

Appendix F

Transportation

Goffstown's transportation system should operate in a manner which helps to preserve and improve the quality of life of its citizens, while also safely meeting the daily travel needs of its residents and the goods movement needs of its business and industry. Achieving this goal will require sound and innovative planning solutions to address future growth and development. This chapter of the master plan evaluates the modes of transportation important in Goffstown as they relate to recreational, residential, commercial, institutional, and industrial land uses within Goffstown.

This chapter not only addresses vehicular traffic but also strategies to advance alternative modes of transportation such as pedestrian, bicycle, and public transit. In addition to encouraging the use of alternative modes of transportation, a strong emphasis is also placed on establishing and maintaining safe, attractive neighborhoods for families and businesses throughout the entire community. The effect of the transportation system on the environmental quality of the community is considered as well.

1 Transportation Planning - Historical Context

The 1997 Master Plan Update included numerous recommendations for the transportation system in Goffstown. While some of the recommendations have not been implemented due to time and/or financial constraints, many improvements have been implemented. Some of these improvements are listed below.



- The Henry Bridge Road/Mast Road intersection has been moved and signalized.
- The crown has been removed from Center Street.
- Traffic signals at Shop n Save and Daniel Plummer have been added to Mast Road in the Pinardville area.
- The Twenty Year Plan prepared by the Department of Public Works continues to be the basis for the annual Capital Improvement Program (CIP) for town roads.
- Corridor Plans were prepared by Southern New Hampshire

Planning Commission (SNHPC). These plans studied the 114A and 114 corridors from Pinardville through the Village area and also looked at the Back Road in Goffstown. The Corridor Plans provided data on vehicular movements throughout the corridors, as well as identifying problem areas and corrective measures (including their estimated costs).

- An integrated land use-transportation-economic development Route 114/114A Corridor Management Plan was completed and adopted by the Town in 2003.
- The Mast Road Bridge over the Piscataquog River in Goffstown Village has been upgraded.
- The intersection of Route 114, the Back Road and NH Route 13 has been redesigned and improved without traffic signals.

The Grasmere area has experienced a considerable increase in vehicular traffic with the addition of new subdivisions, the construction of the Mountain View Middle School and increased through-traffic seeking to avoid Route 114. The 1987 Master Plan Update identified the intersection of Henry Bridge Road and Center Street as needing improvements. This intersection, as well as the Tibbetts Hill/Center Street intersection, has been impacted by the increase in traffic and may need improvements in the future. Grasmere continues to be the most rural village area of Goffstown. Planning will play an important role in its development.

Other recommendations in earlier master plans continue to play a prominent role. Some of these included limiting curb cuts on Mast Road and requiring a collector or service road for major developments along Mast Road.

The Corridor Plans prepared by SNHPC were valuable in that they provided useful data, constructive ideas for improving traffic flow (such as the use of turn lanes), and information that could be used in identifying areas which were most likely to experience significant traffic volume increases in the future. The focus of the corridor plans, however, was limited almost exclusively to vehicular travel. Recommended improvements frequently involved signalization and the elimination of parking, but rarely included recommendations for pedestrian access (such as sidewalks or crosswalks) or bicycle travel.

The 1990 Corridor Plan for Route 114 recommended five traffic signals in the Village area including the following.

- High/Elm/Main (two signals)
- Pleasant/Mountain Road/Main (two signals)
- Wallace/Mast Road

The placement of two coordinated signals at the High/Main Street and Elm/Main Street intersections was rejected by the Town when proposed as inappropriate for the Village area. A updated concept contained in the 2003 Corridor Management Plan for Route 114/114A concentrates on improving connectivity in the Village area to provide local circulation options that do not require entering/exiting Route 114.

