feasibility of assessing vehicle registration fee to develop a source of matching funds for TE projects (and/or public transit).
- Identify potential TE projects and submit through State process.

Congestion Toolbox

- The Town should work proactively with the NHDOT to develop a plan for managing access along Route 108.
- Work to create a Memorandum of Understanding with the NHDOT which outlines a coordinated approach to reviewing development proposals which include proposed curb cuts on all State roadways in Town.
- Traffic calming in neighborhoods ...develop alternative road standards for new residential streets (i.e. narrower lanes, curvilinear) to

Relationship to Other Chapters

Our Economy – Continue to monitor increased needs for economic development and insure balanced development with expanded transportation needs.

How we Use the Land – maintain a rural scale for roadway networks in town and insure that alternative forms of transportation are protected even in the face of local and regional growth.

The Services we Provide – when road projects are proposed, consider future service needs to secure savings – such as laying pipes during road projects or sidewalk projects if in areas of utility expansion.

References

- Newfields Safe Routes to Schools, Travel Plan and Maps
- Transportation Map