

# **New Boston Master Plan Update**

**September 17, 2018**



**The Town’s Master Plan is a guiding document for both the present and future. Our Plan tries to capture what is best about New Boston and lay the groundwork for navigating inevitable change.**

Adoption

After a duly advertised public hearing, held on \_\_\_\_\_, the New Boston Planning Board adopted the Master Plan Update.

Peter Hogan, Chair \_\_\_\_\_

Mark Suennen, V. Chair \_\_\_\_\_

Ed Carroll \_\_\_\_\_

David Litwinovich, Secretary \_\_\_\_\_

BOS Ex-Officio Rodney Towne \_\_\_\_\_

Amy Sanders, Alternate \_\_\_\_\_

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# Chapter 1 - Community Vision and Goals

## Vision Statement

*Our vision for New Boston is that our community will retain its rural character and quality of life.*

Our guiding principles:

1. Preserve our history, heritage and culture while managing growth and development carefully.
2. Natural resources are important to maintain the rural character of New Boston.
3. Our town government will strive to provide increasingly efficient services, while maintaining our roads, buildings and facilities. Town Officials will work to keep our taxes low and yield a high return on our tax dollars.
4. Active participation in collaborative efforts by our residents and community-based groups to guide development and help protect our resources and heritage.
5. New Boston is a place where our children thrive, older generations can stay and where people of all ages and backgrounds want to live, work and play.
6. New Boston is the town we will always remember, it is the place where we want to be - New Boston is OUR community.

## Land Use Goal

*To guide and promote a pattern and arrangement of commercial, industrial, residential, and agricultural land use consistent with the physical, social, economic, aesthetic, and environmental needs and desires of the citizens of New Boston, and with the requirements of relevant State and Federal laws and regulations.*

### Land Use Guidelines

1. To encourage, develop and maintain current wildlife corridors.
2. To encourage responsible commercial growth and residential development in the most suitable areas.

### Land Use Actions

1. To protect the core features of New Boston's distinctive character such as the village district, the Piscataquog River and agricultural uses.
2. To investigate the creation of additional village districts, to perpetuate New Boston's current small-town character.

## **Small Scale Commercial and Light Industrial Development Goal**

*To promote limited small scale commercial and light industrial development consistent with the Town's needs and desires and in keeping with the Town's rural character and ability to provide services.*

### Small Scale Commercial and Light Industrial Development Guidelines

1. To allow for small scale commercial uses and services strategically where appropriate.
2. To encourage home businesses in areas where appropriate and subject to applicable guidelines.

### Small Scale Commercial and Light Industrial Development Actions

1. To review the requirements on commercial proposals in order to balance the needs of small scale commercial with adjacent land uses.
2. To evaluate where light industrial uses would fit the characteristics of the town.

## **Agricultural Protection Goal**

*To preserve, promote and expand suitable opportunities for diverse agricultural and related operations and activities.*

### Agricultural Protection Guidelines

1. To ensure that the town continues to support farming and agriculture.

### Agricultural Protection Actions

1. To promote awareness through public education of agriculture, conservation, forestry, water conservation, animal husbandry, etc.

## **Town Center Goal**

*To provide a mix of mutually supportive uses, both business and residential, that will enhance and perpetuate the Town Center's role as a gathering place, commercial and municipal center, and hub of community activities.*

### Town Center Guidelines

1. To preserve the rural, small town character of the Town Center in keeping with its Victorian heritage and other architectural styles.

## Town Center Actions

1. To encourage the establishment and maintenance of green spaces, open spaces, and landscaped areas in the Town Center and linkages between them.

## **Housing Goal**

*To encourage housing consistent with the small town, rural character of New Boston while offering a range of residential living opportunities.*

## Housing Guidelines

1. To allow for a range of housing types and choices within the Town's land use regulations.

## **Transportation Goal**

*To provide an adequate, scenic, and well-maintained road system that will facilitate the safe movement of pedestrians and both motorized and non-motorized vehicular traffic, and that will ensure access to existing land use as well as support the implementation of the future land use plan.*

## Transportation Guidelines

1. To maintain and enhance the scenic and rural character of the Town by maintaining gravel surfaced roads, where appropriate.
2. To facilitate an accessible walking, bicycling and recreational trails system throughout the Town.
3. Encourage subdivisions that do not require new roadways but where new roadways are appropriate to ensure connectivity to the existing road network.

## Transportation Actions

1. To maintain and support the program and schedule of repairs, maintenance and improvements for the Town's roads and bridges.
2. To complete, update and maintain the Town's inventory, condition survey and cost analysis for all roads. Use this information to create a hierarchy of adequate and well-maintained roads that can be used in evaluating the compatibility of subdivisions in the future.

## **Community Facilities and Town Government Goal**

*To provide adequate and appropriate community services in the most cost effective, efficient and representative manner possible. In addition, the town government will strive to enhance the quality of life for all residents by improving community facilities and encouraging voluntary participation in the full spectrum of civic and cultural life.*

### Community Facilities Guidelines

1. To continue to utilize the capital improvements program as an efficient means of prioritizing the Town's expenditures for community facilities and maximize the communication among those preparing the program and the participation of the community in the preparation process.

## **Conservation and Natural Resources Goal**

*To preserve, protect, and enhance the Town's scenic, recreational, open space, forests and natural resources, as well as its environmentally sensitive areas, and where appropriate, to encourage the enjoyment thereof.*

### Conservation and Natural Resource Guidelines:

1. To encourage the maintenance of large contiguous parcels of forest lands in public and private ownership.

### Conservation and Natural Resource Actions:

1. To continue to develop and improve ordinances and regulations that protect New Boston's water resources, agricultural lands and forests for future generations.
2. To maintain a balance between existing natural resources and the community's natural population growth.
3. To update the New Boston Water Resources Management Plan.
4. To maintain buffer zones along lot lines and discourage clear cutting.

## **Historical and Cultural Preservation Goal**

*To preserve, protect, and enhance the Town's unique historical buildings, sites, features and cultural heritage.*

### Historical and Cultural Preservation Guidelines

1. To preserve the historic and agricultural monuments of the Town such as stonewalls, barns, and scenic, unpaved roads.

## **Earth Products Usage Goal**

*To identify sand and gravel deposits within the Town and allow for the utilization of said deposits while providing for public safety, the protection of natural resources, the maintenance of aesthetic and visual resources, and the conservation of property values.*

### Earth Products Usage Actions:

1. To continue to regulate excavations in accordance with the Town's current ordinances and regulations.
2. To include in the permitting process consideration of visual impacts on view sheds by earth products usage.

## **Regional Goal**

*To recognize New Boston's place in the southern New Hampshire region and to consider opportunities for joint planning with neighboring towns.*



## Chapter 2 - Community Survey

The New Boston Planning Board undertook a community wide master plan survey in 2015. A total of 2,681 surveys were mailed or distributed and 374 responses were received.

1. How would you describe New Boston’s current rate of population growth?

Too quick 145      Too slow 19      At an acceptable rate 195      Left Blank 15

2. I am pleased with the value I receive from my tax dollars.

AGREE 176      DISAGREE 172      Left Blank 26

3. Please indicate if you favor or oppose the following statements or activities that New Boston has in the current Master Plan. For the items you favor, also indicate if you are willing to pay higher property taxes to support these items.

