Volume 2 Chapter 3

III. Serving the Community
   a. Community Facilities & Services
   b. Education Profile
   c. Transportation Profile
   d. Arts and Recreation Profile
Plymouth Community Facilities and Services

1. Summary

A primary reason that communities plan for their future is to: take stock of existing services and facilities; identify services currently available to town residents; evaluate the effectiveness of the town and other providers in delivering those services; anticipate future demands; and assess whether those demands can be met efficiently. According to the results of the Summer 2008 Community Attitude Survey, Plymouth residents enjoy a range of services and facilities, including an efficient municipal government, excellent emergency services, access to a variety of social, cultural, recreational and health-care services, and state of the art telecommunications infrastructure. Despite the wide range of excellent services available, the town faces several challenges regarding specific facilities and services.

This profile is divided into twelve sections. The first section provides an overview. The following 10 sections describe a municipal facility or service, and the current and projected needs, with recommendations to address these needs. The sections are:

- Municipal Administration
- Health and Human Services
- Town Properties
- Cost of Services
- Pease Public Library
- Water and Sewer District
- Emergency Services
- Communications
- Solid Waste/Recycling
- Energy
- Arts and Recreation

The last section, Arts and Recreation, presents goals and policies relating to Plymouth's facilities and services. Arts and recreation including public land used for recreational purposes, historical resources, educational facilities, and transportation, are addressed elsewhere in this plan.

2. Municipal Administration

Plymouth operates under the Town Meeting form of government and is led by an elected five-member Board of Selectmen, which changed from a three-member board in March 2006. The annual Town Meeting is held in March, at which time town citizens elect officers, vote on an annual budget and take other action that comes before them. The Selectmen prepares the budget with assistance from the four-member Advisory Budget Committee.

The Selectmen’s Office functions as the administrative arm of the Board of Selectmen. It is responsible for the day-to-day operation of the town government and coordinates the work of town departments. Working in the office is the Town Administrator, Community Planner, Code Enforcement Officer, Financial Assistant, Selectmen’s Secretary and Land Records Clerk and several other part-time personnel.

The Community Planner is responsible for town planning functions involving review of development proposals such as land use permits, site plans and subdivisions. The Planner interacts with the public with regard to any building, planning or zoning inquiries and provides limited enforcement of the regulations and ordinances. In addition, the Planner renders technical assistance to the Planning Board, Zoning Board of Adjustment and the Board of Selectmen. The Code Enforcement Officer is primarily responsible for enforcing the town's ordinances and regulations.
The Office of the Tax Collector is responsible for collecting all taxes for the town. Property taxes are the largest source of revenue, although the tax collector is also responsible for collecting yield taxes on timber cuts and land use change taxes. Property taxes are billed semi-annually with taxes due in July and December.

The Town Clerk’s Office issues registration permits for all motor vehicles, trailers, tractors, and heavy equipment owned by the Plymouth residents. The Town Clerk is also authorized to renew state vehicle registrations for citizens of other towns. The Town Clerk maintains vital statistics, such as births, marriages, deaths and burial permits, dog licenses. The Clerk also records and files certain legal documents such as copies of wetland permits, chattel mortgages, liens on property (excluding real estate), writs and federal tax liens. Overseeing elections in collaboration with the Town Moderator is also the responsibility of the Town Clerk’s Office. The Welfare Officer supervises town assistance to the needy as provided by state law. Issues of health and safety are referred to the town’s Health Officer.

In addition to town staff and elected officers, Plymouth’s government is reliant on dozens of local residents who volunteer their time on various boards and committees. The Board of Selectmen appoints the following boards and committees:

- Planning Board
- Zoning Board of Adjustment
- Conservation Commission
- Highway and Public Safety Committee
- Parks and Recreation Commission
- Public Community Channel-3 Committee
- Capital Improvement Committee (submits work to the Planning Board.)

The Selectmen also appoint members of the community to serve on the Parking Committee and Public Safety Complex Committee. Various other local positions and representatives to regional organizations are also appointed by the Selectmen. The willingness of citizens to serve in the many volunteer positions is a perennial concern among New Hampshire’s small towns. Plymouth is no exception.

At the present time, it appears as though current staffing levels, supported by the willingness of local residents to participate in municipal government, are adequate.

3. **Town Properties**

Plymouth owns and maintains a number of properties, including:

- Town Hall (0.49 acres)
- Police Department (4.18 acres)
- Fire Department (0.54 acres)
- Town Common with Gazebo (0.29 acres)
- Plymouth Municipal Airport (136+/- acres)
- Pease Public Library (0.25 acres)
- Fox Park (32.1 acres)
- Winter Street mini-park (0.26 acres)
- Town Highway Garage
- Plymouth Recycling Center
- Nine cemeteries
4. Pease Public Library Statics June 30, 2017

Collection information

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Circulation

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<td>Materials Loaned 7/1/16 – 6/30/17</td>
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<td>Materials borrowed from or loaned to libraries</td>
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<td>E-Books an Audio Books Circulated</td>
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Gift Items added to collection

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<td>Books</td>
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Other Services

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<td>Public Meeting Room Uses</td>
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<td>Public Computer Use Sessions</td>
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<td>Public Library Adult Programs</td>
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<tr>
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<td>Total Library Program Attendance:</td>
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Patron Registrations

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<td>46</td>
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<tr>
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5. Emergency Services

Fire and Ambulance

The first organized fire-fighting unit in Plymouth was established in 1831. Since then, the Plymouth Fire and Ambulance Service has evolved to provide vital public safety services for the Town of Plymouth and surrounding communities.

The fire department is a member of the Lakes Region Mutual Fire Aid Association. The goal of the association is to provide and receive assistance from surrounding communities during times of major emergencies. Services provided by the fire department include fire suppression, fire safety inspections and code enforcement reviews, public education, hazardous materials mitigation, fire alarm system maintenance and operation, and the issuance of permits and special services to protect lives, property and the environment.

- In 2017, the fire department responded to 466 calls, down from the previous year’s 734 calls, reflecting a 64.3% decrease.
- Between 1995 and 1999, the department averaged 310 calls/year.
- Between 2000 and 2004, the average was 362 calls/year.
- Between 2005 and 2017, the average was 453 calls a year, an increase from historic averages.

The ambulances serve a population of over 15,000 people. The service is a mutual aid and extends from Plymouth to Ashland, Bridgewater, Holderness, and Rumney. Residents may receive Advanced Life

<table>
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<th>611</th>
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<tr>
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<td>PSU Students</td>
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<tr>
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<tr>
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<td>6203</td>
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<table>
<thead>
<tr>
<th>Fire and EMS Major Equipment Inventory</th>
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<tr>
<td>2003 Smeal 1500GPM pump</td>
</tr>
<tr>
<td>2010 E-one Cyclone 95’ tower 2000GPM pump</td>
</tr>
<tr>
<td>1997 Freightliner 1500GPM</td>
</tr>
<tr>
<td>1987 Mack Pumper 1250GPM pump</td>
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<td>2015 Ambulance</td>
</tr>
<tr>
<td>2009 Ambulance</td>
</tr>
<tr>
<td>2006 Ford 350</td>
</tr>
<tr>
<td>2006 Ford Explore</td>
</tr>
<tr>
<td>2014 Ford Police Interceptor</td>
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<tr>
<td>Jaws of Life</td>
</tr>
<tr>
<td>Defibrillator Life packs (3)</td>
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<tr>
<td>Misc. Breathing Apparatus &amp; Breathing Compressor</td>
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</table>
Support emergency medical services via two rescue ambulances. The ambulance service responded to 1131 calls in 2004, slightly fewer than in the preceding year (1,317) but dramatically higher than in 1994 (845 calls). Between 1995 and 1999, the department averaged 986 calls/year. Between 2000 and 2004, the average was 1,232 calls/year. Between 2005 and 2017, the average was 1103 calls for EMS.

Source: Plymouth annual report 2005-2017

Fire and EMS service staff includes a fire chief, deputy fire chief, administrative assistant and eight full-time, career firefighters providing 24/7 coverage. Ambulance staff includes thirty paid on-call fire/EMS personnel. The services are located on 42 Highland Street. The station is 5,700 square feet. The facility has made some upgrades in the past year. The parking lot at the fire station was improved by removing the old pavement, grading the base layer, and compacting it to make a solid base for new pavement. The main office space was renovated with new floors and a new heating/cooling system. The restroom was updated with paint and new fixture.

6. Plymouth Police Department/PSU Police

The Plymouth Police Department is a full-service, full-time police agency that has formally existed since the late 1800s. Since 1990 the department has been housed in an 8,000-square foot building, which supports a secure, temporary holding facility, plus a communications center. The building is located on a 4.18-acre lot at 334 Main Street with easy access to four major roadways that serve most of the town’s population.

The police station is in an 8,000-square-foot metal building on a concrete slab. There has not been any improvement in 2017. However, in the year in 2016, the facility underwent a major overhaul. The metal exterior siding was removed from the building, which allowed spray foam insulation to be applied. After the building was sealed with spray foam, the exterior was replaced.
with vinyl siding. New awnings and energy efficient LED parking lot lights were also added to the exterior. The asphalt at the Police Department parking lot was removed and replaced. This added better drainage and more parking places. As for the interior of the building, it was repainted and the old acoustical ceilings were replaced. The interior lighting was upgraded with new energy efficient led lights. Mini-split heating/air conditioning units were installed to every room in the police department. The old fire alarm that was nonfunctional was replaced with a new system. They are now able to redesign offices, meeting rooms, and interview rooms, making the entire space better organized to better serve the community. The communication center has been upgraded to digital technology for the last ten years.

The Police Department has three primary divisions: administration, operations and support services. The primary responsibilities of the department are traditional patrol services and a full-service criminal investigation program. In addition, the department provides community outreach programs; communication services to seven police departments and two Plymouth municipal services (Highway Department, Village Water and Sewer (after hours). The department has 27 employees including:

- 10 full-time and 3 part-time police officers
- 2 part-time parking enforcement personnel,
- 5 full-time dispatchers and 4 part-time dispatchers,
- 1 full-time and 1 part-time secretary
- 1 prosecutor (employee service contract with town).

The Plymouth PD currently has three 2015 Ford Police Interceptor SUVs that are used as duty vehicles. The department plans to purchase three 2018 Dodge Charger Sedans in 2018. This is due to issues with the latest Ford products and the decision to make the change to Dodge.

In 2017, the police department responded to 21,303 calls for service, a 4.8% increase from the previous year (20,397 calls) and slightly higher than in 2015 (19,663 calls or 3.2% increase). Between 2014 and 2017, the department averaged 20,737 calls/year. In 2004, the police department responded to 17,832 calls for service, a 13% increase from the previous year (15,797 calls) and significantly higher than in 2000 (11,832 calls or 51% increase.) Between 2000 and 2004, the department averaged 14,876 calls/year.

According to the 2005 Town Report, "partnerships with the University Police have strengthened..." This has allowed the department to "hold off asking for additional personal" to meet the demands of the growing business community in West Plymouth as well as the growing residential areas. In addition to working jointly with Plymouth State University Police, in accordance with the Life Safety Services Agreement, the department participates in mutual aid
agreements\(^1\) and responds to adjacent communities when requested. The 2004 cost of policing for the town was $1,212,930.

\[\text{Plymouth PD/PUS Police calls}\]

![Plymouth PD/PUS Police calls graph](http://www.gencourt.state.nh.us/rsa/html/VII/105/105-13.htm)


PSU Police

Plymouth State University maintains a 10-person, full-time and fully certified police agency. University Police is multi-jurisdictional meaning it has authority to police in more than one community. As noted previously, Plymouth and PSU have a Life Safety Agreement. The agreement defines both departments' structure and areas of responsibility as well as coordination of services between the organizations.

In 2017, University Police responded to 10,709 calls for service, a 4.3% increase from the previous. Like Plymouth's Police Department, University Police has experienced a 33% decrease in calls since 2005. Between 2005 and 2017, University Police averaged 11,533 calls/year.