In an effort to provide a better balance between all modes of transportation, this chapter includes recommendations that emphasize improved traffic flow but also encourages pedestrian and bicycle travel. Pedestrian travel is seen as especially important in the village centers of Town including the commercial areas. Research and practical experience has shown that by encouraging pedestrian access there can be a reduction in vehicular traffic. This reduction in traffic, coupled with an increase in available parking, should also help to make Goffstown's commercial areas more easily accessible and user friendly.

Another purpose of this chapter is to encourage the preservation of the rural and historic character of the community. Slated improvements for Mast Road in the Pinardville area should be reviewed with the thought of integrating sidewalks, crosswalks and enhanced streetscapes into any redesign plans. This will allow and encourage the safe movement of pedestrians in that part of town.

2 Existing Roadway System

A. Primary Highways and Arterial Roads

According to the records of the New Hampshire Department of Transportation (NHDOT), there are 138.19 miles of public roads and highways within the town limits. The six classification categories presented in Table 1 are used to identify which governmental agency (State, local, other) is responsible for maintenance of particular roadway segments in Goffstown. Classes I, II and III are the responsibility of the NHDOT, while the Town is responsible for road classes IV and V. Roads designated as class VI are public ways which are unmaintained or discontinued, or, are referred to as "closed subject to gates and bars".

State Highway Class Number	Class Title	Length (miles)
I	Primary State System	6.2
II	Secondary State System	2.0
III	Recreational	0
IV	Compact System	28.8
V	Town Roads	95.9
VI	Unmaintained Roads	5.4
TOTAL		138.2

Mast Road, Routes 114 and 114A (in Pinardville), has served as the east-west major transportation corridor for traffic generated within the town, as well as towns to the west of Goffstown, linking those communities to Manchester and interstate highways. The Back Road east-west corridor is increasingly serving much of the same function on the north side of the Piscataquog River. Route 114, from its intersection with Mast Road to the Bedford town line, serves as a limited access road, providing easy access to Interstate 293 without the congestion which characterizes Mast Road through Pinardville. Route 13 provides north-south access from Concord through Dunbarton to Goffstown

Village and then proceeds in a southwesterly direction to the Town of New Boston.

As the primary highways reach saturation levels during peak traffic periods, many roads have changed function from rural back roads to arterial roads. Wallace Road, Shirley Hill, St. Anselm Drive and Black Brook Road are examples of former rural roads with greatly increased traffic flows resulting from commuters to Manchester looking for alternate routes.

B. Subsystem Areas

Pinardville Area

Pinardville is the most urbanized section of Goffstown. Mast Road, the main thoroughfare in Pinardville, is intensively developed, much of it as strip commercial uses. These include the Town's major shopping center, as well as several large housing developments, and the Bartlett Elementary School.

St. Anselm Drive, which runs parallel to Mast Road, has become a major alternative route to avoid the congestion of Mast Road. There are also housing developments off of Daniel Plummer Road which serves as the connector road between St. Anselm Drive and Mast Road. The Mast Road/Daniel Plummer intersection has been the site of numerous accidents. A number of traffic signals have been added to Mast Road to allow access to and from various shopping centers and side streets.

There are a number of side streets in Pinardville which are narrow. In many instances they are extremely long, dead-end streets, and their only access to other roadways is via Mast Road. In addition, pedestrian travel in Pinardville is difficult due to incomplete sidewalks and limited crosswalks. Sidewalks, where present, are located on only one side of the street.

Goffstown Village

There are four major roadways that tie into the Village area. These include Mast Road, Wallace Road, Elm Street and Route 13. Mast Road, including the Main Street section, is part of Route 114 which is the main corridor through the Village area. It provides for primarily east-west traffic flows connecting to the towns of Weare and New Boston by way of Pleasant Street/Route 13 South; and Dunbarton, by way of High Street/Route 13 North. Mast Road is heavily traveled during weekday rush hours and has no traffic signals. There are numerous failed intersections along this section due to high traffic volume.