	Oppose	Favor but no tax increase	Favor with tax increase	Neither Favor or Oppose	Left Blank
Maintain New Boston’s small town, rural character.	16	277	50	17	14
Encourage housing consistent with small town character.	31	248	26	47	22
Preserve and protect agricultural lands and farms.	21	247	68	26	12
Encourage and facilitate enhanced pedestrian and bicycle movement with paths and trails.	87	145	89	38	15
Increase recreational facilities and opportunities for all ages.	67	160	64	68	15
Encourage the creation of open space and link open spaces from the Village District to other parts of Town.	99	137	64	62	12
Preserve and protect New Boston’s stone walls, historic structures and other historic sites.	18	257	54	34	11
Preserve and protect New Boston’s forests, waters and other natural resources.	28	230	93	12	11
Establish a town-wide Noise Control Ordinance.	150	120	17	71	16
Pave gravel roads.	204	51	28	79	12
Increase parking capacity in Village area.	159	74	22	101	18
Institute a Pay-as-you-Throw policy for the Transfer Station.	289	32	3	33	17
Encourage increased commercial development and light industrial/technology businesses.	133	169	13	41	18

## Chapter 3 - Population

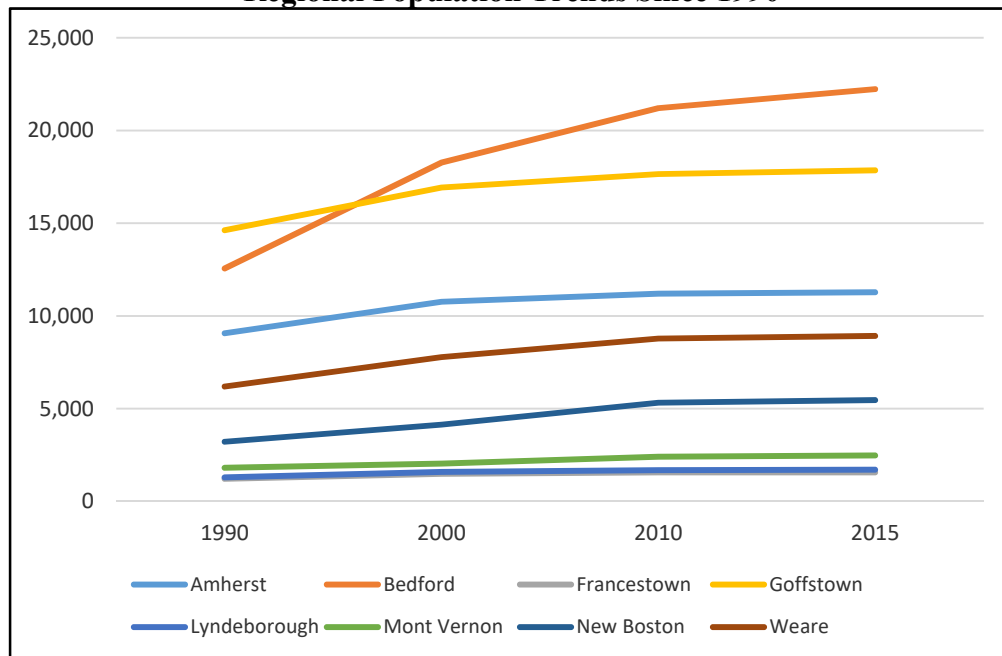
A quantitative and qualitative understanding of population characteristics and trends is vital to effective planning and management in any community. The total population of a community, as well as the unique characteristics of particular segments of the population, and the rate of growth, can have significant implications relative to the need for housing, the need for developable land, and the provision of municipal services.

By examining recent trends in population change in New Boston, reasonable projections can be made as to what might likely be expected in the future. In turn, municipal officials can use the information to plan for the efficient and timely provision of local government facilities and services, roads, employment opportunities, and natural resource use.

### Historical Trends

When compared to surrounding towns Figure One, New Boston's population continues to grow faster than most surrounding town's except Bedford. However, as Bedford reaches critical capacity, the expansion of growth is expected to continue into New Boston.

**Figure One**  
**Regional Population Trends Since 1990**



## Characteristics of the Population

A look at the characteristics and composition of a community's population can often shed some light on the needs of particular sectors such as the school-age children and older age groupings.

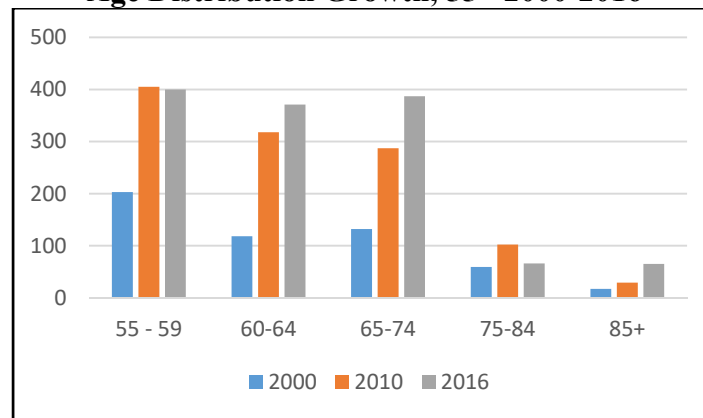
This ageing trend is not surprising, New England comprises the oldest median age levels in the country. During this 14 year time frame New Boston's median age increased from 36.2 to 41.1. Table One shows the rate of growth for the population of school age children (under 19) and the population of those 55 and older. Figure Two shows the increase of those over the age of 55.

**Table One**  
**Age Trends, Under 19 and Over 55<sup>1</sup> 2000-2014**

Age	2000	2010	2014	% Change
Under 5	316	358	318	0.63%
5 - 9	379	440	314	-17.15%
10 - 14	364	428	538	<b>47.80%</b>
15 - 19	268	331	236	-11.94%
<b>Total</b>	<b>1,327</b>	<b>1,557</b>	<b>1,406</b>	<b>5.95%</b>
55 - 59	203	405	483	<b>137.93%</b>
60-64	118	318	350	<b>196.61%</b>
65-74	132	287	344	<b>160.61%</b>
75-84	59	102	65	10.17%
85+	17	29	0	-100.00%
<b>Total</b>	<b>529</b>	<b>1,141</b>	<b>1,242</b>	<b>134.78%</b>

Figure Two highlights the town's older population segment, clearly showing the increases in segments 55 – 74 over time.

**Figure Two**  
**Age Distribution Growth, 55+ 2000-2016**



<sup>1</sup> US Census data

## Population Projections

The population of a community can fluctuate with changes in national and regional economic conditions. Population is also affected by employment opportunities, the quality of transportation networks, and relevant advantages as opposed to neighboring communities. Population projections are statistics developed to help a community picture its likely future. Because assumptions used in developing growth estimates, projections should not be taken to be hard-and-fast data.

It is important for New Boston to be able to anticipate the likely housing demand of future populations in order to appropriately plan for residential growth, and to evaluate the capacity of schools, roads, fire and police services and other municipal services and facilities to meet anticipated demands. Once future needs are predicted, detailed studies can be undertaken to determine specific project design, capacity, and timing requirements.

The New Hampshire Office of Strategic Initiatives (OSI) in partnership with the state's Regional Planning Commissions (RPCs) has developed county level population projections by municipality for the period 2020 through 2040, including New Boston: Table Two.

**Table Two**  
**Population Projections 2020 – 2040**

2015	2020	2025	2030	2035	2040
5,457	5,818	6,214	6,334	6,409	6,435

### Recommendations:

1. School enrollments should be monitored closely to determine if growth control initiatives should be explored.

## Chapter 4 - Housing

### Regional Housing Trends

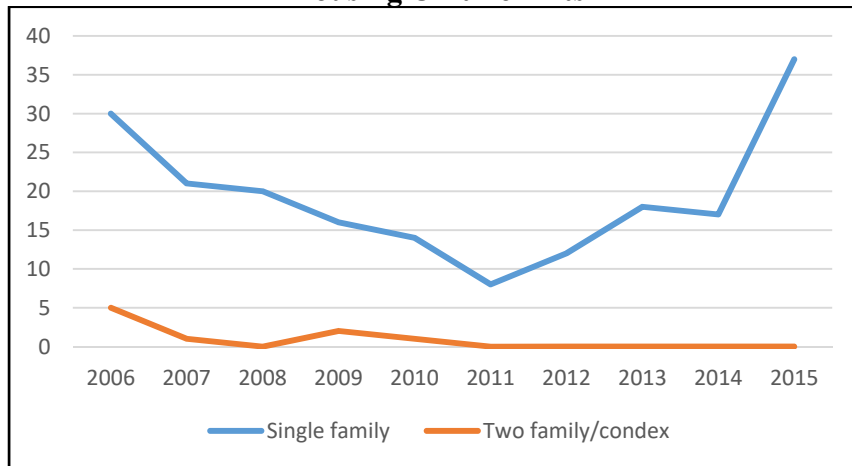
In order to get a clearer picture of the state of housing in New Boston, it is helpful to place it in a regional setting. When compared to surrounding towns, New Boston housing stock follows the trend in population growth, with New Boston just behind Bedford; Table Three.