7. **Health and Human Services**

Speare Memorial Hospital is a 35-bed, 73,000 square foot institution located on approximately three acres of land. The hospital serves the greater Plymouth area and, because of the tourist industry, often services clients from out-of-state. In 2017 there were 1,430 admissions to the hospital and 14,850 emergency room visits. As of 2017, the hospital had 220 employees and

\[\text{PSU Police Department Major Equipment Inventory}\]

- 3 Ford Explorer police vehicles
- 1 Expedition Ford SUV
- 1 Toyota Tacoma
- Closed circuit television interior/exterior and other physical security for critical infrastructure
- Networked computer system
- Parking Enforcement Division with adequate equipment
- 20 AED throughout campus
- Parking boots
- 2 Jumper packets

\(^1\) http://www.gencourt.state.nh.us/rsa/html/VII/105/105-13.htm
annual revenues of approximately 42 million dollars. The hospital includes equipment for full radiological services, CT scanning, ultrasound, mammography, and nuclear testing. There is also equipment to support laboratory testing, surgical procedures, cardiopulmonary testing, physical therapy, and occupational therapy.

The Speare Memorial Hospital traces its beginning to 1892, when a group of thirteen public spirited women recognized the need for a hospital “to relieve suffering regardless of ghostly situations.” It took $700 to open the doors of the Emily Balch Cottage Hospital in 1899. The name came from the mother of the principal organizer, Catherine Holmes Balch of Holderness. A fire in 1916 destroyed the hospital but it was rebuilt in 1920 at a new location. In 1940, Mr. Speare, a prominent banker from Nashua, made a $50,000 challenge to the community to match a donation from him to build a new hospital. It took nine years to raise the needed funds, but in October 1949 construction began at the hospital’s current location with a final cost of $523,400.

During the past two decades, the hospital has been renovated extensively:

- 1985: Added 10,000 square feet, an intensive care unit, new equipment and improvements to nearly every department ($2.1 million.)
- 1989: A new operating suite and space for storage and receiving.
- 1996: Renovated and expanded the Emergency Department and outpatient areas.
- 1998: Renovation of the medical-surgical and obstetrics units.
- 2004-2006: The hospital completed an expansion/renovation project including the addition of 23,000 square feet to accommodate growth in outpatient services. The project also improved access for patients and visitors, increased parking and modernized infrastructure ($15 million).

**Community Services**

Because Plymouth is a regional center for the area, the community serves as host to many human service agencies. The largest facility in Plymouth is the Whole Village Family Resource Center opened in 1996 on the west end of Highland Street. The center is home to a dozen community service agencies that serve the families of 19 towns in central New Hampshire. It’s dedicated to building strong families.

The Plymouth Regional Senior Center is located in the railroad station on Green Street. The station has been renovated while maintaining the historic features of the building. It serves as the hub of activities for senior citizens in the region. The kitchen in the facility is the source of the “Meals on Wheels” program and also provides economical meals at the facility. Weekly recreation programs and special events are held at the center. The center also serves as a meeting place or site for community programs and activities.

Other social service agencies are located throughout the town in leased office space. The Pemi-Bridge House, a homeless shelter and a safe house for victims of domestic violence is also located in Plymouth.

**8. Cost of Government**

The cost of providing municipal services and facilities to Plymouth residents has long been a
matter of great concern to local officials and taxpayers. The primary revenue source for the municipality is the property tax. Plymouth’s function as a regional commercial and service center, the demands placed on municipal services, the large student population, and the high percentage of property that is exempted from the property tax are all factors which combine to make Plymouth’s tax burden consistently ranked among the highest in the state.

The town has taken several steps to reduce the tax burden. For several years, the town has prepared and adopted a Capital Improvement Plan (CIP) to assist with setting priorities for capital projects and scheduling those major expenditures in a manner that avoids sharp fluctuations in the budget from year to year. The town’s goal is to allocate an amount equal to 0.5% of the total equalized valuation for the purpose of maintaining capital assets.

The town has also worked with Plymouth State University (PSU) to share the cost of emergency services associated with PSU. In 2004, the Board of Selectmen reached a seven-year agreement with PSU, which significantly increased the amount of reimbursements to the town for municipal services provided to the college.

9. Water and Sewer Facilities

Water and Sewer District
Plymouth’s municipal water and sewer systems serve a designated district encompassing somewhat less than half the town, including the downtown and adjacent neighborhoods, Tenney Mountain Highway and Tenney Mountain Resort. A three-member Board of Commissioners elected for three-year terms governs the District. The positions of Moderator and Clerk are elected for one-year terms, while the Treasurer is elected for three years. There are eleven people employed by the District.

The Plymouth Selectmen originally set the District boundaries in 1859, when the Plymouth Village Fire District was established. The Fire District purchased water from the Plymouth Aqueduct and Water Company, a private company. In 1893, the New Hampshire Legislature authorized the Plymouth Village Fire District to establish and maintain waterworks for the purpose of fire protection and use by the citizens of the District. Subsequently, the Fire District purchased the Plymouth Aqueduct and Water Company for the purpose of impounding water. In July 1971, the Legislature approved the name change to the Plymouth Village Water & Sewer District. The office for PVWSD is located on North Main Street.

Water Supply
There are ten public drinking water systems (PWS) in Plymouth, all of which derive their drinking water from groundwater: four community systems (PCSs), two non-transient non-community systems (NTNCs), and four transient non-community systems (TNCs).

Plymouth's largest PWS is the Plymouth Village Water & Sewer District. This water supply source is two gravel packed wells located off Foster Street. There are two water systems within the District, the lower system and the high system. In the lower system, water is pumped directly
to users within the downtown or village area. No connections may be made to the low system above a foundation sill elevation of 608' Mean Sea Level (MSL). In the high system, water is pumped to a 2.5 million gallon water tank, then pumped to a 0.3 million gallon tank and gravity fed to the remaining users. These water tanks are located off Reservoir Road. No connections may be made to the high system above a foundation sill elevation of 710' MSL. There are 975 connections to the two water systems.

The existing well field has a capacity of greater than 1 million gallons per day (MGD) and the current average daily use is less than 1/2 MGD. Well #1 has an estimated capacity of 700,000 gallons per day and is housed inside a chemical treatment building. Well #2 is located in a below ground bunker and has a capacity of 600,000 GPD. Increased production from the 14-acre well field is possible with additional wells. The Foster Street well field is the only aquifer in the area identified with a large quantity of water.

In October 2001, the District working with the Northeast Rural Water Association prepared a Source Protection Plan for Plymouth's public drinking water sources (see Appendix C). The purpose of the plan is "to protect the quality of Plymouth's drinking water by identifying and managing potential sources of contamination and threatening activities that occur within the source protection area".

**Sewer System**

The Secondary Wastewater Treatment Facility came on line in May 1991. This is a 0.7 million gallon per day facility. The facility uses the rotating biological disk treatment process with primary and secondary settlement tanks. Sludge is dewatered and stabilized in an enclosed composting process. The resulting compost is given away for use in gardens, lawns and general landscaping.

**Facility Needs**

No major deficiencies in either facility have been identified, although the District is presently in the process of assessing the needs of both the water and sewer system.

10. **Communications**

**Newspapers**

Plymouth has its own weekly newspaper, the Record Enterprise. It is published on Thursdays and is distributed widely throughout town. In addition, Plymouth is covered in the daily Laconia Citizen. The statewide newspaper, Union Leader (published in Manchester), and the Concord Monitor are available for home delivery.

**Television**

There is not a separate television market for north central New Hampshire, according to the industry's official definitions as used by the FCC and by ratings companies such as Nielsen. Since most of the state receives its CBS, NBC, Fox, UPN, and WB service from Boston, north central New Hampshire is usually counted as part of the Boston market. WMUR (Channel 9 from Manchester) carries school cancellations and delayed-opening announcements for Plymouth.
Spectrum provides cable television as well as internet connection. The town receives a franchise fee of 2% of gross revenue (not including internet services) from Adelphia. By stipulation of the franchise agreement between Spectrum and Plymouth, Plymouth Community Channel 3 (PCC3) is the non-commercial, public, educational and government access channel for Spectrum cable TV subscribers in Plymouth and nine other area towns.

PCC3’s Cable Casting Center is located in the Pease Public Library. PCC3 began cable casting in 1992. In addition to cablecasts, PCC3 provides video programming to the region.

Also, Plymouth State University (PSU) maintains a state–of–the–art video conferencing facility that allows satellite downlink of remote transmissions.

Radio
Numerous radio stations can be received in the Plymouth area, including Boston, Montreal and Portland stations. WLKZ (104.9), WLNH (98.3), and WPNH (100.1) all carry school cancellations and delayed-opening announcements for Plymouth. WPCR is the local student run station.

Telephone
Verizon is Plymouth’s local telephone company. Rates vary depending on the consumer’s service preference. Consumers can choose their long-distance provider from any number of companies.

Verizon Wireless is the most widely used cellular phone service provider in the Plymouth area. Many Plymouth residents do, however, utilize services from cell phone companies who provide service in the Concord area. There are two cell towers in Plymouth, located in the northeast corner of town. (Source: NH OEP)

Internet
There are multiple internet providers. Such as Spectrum, Metrocast, and consolidated communications. It should also be noted that much of the internet access has evolved, almost eliminating DSL connections.

11. Energy

Energy Use

Fuel Type used in Occupied Housing Units
Utility gas: 1,971
Bottled gas: 317
Utility gas: 92
Electricity: 293
Wood: 104
Coal: 0
Solar: 16
• Fuel oil is by far the most common fuel type used in Plymouth, as well as in the county and the state.

• The second most commonly used fuel type in Plymouth is electricity (20%). Comparatively, the percentage of houses in the county using electric heat is 8.9%; in the state, it is 7.6%. The significant difference is probably related to Plymouth being home of the NH Electric Coop headquarters.

• The second most common fuel for heat in the county is bottled or tank gas (almost 15%), while the state as a whole uses utility gas (19%).

• Wood is not a significant source of heat for Plymouth homes. About 9% of the county uses wood for fuel and only 4% of the state.

• While Plymouth has no homes powered by solar energy, there are 11 homes in the county and 180 homes (.04%) in the state using solar power as their main fuel source.

According to NH Energy Facts 2017, NH ranks 41st in the nation for energy consumption per capita and ranks 19th in the nation for energy cost per capita.

Energy Supply

Heating Fuel
Plymouth is served by a number of oil and natural gas fuel suppliers in Grafton and Carroll Counties. The following chart compares fuel costs in New Hampshire, as of April 2003.

Electricity
In 1995, the New Hampshire Public Utilities Commission sponsored the “Roundtable on Competition in New Hampshire's Electric Energy Industry.” Also in that year, legislative committee work began at the State House on House Bill 1392, which eventually passed both the House and Senate and was signed into law by the Governor in May of 1996. HB 1392 was a directive to the Public Utilities Commission to split up the traditional utility functions and “aggressively pursue restructuring and increased consumer choice” in the electric industry. Thus, instead of utilities generating, transmitting and distributing electricity, the law in New Hampshire mandates separation of the generation from the transmission and distribution functions and the provision of generation service by the competitive market. It maintains the monopoly for delivery of electricity, both the transmission and distribution, avoiding the duplication of poles and wires. So, while Plymouth’s local utility remains in place to deliver electricity, other companies are able to sell to the consumer the generation part of electricity.

In mandating competition, the legislature's goal was to lower New Hampshire's electric rates by bringing them closer to the regional average in order to: 1) help established businesses become more competitive; 2) make New Hampshire a more attractive place to live and do business; and 3) provide financial relief to residential customers. (Source: NH Public Utilities Commission)
The local electric distribution company used in Plymouth is the New Hampshire Electric Cooperative (NHEC). Founded in 1939 by a group of farmers in Concord, NHEC is a nonprofit electric utility serving approximately 78,000 members located in all or part of 116 out of the 235 cities and towns across the New Hampshire. Today NHEC remains a consumer-owned and democratically controlled electric distributor. Its 5,000 miles of energized line traverse nine of the 10 counties in New Hampshire.