The irregular street pattern within the Village reflects the geographic orientation of the Piscataquog River. An important transportation issue relates to the fact that one of the two bridges in Goffstown which crosses the river is located in the Village. As a result, traffic which needs to cross the river is funneled into the Village center, exacerbating congestion problems.

Main Street in the village area is part of a business district with sidewalks, on-street parking, some centralized off-street parking, and crosswalks. Elm

Street connects with Goffstown Back Road and is a second major route to Manchester. Maple Avenue Elementary School is located on Elm Street. The intersection of Mast Road, Elm street and High Street is a major intersection in Goffstown Village. It was recently redesigned and upgraded.

Wallace Road provides north-south access between the village of Bedford and Goffstown. This roadway is very hilly and narrow with little or no shoulders. Goffstown High School is located along this road. New residential development is adding more traffic to the Wallace/Mast Road intersection.

Grasmere Area

Grasmere is a rapidly growing residential area with a small commercial zone. It is centered around Center Street, Goffstown Back Road, and Henry Bridge Road. Mountain View Middle School and the second bridge over the Piscataquog River are in this area. Growth in traffic through Grasmere is prompting a re-look in 2004 at the current roadway configuration and traffic control in the Historic District.

C. Outlying Areas and Neighborhoods

As with the Village area, the roadway network in the outlying areas is reflective of the topographic characteristics of the hills and valleys which these roadways traverse. Many of these roads are narrow with limited sight lines. Some examples are Tibbetts Hill Road, Black Brook Road, and Shirley Hill Road. There are a number of intersections along these roadways. There has been a considerable amount of scattered residential development on many of the back roads in recent years which has increased the intensity of traffic usage.

Neighborhoods in Goffstown include a variety of conditions and characteristics. These range from rural/agricultural areas to more heavily populated sections within the main business districts of the town. Neighborhood transportation systems vary greatly in quality and intensity of use. Newer residential areas in the R1 and R2 zones have been built to more current standards including wider roads, sidewalks and buffer zones. Older neighborhoods tend to have narrower roads and in many cases, do not include sidewalks. Street lighting exists along the main business corridor but it tends to be limited in other residential areas.

The main highway corridors create barriers between neighborhoods due to the high traffic flow. The Town's neighborhoods are threatened by increasing traffic volume, and continued growth of Goffstown and the surrounding communities.

3 Alternative Transportation Modes

A. Pedestrian/Sidewalks

Goffstown has three areas of concentrated pedestrian travel: Pinardville; Grasmere; and Goffstown Village. The sidewalk network in these areas is

incomplete. Crosswalk markings are inadequate because the paint fades quickly. There is only one signalized crosswalk with pedestrian signals, located in Pinardville. Some expansion and improvement of the redesigned circulation system have occurred in recent years, most notably around the Mast Road/High Street/Elm Street intersection and along the eastern edge of Goffstown Village.

The Route 114/114A Corridor Management Plan recommends a comprehensive, phased approach to improving pedestrian facilities and streetscapes within the corridor, focusing on improvements within Goffstown Village and Pinardville and linking existing and new development together.

Sidewalks and intersections must be designed to be compliant with the Americans with Disabilities Act. These ADA requirements include providing: adequate sidewalk width, curb ramps with truncated domes (tactile strips to denote the edge of pavement for the visually impaired) at corners, and compliant pedestrian signals for the visually impaired.

B. Paths & Bicycle Travel

There are no facilities currently specifically designated as shared use paths. Goffstown has recently acquired the abandoned rail bed for conversion to a shared use path/rail trail. There are also other old rail beds that could potentially be used for pedestrian and/or bicycle travel. Parts of Mast Road have shoulders wide enough to serve moderately experienced bicyclists. Most other roads in the Town have limited shoulders or lane width and are less suitable for use by less skilled or youth bicyclists.