**Table Three  
Regional Housing Unit Growth 2000 - 2015<sup>2</sup>**

Town	2000	2010	2015	% Change 2000-2010	% Change 2010 - 2015
<b>New Boston</b>	<b>1,462</b>	<b>1,967</b>	<b>2,071</b>	34.54%	<b>5.29%</b>
Amherst	3,752	4,280	4,378	14.07%	2.29%
Bedford	6,401	7,634	8,293	19.26%	8.63%
Francestown	656	755	766	15.09%	1.46%
Goffstown	5,798	6,341	6,503	9.37%	2.55%
Lyndeborough	587	687	703	17.04%	2.33%
Mont Vernon	720	868	909	20.56%	4.72%
Weare	2,828	3,466	3,531	22.56%	1.88%

Single family home development has dominated this housing growth in New Boston since 2006 as illustrated in Figure Three.

**Figure Three  
Housing Unit Permits**



<sup>2</sup> US Census, NHOEP and town building permit data.

## Housing Stock

Housing Type - It is important to distinguish between the various types of housing since a diverse housing stock is able to better serve the needs of different segments of the population. Like many small towns, New Boston's housing supply is primarily made up of single-family homes; Table Four.

**Table Four**  
**Housing Unit Types<sup>3</sup>**

<b>Housing Type</b>	<b>Units</b>
Single Family	1,764
Two-Family	166
Three-Family	9
Multi-Family	23
Manufactured	57

Housing Tenure - In 1990, 86 percent (904 units) of the housing units in New Boston were owner-occupied and 14 percent (150 units) were renter occupied. Those proportions have stayed consistent through the 2000 Census, with 87 percent (1,246 units) of the housing owner-occupied. The 2010-2014 American Community Survey reports that 1,708 units are owner occupied, with 158 units renter occupied; Table Five.

**Table Five**  
**Renter Occupied Units**  
**1990-2000-2014**

<b>Town</b>	<b>1990</b>	<b>2000</b>	<b>2014</b>
Amherst	270	273	349
Bedford	277	744	1,027
Francestown	44	74	66
Goffstown	981	1,136	1,452
Lyndeborough	51	68	96
Mont Vernon	47	54	41
<b>New Boston</b>	<b>150</b>	<b>190</b>	<b>158</b>
Weare	260	340	318

The number of rental units in New Boston decreased by 16.8% since 2000, limiting rental opportunities in the community. In the Region, three other communities also saw decreases in rental units. New Boston has one of the lowest percentages of rental units in the region with 7.6%; Table Six. Goffstown has the highest percentage of rental units in the region, followed by Lyndeborough and Bedford.

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<sup>3</sup> 2014 US Census data and 2015 assessing information.

**Table Six**  
**Regional Rental Housing Units**

<b>Town</b>	<b>2015</b>	<b>% Of Total Housing Units</b>
<b>New Boston</b>	<b>2,071</b>	<b>7.6%</b>
Amherst	4,378	7.9%
Bedford	8,293	12.3%
Francestown	766	8.6%
Goffstown	6,503	22.3%
Lyndeborough	703	13.6%
Mont Vernon	909	4.5%
Weare	3,531	9%

### **Workforce Housing**

The State’s Workforce Housing Statute RSA 674:58 – 61 became effective January 1, 2010. The law requires that communities provide a “reasonable and realistic opportunity for the development of workforce housing”. Workforce housing is defined as “housing which is intended for sale and which is affordable to a household with an income of no more than 100% of the median income for a 4-person household for the metropolitan area or county in which the housing is located”. Based upon an annual analysis produced by the New Hampshire Housing Finance Authority (NHHFA), for 2016 the median income for the New Boston region was \$84,700 which equate to an “affordable” home purchase price not exceeding \$272,000<sup>4</sup>.

In addition, the definition also means “rental housing which is affordable to a household with an income of no more than 60% of the area’s median income for a 3 person household. For New Boston that equates to a maximum income of \$45,740 which reflects a maximum gross monthly rent<sup>5</sup> not exceeding \$1,140.

Every year, NHHFA conducts a statewide rental cost survey and for New Boston the median 2017 rent for all units was \$1,092 a month, which meets statutory guidelines for affordability, \$1,140.

At this time the Town of New Boston’s existing housing stock provides ample workforce housing opportunities for both owner occupied and rental housing units. The number of rental units in the community has decreased, but existing rental rates meet statutory cost targets. Given these findings, the Town of New Boston is in compliance with the Workforce Housing statute as the existing housing stock can accommodate its fair share of current and reasonable foreseeable regional need.

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<sup>4</sup> New Hampshire Housing Finance Authority, based upon a 5% down payment, & a 30 year mortgage at 3.85%.

<sup>5</sup> Rent includes utility costs.

## **Recommendations**

1. The supply of workforce housing, including rental housing, should be monitored annually to ensure the community has met its statutory requirements relative to the supply of workforce housing.
2. The Planning Board should explore options to expand the opportunities for appropriately scaled rental housing in the community.
3. Consider allowing large older homes to accommodate up to four units of housing with a provision that it must be owner occupied.



## **Chapter 5 - Community Facilities**

### **Town Facilities**

Most town owned facilities are located in the downtown area of the community, with the remaining located along Old Coach Road; **Map 1**.

### **Town Hall**

The Town Hall is located on Meetinghouse Hill Road in the Town Center, adjacent to the New Boston Historical Society. The building was originally built as a Town Hall in 1887, with a traditional two-story wood frame. The first floor houses offices and record storage. The first floor also contains a conference room where many town board and committee meetings occur. The second floor and third floors contain additional meeting and office space. The offices located in the building are those of the Town Clerk, the Bookkeeper/Tax Collector, the Planning Department, the Assessing/Selectmen, the Town Administrator, the Building Department/Fire Inspector, and the Recreation Department.

The building is adequately constructed, insulated, and outfitted with appropriate smoke/heat detection and new sprinkler systems. At this time the building has adequate space to serve existing staff needs. If additional space was needed, offices would have to be constructed on the second floor or with a building addition. The existing parking lot adequately serves Town Hall needs; however, the lot is used by the on call fire fighters and can create capacity issues during major emergencies, especially if the building is busy during the day or if night meetings are occurring.

### **Police Department**

A two-story, 4,600 square foot police headquarters is located at 116 Old Coach Road and was completed in 1994.

### **Police Station**

Given the age of the current facility and the growing Department, the Chief has highlighted a number of building related issues that have arisen and will have to be addressed in the near future. An onsite well presently serves the site; water quality issues have been seen (hard water) which has impacted some of the bathroom facilities (staining).

Larger building issues are:

- Expanding evidence room and storage.
- Expanding locker rooms.
- Lack of holding rooms/cells.
- No centralized records Storage.

## Fire Department and Rescue Squad

The Fire Department is located on Meetinghouse Hill Road in a building originally constructed in 1973 and expanded in 1980. The building is three bays wide by two bays deep, with two single bays in the back of the building, one of these bays is controlled by the artillery Association and it also contains a radio room, a hose tower, 1 bathroom, and a large storage area. The second floor over the rear of the building contains a meeting room and a kitchen. There is a septic system shared with the New Boston Community Church, as well as water from a well shared with the Town Hall. The existing station is small with safety, health and structural issues present, along with limited ability to address the Department’s current and future needs.

