

UVLSRPC "Regional Corridor Transportation Plan"

R.G.Jones's Comments

11/9/2021

Pages 3 and 4:

I have always felt it is necessary to say what a "plan" contains and what it doesn't. Prior UVLSRPC Transportation Plans included the Lebanon Airport, rail (AMTRAC and freight), intercity bus, and both I89 and I91. If the intent is to only address transportation within the region, then other than the two interstates can be excluded – but say so. (Those of us that live outside the Hanover-Lebanon-WRJ core use the interstates for intra-region travel.)

Page 23 (north to south):

Public Transit: We once had Advance Transit service from Lyme Center-Lyme Common and south, but it was discontinued due to lack of ridership. (There was an average of less than one rider per trip – even during the Arab oil embargo.) It comes up periodically, but I have seen no evidence of any changes that would increase ridership to the point of making such service viable.

Pedestrian/Bicycle route north of the Lyme Common (see page 28 tier II project): There have been several attempts to establish a pedestrian/bicycle route from the Lyme Common north to the Post Pond Recreational Area. The major problem is that though there is a route from behind Stella's/Lyme Home and Hardware to approximately Britton Lane across the fields/wetland, Route 10 is only a viatic right-of-way and at least one landowner has consistently been opposed (eg would require eminent domain).

Lyme-Thetford Bridge: At the public meetings several years ago, there was concern that the preliminary designs did not provide for any pedestrian/bicycle improvements. Any such provisions are a significant issue as the truss width only allows for 10' lanes and it is an "historic" bridge.

Lyme to Hanover

There is a continuing conflict between additional development, resident housing along the road (speed) and commuter traffic. It's never going to go away – let alone adding more in pedestrians and bicycles to the mix.

Page 29 (Tier II project on electric charging station):

The Town does not own any land (other than the Common - listed in the National Register of Historic Places - and RT10 is a State Highway. (Recently "On the Common – the road on the south side of the Common - was transferred from the State to the Town.) The logical place for a "public" charging station would be the park-and-ride lot, which is State owned – eg State rather than Town responsibility.

Page 32:

Check and ensure the traffic count locations are complete. At least one isn't.