C. Public Transit

There is no public transportation provided by the town. There is no rail or bus service that the residents can use to travel between the Village area and shopping areas in Pinardville. The Manchester Transit Authority provides bus service within the City of Manchester and nearby areas, including the St. Anselm area of Pinardville. Currently, its Pinardville route runs hourly on weekdays, from 6 am to 5 pm, and serves St. Anselm College and Rundlett Hill Road. Service does not extend beyond this area. Neither the state nor the Town currently provide park & ride facilities for commuters to use in Goffstown.

Interstate bus service is provided by Concord Trailways and Vermont Transit Lines between Manchester and major New England cities.

The School District provides bus transportation by contract with the Goffstown Truck Center. In the 1995-1996 school year, there were 21 buses transporting approximately 1,600 students [awaiting updated figures].

There is no public transportation for the elderly or persons with disabilities. Special Transit Service, Inc. (STS), a division of Easter Seal Society of New Hampshire which is located in Manchester, provides transportation upon request for a fee. It is Medicaid approved.

D. Taxi and Air Service

There are Manchester-based taxi and limousine companies that operate in the Goffstown area. The limousine companies provide daily service to and from the Manchester Airport, as well as to Logan Airport in Boston.

Passenger air service is provided at the Manchester Airport to major U.S. cities by several national airlines. Air freight service is also provided by several carriers.

4 Summary and Recommendations

This final section of this chapter provides a summary of the findings which have emanated from the analysis of the Town's transportation system conducted for the Master Plan Update. The summary of findings and issues has been grouped into ten Issue Areas which include:

- general issues;
- urban roads;
- rural roads;
- minor arterial roads;
- intersections;
- pedestrian travel;
- bicycle travel;
- public transit;
- parking; and
- environmental quality.

Each Issue Area begins with a section of background information which is followed by a series of issues, goals, recommendations, and action statements.

A. General Issues

Goal TRANS 1 - Have transportation improvements reflect the vision of Goffstown residents for the transportation system as a whole, and have improvements to the corridors address deficiencies in the entire transportation network and the impact of proposed changes on surrounding conditions.

B. Urban Roads

Urban roads are located in the village areas of Goffstown, with the major concentration in Goffstown Village (R1 and R2) and Pinardville. Grasmere's residential area is small but expanding rapidly. Urban roads are neighborhood roads and should support safe pedestrian and bicycle travel. Planning will play an important role in future development of these areas.

The condition of Goffstown's urban roads varies greatly. Many of the older roads are rough and narrow with steep grades. Sight distance at intersections

and road drainage are frequently inadequate. As a result, several of these roads are not suited for pedestrians and challenging for vehicular travel. A number of newer roads, while conforming to the standards at the time, share many of the same problems. The most recently constructed roads are wider and have sidewalks, and therefore, are safer for pedestrian travel but do not always blend well with their environment.

Goal TRANS 2- Ensure that urban roads provide adequate vehicular and pedestrian travel within the R1 and R2 zoning districts.

Action TRANS 1. Check the Town's Roadway Design Standards on an annual basis for continued suitability and update as needed.

Action TRANS 2. Upgrade urban roads in established areas upon reclamation to include a 3-4 ft. shoulder for pedestrian and bicycle use, where right-of-way and community character allow.

Objective TRANS 2-1 - New and established urban roads should have proper drainage.

Objective TRANS 2-2 - Older urban road intersections should conform to current intersection recommendations as topography, land ownership, community character and budget allow, as well as serve opportunities for access to new locations for smaller-scale mixed use nodal development along Route 114.

C. Rural Roads

Goffstown's rural roads reflect the topographic characteristics of the surrounding area. Many of these roads are narrow with limited sight lines due to the winding, hilly nature of the roadways. There are also a number of dangerous intersections.

There has been a considerable amount of scattered residential development on many of the rural roads in recent years which is increasing the intensity of traffic usage. Older secondary roads that were adequate in the past have become hazardous due to increased volume, combined with physical limitations. Existing rural roads have little or no provision for pedestrian and bicycle travel.