A primary goal of the New Boston Fire Department is to stay non-fulltime for as long as possible. There are currently seven elected Fire Wards who annually elect a Fire Chief, the Chief manages the daily operations and the call firefighters. All positions are call with the exception of a part-time fire chief (25 hours/week), code inspector (16 hours/week and an administrator (16 hours/week). The Fire Wards are also responsible for ensuring the access, adequacy, and maintenance of water supplies available for firefighting purposes.

As of August/2017 volunteer personnel are comprised of 45 Fire and Rescue squad members. The Rescue squad has 16 EMTs. Most Firefighter members are level-1 certified firefighters with HAZMAT certification, six members are level-2 firefighters, and several are certified as firefighting training instructors. Daytime fire calls bring five to six firefighters in five minutes and 12 firefighters available within 20 minutes. Evening and weekend calls have up to 25 firefighters responding to a call. In discussing personnel with the Chief, at this time adequate coverage is available to answer present call volume. If call volume was to increase significantly, then a transition to per diem or full time staffing will have to be considered.

Presently ambulance income is used to offset costs related to operating EMS services in the community. Ambulance billing is handled through a third party vender, which collects funds for the Town. Income from this service offsets some personnel costs, EMS related expenses, along with purchasing new ambulances which have an approximate 8 year life cycle.

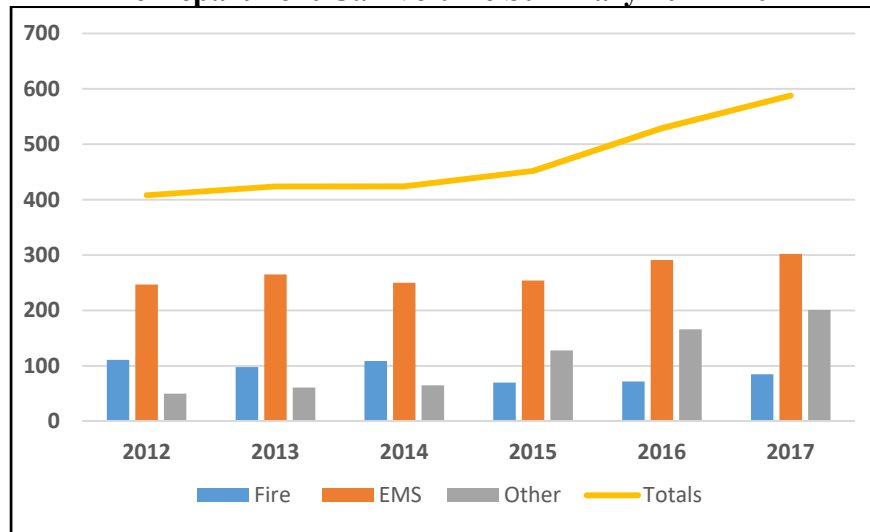
Table Seven summarizes the Fire Department’s call volume over a five year period, 2012 – 2017. Fire calls have declined by 23.4%, but EMS calls have increased by 22.2% and total calls have increased by 44%. The 2005 Master Plan reported a high total call volume of 400 calls. Figure Four also summarizes these findings.

**Table Seven  
Call Volume 2012 - 2017**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>% Change</b>
<b>Fire</b>	111	98	109	70	72	85	-23.42%
<b>EMS</b>	247	265	250	254	291	302	22.27%
<b>Other<sup>6</sup></b>	50	61	65	128	166	201	302.00%
<b>Totals</b>	408	424	424	452	529	588	44.12%

<sup>6</sup> Includes hazardous conditions, service calls, good intent calls and false alarms.

**Figure Four  
Fire Department Call Volume Summary 2012 - 2017**



The New Boston Fire Department maintains an engine and forestry truck at Hilltop along with their second ambulance. In addition, the town owns a base radio and antenna located at Hilltop. The Fire Department has a five-year lease with the Air Force to use this facility, but will remain a secondary back up location for firefighting. Even if residential growth pressures continue in the southeast portion of the community, the central fire station will continue to be the primary facility that is use respond to calls in that area for the foreseeable future.

New Boston is a member of the Souhegan Mutual Aid Fire Association, an 18-town collaboration of personnel and response vehicles for emergencies within the communities. New Boston is also part of the Souhegan Mutual Aid Response Team (SMART) to respond to hazardous materials incidents.

### **Cisterns**

Without access to a public water supply, the Fire Department relies upon a series of in ground cisterns located throughout the community, along with a number of pressurized hydrants, dry hydrants and seasonal water locations; **Map 2**.

As outlined on the Cistern Master Plan Map, the town’s existing 32 cisterns are located throughout the community, with four constructed of fiberglass and 28 constructed of concrete. Three pressurized hydrants exist in the community, two near the Tracking Station and one located off Riverdale Road. In addition, a number of dry hydrants and seasonal water areas are available but are not a reliable source of water given that they are very dependent upon supportive weather conditions. To address future needs as the community continues to grow, the Department has outlined the location of 27 additional cisterns located in areas not presently served. As new development moves into these neighborhoods, developers may be required to install new cisterns to ensure adequate fire protection for that area is available.

## The Whipple Free Library

In 2009, a new 6,939 square foot Library building was constructed on an 11.2 acre parcel located near the Post Office off NH Route 13. Many town related meetings and events are held at the Library annually, with 119 events occurring in 2016. The demand to use the meeting room space has been growing every year. Given the level of existing activity, the Children’s reading area is presently too small to serve the activities for this age group.

## Transfer Station

New Boston disposes of its solid waste at the Solid Waste Transfer Station and Recycling Center, built in 1988. The solid waste disposal history for this facility over from 2012 - 2016 is outlined in Table Eight.

**Table Eight**  
**Transfer Station Volumes/Tons**

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Total Tons</b>	1,975	1,707	1,614	1,702	1,727	1,716
<b>Recycled</b>	628	569	585	612	593	618
<b>Solid Waste</b>	869	836	841	832	792	814

Future long term considerations that the Department may face could include longer opening hours to address demands, changes to hazardous waste handling, markets for recycled materials, increases in the volume of solid waste and replacing the trailer. Within the next ten years, the Department may have to replace a trash trailer which currently costs approximately \$90,000.

The Transfer Station lies next to the former town landfill, which is monitored yearly by an environmental engineering firm under contract with the town. All test results are forwarded to NHDES as required by state law.

## School Department

Over the last six years, school enrollments have seen a marked increase for grades 7 – 12, a 32.23% increase over that time frame; Figure Ten. The recent growth in single family home construction is believed to be driving this increase. The elementary grade levels have remained relatively stable, increasing under 1% during this same time period.

The New Boston Central School is presently over capacity with 26 classrooms located within the main building and two classrooms located in a modular building. Located in Goffstown, the Middle School has a capacity of 1,120 students (Oct./2017 enrollment of 840), while the high school has a capacity of 1,360 (Oct./2017 enrollment of 1,118).

## School Enrollments

Since 2011, school enrollments have slowly increased, with growth occurring in both the middle and high school ranks; Figure Five. The marked increase in overall enrollments can be seen from 2015 - 2016.