NHEC power is received from the New England Power Pool at a number of delivery points and includes a mix of hydro, coal, oil and nuclear. In addition, energy supply comes from three small power producers. These are Bracket Brook Hydro (40 kilowatts) in Orford, Tolles Energy Resources Sandwich Hydro (50 kilowatts) in Sandwich and the Tillotson Rubber Company (600 kilowatts of wood–fired cogeneration) in Dixville Notch. The Cooperative also receives power into its distribution system from Goodrich Falls Hydro (600 kilowatts) in Bartlett for wheeling to the Public Service Company of New Hampshire.

**Wood**

Wood is obviously plentiful in the Plymouth region and is available from any number of people advertising via signs, newspapers and word of mouth. Green wood ranges from $100-$150 per cord; dry ranges from $150-$200 per cord. These price increased significantly during 2016.

**Renewable Energy in New Hampshire**

Although renewable energy does not seem to play a part in Plymouth, there is potential for wind generators and other renewables. Statewide, renewables are an important source of energy.

There are:
- six wood-fired power plants in the state;
- three landfill gas-fired facilities; and
- two municipal solid waste-fired power plants.

Plymouth State University’s district heat plant uses clean natural gas and cogeneration.

In the summer of 1999, these comprised 4.3% of the state’s electric generating capability, according to “Energy Facts.”

New Hampshire consumed more hydroelectric power than it produced in 1999 by a half-million megawatts. This was due to contributions to the New England regional energy grid from sources such as Hydro Quebec.

There are nine utility-owned hydro-generation sites and 27 non-utility hydro-generation sites in New Hampshire.

**Power Needs**

Plymouth seems to have access to all of the electric power it needs. Energy efficiency and conservation in town facilities and services should be promoted and encouraged by increasing public awareness of conservation techniques and through good building design and careful site planning.
B. Plymouth Education Profile

1. Summary

Plymouth's academic institutions distinguish the town from surrounding communities. Plymouth State University, Plymouth Regional High School and Plymouth Elementary School bring a large number of students, their families and nearby residents to Plymouth for education and employment, which in turn generates activity in Plymouth's streets and downtown businesses. The University and public schools offer sporting events and cultural activities making Plymouth an entertainment center for the region. The Plymouth public schools are considered by many to be among the best in the area, making Plymouth a desirable place for families. In the 2004 Community Attitude Survey, 75% of the respondents were satisfied with the Plymouth’s public educational system (14% had no opinion with only 8% dissatisfied.) For these reasons and others, the institutions help to shape Plymouth's identity. This section of the Master Plan provides a profile of these schools and the private institutions in the area to better understand their contributions to the community.

2. Plymouth Elementary School

Plymouth children attend the Plymouth Elementary School (PES) starting in kindergarten and going through eighth grade. The school is located off Highland Street on Old Ward Bridge Road adjacent to the Plymouth Regional High School (PRHS). The School Administrative Unit (SAU #48) is also located on Old Ward Bridge Road situated between the school facilities in the part of Plymouth zoned "Civic/Institutional."

The PES Board is a five-member board elected by town residents. It develops and adopts policies for the school and plans for facility needs.

Plymouth Elementary School Enrollment Trends

The PES has a capacity of 600 students. Enrollment peaked in 2014 to 447 students. Current enrollment is 419 students.

According to NH Department of Education data:

- Plymouth’s kindergarten through grade 8 enrollment has seen minor fluctuations during the past ten years. In 2014, enrollment peaked at 447 students and dipped to the low of 407 students in 2011. Since then, student numbers have increased by 2.95% (12 students) in 2017.

- During this same ten-year period the town’s population was relatively unchanged. However, new home construction since 2002 has increased, compared to the previous two decades, which may indicate a population increase.
As noted in data collected by the NH Department of Education, student enrollment in towns throughout the State of New Hampshire has generally been decreasing. The number of students decreased by 8% between 2006 and 2017, while Plymouth’s student population declined by almost 5% during the same time period.

Home schooling accounts for generally less than 1% of the total elementary-aged population and has seen insignificant fluctuations in the last four years. During the same four-year period, approximately 1.5% of elementary-aged students were home-schooled in New Hampshire with numbers increasing slightly annually.

18% of the elementary-aged students at Plymouth Elementary School are eligible for free or reduced cost lunches.

Plymouth maintains small class sizes with an average student to teacher ratio of 11 to 1 during the last three years. NH Department of Education Rule Ed 306.16 specifies a maximum allowable class size of 25 for grades 1 and 2, and 30 students for higher grades.

<table>
<thead>
<tr>
<th>Table 1</th>
<th>Elementary School Statistics</th>
<th>Plymouth 2010-2015 School Years</th>
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<td>Kindergarten</td>
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<tr>
<td>Elementary (1-8)</td>
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<td>PreSchool</td>
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<td>29</td>
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<tr>
<td>Total elementary-aged children</td>
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<td>Students eligible for free lunch</td>
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<tr>
<td>Attendance</td>
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<td>96.3%</td>
</tr>
<tr>
<td>Students per teacher</td>
<td>11</td>
<td>10</td>
</tr>
</tbody>
</table>

Source: New Hampshire Department of Education. NA = data not available
Education Costs

Like most school districts in New Hampshire and across the nation, the Plymouth School District has seen an increase in the total recurring expenditures at the Plymouth Elementary School during the past five years. According to the NH Department of Education:

- The total recurring expenditures at the elementary school increased by 3.63% between 2012 and 2017 from $7,597,479 to $7,873,185 (figures not adjusted for inflation).

- During the same period of time, the average expenditure per Plymouth Elementary School student increased from $18,176 to $18,439 or a 1.45% increase in five years, while the state average increased by 13% ($13,628 to $15,398).
Plymouth's expenditure per elementary student since 2012 has been consistently higher than the state’s average.

Conversations with the SAU and Plymouth School Board members attribute the cost difference to economy of scale; the District's commitment to small class size; extensive co-curricular programs including A+ (an afterschool program), intermural sports, club activities and other after-school programs; the Parks and Recreation budget, which runs through the school (i.e. Town Common maintenance is part of the Parks and Recreation budget); and the cost of hosting regional special education programs such as L5 and NCR.

In 2012, Plymouth spent roughly 33% more per pupil than the state average expenditure. Five years later, expenditures per Plymouth pupil have dropped to 20% more than the average NH elementary school student.

Facility Needs at the Elementary School

As noted previously, the Plymouth Elementary School has a capacity of 600 students. The school was built in 1996 and is in excellent condition. The Plymouth School Board plans for the short and long term needs of the facility including the grounds. Long-term improvements that are addressed in the town's Capital Improvement Plan are:

- Replacement of the 10,000 gallon underground fuel storage tank and upgrade of the monitoring equipment, estimate $100,000.
- Purchase of an electrical generator, to equip the building for potential use as a civil defense site, estimate $95,000.
- Recondition and pave the parking lots.

Short-term upgrades and replacement of furnishings and equipment are addressed annually though the budget process.

In addition to the improvements, it has been noted that any future facility needs should incorporate sustainable design principles (i.e., energy efficiency, “day-lighting,” toxic-free paints, carpets, etc.) The School Board and town officials should encourage and help provide safe routes to school so more children can walk and ride their bicycles (see Transportation Profile for more information.)

3. Plymouth Regional High School
Plymouth Regional High School is a four-year comprehensive public high school with a vocational center. It serves Plymouth teenagers, as well as, teens from seven surrounding communities including:
- Ashland
- Campton
- Ellsworth
- Holderness
- Rumney
- Thornton
- Wentworth
- Waterville Valley

The Pemi-Baker Regional High School Board is a 13-member board with elected representatives from the eight communities that comprise the district. They serve students from grade 9 through grade 12. The school board develops and adopts policies for the school and plans for facility needs and also develops the school budget. The budget is acted on by voters in the district. The SAU provides general administrative services to all schools in the district and supervises the expenditure of all funds appropriated for public schools.

**Plymouth Regional High School Enrollment Trends**

According to the SAU, Plymouth Regional High School has a capacity of 1,000 students. The Plymouth Regional High School enrollment has recently dipped, with just 682 students for the 2016-2017 school year, as shown below.
Plymouth Regional High School Enrollment Trends

- Enrollment in the past decade peaked in 2003 with 909 students. It should be noted that some of the surrounding communities may be growing faster than the town of Plymouth itself.
- The school currently sits at well below max capacity for the facilities. Overcrowding at the high school does not seem to be a threat at this time.

Education Costs

As noted previously, Plymouth’s public high school students attend PRHS.

- Plymouth’s cost per high school pupil has increased from $16,593.87 per year in 2014 to $17,856.61 per year in 2017. This is a 7.6% increase in the past 3 years.
- This cost has jumped from $9,569 in the year of 2002.
• The Plymouth Regional High School is a public high school, with costs at nearly half of the state average for private schools.

• The cost of PRHS is largely contributed to the following reasons:
  ➢ economy of scale (PRHS is not a big NH school nor is it so small that it does not need to offer a wide variety of programs);
  ➢ the town's commitment to small class size and a strong special education program;
  ➢ an extensive co-curricular program.

Facility Needs

The projected facility upgrades for Plymouth Regional High school are as follows:

- Career Technical Center new construction for fall occupancy
- SPED upgrades for fall occupancy
- Computer upgrades over the next 3 years
- HVAC upgrades over the next 5 years
4. Plymouth State University

With a core campus of over 66 buildings on approximately 170 acres in Plymouth and Holderness, Plymouth State University is a dominant factor in the character of Plymouth. Boundaries between PSU and the town are often blurred which has reinforced their mutual interdependence and, upon occasion, created challenges. As the university evolves, so the town will evolve. This section presents a brief history of the university, recent enrollment trends and key PSU planning assumptions.

From Normal School to Plymouth State University – Trends

Plymouth State University was founded in 1871 as a normal school. It has evolved from a normal school to a teacher’s college, a state college and, in 2003, to a state university. It is a co-educational, residential university with an enrollment of approximately 4,148 undergraduate students and 817 graduate students in the fall of 2017. According to the PSU web site, “Plymouth State preserves the brick-and-ivy look of its New England small-college heritage while integrating state-of-the-art technology and facilities into an attractive, contemporary campus design.”

As PSU has evolved, its student population has increased significantly, relative to the number of permanent town residents. The following enrollment trends include all full-time undergraduates.

- Since 2013, PSU has increased its undergraduate student body by about 2% from 4,065 students to 4,148.
- Enrollment figures do not include graduate students.