Increase in traffic and development has caused many roads originally classified as rural, to move toward the urban and arterial classifications. The result are roads and intersections that have difficulty handling the demands made of them. Several are physically failing due to the increased traffic. Inadequate drainage facilities or roadway surface is also of concern. Most rural roads have new residential development resulting in an increase in both pedestrian and bicycle travel.

Goal TRANS 3- Program structural improvements to rural roads as needed.

Goal TRANS 4 - Improve drainage on rural roads as needed.

D. Minor Arterial Roads & Connectivity

Increased development in Goffstown and surrounding towns has resulted in a major increase in traffic. Goffstown has felt these changes dramatically as the arterial roads used as commuter routes to Manchester and points south become more and more congested. The 1989 and 1990 Corridor Studies indicated that the traffic volume in the Village area will near capacity in 1995 and exceed capacity by 2005. They also stated that by 1995 "most of the corridor between Pinard Street and Daniel Plummer Road, and all of NH 114 from the NH 114A intersection westerly to Henry Bridge Road, will have reached capacity.¹" The physical limitations of the existing roadways to handle the increase in traffic and development are causing many failed intersections. The 2003 Corridor Management updated this information and provided information on anticipated Level of Service at key 114 intersections.

Goal TRANS 5 - Mitigate the congestion and improve the flow of traffic on the minor arterial roads in Goffstown.

Action TRANS 3. Establish multiple routes and increased connectivity for local and through traffic in Goffstown Village and Pinardville and in newly developed neighborhoods or village centers.

Portions of Main, North Mast, Church, and Depot, as well as White Street and Kendall Hadley Road will become recognized alternate routes to Mast Road through the Village. This is a cost-effective way to deal with traffic volumes, eliminating or delaying the need for excessive signalization. The effectiveness of this strategy should be continuously monitored.

Within Pinardville, the Route 114/114A Corridor Management Plan explores opportunities to create additional connectivity of residential streets. This would permit travel between residential streets without entering/exiting Mast Road. Care needs to be taken to not create problems with large volumes of cut-through neighborhood traffic. Traffic calming measures should be employed to ensure traffic speeds are in line with the residential character of streets.

As new neighborhoods are created, an interconnected network of streets should be created. Not every street needs to be a through street, but enough streets to allow vehicle as well as bicycle and pedestrian travel route options. This connectivity reduces the burden on collector streets.

Action TRANS 4. Construct a Depot Street extension beyond the current Department of Public Works site, which would exit onto North Mast Road between the cemetery and the Mobil Station.

This will provide an in-town alternate route for through traffic and local traffic. It is also a way in which transportation can enhance economic development by opening up access to industrial/commercial land. In addition, this improvement would provide an alternative traffic pattern which would permit greater flexibility in dealing with future traffic volumes.

¹ Corridor Plan for NH Routes 114A and 114 Goffstown NH, SNHPC, 1989, pg. 32
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This route should be used for through traffic and commercial strip development should be discouraged. Curb cuts should be limited.

Action TRANS 5. Investigate the feasibility of a park & ride program, possibly along the Goffstown/Weare and Goffstown/New Boston town lines.

Goal TRANS 6 - Provide safe, managed flow of traffic without excessive delays and congestion on minor arterial roads in Goffstown.

Action TRANS 6. Modify the zoning along Mast Road to that recommended in the Route 114/114A Corridor Management Plan.

The Corridor Management Plan recommends creating opportunities for small-scale mixed use nodal development (Neighborhood Commercial Centers) at intersections that are currently signalized and at intersections that are likely to be signalized due to safety and congestion problems. These traffic signals, as well as enhanced access management, can improve traffic flow while also accommodating mixed-use commercial/residential uses.

E. Intersections

Several intersections in the Town of Goffstown are at or near failure. Most are located in the Village along the Route 114 corridor. Increasing traffic along Goffstown Back Road is also beginning to cause delays and congested conditions at intersections in the Grasmere area.