**Figure Five**  
**School Enrollment Trends 2011-2016**

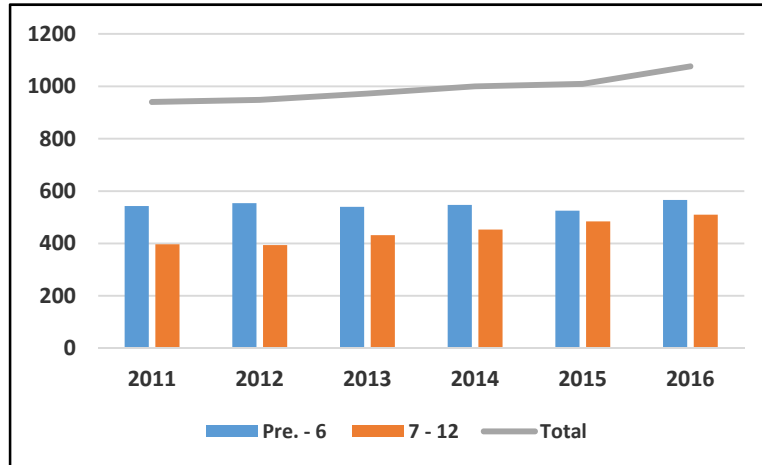


Table Nine outlines detailed enrollment data, by grade, since 2011.

**Table Nine**  
**Detailed School Enrollment Census<sup>7</sup> 2011 - 2016**

Grade	2011	2012	2013	2014	2015	2016	
Preschool	17	22	15	18	25	25	
Kindergarten	48	59	50	52	36	56	
Readiness	14	6	13	9	10	16	
1	76	72	76	82	69	61	
2	64	75	73	75	81	75	
3	83	66	77	76	75	86	
4	87	86	68	79	77	81	
5	84	90	87	67	80	79	
6	70	78	81	89	72	87	
<b>Subtotal</b>	<b>543</b>	<b>554</b>	<b>540</b>	<b>547</b>	<b>525</b>	<b>566</b>	<b>+4.24%</b>
7	67	64	78	79	90	77	
8	63	71	66	83	83	101	
9	86	79	88	80	93	99	
10	59	75	70	83	73	90	
11	58	51	76	69	79	68	
12	64	54	54	59	66	75	
<b>Subtotal</b>	<b>397</b>	<b>394</b>	<b>432</b>	<b>453</b>	<b>484</b>	<b>510</b>	<b>+28.46%</b>
<b>Total Enrollment</b>	<b>940</b>	<b>948</b>	<b>972</b>	<b>1,000</b>	<b>1,009</b>	<b>1,076</b>	<b>+14.47%</b>

<sup>7</sup> Official October 1 census for the year noted.

The School Board, in the most recent CIP report, noted student enrollments remain an area of struggle during the 2015-2016 school year. While school enrollment in a number of New Hampshire school districts continue to decline, the District has seen stable and increasing enrollment in many grade levels. If necessary, additional modular classrooms will be considered if a permanent solution to the school's space needs cannot be accomplished. No capacity issues presently exist at either the middle or high school.

At this time kindergarten is provided for a half day, using two classrooms and 1.5 teachers. If full day kindergarten was initiated, four classrooms would be needed along with four teachers. As outlined in the 2016 Capital Improvement Plan, the School Board is considering a permanent four class room addition to the Central School site in 2018 in order to address existing space needs.

## **Recreation**

The Recreation Department operates out of the Old Engine house adjoining town hall. The Town of New Boston contains an array of buildings and fields dedicated to recreation including two playgrounds, the Daniels Memorial Tennis Court, several ball fields, one skateboard park, use of the gym and playground at the New Boston Central School and use of the Hillsborough County Youth Foundation (formerly 4-H Youth Center).

The Recreation Department has two full-time employees in charge of program development, fiscal management, staffing, facilities and special events. Twelve part-time employees include directors and counselors for the after school and summer camp programs. There are also contracted instructors and dozens of volunteers for various programs.

Most recreation programs are housed at the White Buildings and the New Boston Central School gymnasium. The school gym is overcrowded for the number of programs, events and organizations in the community.

Short-term goals are programming for teens and introduction of new programs such as pickle ball. Long-term goals include improvements to the tennis courts. The Department does not foresee any major capital costs needed for the Old Engine House over the next 10 years.

## **Wason Memorial Building**

This 2,900 square foot building was the former home of the Library and is currently occupied by the New Boston Historical Society. The Society operates a museum and holds its bi-monthly meetings. Recent renovations include a new heating system, energy upgrades and new doors. It is anticipated that within 10 years the roof will need to be shingled and the front steps repaired.

## **Town Cemetery**

Until 2001, Cemetery Trustees who were appointed for life terms, kept the records, conveyed the lots, supervised the interments, and maintained the grounds by engaging a Superintendent. Article 11 of the 2001 Town Warrant authorized the transfer of the cemetery from private to public ownership with a public Board of Cemetery Trustees to oversee operations. This change was undertaken as trust fund money had to be supplemented by ever-larger public support via town operating budget appropriations. In 1975, Roger B. Webber gave 1.96 acres of land south of the

existing Cemetery to the Trustees for the purpose of enlarging the grounds. This was a timely acquisition- as most of the lots in the original cemetery have been purchased. A design of the layout to be employed on the land gifted by Webber showed potential for 596 gravesites. This addition will provide capacity for an estimated 50 years.

## **Highway Department**

The Department occupies a one-story, wood-frame building on Old Coach Road that was built in 1980. It also utilizes a salt and sand shed (40' x 40') and a three-sided metal storage garage that are located on the same site. The total area of the enclosed building is 2,700 square feet, and the total area of accessory buildings is 4,000 square feet. The Department, headed by the Road Agent, employs six full-time employees, with 4 additional subcontractors for snow removal.

The Highway Department shares fuel tanks with vehicles from the Police Department, the Fire Department, Transfer Station and the Recreation Department. Two tanks, replaced in 1999, are underground, double-walled, composite tanks with leak detection systems with guaranteed usage until 2029. There is a 4,000 gallon diesel tank and a 1,000 gallon gasoline tank.

The Department owns a variety of equipment for road maintenance and snow removal, and it also hires additional equipment to handle summer maintenance and winter storms.

The Highway Department maintains all roads in the town (85 miles) and plows snow at the school and town related parking lots, i.e. Town Hall, Fire Department, Fire Cisterns (32), Library, and Police Station. The Highway Department does not maintain the cemeteries or any recreation grounds. As the town has grown in population, the Highway Department has had to increase improvements to roads, such as culvert/drainage cleaning and replacement, brush cutting road grading, pothole repair, shoulder repair, crack seal, washing and coating of bridge abutments. The existing Department yard is adequate in size to address existing and future foreseen needs.

The Highway Department has proposed an addition to its existing facility, which would add a third door/bay to accommodate repair, maintenance and general upkeep of its fleet. This addition is within the Capital Improvements Program.

The Highway Department's plans for the near future are to catch up on pavement overlays for paved roads as well as reclamation projects in order to obtain all of the town's roads on schedule for repaving every 10-12 years. Following those improvements, the Department will bring some gravel roads to pavement status. Road maintenance projects in the near future include improving the outer end of Bedford Road to Chestnut Hill Road. Over the next ten years, The Highway Department will be replacing the Tucker Mill Road Bridge.

## Chapter 6 - TRANSPORTATION

### Existing Road Network

According to the NH DOT's statewide road inventory, there are approximately 15.8 miles of Class VI roads in New Boston. The only Class I road in New Boston is a portion of Route 114 approximately 1.1 miles in length. Class II roads, comprising about 17.7 miles of New Boston's road system, include Route 13, Route 136, Route 77, and Chestnut Hill Road. The majority of the town's roads (approximately 102 miles) are Class V roads. According to the Town Road Agent, there are approximately 50 miles of unpaved road in the Town of New Boston. These unpaved roads include both Class V and Class VI roads.

According to NH DOT's statewide road inventory, there is also a total of approximately 15.8 miles of unpaved Class VI roads in town. These figures are summarized in Table 10.

**Table 10**  
**Highway Mileage**

<b>Highway Classification</b>	<b>Mileage</b>
Class I	1.1 miles
Class II	17.7 miles
Class V	85.1 miles
Class VI	15.8 miles
Unpaved Roads	40 miles

A review of recent traffic volumes, compared with figures from 2005, indicate that in most instances traffic levels have decreased in the community of the last 11 years, in some cases dramatically as detailed in Table 11. The most notable exceptions are increases on Bedford Road, which is not surprising given that a majority of new development has been occurring in the eastern areas of the community.