Source: Plymouth State University Office of Institutional Research
Based on the PSU Master Plan and conversations with the Office of Institutional Research, it is anticipated that PSU enrollment will grow at a rate of 3-5% through 2024. Since 2013, there has been a 5% decrease in student population with a 30% decrease in graduate students. Approximately 54% of the undergraduate population lives on-campus in housing that ranges in age and character.
Planning at PSU

Planning at Plymouth State University is ongoing and recently has included the preparation of the University Master Plan. The *Plymouth State University Campus Master Plan: A Framework for Future Decision Making* (November 2014) (see Appendix) identifies key planning assumptions as the university looks to the next ten years in Plymouth and Holderness. These assumptions include:

1. Minimal growth in traditional student population
2. 65% undergraduate students housed on campus
3. New residence halls should:
   - be small in scale
   - be built in suite-style configurations
   - provide for 280 to 320 gross square feet per student
   - incorporate principles of sustainable design
4. Existing Residence Halls should:
   - be renovated according to need
   - include a mix of singles, doubles and suites
5. Classrooms to achieve 25 square feet per person (*national standard*)

The Campus Master Plan provides a number of recommendations for future projects. Taken directly from the Campus Master Plan, the summary of recommendations follows:

**Academic:**
- Conversion of Samuel Read Hall residence hall to an academic building
- Completion of Phases II–IV of the ALLWell Center
- Additional academic and support space totaling about 150,000 GSF
- Renovation of Hyde hall and Rounds hall
- Miscellaneous renovations/upgrades

*Commented [RY2]: Were these already completed?*

**Administrative:**
- Relocation of Physical Plant
- Renovate Rounds hall to incorporate more admin space

**Residential:**
- Phased replacement of Student Apartments
- Renovations of various existing resident halls
Student Services:
- Expansion of dining space from 35,000 GSF to 60,000 GSF
- Demolition of Mary Taylor house (Health Services)
- Demolition of center lodge

Infrastructure/Landscape:
- Continue to strengthen the North-South pedestrian spine within the Plymouth Campus
- Enhance the East-West Campus spine to improve the arrival experience to campus and continue to strengthen pedestrian links between the Holderness and Plymouth sides of the campus
- Provide new and enhanced connections; redefine transitions between the campus and its surroundings

Sustainability:
- Greening and renewing campus infrastructure and advancing the University’s Climate Action Plan goals
- Conversion of the central plant to biomass prior to 2025
- Near-term conversion of the central plant to compressed natural gas (CNG)

Parking:
- Overall, PSU has enough parking spaces to meet current and anticipated needs
- Continue to monitor utilization of parking and shift lot allocations as appropriate
- Continue to provide shuttle service with 10-minute peak headways, linking remote lots to the campus core

In addition to these comprehensive recommendations, the Campus Master Plan outlines multiple tracks for implementation and construction. It also recognizes the fluid nature of state funding for state university system projects.
5. **Private/Charter School Opportunities for Infants to Age 18**

In addition to public education opportunities in Plymouth, there are a number of private schools in town and in the immediate vicinity. Private schools serve not only the kindergarten through high school population but also the pre-K sector. A sampling of these schools include:

**Plymouth Preschool**
The Plymouth Preschool is a self-funded program for 3 to 5 year olds. The preschool is located within the Plymouth Elementary School. It serves approximately two dozen children annually, primarily from Plymouth. The preschool offers two morning sessions per week. The 3 and 4 year olds meet on Tuesdays and Thursday. The older preschoolers meet on Monday, Wednesday and Friday.

**Plymouth State University Child Development and Family Center**
The PSU Child Development and Family Center serves 57 children ranging in age from 18 months to kindergarten. The facility is located on Langdon Street. Since 1995, the PSU Child Development and Family Center has been accredited by the National Academy of Early Childhood Programs. This accreditation is considered a guarantee of high quality care for children - only 7% of the nation's facilities have achieved this distinction.

**Plymouth Area Head Start Program**
The Head Start Program, which is located at the Whole Village Family Resource Center on Highland Street, provides preschool opportunities for low-income Plymouth families. There are 20 preschoolers enrolled in the Tuesday through Friday program during the school year.

**Mid-State Health Center: Children’s Learning Center**
Located at Boulder Point, off Tenney Mountain Highway, The Children’s Learning center was established in 2007 and offers Montessori education for pre-k to kindergarten aged children.

**Mountain Village Charter School (Public Charter)**
Located in Plymouth on 38 acres off of NH Route 25, the school was first opened in September of 2014. Mountain Village Charter School offers a 1st through 8th grade education based on the philosophy of Doctor Marie Montessori. 68 children attend the secular institution with five students from the town of Plymouth.

**Calvary Christian School**
Located on Yeaton Road in Plymouth, The Calvary Christian School provides a Christian education for approximately 60 area students ranging from pre-school to 12th grade. The school was established in 1976 by Calvary Independent Baptist Church of Plymouth.

**Mount Prospect Academy (formally Wreath School)**
In 2003, the Wreath School was bought by the Becket Family of Services and became Mount Prospect Academy. Mount Prospect Academy is a day and residential program for students identified as emotionally handicapped, learning disabled, autistic or other health impaired. The Academy also serves students with psychiatric and judicial issues. The Academy is located on Main Street in Plymouth. Annual enrollment is approximately 40, with students ranging in age from 11 to 17. In general, students are not from the immediate vicinity.

**Holderness School**
The Holderness School is a private high school with a student body of 275. It is located on a rural, 600-acre campus in the town of Holderness. More than three-quarters of the students live on campus with 50 day students.

New Hampton School
New Hampton is a private high school located on 100-acre campus in the village of New Hampton. There are 100 day students and 225 students that live at school. From 1999 through spring 2005, New Hampton has enrolled 23 students from Plymouth. Current Plymouth student attendance data is not readily available to the public.

Although the Town of Plymouth is not directly involved in providing day care or private school opportunities to local residents, it does allow for these institutions to exist and expand in town through its zoning ordinance. Changing demographics resulting in more single parents and two parent working families have created a growing need for adequate day care for children as well as an aging population that may demand more day care services for seniors. Anecdotally, there is a shortage in Plymouth for consistent full-time, high quality childcare for the working parent.

While there are few actions the town would likely take to remedy the potential shortage of day care facilities, the town could encourage development through the elimination of any local regulatory barriers.
6. Educational Opportunities for Residents Older than 18

Plymouth has seen a major change in the town's education levels since the early 2000’s. This trend tends to keep up with that of the state and that of the country. Not only are more people staying in school and continuing with their education but the percentage of people staying in school has also gone up.

- It was found in 2016 that 91.8% of residents have a high school Diploma or higher.
- Out of anyone between the ages of 18-25 77.2% have some college or an associate’s degree. 1.8% have a 4-year bachelor’s degree.
- Out of the residents between the ages of 25-34 years old, 94.7% have a high school diploma, and 51.4% have a Bachelors degree.
- Out of the residents between the ages of 35-44 years old, 99.8% have a high school diploma, and 47.3% have a Bachelors degree.
- Out of anyone who is 65 years old and up, 89% have a high school diploma, and 17% have a Bachelors degree.

C. Plymouth Transportation Profile

1. Overview

Plymouth’s geography – located at the confluence of two river valleys – has shaped its development patterns and its transportation network. Additionally, Plymouth is a population and labor market center among the surrounding communities, making it a hub for transportation in the region. Several regional and statewide corridors pass through Plymouth – NH 25 west of Plymouth connects Plymouth with the Baker River Valley, NH 175A connects Plymouth with the Squam Lakes Region, and I-93 and US 3 connect Plymouth with points south and north (Map 1). Because Plymouth plays a critical role in the region, its transportation infrastructure affects the movement of people and goods in surrounding communities, and the surrounding region has an effect on Plymouth’s infrastructure.

Map 1. Plymouth’s road network.
2. Previous Plans, Reports, and Studies

2008 Plymouth Master Plan

The 2008 Plymouth Master Plan includes a chapter that provides a transportation profile of Plymouth. The 2008 Plan highlights some transportation issues that remain issues in 2017:

- Congestion on Main Street
- Reconstruction of Highland Street between Broadway Street and Old Ward Bridge Road – the only section that has not been reconstructed since the road was transferred from the State to the Town.
- The bicycle and pedestrian safety issues on Main Street between Pearl Street and Foster Street – no sidewalks, narrow shoulders, and short sight line distances.
- Route 3, south of Main Street, has narrow shoulders and a portion is below the 100-year flood elevation.
• Cummings Hill Road is a narrow, dirt road that has seen increased traffic, partially due to the trail system at Walter-Newton Natural Area, and may see increased traffic due to future residential development.


In North Country Council’s 2015 Regional Transportation Plan, transportation issues that were identified as priorities for investment included:
• Maintaining roads and infrastructure
• Improving the availability of public transit
• Improving the availability of transportation services for seniors and individuals with disabilities

A major concern of respondents and providers is that the transit and transportation system is piecemeal; bits and pieces exist across the region but there are large gaps in service and area. The Regional Transportation Plan also identifies a goal to reduce the use of single occupancy vehicles in the area through ridesharing, bicycle and pedestrian improvements.

A Plan for the North Country (2014)

Plymouth is within North Country Council’s planning region. North Country Council is one of nine Regional Planning Commissions (RPCs) in the state, and several of Plymouth’s neighbors – Holderness, Ashland, Bridgewater, and Hebron – are in the Lakes Region Planning Commission’s region. North Country Council’s 2014 Regional Plan, “A Plan for New Hampshire’s North Country,” identified a series of transportation needs during its listening and outreach phase. The top priority identified by respondents was the continued maintenance and upkeep of existing roads, bridges, and infrastructure. In addition, many respondents saw improving the availability of transit services and options for seniors and individuals with disabilities. Moreover, many respondents found improving the availability of bicycle and pedestrian pathways to be of high priority for town development.


North Country Council’s 2013-2017 Comprehensive Economic Development Strategy (CEDS) highlights some transportation needs that are important to the region’s economic development. Transportation linkages to neighboring regions and markets are vital to the North Country economy. The main thoroughfares running through the region help residents travel for work, bring goods and services to wider markets, and bring tourists and visitors into the region for recreation activities.

The CEDS highlights the issue that transit options are generally limited in Northern New Hampshire. Tri-County Community Action Program operates transit routes in the Berlin-Gorham
and Littleton-Lancaster-Whitefield areas, along with the Blue Loon service in Carroll County, but there is no fixed-route transit service in the Plymouth area. Some demographic groups in the region are relatively dependent on transit or on others to give them rides, such as seniors, individuals with disabilities, low-income populations, and youths. This plan makes specific mention of the Transit Feasibility Study of 2010 developed for Plymouth and its surrounding towns.

**Tenney Mountain Highway Corridor Access Management Plan (2013)**

The Tenney Mountain Highway Corridor Access Management Plan was updated in 2013 and identifies a number of strategies for managing vehicle traffic in relation to current and future development. Most of the high-intensity commercial and industrial development in Plymouth is located in the TMH Corridor. Based on a review of traffic data and land use regulations, the Plan presents recommendations for access management in the Tenney Mountain Highway Corridor, which are outlined in the Tenney Mountain Highway discussion on pages 6-7.

**Coordinated Public Transit and Human Services Transportation Plan (2014)**

As part of the 2014 update of North Country Council’s Coordinated Public Transit and Human Services Transportation Plan, 11 public meetings were held in the North Country Council Planning Region. Some of the public transportation needs that were identified include:

- Mobility for all residents of Coos, Grafton, and Carroll Counties
- Access to Medical Care and Employment
- Expansion and Development of Deviated Route and Demand Response Services
- Replacement Vehicles for Transit Providers
- Coordination with Existing Transit Providers
- Transportation Accommodating Persons with Disabilities
- Park and Ride Facilities
- RideShare Program
3. Community Vision and Attitudes

The 2016 Master Plan Survey, with 1,048 respondents (including 250 full-time PSU students), asked several questions about the town’s transportation system and issues. The full results of the survey can be found in Chapter IV of Volume II.

Modes of Transportation
Almost three-quarters of respondents indicated that they walk to get where they need to go “often” or “sometimes,” but Plymouth is still a relatively automobile-dependent community; 96% of respondents “often” or “sometimes” use an automobile. While downtown Plymouth is within walking distance for many residents and students, there are some goods and services that you cannot get downtown. Most respondents say they went to downtown Plymouth for restaurants, banking, convenience stores, the post office, and hardware needs, but most say they go Tenney Mountain Highway or “another community” for groceries, clothing, prescriptions, household appliances, sporting goods, and recreation. Furthermore, many Plymouth residents commute to another community for work (48%, as of 2011-2015 American Community Survey) and many who work in Plymouth commute there from another community.

A majority of survey respondents said they would bike more if there were more/safer bike lanes and paths and that they would walk more if there were more/safer sidewalks and pedestrian paths. Few residents said they would use senior vans or the PSU shuttle if those services were expanded.

Downtown Parking and Traffic
Most respondents said that they “often” or “sometimes” have trouble finding a parking space downtown. Congestion and cars pulling out of parking spaces is enough of a problem that many residents bypass the downtown area when making through trips and some even avoid doing business downtown because of these issues.