Pinardville has experienced major improvements to some of its failed intersections. These improvements closely followed the recommendations of the 1988 Corridor Study. While these changes may have reduced the delays at intersections, they did little to improve pedestrian, bicycle or vehicular safety. Additional sidewalks with crosswalks were not included in these improvements. Also, a high number of accidents continue to occur at the Daniel Plummer/Mast Road intersection despite improvements. Further improvements are scheduled for the Pinardville area.

The Mast Road/Wallace Road intersection and the Mast Road/Mountain Road intersection are currently undergoing design studies to solve chronic congestion and safety problems at these locations.

Many intersections continue to be threatened due to increasing traffic, as well as the lack of funding for improvements. Short-term, creative solutions will be critical in order to accommodate current and anticipated traffic volumes. Intersections should be designed to safely accommodate pedestrians and bicyclists as well.

Goal TRANS 7 - Identify and improve problem intersections in Goffstown and minimize further strain on these intersections until they are improved.

Background

Goffstown has numerous *problem* intersections.

A problem intersection is defined as one which has a Level of Service F, or has a high rate of crashes according to police reports.

If a problem intersection is not scheduled for improvement on the Capital Improvement Program (CIP), then any substantial increase in the intensity of use of that intersection should be carefully evaluated by the Planning Board. If a proposed development will adversely impact such an intersection the Planning Board should consider requiring that appropriate capital improvements be implemented as part of the review/approval process. Where improvements such as traffic signals or roundabouts are needed, consider changing zoning to take utmost advantage of their traffic management capabilities.

The following intersections in Grasmere should be assessed to determine the existing Levels of Service and plans for improvements. Alternative and innovative traffic management techniques (new traffic control, reconfiguration of intersections, etc) should be considered

- Center Street/Henry Bridge Road
- Center Street/Tibbetts Hill Road
- Center Street/Tirrell Hill Road

Action TRANS 7. Consider intersections as part of a whole transportation network and solutions to problem intersections should take into consideration their impact on surrounding conditions.

Particular attention should be paid to those intersections previously noted for possible designation and zoning for Neighborhood Commercial Centers.

F. Pedestrian Travel

Pedestrian travel has not traditionally been a priority in the development of Goffstown's transportation system. As a result, many heavily developed (R1, R2, and Commercial zones) areas lack an interconnecting sidewalk system. Crosswalks are either poorly marked, due to the temporary nature of the crosswalk paint, or are nonexistent along heavily traveled intersections.

The Pinardville area hosts the densest commercial and residential development in the Goffstown community. While much of the shopping is in close proximity to the residential housing, pedestrian access to stores and malls is difficult due to the segmented sidewalk and crosswalk network. Despite improvements, the Daniel Plummer Road/Mast Road intersection fails to provide pedestrian access to a major shopping area in Pinardville.

The Goffstown Village area has a more comprehensive sidewalk system through its commercial district. Sidewalks exist on both sides of Main Street and crosswalks are present at several intersections. Like Pinardville, sidewalks are rare in established residential areas.

The Grasmere area is experiencing increased vehicular and pedestrian traffic volume along Center Street. This is due to the construction of the Mountain

View Middle School, new residential development in the vicinity, and the expected traffic increases that normally occur in Goffstown. There continues to be an opportunity for planning in this area since much of the development has been recent or is on-going. Unfortunately, the sidewalk system is already segmented and the pattern of limited planning for pedestrian travel continues.

As commercial development occurs within the community, it should be designed predominantly with a pedestrian-orientation rather than oriented to the automobile. This includes buildings oriented to the street (rather than the parking lot), connections from the street to building entrances, pedestrian-scaled signs, and building designs that are visually interesting (no blank walls along sidewalks, for example). Much of these considerations are contained in the Design Guidelines for Goffstown Village.