**Table 11**  
**2004 & 2015**  
**Annual Average Daily Traffic Volumes<sup>8</sup>**

Description	2004 Master Plan Volume	Recent Volumes	% Change
NH 13 at Mont Vernon town line (TL)	3,200	<b>3,000</b>	-6.2%
Chestnut Hill Rd at Amherst TL	690	<b>690</b>	0%
NH 13 west of Gregg Mill Rd	3,700	<b>2,800</b>	-24.3%
NH 13 over Piscataquog R. south of town	3,000	<b>3,200</b>	+6.6%
NH 13 over Piscataquog R. in town	6,500	<b>4,700</b>	-27.6%
Old Coach Rd east of Town Farm Rd	1,000	<b>810</b>	-19%
Second NH Tpk. at Lyndeborough TL	1,100	<b>1,200</b>	+9%
Bedford Rd east of Wilson Hill Rd	1,700	<b>2,300</b>	+35.2%
Clark Hill Rd. at Francestown TL	40	<b>50</b>	+25%
Lyndeborough Rd over Piscataquog R.	540	<b>420</b>	-22.2%
Joe English Rd at Mont Vernon TL	140	<b>100</b>	-28.5%
Middle Branch Rd west of NH 77	210	<b>300</b>	+42.8
McCurdy Rd east of Old County Rd	570	<b>530</b>	-7%
Bunker Hill Rd north of NH 136	180	<b>170</b>	-5.5%
NH 136 east of Pine Echo Rd	2,500	<b>1,900</b>	-24%
NH 136 at Francestown TL	1,600	<b>1,400</b>	-12.5%
NH 77 south of Twin Bridge Rd	2,500	<b>2,500</b>	0%
Gregg Mill Rd south of Riverdale Rd	570	<b>600</b>	-5.2%

Source: Southern New Hampshire Planning Commission

## Roadway Evaluation

At this time, major roadway improvements are outlined within the town's Capital Improvement Plan. Scheduled culvert/bridge repairs over the next six years include the Bedford Road culvert, Howe Road Bridge and Tucker Mill Road Bridge. No major road upgrades are proposed at this time, although funds (\$85,000) are set aside each year to earmark for projects as needs arise.

## Conclusions:

1. The Bedford Road area of the community will continue to grow and see increased development pressure. The road network in this area should be monitored to observe/measure traffic trends that need to be addressed.
2. To address specific areas in the community where speeding is an issue or stop signs are being ignored, new signage should be considered. Signs are available that provide real time speed level to inform motorists that they are exceeding the speed limit. In addition, stop sign are now available where the border of the sign lights up when a car approaches, further highlighting the sign. These types of devices have proven effective in other New Hampshire communities.

<sup>8</sup> Volumes updated between 2011 - 2015

## **Chapter 7 - East New Boston Neighborhood Plan**

A majority of new residential development within the community is occurring in the eastern portion of New Boston, generally east of NH Route 13. Many of the subdivisions presently under construction were approved some 10 to 15 years ago and are now being developed with new homes. Traffic volumes have increased, particularly along Bedford Road, along with traffic accidents. With the Town of Bedford reaching buildout, it is anticipated that this residential development trend will continue.

In order to address this growth trend in the eastern portion of the community, the following concepts should be considered:

### **1. Limit driveway access points**

Driveway permits are presently required for all new driveways to ensure proper site distance is maintained and drainage issues are addressed. However, adding driveway cuts along major collector and local roads can lead to the creation of conflict points potentially increasing vehicle accidents. These new driveway are typically the result of the development of frontage lots created along existing roadways. To reduce these potential conflict points, commons driveways should be considered along the existing collector/local roadways. The more homes that can be accessed from a single point, the lower the risk of accidents. In addition, there would be decreased impact on adjoining street drainage patterns with the reduction of driveway culverts being installed.

### **2. Mandatory Open Space Development**

To increase protected open space in the eastern portion of the community, require all major subdivisions (greater than three lots) to be an Open Space Development (OSD) project. OSD standards are presently a part of New Boston's Zoning Ordinance, but are optional. The OSD ordinance requires 40% of the land area to be permanently protected and also requires 100 foot wide buffers. Increasing open space will help maintain rural character and wildlife corridors, an important Goal noted by town residents in the master plan survey.

### **3. Create a new zoning district**

To reduce development pressure in this area of the community, create a new residential development district which increases the minimum lot area, which is presently two acres. This change will decrease the number of homes that could be constructed in this portion of New Boston. Reduced density will lead to less traffic related impacts, along with lower effects on the school system, which continues to see increased enrollment pressure in grades 7 – 12.

### **4. Increased setbacks and buffers**

To maintain the town's rural character, along existing collector and local roads, increase front building setbacks to 100 feet and require a buffer area be maintained. The loss of rural character is often most visible when frontage lot subdivisions are created. As trees are cleared and

driveways added along a roadway, an “urban” feel can be created. Increasing home setbacks and maintaining a mandatory tree buffer (50 feet) along existing roadways will soften the impacts of new homes and maintain the rural appearance of the street.

## **5. Expand small scale commercial zoning**

Consistent with the Master Plan’s Goals and Objective and given the residential growth occurring in the area, consideration should be made to create additional commercial zones. This new district should be located along a collector road to provide ample visibility. The commercial district would help support this growing neighborhood with services and broaden the tax base with limited impacts on town services.

## **6. Stone Walls**

As supported in the master plan survey, consider adopting a regulation that preserves and protects stone walls along existing town roads. This effort will help maintain the town’s rural character.

## **7. Bike lanes and trails**

If improvements are proposed to existing roadways, consideration should be made into incorporating road widening to accommodate bicycles. If the existing road width is sufficient, a bike lane could be added. In both cases, these areas could be created with proper striping setting this area off from travel lanes. If Open Space Developments are proposed, trail networks within open space areas should be required with the goal of connecting trails to adjoining or nearby open space.

## Chapter 8 - Existing Land Use

As a rural community the predominant land use in New Boston is single family homes and open space. Since the 2003 Master Plan, the largest land use change has been the increase of land devoted to residential development (2,018 single and two-family homes); Table 12 and **Map 3**. Although the commercial classification has increased substantially, the main reasons behind this increase is the addition of an existing campground added to this land use category along with new assisted living facilities. There are 28 commercial properties in the community and no major new commercial development has occurred. Land devoted to industrial lands uses has also grown since 2003, there are 13 industrial classified properties in New Boston.

**Table 12**  
**Land Use Categories In Acres: 2003 - 2017**

	<b>2003</b>	<b>2018</b>	<b>% Change</b>
Commercial	70	418	497.06%
Industrial	59	70	18.14%
Manufactured Housing	44	44	0.00%
Public/Semi Public	1,696	1,696	0.00%
Single & Two Family	4,033	7,596	88.35%
Town Forest	480	480	0.00%
Ponds	423	423	0.00%
Vacant	18,691	15,352	-17.86%

A majority of the residential development has occurred in the eastern portion of New Boston, closer to the Bedford town line and the Manchester market. New subdivisions have developed along existing roads and through the construction of new town roads. It is anticipated that this land use pattern will continue in the future. Less development pressure is expected in the western portions of the community, as these areas are more isolated.

The zoning of the community reflects its rural characteristics, with most areas zoned residential. Commercial areas are limited to the village area and scattered along state roadways. The commercial area that is most viable lies along Rt. 114, with higher traffic volumes and access to a larger population centers to the east. This area of the community could see additional development as the region grows.