Roadway Improvement Priorities
There are several roadway improvement projects that have been discussed in Plymouth – some of them have been talked about for decades. When given a choice of one area to prioritize in the next five years, the most popular choice was to make safety improvements to Tenney Mountain Highway, including the Smith Bridge Road intersection. The next priority areas were South Main Street and Highland Street.
4. Land Use – Transportation Relationship

Development Patterns
Plymouth’s location and development patterns make the town relatively automobile-dependent. As indicated by the 2016 survey responses, many Plymouth residents walk for some of their trips, but very few get around entirely without a vehicle. While public transit could help to ease congestion, linear growth makes it more expensive to operate public transit.

Changes in land use practices influence how Plymouth’s transportation system functions. As undeveloped land becomes developed, new streets and driveways are built, and roads and intersections may need to be improved. If the amount of Town-owned infrastructure increases at a faster pace than the tax base, the town will struggle to maintain its infrastructure. New subdivisions and commercial developments can increase the Town’s tax base, but these developments sometimes result in new roads being built and transferred to the town. Additionally, development that occurs far from workplaces and schools can increase the demand for parking at these destinations.

The transportation system also has an effect on land use practices. Highways outside of a town center, like Tenney Mountain Highway, can attract commercial plazas with large parking lots. High-speed highways can allow people to live far from where they work or go to school. The presence of pedestrian and bicycle infrastructure can encourage people to live close to where they work or go to school, and can attract businesses to an area.

Natural Environment
The transportation system is affected by, and affects, the natural environment. This is most apparent when snow covers the roads and when flood waters damage infrastructure or close roads. The Federal Emergency Management Agency (FEMA) describes the Pemigewasset River Corridor as “one of the most flood prone areas in the state.” Flooding on the Pemigewasset can occur not only during the spring snowmelt, but also during ice jams, tropical storms, and severe thunderstorms. Flood stage at the Pemigewasset River gauging station is 13 feet, and at approximately 15 feet, the I-93 Exit 25 on- and off-ramps are closed due to flooding. This flood stage has been reached 4 times during the ice-free period in the last 10 years: April 2008, August 2011, April 2014, and July 2017. Stage measurements are affected by ice in the winter, but in February 2017, an ice jam caused flooding that closed the Exit 25 ramps. The record flood of 1936 was 29.0 feet. Road washouts and bridge and culvert damage during storm events can be very costly for both the Town and State, and can force them to re-prioritize their projects.

The Baker River Watershed Management Plan of 2003 seeks to protect and improve water quality in the Baker River watershed and minimize accelerated erosion in the watershed. A concern that the Plan raises is the potential for water quality to decline due to stormwater drainage systems and poor runoff controls that produce localized water quality impacts, especially in developed areas with large impervious surfaces. The Plan recommends inventorying and documenting all culverts in the watershed, cleaning culverts on a yearly basis, ensuring culverts have a slope that encourages proper drainage (between 3% and 8%, or match stream slope), filing culvert maintenance and replacement plans with the NH DES Wetlands Bureau, and implementing runoff control measures in new developments. Similarly, the
Penigewasset River Watershed Management Plan of 2013 highlights some river and transportation issues that are interrelated. Its recommendations include encouraging the use of pervious pavement and other runoff control measures, encouraging communities to limit the slope of driveways, encouraging towns to develop low-salt areas of roadways, and increasing education for road crews regarding Best Management Practices.

Zoning Ordinances
Transportation and land use influence each other. Through the Town’s Zoning Ordinance, Site Plan Review Regulations, and Subdivision Regulations, Plymouth has some control over the land use – transportation dynamic. The Zoning Ordinance (2012) regulates, defines land use zones in Plymouth and determines which land uses are permitted in those zones. The Site Plan Review Regulations (2007) apply to non-residential or multi-family buildings and set standards for site preparation, building design, landscaping, parking, sidewalks, drainage and erosion control, lighting, road construction, access to streets, and water and sewer systems. Subdivision Regulations (2002) can set design standards for infrastructure in new subdivisions. Through the Site Plan Review and Subdivision Regulations, the town has control over the design of infrastructure that can affect (or can become) town-owned infrastructure.

Tenney Mountain Highway
Tenney Mountain Highway (NH 3A/NH 25) connects the Plymouth Traffic Circle to the west with I-93 Exit 26 and US 3 to the east. West of Highland Street, it provides access to the Town’s Industrial and Commercial Development zone, and has attracted businesses that provide important goods and services to many residents. This area is developing in a linear corridor and if this pattern of development continues, residents will have to drive even further to access these goods and services. The terrain in this area has a large influence on development – the Baker River to the north and the hilly terrain to the south create a linear corridor of developable land. Much of the land on the north side of Tenney Mountain Highway is within the 100-year flood zone and Plymouth’s Environmentally-Sensitive Zone overlay, but much of this land is developable, outside of a 75-foot setback from the edge of the river channel.

The Tenney Mountain Highway Corridor Access Management Plan (2013) finds that current zoning regulations will direct most of Plymouth’s future high-intensity commercial and industrial development into the Tenney Mountain Highway corridor. Traffic counts conducted by NHDOT and NCC in the TMH Corridor indicate a modest increase in traffic in the corridor between 2009 and 2013. A build-out analysis done as part of this Plan indicates that if all of the developable land is developed, the total impervious surface area in the corridor would triple.

NHDOT has already made improvements to Tenney Mountain Highway to handle the increased traffic volume associated with the commercial growth. Traffic signals and left-turn lanes improved safety and traffic flow, but the performance of these features may need to be re-evaluated if growth continues. NHDOT, as the owner of the highway, has some control over access through the driveway permit process. Between 2003 and 2013, three curb cuts were added to Tenney Mountain Highway and none were removed. Additionally, the State of New Hampshire owns the land around Tenney Mountain Highway between the Baker River and I-93, limiting future development on this eastern portion of Tenney Mountain Highway.
Based on a review of traffic data and land use regulations, the 2013 Corridor Access Management Plan makes nine recommendations:

- Future traffic studies include the sections of Route 25 east of Wal-Mart; Route 25 west of Smith Bridge Road; Highland Street south of Hannaford.
- The Town should have a hydrology study conducted for the sections of the Corridor from the Traffic Circle to Highland Street.
- The Town should adopt and amend its current regulatory documents to include the Access Management Standards from *Innovative Land Use Planning Techniques: A Handbook for Sustainable Development*.
- The Town should have a feasibility study conducted to determine whether or not a roundabout or lit traffic signal would improve the safety of the intersection at Smith Bridge Road and the TMH.
- The Town should study the feasibility of a frontage road along the southern side of the TMH. A survey of property owners along the TMH and general public is recommended as an initial step.
- The Town should encourage shared access roads for parcels on both sides of the TMH.
- An engineering study should be conducted to address the feasibility of a system of pedestrian and bicycle pathways. Town should coordinate with Plymouth State and general public in the development of pedestrian and bicycle pathways.
- The Town should improve the Plymouth State Shuttle system that provides public transportation services to students, residents and locals and/or seek expansion of transportation provider services from other providers. In a coordinated effort, shuttle stop locations along the TMH should include north/south crosswalks for pedestrians to safely cross and access businesses and services on the other side of the TMH.
- The State and Town should enter into a Memorandum of Understanding (MOU) regarding access management.

**Main Street**

Main Street in downtown Plymouth is in the Town’s Village Commercial zone. Like Tenney Mountain Highway, this area is also constrained by terrain, with the Pemigewasset River to the east and hilly terrain to the west. The Pemigewasset River floods periodically, sometimes closing the Exit 25 highway ramps and limiting access to Green Street. The railroad, which is still active, runs between Main Street and Green Street.

Around the Town Common, and north to the roundabout, there are many Main Street businesses that attract vehicle and pedestrian traffic. South of the Town Common, there are also many businesses on both sides of Main Street and there is parallel parking on both sides. The right-of-way width is fully utilized on this stretch of road – the sidewalks take up all of the space available from storefronts to the curb, and the parallel parking spaces creates relatively narrow travel lanes.

**Town Core**

While the Main Street Village Commercial zone hosts most of the commercial land use in the town core, there are several residential neighborhoods, along with schools and other institutions.
in the town core to the west of Main Street. This part of town is zoned *Single Family Residential*, *Multi-Family Residential*, and *Civic/Institutional*. Highland Street, the former route of NH Route 25, is a major collector road that provides access to Speare Memorial Hospital, Plymouth State University, Plymouth Elementary School, Plymouth Regional High School, and many residential streets. Of these institutions, Plymouth State University has the greatest impact on transportation in Plymouth.

To the south and north of Highland Street are residential areas that are occupied both by families and the off-campus student population. Many of the streets that serve these neighborhoods have a narrow paved width, with no sidewalks or lane striping, because of their low traffic volumes and low speed limits. Many of these streets are part of an irregular grid network, increasing connectivity for drivers, bicyclists, and pedestrians. There are more dead-end or cul-de-sac streets at the edge of the town core.

The Town’s minimum lot sizes, setback and frontage requirements, height regulations, and unrelated persons per dwelling unit limit create an upper limit on density in this area. The zoning ordinance also requires residences to have a certain number of off-street parking spaces, based on the number of bedrooms. Most residential streets in the town core are subject to on-street parking restrictions on one or both sides of the street (Map 2) and have an additional restriction on parking overnight between September 1st and June 1st. The pedestrian and vehicle traffic volume on these streets, and on surrounding collector streets, increases during the school year.

**Map 2.** Parking restrictions in Plymouth.
**Rural Areas**

Outside of the town core and the Tenney Mountain Highway corridor, most of the town is zoned *Agricultural*, where nearly any type of land use is permitted by right or by special exception. Fairgrounds Road, Smith Bridge Road, and Quincy Road form a west-east route that is north of the Baker River. The surrounding land is used for agriculture and residences. These roads have a rural feel to them, but as more land is converted to residential use, they will collect more vehicle traffic. While they have no dedicated bike lanes, their scenery and relatively low traffic volume make them popular among cyclists. They are outside of walking distance from downtown Plymouth and have no sidewalks.

West Plymouth is served by the Mayhew Turnpike (NH 3A), along with a network of local roads, such as New Hebron Road, Old Hebron Road, Bell Road, and the state-owned Yeaton Road. Most of the surrounding land use is rural residential, agricultural, or forested, but there are some businesses and a ski area along the Mayhew Turnpike. The land around the Mayhew Turnpike – and the portion of the Mount Moosilauke Highway that is in Plymouth – are in the *Agricultural* zone, and could be the site of future commercial development if Tenney Mountain Highway becomes built out. At the time of this Master Plan’s update, Tenney Mountain Ski Area has not operated for several years, but its new ownership is trying to reopen it. The nearby condominiums are not owned by the ski area, and continue to be used while the ski area is closed. Nevertheless, the reopening of the ski area could increase traffic in this part of town.
5. Transportation System

Plymouth’s transportation system has several components – roads, bridges and culverts, public transit, the airport, railroads, and bicycle and pedestrian infrastructure. There are several legislative classes of roads, and a road’s class determines who maintains it – the State, the Town, or private owners.