Goal TRANS 8 - Establish a connecting network of attractive, well-maintained, safe, ADA-compliant sidewalks and crosswalks in Goffstown Village, Grasmere and Pinardville and between and within neighborhoods.

Action TRANS 8. Provide pedestrian facilities in newly constructed residential developments (R1 and R2 zones).

Action TRANS 9. As improvements are made to rural and existing urban roads, wider shoulders should be provided to allow for easier pedestrian and bicycle travel.

Action TRANS 10. Conduct an ADA-compliance review of sidewalks within the Town.

Action TRANS 11. Provide visible crosswalks that are properly signed and marked and long lasting at locations where demand is high.

Action TRANS 12. Require pedestrian connections (with provisions for waivers where not feasible) between subdivision streets and between adjacent subdivisions to create an interconnected network of pedestrian-ways.

Action TRANS 13. Implement the network of pedestrian-ways identified within Pinardville and adjoining residential/commercial areas in the Corridor Management Plan.

Action TRANS 14. Implement the phased program of pedestrian and streetscape improvements identified in the Corridor Management Plan.

Action TRANS 15. Review zoning and site development ordinances to ensure pedestrian orientation.

G. Bicycle Travel

Bicycle travel has traditionally been given little attention in the past. There are currently no shared use pathways or widened shoulders on many major roads that can be used safely by bicyclists of all abilities. The old rail bed will

be used as a shared use path connecting the Goffstown Village area with Pinarville. The nature of the path will encourage its use as an alternate transportation route for travel in Goffstown and to nearby destinations in Manchester.

Goal TRANS 9 - Provide a safe, accessible system for bike/pedestrian travel.

Action TRANS 16. Pursue funding options to convert the old railroad bed into a shared use path for use by bicyclists and pedestrians.

Action TRANS 17. Widen shoulders as rural and urban roads are improved, where appropriate, to allow for safer bicycle travel.

Action TRANS 18. Establish bikeways on minor arterial roads. These roads typically have a greater width for wide lanes suitable for sharing, good pavement, and allow for commuting/utilitarian travel by bicycle. This is recommended by the Regional Transportation Plan and Transportation Improvement Program prepared by the Southern New Hampshire Planning Commission.

H. Public Transit

In the past the Manchester Transit Authority (MTA) provided bus travel linking Goffstown and Manchester. Due to lack of demand and increasing costs, this service was discontinued to all but the extreme southeast corner of Goffstown in Pinarville. The remaining routes provide travel throughout the City of Manchester.

There is no public transportation for the elderly or persons with disabilities. Special Transit Service, Inc. (STS), a division of Easter Seal Society of New Hampshire located in Manchester, will provide transportation upon request for a fee. The Salvation Army also has a network of volunteers who provide transportation for the infirm, disabled, and those who are house bound. This service is dependent upon the availability of volunteers.

As the population grows and commercial development occurs in the community it is important to consider ways to ensure that it can be served efficiently by transit in the future, should it become feasible. Much of this will be accomplished if development is pedestrian-oriented. One potential purpose of the Neighborhood Commercial Centers envisioned in the Corridor Management Plan (2003) is to create nodes of development that can be efficiently served by transit services in the future. A series of these nodes, anchored by the villages and connecting to Manchester could contribute to creating a critical mass of potential bus riders.

Goal TRANS 10 - Provide public transportation for those in need.

Goal TRANS 11 - Provide general/fixed route public transit service if the demand and need arise.

Action TRANS 19. Partner with human service providers, the MTA and the So. NH RPC to reevaluate the need for fixed route (regularly scheduled) bus service within Goffstown and for improved demand responsive service.

I. Parking

In the past, much of Goffstown's parking needs were met by on-street parking. Over time, increasing traffic has left less space for parked vehicles and a growing demand for parking space. The on-street parking that does exist causes frequent interruption in the traffic flow along the corridors and creates some safety issues.