## Chapter 9 - Future Land Use

New Boston is a rural community predominated by residential homes. The development of new homes has created the largest change of use patterns in the community over the last ten years. With Bedford approaching buildout, the southeastern portion of New Boston has seen significant residential development. Without access to major utilities or highways and being somewhat isolated, the development of new non-residential land uses has been slow to occur. This remoteness has set a character in the community which, for the most part, consists of smaller scale commercial and industrial land uses. Given these factors major changes in zoning are not proposed; however, the continuation of existing land use trends are encouraged. As such, the following zoning initiatives, as outlined on **Map 4**, should be considered:

- Continue to monitor residential growth patterns and activities. Consider growth control initiatives along with other options to ensure such growth does not overwhelm the town's ability to address the impacts from such development.
- Rt. 13 South corridor: Consider rezoning properties fronting on NH RT 13 to small scale commercial use. This zone would begin at the Mont Vernon town line and continue north to the Village area.
- Rt. 13 North corridor: Consider rezoning properties fronting on NH RT13 (east side), from Molly Stark Lane north to the Goffstown town line, to small scale commercial uses.
- Rt. 114 corridor: Continue to encourage commercial and industrial uses. Consideration should also be given to allowing multi-family uses in this area.
- NH Rt. 77: Consider expanding small scale commercial and light industrial uses north of Beard Road along Weare Road.
- Village Area: Continue to monitor land uses in the center of the community. Consider creating a district that protects community character but enhances reinvestment opportunities in this existing neighborhood that consists of a wide variety of land uses.
- US Tracking Station: Continue to monitor the tracking station in the event the US Government decides to make changes in the properties functions. If deemed appropriate, prepare zoning changes on the eastern (developed) portion of the property that reflect neighboring land uses and takes advantage of the properties many attributes.

**Map 5** combines both existing land uses and future land uses, noting existing conditions and major land use recommendations.

# Appendix

## Population

Since 1990, New Boston has grown by 23.8% and 31.8% since the 2000 Census, which is the fastest growth rate in the region over the last 15 years; Table A1. Reviewing more recent data indicates a slower growth rate, not only for New Boston but the region as a whole; with the community dropping to third in rate of growth behind Bedford and Mont Vernon. This slowdown is an echo from the deep national recession that impacted the region. Recent residential building activity has increased since 2014 which should reverberate into future population growth if this development trend is sustained.

**Table A1**  
**Regional Population Trends<sup>9</sup> 1990 - 2015**

Town	1990	2000	2010	2015	2000 - 2015	Ranking	2010- 2015	Ranking
Amherst	9,068	10,769	11,201	11,276	4.71%	8	0.67%	7
Bedford	12,563	18,274	21,203	22,236	21.68%	3	4.87%	1
Francestown	1,217	1,480	1,562	1,562	5.54%	6	0.00%	8
Goffstown	14,621	16,929	17,651	17,846	5.42%	7	1.10%	6
Lyndeborough	1,294	1,585	1,683	1,702	7.38%	5	1.13%	5
Mont Vernon	1,812	2,034	2,409	2,478	21.83%	2	2.86%	2
New Boston	3,214	4,138	5,321	5,457	31.88%	1	2.56%	3
Weare	6,193	7,776	8,785	8,922	14.74%	4	1.56%	4

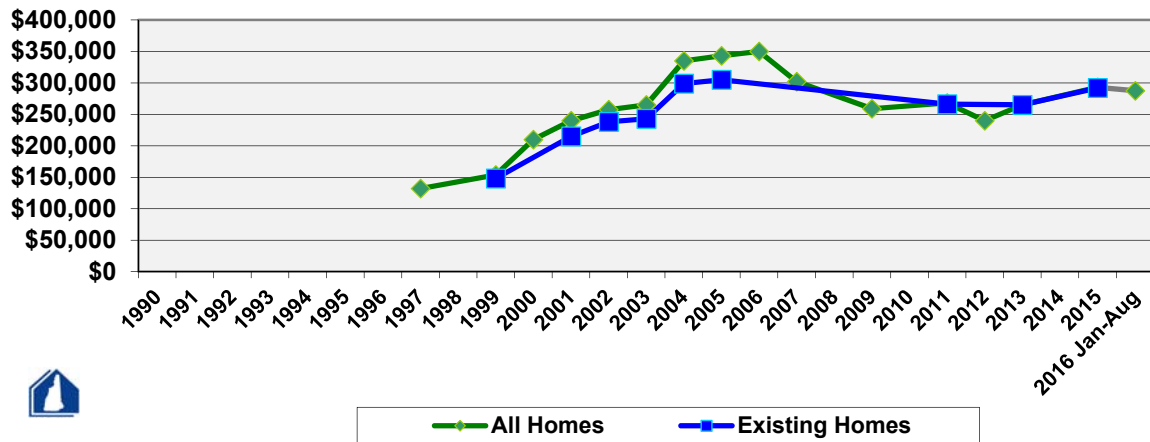
## Housing

Figure A1 provides a history of home pricing since 1996 showing New Boston's market peaking in value in 2007. The Great Recession reduced pricing by 28% through 2012, however values have rebounded over the last few years but have not recovered to prerecession levels. Figure A2 outlines recent rental costs.

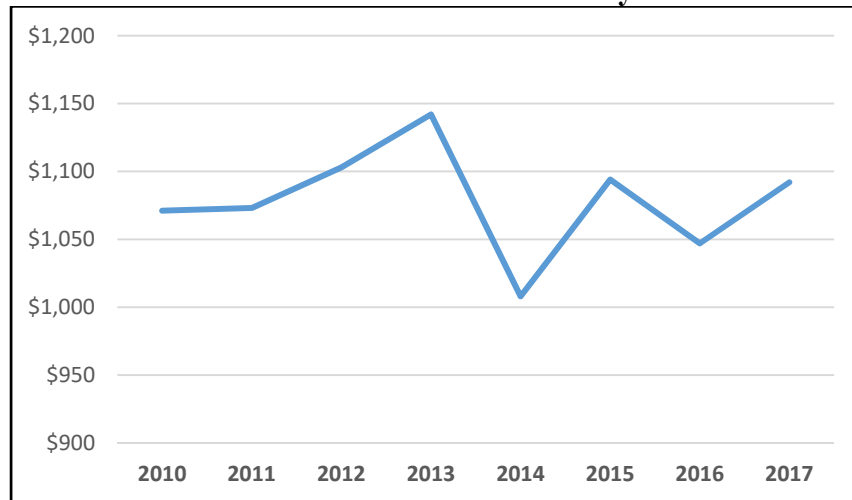
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<sup>9</sup> NHOEP data

**Figure A1**  
**NHHFA Median Purchase Price**



**Figure A2**  
**NHHFA Rental Rate Survey**



**Police Department**

Table A4 and Figure A3 outline calls for service between 2012 and 2017. Twenty-four hour Police coverage was established in December of 2012 which is reflected in the change in call volume in 2013.

**Table A4**  
**Calls for Service in New Boston, 2012-2017**

2012	2013	2014	2015	2016	2017	% Change
9,599	14,895	15,596	16,637	18,099	22,284	132.15%

**Figure A3  
Police Call Volume 2012 - 2017**

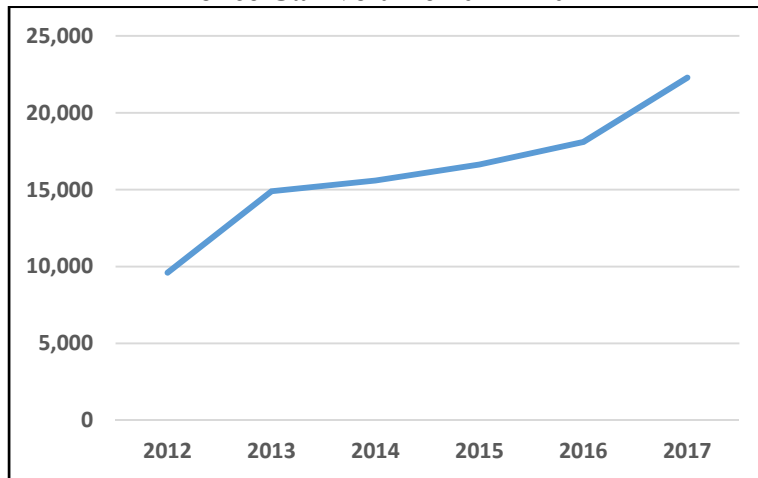


Table A5 outlines some key police statistics in the community, with increases seen in all categories over the last three years except animal complaints.