Class I Highways – Within the Town of Plymouth, there are 23.5 miles of Class I Highways – all of which are paved (Map 3). Class I Highways include limited-access highways (such as Interstate 93) and statewide corridors (such as NH 25). These state highways serve as important corridors for regional and interstate travel, but may also have businesses and residences along them – as Main Street and Tenney Mountain Highway do. New Hampshire Department of Transportation is responsible for the maintenance on these roads, so it is important for the Town to communicate to NHDOT its concerns and needs regarding the local functions that these highways serve. The following is a list of Class I Highways:

- Bridge St roundabout
- Interstate 93 Exit 26 On/Off ramps
- Interstate 93 Northbound & Southbound
- NH 3A (Mayhew Tpke)
- NH 3A/NH 25 (Tenney Mountain Hwy)
- NH 3A/NH 25 On/Off ramps with US 3
- US 3 (Daniel Webster Hwy)
- US 3/NH 25 (Main St & Daniel Webster Hwy)

Class II Highways – Within the Town of Plymouth, there are 7.1 miles of Class II Highways – all of which are paved (Map 4). Class II Highways are “Regional Corridors” and unnumbered state highways and mostly serve local and inter-town traffic. These roads are state-owned, but the Town has a maintenance agreement with NHDOT to plow Yeaton Road. The following is a list of Class II Highways:

- Fairgrounds Rd
- NH 175A (Bridge St)
- Quincy Rd
- River Rd
- Smith Bridge Rd
- Yeaton Rd

Class V Paved Roads – The Town of Plymouth has 41.0 miles of Class V Roads – 26.2 miles of which are paved (Map 5). The town owns and is responsible for maintaining these roads. Most of them serve residential areas or town facilities, but some are “collector” roads – such as Highland Street. The following are examples of Class V paved roads in Plymouth:

- Ash Hill Rd
- Avery St
- Beech Hill Rd
- Boulder Point Rd
- Court St
- High St
- Highland St
- Langdon St
- New Hebron Rd
- Old Ward Bridge Rd
- Reservoir Rd
- Russell St
- Texas Hill Rd
- Thurlow St

Class V Unpaved Roads – The Town of Plymouth has 41.03 miles of Class V Roads – 14.80 miles of which are unpaved (Map 6). The town owns and is responsible for maintaining these roads. Some of these are dead-ends and some are simply low-volume roads. The following are examples of Class V unpaved roads (this list may contain sections of, or extensions to, roads that are mostly paved):

- Chaisson Rd
- Old Hebron Rd
- Cummings Hill Rd (portion)
- Texas Hill Rd (portion)
Class VI Roads – The Town of Plymouth has approximately 5 miles of Class VI Roads – all of which are unpaved (Map 7). The town does not maintain these roads and is not permitted by State law to maintain these roads, except to provide an “emergency lane” for emergency vehicles. While some of them may not be passable for all vehicles, they are open to be used as public ways. The following is a list of roads which are partially or entirely Class VI:

- Pike Hill Rd
- Old Stagecoach Road (Thurlow Rd extension)
- Binks Hill Rd
- Hunt Rd
- Chaisson Rd (portion)

Class 0 Roads – Within the Town of Plymouth, there are 14.5 miles of Class 0 Private roads (Map 7). Some of these roads essentially function as driveways for one or more houses, but others are access roads in commercial plazas, or are roads within a residential subdivision. In some cases, the ownership of (and the responsibility to maintain) private roads is transferred to a municipality. Some of these roads are paved and some are unpaved. The following are examples of paved private roads:

- Eagles Nest Rd
- Hatch Plaza
- Hitchner Rd
- Piper Notch Rd
- Tenney Brook Rd
- Wal-Mart Dr
- White Mtn Apartments
- Steel Dr

The following are examples of unpaved private roads:

- First St
- Hutchins Rd
- Mountain View Ter
- Plymouth Sands 1 & 2
- Tall Pines Rd
Map 3. Class I Highways in Plymouth
Map 4. Class II Highways in Plymouth.
Map 5. Class V (Town-owned) Roads in Plymouth
Map 6. Class VI Roads in Plymouth.
Map 7. Class 0 (Private) Roads in Plymouth.
**Traffic Volume**

Table 1 and Map 8 show the most recent estimates for traffic volumes (Annual Average Daily Traffic). Some locations have seen declines or variations in traffic volume since the 2008 Master Plan, but some of the busiest statewide corridors and local roads in Plymouth have seen increases in traffic volume. The busiest locations in Plymouth, excluding I-93, are along Tenney Mountain Highway and Main Street. Highland Street, a locally-owned road, is busier than some stretches of state-owned highways in Plymouth, such as NH3A south of the Traffic Circle and US 3 outside of downtown.

Traffic volume has implications for highway maintenance many other town services. At certain volumes, traffic no longer flows freely on highways, cars back up at intersections, left-hand turns become difficult, pedestrians have trouble crossing the street, and bicyclists feel unsafe. These thresholds depend on other variables, but when a threshold is reached, the State or Town has to make roadway improvements, which could be expensive. These improvements could include installing traffic signals, paving a previously unpaved road, or widening the pavement to accommodate bicycle lanes or turning lanes. These improvements could end up being temporary fixes if development patterns and car-dependent transportation practices continue.
Map 8. Traffic Volume in Plymouth.
Table 1. Traffic Volume on Plymouth Roads.

<table>
<thead>
<tr>
<th>Traffic Volume Measurement Location</th>
<th>Road Class</th>
<th>AADT in 2006-08 (Year)</th>
<th>AADT in 2016</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-93 between Exits 25-26</td>
<td>I</td>
<td>18,500 (2008)</td>
<td>20,000^2</td>
<td></td>
</tr>
<tr>
<td>I-93 at Milepost 8.1.4</td>
<td>I</td>
<td>17,000 (2003)</td>
<td>19,000^1</td>
<td></td>
</tr>
<tr>
<td>Tenney Mountain Hwy (NH 3A/NH 25) west of Highland St</td>
<td>I</td>
<td>14,000 (2004)</td>
<td>15,000^1</td>
<td></td>
</tr>
<tr>
<td>Tenney Mountain Hwy (NH 3A/NH 25) over Baker River</td>
<td>I</td>
<td>11,000 (2007)</td>
<td>13,000^1</td>
<td></td>
</tr>
<tr>
<td>NH 175A (DiCenzo Bridge) over Pemigewasset River</td>
<td>I</td>
<td>11,000 (2003)</td>
<td>9,500^1</td>
<td></td>
</tr>
<tr>
<td>Tenney Mountain Hwy (NH 3A/NH 25) east of Traffic Circle</td>
<td>I</td>
<td>8,700 (2006)</td>
<td>9,300^2</td>
<td></td>
</tr>
<tr>
<td>NH 175A (DiCenzo Bridge) over Pemigewasset River</td>
<td>I</td>
<td>8,700 (2006)</td>
<td>9,300^2</td>
<td></td>
</tr>
<tr>
<td>Main St (US 3/NH 25) north of Court St</td>
<td>I</td>
<td>No estimate</td>
<td>8,200^2</td>
<td></td>
</tr>
<tr>
<td>Mt Moosilauke Hwy (NH 25) west of Polar Caves (Rumney)</td>
<td>I</td>
<td>6,000 (2009)</td>
<td>6,100^1</td>
<td></td>
</tr>
<tr>
<td>Main St (US 3/NH25) over Baker River</td>
<td>I</td>
<td>5,300 (2007)</td>
<td>5,500^1</td>
<td></td>
</tr>
<tr>
<td>Main St (US 3/NH 25) north of Foster St</td>
<td>I</td>
<td>No estimate</td>
<td>5,200^2</td>
<td></td>
</tr>
<tr>
<td>Main St (US 3/NH 25) north of Crawford St</td>
<td>I</td>
<td>4,300 (2009)</td>
<td>3,900^1</td>
<td></td>
</tr>
<tr>
<td>New Hampshire Hwy (US 3/NH 25) at Bridgewater Town Line</td>
<td>I</td>
<td>2,100 (2007)</td>
<td>3,000^1</td>
<td></td>
</tr>
<tr>
<td>NH Route 3A at Hebron Town Line</td>
<td>I</td>
<td>3,000 (2007)</td>
<td>2,700^2</td>
<td></td>
</tr>
<tr>
<td>Daniel Webster Hwy (US 3/NH 25) at Bridgewater Town Line</td>
<td>I</td>
<td>3,000 (2007)</td>
<td>2,700^2</td>
<td></td>
</tr>
<tr>
<td>Daniel Webster Hwy (US 3) north of Fairgrounds Road</td>
<td>I</td>
<td>2,400 (1999)</td>
<td>1,900^2</td>
<td></td>
</tr>
<tr>
<td>Smith Bridge Rd over Baker River</td>
<td>II</td>
<td>2,000 (2007)</td>
<td>2,300^1</td>
<td></td>
</tr>
<tr>
<td>Fairgrounds Rd east of Chaiison Rd</td>
<td>II</td>
<td>990 (1999)</td>
<td>1,100^1</td>
<td></td>
</tr>
<tr>
<td>Yeaton Rd south of Tenney Mountain Highway</td>
<td>II</td>
<td>410 (2007)</td>
<td>400^1</td>
<td></td>
</tr>
<tr>
<td>Yeaton Rd west of Bartlett Rd over Brook</td>
<td>II</td>
<td>420 (2007)</td>
<td>530^1</td>
<td></td>
</tr>
<tr>
<td>Highland St west of Birchwood Dr</td>
<td>V</td>
<td>4,800 (1999)</td>
<td>6,100^2</td>
<td></td>
</tr>
<tr>
<td>Reservoir Rd over Clay Brook</td>
<td>V</td>
<td>460 (1999)</td>
<td>430^1</td>
<td></td>
</tr>
<tr>
<td>New Hebron Rd over Clay Brook</td>
<td>V</td>
<td>270 (2001)</td>
<td>250^1</td>
<td></td>
</tr>
</tbody>
</table>

^1 = Average Annual Daily Traffic (AADT) measured in 2016

^2 = AADT measured in 2014 or 2015. 2016 Estimate by NHDOT based on growth rate.
Bridges
There are six town-owned bridges or box culverts in Plymouth, and 22 state-owned bridges or box culverts (Table 2 and Map 9). Box culverts typically have larger openings than pipe culverts, and may look like a bridge, but they have a floor, whereas bridges have a span and foundations on either side. While they are structurally different, both box culverts and bridges are inspected every two years by NHDOT. Some of the state-owned bridges are located along the most-travelled roads in Plymouth – this includes 9 bridges on I-93, one on Tenney Mountain Highway over the Baker River, and Bridge Street (NH 175A) over the Pemigewasset River. Some of these state-owned bridges carry one road over another road or over a railroad, but all of the town-owned bridges and box culverts carry roads over brooks.

None of the bridges in Plymouth are on NHDOT’s Red List. The Red List is a list of bridges that receive ratings of “poor” or worse on any major element: deck, superstructure, or substructure. These bridges are still open and safe for traffic, but they need to eventually be rehabilitated or replaced, and they receive more frequent inspections. As 2017, all of Plymouth’s town-owned box culverts are rated “good” or “very good” and the only town-owned bridge, on Reservoir Road has ratings of “very good” for all of its major elements. All of the town-owned bridges and box culverts have scour critical ratings of “stable for extreme flood”. The oldest town-owned bridge or box culvert was constructed in 2002. As these bridges and box culverts get older, it is important for the Town to monitor the results of NHDOT’s inspections, and plan how to fund the necessary work. Currently, the Town does not have any money set aside specifically for future bridge work in its Capital Improvement Plan.

Bridges and box culverts may also become subject to weight restrictions after inspections, affecting the movement of trucks in town. As of 2017, two bridges or box culverts in Plymouth – one on US 3 over the Baker River and one on US 3 over Glove Hollow Brook – have weight restrictions.
Map 9. Bridges and box culverts in Plymouth.
Table 2. Bridges and box culverts in Plymouth.