**Table A5  
Key Police Statistics**

Key Statistics	2014	2015	2016
Motor Vehicle Stops	4,938	4,470	5,535
Business/Property Check	4,748	5,787	6,333
Animal Complaint	164	162	137
Arrests	177	145	203

**Police Station**

**Key Needs:**

Expanding evidence room and storage: Improvements and expansion is needed. Currently, the Department has only four temporary lockers and no large capacity evidence locker. Currently, there is no additional space for firearms and the lockers are nearly at capacity. The PD is required to maintain custody of firearms and ammunition during the pendency of a restraining order.

Expanding locker rooms: The PD has outgrown the locker rooms and no longer have separated male and female locker rooms. To address the lack of locker space, we have allocated a lock on the former female locker room for use when occupied by female members. The only solution to address this space concern is expansion or renovation to the building.

Lack of holding rooms/cells: The building was designed for two temporary holding cells. However, neither was completed and one was used as a “Server” room for IT and phone solutions, and the second used as an equipment storage room. The lack of holding space is problematic as State law mandates Juvenile and Adult offenders be separated when taken into



custody. Also, male and female offenders should be separated. An Officer who is on duty by themselves currently has no solution for this issue. As a work around, the Officer can request mutual aid, if available, or call in an Officer for overtime. Also, the department has no room or area for violent offenders. This space concern would require expansion or renovation to the building.

No centralized records Storage: Currently records storage space is at capacity. Over the last 5 years the PD has managed the space through permissible purging of records and keeping records in multiple locations around the facility. There is no centralized location for all records.

## Highway Department

As outlined in Table A6, the Highway Department operates a significant amount of heavy equipment. A majority of this equipment qualifies as a capital expense under the New Boston’s Capital Improvement Program (CIP) and as equipment ages, requests are submitted to the CIP Committee for replacement.

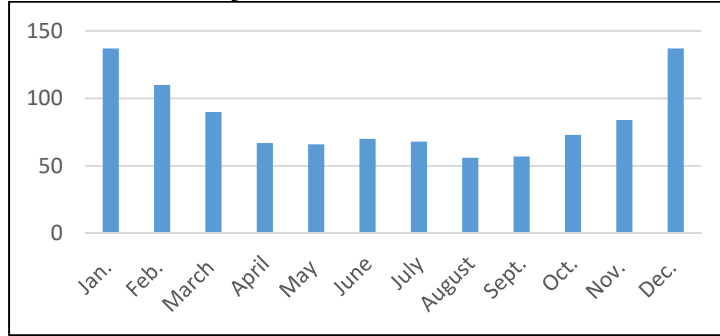
**Table A6  
Highway Department Equipment List**

VEHICLE	YEAR	DESCRIPTION
John Deere 672GP	2010	Road Grader
John Deere 624J	2005	Loader
John Deere 410	2006	Backhoe
Chevrolet 5500	2008	Plow, wing, spreader, dump body
Mack RD	2003	Plow, wing, spreader, dump body
Mack Granite	2006	Plow, wing, spreader, dump body
International 7400	2006	Plow, wing, spreader, dump body
International 7400	2007	Plow, wing, spreader, dump body
International 7400	2007	Plow, wing, spreader, dump body
International 7400	2007	Plow, wing, spreader, dump body
Mack Granite	2007	Plow, wing, spreader, dump body
International 7600	1988	Tank Truck
Freightliner/Tymco	2002	Sweeper
GMC 2500HD	2004	Pick-up Truck
Ford F250	2009	Pick-up Truck
Tow Behind Road Rake		
Tow Behind Street Sweeper		
Morbark Chipper		

## Highway Accidents

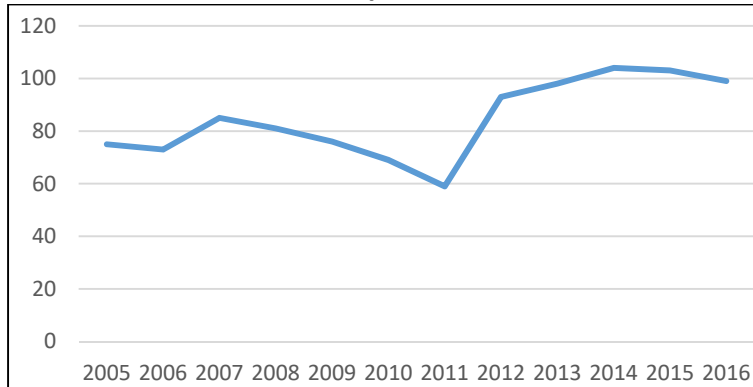
Town wide accident crash data was obtained from the New Boston Police Department from 2005 to 2015. Based upon the extensive data provided, relevant trends were culled from the statistics to provide informative information on what trends have been occurring in the community over the last eleven years. Figure A4 summarizes the frequency of accidents, by month, from 2005 – 2016. A clear correlation exists between the number of accidents and winter driving conditions.

**Figure A4**  
**Monthly Accident Data 2005 - 2016**



Accidents declined as the recession hit its peak in 2011: Figure A5. Although, it should be noted that the current Police Chief began in 2012 and instituted a new approach to traffic accident data collection.

**Figure A5**  
**Total Accidents/Year 2005 - 2016**



A review of accident data along specific streets in the community highlighted the increase in accidents along five roads; Table A7. The numbers of accidents are notable even though traffic volumes decreased on all roads except Bedford (no change on Weare Road). Bedford Road has seen a marked increase in traffic volume and a corresponding increase in traffic accidents.

**Table A7**  
**Key Roads Accident History 2012-2016**

	<b>2005 - 2016</b>
Bedford @ Chestnut Hill	12
High St. @ Clark Rd.	7
River Road @ Byam Rd.	7
Hopkins @ 2nd. Fran. Tpk.	8
Wear Rd. @ Lull Road	9

Table A8 outlines specific intersection accidents, Bedford Road and Chestnut Hill have the highest accident history over the last 11 years.

**Table A8  
Intersection Accidents**

	<b>2012-2016</b>	<b>Traffic Vol. Change</b>	<b>ADT</b>
<b>Bedford Rd.</b>	69	<b>35% increase (04 - 13)</b>	2,300
Francestown Rd. (Rt. 136)	25	24% decrease (04 - 15)	1,900
Mont Vernon Road (Rt. 13)	39	6.2% decrease (04 - 13)	3,000
River Road (Rt. 13)	61	24% decrease (04 - 14)	2,800
Weare Road (Rt. 77)	32	0% Change	2,500

Given the increased levels of development off of Bedford Road, which had the highest increase in traffic volume in the community, a detailed review of the accidents along the roadway was undertaken; Table A9. A total of 76 accidents have occurred over the last four plus years.

**Table A9  
Bedford Road Accidents<sup>10</sup> 2012 – April/2017**

<b>Type of Accident</b>	
Fixed Object - 40	52.50%
Other Vehicle - 17	22.30%
Animal - 12	15.70%
<b>Fixed Object - Type</b>	
Tree - 13	17.10%
Embankment/ditch - 11	14.40%
<b>Road Surface</b>	
Dry - 38	50%
Snow/ice - 21	27.60%
Wet - 12	15.70%
<b>Road Alignment</b>	
Curve/grade - 30	39.40%
Curve/level - 18	23.60%
Straight/level - 16	21.00%
<b>Contributing Factors</b>	
Speed - 20	26.30%
Distraction - 17	22.30%

<sup>10</sup> Remaining percentages of cause of accident are significantly varied that they do not warrant further detail.