<table>
<thead>
<tr>
<th>Type</th>
<th>Name</th>
<th>NHDO T #</th>
<th>Year Built / Rebuilt</th>
<th>On Red List</th>
<th>Owner</th>
<th>AAD T</th>
<th>AAD T Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge</td>
<td>I-93 Southbound over I-93 (Ramp)</td>
<td>145/147</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Northbound over I-93 (Ramp)</td>
<td>146/147</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Southbound over NHRR</td>
<td>145/145</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Southbound over Pemigewasset River</td>
<td>146/140</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Northbound over NHRR</td>
<td>146/146</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Northbound over Pemigewasset River</td>
<td>147/141</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>9,500</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Southbound over US 3</td>
<td>148/159</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>8,800</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Northbound over US 3</td>
<td>149/160</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>8,800</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>I-93 Southbound On Ramp over NHRR</td>
<td>145/144</td>
<td>1964, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>1,700</td>
<td>1994</td>
</tr>
<tr>
<td>Bridge</td>
<td>Tenney Mountain Highway (NH3A/25) over Baker River</td>
<td>117/143</td>
<td>1968, 2011</td>
<td>No</td>
<td>NHDOT</td>
<td>12,000</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>NH 175A over Pemigewasset River (DiCenzo Memorial Bridge)</td>
<td>046/139</td>
<td>2006</td>
<td>No</td>
<td>NHDOT</td>
<td>11,000</td>
<td>2013</td>
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<tr>
<td>Bridge</td>
<td>Daniel Webster Hwy (US 3) over I-93 Ramp</td>
<td>142/145</td>
<td>1965, 1993</td>
<td>No</td>
<td>NHDOT</td>
<td>6,300</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Main Street (US 3/NH 25) over Baker River</td>
<td>141/143</td>
<td>1930</td>
<td>No</td>
<td>NHDOT</td>
<td>6,300</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Mayhew Turnpike (NH 3A) over Spencer Brook</td>
<td>073/124</td>
<td>1929</td>
<td>No</td>
<td>NHDOT</td>
<td>2,600</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Daniel Webster Hwy (US 3/NH 25) over Glove Hollow Brook</td>
<td>154/087</td>
<td>1900, 1970</td>
<td>No</td>
<td>NHDOT</td>
<td>2,100</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Smith Bridge Road over Baker Road (Smith Millennium Bridge)</td>
<td>087/152</td>
<td>2001</td>
<td>No</td>
<td>NHDOT</td>
<td>2,000</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Fairgrounds Road over Outlet of Loon Lake</td>
<td>090/157</td>
<td>1934, 1982</td>
<td>No</td>
<td>NHDOT</td>
<td>990</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Yeaton Road over Spencer Brook</td>
<td>076/136</td>
<td>1919, 1981</td>
<td>No</td>
<td>NHDOT</td>
<td>390</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Yeaton Road over Brook</td>
<td>078/128</td>
<td>1900, 1958</td>
<td>No</td>
<td>NHDOT</td>
<td>320</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>Reservoir Road over Clay Brook</td>
<td>099/127</td>
<td>2007</td>
<td>No</td>
<td>Town</td>
<td>470</td>
<td>2013</td>
</tr>
<tr>
<td>Bridge</td>
<td>New Hebron Road over Clay Brook</td>
<td>109/109</td>
<td>2002</td>
<td>No</td>
<td>Town</td>
<td>240</td>
<td>2014</td>
</tr>
<tr>
<td>Bridge</td>
<td>Morse Road over Sanborn Mill Brook</td>
<td>077/120</td>
<td>2004</td>
<td>No</td>
<td>Town</td>
<td>100</td>
<td>2005</td>
</tr>
<tr>
<td>Box Culvert</td>
<td>Tenney Mountain Hwy (NH 3A/25) over Spencer Brook</td>
<td>075/146</td>
<td>1954</td>
<td>No</td>
<td>NHDOT</td>
<td>9,000</td>
<td>2014</td>
</tr>
<tr>
<td>Box Culvert</td>
<td>Mayhew Turnpike (NH 3A) over Brook</td>
<td>075/113</td>
<td>2003</td>
<td>No</td>
<td>NHDOT</td>
<td>2,600</td>
<td>2013</td>
</tr>
</tbody>
</table>
Parking

Within the Town of Plymouth there are parking facilities that serve many different uses – including business patrons and employees, University students and professors, and private residents. The Town and the University have different parking restrictions and snow removal policies. Map 10 shows the public and university parking spaces in downtown Plymouth. 74% of respondents to the 2016 Master Plan Survey report that they “often” or “sometimes” have trouble finding a parking space in the downtown. North Country Council conducted a parking study in the spring of 2017 to identify which parts of the downtown had the least parking availability, and which times and days were the busiest. Some noteworthy results from this study are:

- One section of Main Street may be the source of the public’s perception that there is a parking shortage. The on-street parking on Main Street, east of the Town Common, was the area with the most occupied spaces, with fewer than 10% of on-street spaces available on weekends during the late morning.
- For Main Street as a whole (Warren Street to Merrill Street), the highest observed occupancy rate for public on-street parking was 69% on weekdays from 12pm to 2pm. This suggests that, if more parking is added near Main Street, it would have to be very close to busiest part of Main Street; there were never fewer than 61 on-street spaces available on Main Street during this study, but these open spaces may not have been close to peoples’ destinations.
- The long-term parking lot on Green Street is highly occupied on weekdays. 88% of parking spaces (including 2 handicapped spaces) were occupied from 10am to 2pm on weekdays during the study period.
- The metered two-hour limit parking spaces near the riverfront boat ramp on Green Street were never observed to be greater than 52% occupied. These spaces could be converted to long-term parking, since the long-term parking lot is nearing capacity on weekdays.

47% of respondents to the 2016 Master Plan Survey report that traffic, cars backing out of parking spaces, and pedestrians in the downtown area “often” or “sometimes” discourage them...
from doing business there. 60% of respondents report that they bypass the downtown area for the same reasons. On-street parking sometime causes congestions on Main Street in two areas:

- On the east side of the Town Common, where Main Street is one-way, there is nose-in diagonal parking on both sides. Drivers backing out of a parking space sometimes cause traffic to come to a stop.
- On the southern end of Main Street, parallel parking on both sides makes the street feel narrow and may cause congestion. While there is a safe amount of lane width, North Country Council observed drivers operating on or over the centerline when passing parallel-parked cars.
Map 10. Public parking locations within 1/8 mile walk of downtown businesses.
Pedestrian and Bicycle Infrastructure

Plymouth has sidewalks along nearly 3 miles of roads and has approximately 40 crosswalks, one of which has a signal. In addition to sidewalks along town and state-owned roads, there are over a mile of walking paths on Plymouth State University’s campus, some of which can provide useful connections for non-students cutting through campus. Nearly all of these sidewalks and paths are located in the town core (Map 11). In addition to the many residents who live within walking distance of downtown, anyone who drives to downtown Plymouth becomes a pedestrian as soon as they park their car. There are no sidewalks on Tenney Mountain Highway or on US 3 north of Tobey Rd, except for sidewalks on the two bridges on this part of US 3. These are the two commercial areas closest to the town core which are not connected the Town’s sidewalk network.

The Town is responsible for maintaining all of the sidewalks on public roads, even on state roads. Maintaining the surface conditions and clearing snow are especially important for elderly and low-mobility residents. Additionally, wide curb cuts and large numbers of curb cuts make it challenging to safely use sidewalks.

Plymouth does not have any dedicated bike lanes or bike paths. Some roads in town have wide enough shoulders for bicyclists to comfortably ride with traffic – FHWA recommends that paved shoulders which are used as bicycle lanes be 4 feet wide where there is no curb and 5 feet wide where there is a curb. Where appropriate, shoulders can be widened simply by striping narrower travel lanes, which can have the added benefit of calming traffic. Adopting a Complete Streets policy could ensure that pedestrians and bicyclists are considered during road design and construction.

Some dead-end streets in Plymouth have easements or pedestrian ways that connect with other neighborhoods or roads, increasing the connectivity of the pedestrian network. Examples of this are Merrill Street, from which pedestrians can access the public schools, and Gould Terrace, from which pedestrians can access Main Street. The network of paths on Plymouth State University’s campus also allows pedestrians and bicyclists to make network connections that vehicles cannot. Plymouth, on an ongoing basis, should work to ensure connectivity among schools, Plymouth State, major employers, the downtown, Tenney Mountain Highway, and residential neighborhoods. Plymouth’s Site Plan Review Regulations do not require developers to always add sidewalks along road frontage, but they do require them to construct a sidewalk from the entrance to the street line, if pedestrian shoppers or employees are “reasonably anticipated.”

There are a few easements in Plymouth that could be improved for pedestrians or bicyclists – for recreation, transportation, or both. The old railroad grade north of the Baker River runs from Tenney Mountain Highway to Rumney, and is a public right-of-way along most of its length. It is used mainly by snowmobilers in the winter and by walkers and off-road bicyclists in the summer. In the winter, snowmobilers connect to the eastern terminus of this trail from downtown Plymouth by using the railroad bridge. On the south side of the Baker River, there is an access road that connects the community garden on US 3 with the Hatch Plaza. This path passes through many private and public parcels.
There are numerous recreational trails in town, many of which do not serve a transportation purpose, but that may have implications for the transportation network. For example, there are some stretches of roads that connect two trailheads: it is a short walk along Texas Hill Road and Old Hebron Road to get from the Sutherland Trail on Plymouth Mountain to the East Fauver Trail, and mountain bikers often ride from the Fox Park trail system to the Plymouth Skate Park & Pump Track or to the Holderness side of the river, where there are more trails.

Map 11. Sidewalk network in Plymouth.
Public Transportation
Public transportation in Plymouth consists of an intercity bus route, the Plymouth State University shuttle, and senior transportation (Map 12). Concord Coach Lines makes a stop on Main Street on its route from Littleton to Logan Airport. Other stops along this route include Franconia and Lincoln to the north, and Tilton, Concord, Manchester, North Londonderry, and Salem to the south.

The Plymouth State University shuttle connects the main part of campus with some of the more remote university properties, like the athletic facilities, parking lots, and on-campus apartments. As of 2017, it runs 16 hours/day Monday-Friday when school is open, but does not operate on holidays or during the winter and summer breaks. The shuttle also operates on Saturday afternoons and Sunday nights during the school year, and stops at Wal-Mart on its Saturday route. While the schedule and route is designed to serve students, the shuttle is free and open to the general public.

The Grafton County Senior Citizens Council (GCSCC) operates the Plymouth Regional Senior Center and has several ADA-accessible mini-buses and volunteer drivers. GCSCC provides demand-response transportation to the region’s senior centers and to medical appointments, employment, educational services, grocery stores, and other destinations. Many senior citizens in the Plymouth area need to travel beyond Plymouth for medical appointments, such as to Dartmouth Hitchcock Medical Center. GCSCC employs 6 full-time and 6 part-time drivers and provided an estimated 865 trips per week, as of 2014.

Transport Central is an organization in the Plymouth area that is trying to expand public transit services in the Plymouth area. Transport Central currently has a network of 25 volunteer drivers and a full-time mobility manager that coordinates trips – mostly for the elderly and transit-dependent. The 2010 Transit Feasibility Study that was done for Transport Central by Nelson\Nygard and North Country Council identifies a number of potential strategies that could be implemented in phases. The initial phase will be to expand the current services to the transit-dependent, then to add commuter routes, a Dial-a-Ride service, and expanded seasonal service. Ridesharing programs have traditionally centered their activities in urban areas, but some programs have popped up in rural communities across the country. Uber has just recently begun service in the nearby Upper Valley region. Many communities, including Plymouth, also have informal ridesharing and carpooling networks. CommuteSmart North Country has an online portal to connect people who want to carpool. The closest NHDOT Park-and-Ride lot is at Exit 23 off of I-93 in New Hampton, leading Plymouth residents to use large commercial parking lots as informal park-and-ride lots for carpooling.
Map 12. Transit routes and stops in Plymouth.
Airport

The Manchester-Boston Regional Airport is the nearest major airport to Plymouth (1 hour). Boston’s Logan International Airport is 2 hours away. Plymouth has a municipal airport that is classified as a “Basic” airport, a lesser classification than “Local,” “Regional,” or “Primary.” There were 17 aircraft based at the airport as of the 2015 Airport Master Plan. Plymouth Airport operations, as of 2015, include approximately 2,000 local, 1,000 itinerant, and 30 military operations.

The Plymouth Municipal Airport is located on Quincy Road in the western part of Plymouth. The Town acquired the airport in the 1940s and it is on a 69-acre parcel of land on Quincy Road. Additionally, the airport owns a 47-acre parcel of forested land on the other side of Quincy Road. While the airport is in the Baker River Valley, it is not within the 100 year floodplain. The airport has a 2,380-foot turf runway and its “design aircraft” is the Cessna 172 – a single engine piston aircraft. The current conditions at the airport meet all of the required design standards, except for the distance of the runway centerline to the parking apron – which is 140 feet, less than the 200 foot standard. The turf becomes soft and unstable in the spring and the runway is not maintained in the winter, although it is used by ski planes.

The 2015 Airport Master Plan was funded through NHDOT’s Airport Improvement Program block grant. It focuses on three key areas: whether to pave the runway, how to best use excess airport land, and how to address land use issues adjacent to the airport. Under both low growth and high growth scenarios, the plan recommends at least some work to be done on the airport’s land and on adjacent land. The recommended work under low growth scenarios includes obstruction mitigation, easement acquisition, runway edge lights, fence construction, relocating parking, and the construction of a hangar and fuel system. Under one of the high growth alternative scenarios, land purchasing, paving the runway, and installing navigational aids are also recommended.

**Recommended Airport Strategies:**
- Implement the Airport Master Plan
- Develop an Airport Capital Improvement Plan.
- Create and maintain an Airport Capital Reserve Fund.
- Communicate to NHDOT all concerns related to the airport development and surrounding land uses.
While there is no longer passenger rail service in Plymouth, the former Boston & Maine rail lines are still active and are owned by the State of New Hampshire (Map 13). As of 2017, the only trains that run through Plymouth are operated by the Plymouth & Lincoln Railroad (PLRR). PLRR operates the Hobo Railroad in Lincoln and the Winnipesaukee Scenic Railroad in Meredith and Weirs Beach, but operates weekend fall foliage routes that run through Plymouth, and they occasionally move railcars from Lincoln to Meredith through Plymouth. As of the 2012 State Rail Plan, freight service does not extend north of Tilton.

In Plymouth, there is one at-grade railroad crossing on a state highway – the railroad crosses Bridge Street (NH 175A) just east of the downtown roundabout. This crossing is signalized, but is not gated, due to the low railroad volume and speed. The rail line also makes unsignalized, at-grade crossings on town-owned Foster Street, Old North Main Street, and Green Street, and crosses a sidewalk that connects Old North Main Street with Main Street. The rail line crosses the Baker River on a truss bridge adjacent to the US 3 bridge.

The former Boston & Maine train station, built in 1911, is now owned by the Grafton County Senior Citizen Council and is in use as the Plymouth Regional Senior Center. The former B&M freight house is south of the Senior Center. The former yard area for the Woodsville line is now occupied by the courthouse and a municipal parking lot. The Woodsville main line is now abandoned, with no tracks or bridges remaining on the former grade. Much of the former grade is now used as a utility corridor, a snowmobile route, and informally as a walking and biking trail. Some portions of the right-of-way now belong to private landowners, according to recent parcel data.
Map 13. Active railroads in Plymouth

D. Plymouth Arts and Recreation Profile
1. Supporting the Arts

Plymouth State University Resources

Silver Center for the Arts

The Silver Center, since its opening in 1992, has served as a major academic building for performing arts students at Plymouth State University, and as a cultural hub for central New Hampshire. The center has three different auditorium venues, and showcases performances from both students and faculty, as well as guest presenters from around the country and world. The public is encouraged to join university affiliates for various music, theatre and dance performances, as well as professional lectures.

Museum of the White Mountains and the Karl Drerup Fine Arts Gallery

The Museum of the White Mountains has sought to provide an archival and exhibition space for historical data about the White Mountain natural region, and man’s connection with and influence on it throughout US history. The University art gallery, the Karl Drerup Fine Arts Gallery has recently been moved and combined with MWM, and serves as an exhibition gallery for student and faculty work. Exhibits and events often partner with members of the public, and aim to educate and engage the broader community.

Walkabout Wednesdays

New since 2016, Walkabout Wednesdays are a monthly art walk program which allows individual artists and businesses to register and get placed on a monthly map. The program allows artists, including area school children, who wouldn’t usually have an ability to exhibit their work, be open and accessible to the public. While it started as a program through the University, including the Karl Drerup Gallery on the map, it now includes many local places as well.

Community Resources

Flying Monkey Movie House and Performance Center

Historically, the Flying Monkey is the oldest cultural venue in Plymouth and the surrounding region, built in 1924. Since its renovation and restoration in 2012, the theatre has drawn a huge variety of live entertainment, including musicians, comedians, and films to an accessible venue downtown. The Flying Monkey offers a dinner option with many shows.

Artistic Roots

Artistic Roots is a non-profit cooperative art gallery of dedicated members who seek to inspire, create and connect artists and the community through workshops, peer mentoring, events, and to
provide a venue for member sales. They feature over 40 New Hampshire Artisans, and is located on Main Street in downtown Plymouth.

**October Art Fair**

The Plymouth Fall Art Show is open to local artists with awards that are given to photography, paintings, drawings, and mixed media best in show. It is held at the Karl Drerup Art Gallery in Museum of the White Mountains. It showcases regional artists, PSU student art, and live music in the Common of downtown Plymouth.

**Concerts On the Common**

Concerts are held on Wednesday nights throughout the summer. Concerts begin at 7pm in downtown Plymouth common, and are free. The community can come set up blankets and chairs, and stroll through downtown to visit the dozens of shops. Free food and snacks are available before and after the concert. The food is catered by different departments of the town to raise funds.

**Theater Under the Stars**

The Weathervane Theatre, a professional outdoor classical Shakespeare theatre company, brings Broadway all the way to Plymouth, NH. In July and August they host a summer festival. They produce seven shows in eight weeks, providing a different show every night. It is a community-centric theatre bringing locals and families together.

**Educational Theater Collaborative (ETC)**

The Educational Theater Collaborative is a Plymouth State University program which integrates student, faculty and community member involvement. Every January, the program produces a main stage musical open to all ages, university affiliates and community members alike. In addition to this performance, the program runs an annual children’s art festival, and an annual teachers conference. The Moss Hart Award has been awarded to the ETC twice, for excellence in community and children’s theatre.

**Plymouth Farmers Market**

The Farmer’s Market of Plymouth is open June-September, Thursday’s from 3-6 p.m. It is located on 263 Highland Street, and supports a variety of vendors selling various different farm and artisan goods. For more information, call 603-536-3823 or email cperk40119@aol.com.

2. Recreation

**Plymouth Parks and Recreation Department**
The Parks and Recreation Department holds an after school program for grades K-4 as well as programs such as talent shows, t-ball programs, an annual fishing derby and running club. The goal of the Plymouth Parks and Rec. is to provide a safe and welcome environment for youths outside of school, along with a sense of community, belonging, and self-esteem. Annual responsibilities include maintaining multi-use trails on the school properties, grooming cross-country ski trails over winter months and maintaining the skating park in Fox Park.

**Pemi Youth Center**

The Pemi Youth Center was founded in 1999 as an empowerment program for youth ages 10-17. It is free during after-school hours and school vacations. The organization’s motto reads, “We believe that every single person has unlimited potential to have a positive impact, and we are stronger when we work collaboratively in the community.” It is located on 111 Main St. Plymouth, NH.

**Plymouth Conservation Commission (PCC)**

The Plymouth Conservation Commission is a town commission that manages more than 4.5 miles of hiking trails across the Walter Newton Natural Area (WNNA), the Fauver Preserve and the Plymouth Mountain Easement (See more information below). These trails lead to multiple historic and natural features, such as cellar holes, waterfalls and evidence of glacial geology. A map is available for download on the conservation commission’s website, along with suggested hikes. The Commission intends to host annual events which educate and involve the public in land and trail maintenance, as well as natural flora and fauna. The Plymouth Conservation Commission maintain these hiking, skiing, and snowshoeing trails, along with the help of many local volunteers. Details about the conserved lands are below.

**Walter Newton Natural Area (WNNA)**

WNNA was a donation to the commission, and today serves as protected land open to public recreation use. Rainbow Falls, the key feature of the WMNA lands, is accessible from the Cummings Hill Road parking lot. The many lightly maintained trails provide a variety of options, and the commission provides suggested combinations of trails online. Along with Rainbow Falls, WMNA offers access to wetland areas, Walter Ski Trails, and many historical and archaeological features.

**Fauver East and Plymouth Mountain**

In addition to WNNA, the Plymouth Conservation Commission manages the Fauver East and Plymouth Mountain community forest. The Fauver easement trails connect with WNNA through the Glove Hollow Brook Trail. The parking lot is found on Old Hebron Road in Plymouth. The five mile Fauver East trail system is a traditional hike, in that it leads to the Plymouth Mountain Summit, and two outcrop views along the way and back.
New England Mountain Bike Association (NEMBA)
The Pemi Valley NEMBA chapter, founded in 2014, is headquartered in Campton, NH, and their influence on the region is wide, including Campton, Thornton, Waterville Valley, and Plymouth. NEMBA works hard to advertise, maintain, advocate for, and fund mountain biking trails throughout Plymouth and surrounding towns. They work with a variety of land managers, including private owners, local governments, and federal governments. Overall, their work helps to educate and advocate for health and recreation for all ages.

Langdon Woods
Langdon Woods is a community forest located on the Plymouth State University campus. It provides numerous ecosystem services for the community. Langdon Woods borders the Baker River and is located mostly in the floodplain. The area has walking and biking trails, and is used by many students at PSU for Adventure Education, and Environmental Science classes.

Fox Pond Park
Fox Pond Park, located on Price Haven Road, off of Langdon Street, includes a network of hiking and mountain biking trails. The park has switchback dirt trails that travel up steep hills and down the back sides. All of the trails are single track, and made for travel in both directions. As the weather gets colder, a small ice rink is placed and maintained in the park along the Langdon Street section. The rink is roughly 100 feet by 75 feet and perfect for skating and hockey.

Tenney Mountain Ski Area
Tenney Mountain, located on Tenney Mountain Road, is a mountain resort that has a rich history dating back 60 years. When first built in 1959, it was the biggest resort in the region. It steadily grew until the 1980’s when a weak real estate market slowed down construction on the mountain. From the 1990’s to now, it has opened and closed while trying to compete with the larger ski resorts in the area. It has recently opened back up under new owners and has high hopes for the future. For the initial opening, the mountain offers 6 trails ranging through experience levels and is open Wednesday through Sunday including holidays. It faces Northwest with a base elevation of 800 feet and a vertical drop of 1300 feet.

Skatepark of Plymouth
Created in 2011 with lots of community support, Skatepark of Plymouth is in the downtown. It has its own street, half pipe, kidney-shaped bowl and graffiti walls called "free walls" where free expression rules. It's located at 32 Railroad Square, just at the south end of Main Street where it drops off to Route 3. A Skate Jam was held to celebrate the opening, and kids from age 7 to 26 came to participate, watch and learn new tricks.

Plymouth Mountain
Plymouth Mountain is one of a few mountains in the Lake Regions of New Hampshire, with two trails toward the summit at 2,197 feet. The Plymouth Mountain Trail is on the western side of the mountain, is 1.5 miles long and is a class 1 trail, with 900 feet elevation gain. Many outlooks along the trail have gorgeous views of the Lakes Region as well as the southern portions of the White Mountains. To find the trails, take NH 25 West from Plymouth. Go around the rotary, and head south on Route 3A towards Bristol. 5 miles after the rotary, take a dirt road called Pike Hill and about 1.3 miles there is a small parking lot.

**Fish and Game Boat Launches on the Pemi and Baker Rivers**

**Pemigewasset**
There is one boat ramp for the Pemigewasset River in Plymouth, located below Biederman’s Deli on Green Street next to the District Court. The ramp is concrete and has a paved parking lot, however, does not have a dock. There is no fee and handicapped parking is provided.

**Baker River**
The Baker River Boat Ramp is located off of Route 25A on Smith Bridge Road. There is no ramp, the parking lot is gravel and there is limited parking. There is no fee or dock.

**Nordic Trails at PRHS and Holderness School**
Ski Trails managed for students by PRHS and Holderness School are open to the public.