Many existing urban roads in the village centers are narrow and do not have significant room for parked vehicles. There is inadequate space for vehicles at the Goffstown schools. High school students, unable to leave their cars in school lots, resort to parking their cars on the narrow urban roads.

Shared parking is a concept whereby parking spaces meet the parking demand of several land uses without having to duplicate parking. It enables shoppers or visitors to park once and visit multiple destinations. Shared parking also takes advantage of different peak parking demands of land uses. For instance, for restaurants and nightclubs, the peak parking demand occurs during early to late evening hours. For offices, peak demand occurs from morning to late afternoon. Because of these characteristics, the same parking spaces can be used by each land use. Zoning should reflect opportunities for shared parking.

The supply and demand of parking needs to be actively managed. Provisions should be made for retail employees to park in particular areas and not occupy spaces that should be available for valued customers (on-street parking spaces in front of businesses). A big part of a parking plan for a community involves ensuring that an area is pedestrian friendly to engender a "park and walk" program. Visitors should feel comfortable parking once and accomplishing multiple stops within a reasonable distance without driving to another parking space.

Interconnecting parking areas can reduce the amount of traffic that is required to enter and exit major streets and provide alternative travel routes within village areas.

Goal TRANS 12 - Develop parking plans for the village areas.

Action TRANS 20. Develop parking plans for Goffstown Village and Pinardville that includes a balance of public and private parking, incorporating opportunities for shared parking to minimize the area devoted to surface parking.

The parking system should provide for both centralized and shared parking. It should incorporate zoning changes and accommodate increases in development. Such a plan should make provisions for the following items.

- a) Identify areas for Park & Ride lots, including at the Goffstown/Weare and Goffstown/New Boston town lines. Discussions of a Park & Ride concept should be held with abutting towns.
- b) Identify areas within the business districts of Town that can be used for parking. These lots should be reserved for current or future parking needs.
- c) Develop plans for centralized parking lots in areas where zoning changes will introduce commercial or business uses. Centralized parking should be used to control traffic interruptions from traffic exiting and entering businesses located along the corridors. A pedestrian network will also be necessary to provide access to the local businesses from the parking site. The use of smaller, centralized lots is preferable to large centralized lots.
- d) Locate parking on a business site in general at the rear or side of the property and connect it where feasible to abutting parking areas. Limit and/or consolidate points of access and egress of vehicles. (This does not eliminate the need for centralized parking).
- e) Integrate aesthetics as an important component of the parking system. Screen parking areas with a "green fence" and provide internal landscaping where needed. An attractive community will encourage economic growth.
- f) Make all parking lots (new and existing) well marked and accessible. Signs should clearly and attractively direct visitors to appropriate parking areas.
- g) Evaluate access and egress of parcels for impacts to on-site traffic circulation, off-site traffic flow, turning movements, and sight distance. These evaluations should include a traffic impact analysis. Upon a change of land use, the Planning Board should encourage the development of shared parking and interconnect adjacent parcels of non-residential use, so as to manage the number of curb cuts and traffic on major streets.
- h) Concept of "public parking" that is shared among many retail/commercial and civic/public uses.

Goal TRANS 13 - Provide adequate parking at Goffstown Area Schools, particularly Goffstown High School.

Action TRANS 21. Encourage the School Administrative Unit (SAU) and the School Board to look at solutions that would eliminate the need for school-related parking on public streets.

J. Environmental and Aesthetic Quality

Until recently, most areas in Goffstown could be classified as rural. The mountains and lakes in Town attracted many tourists from the mid 1800s to the mid 1900s. Despite recent growth in population and traffic, Goffstown Village and Grasmere areas still retain a small town atmosphere.

Due to recent increases in vehicular traffic, Goffstown's urban and arterial roads have experienced changes that negatively affect the environmental and aesthetic quality of the surrounding areas. These changes are listed below. It should be noted that the first two items contribute to the queuing of cars, which negatively affects the quality of the air, as well as the overall quality of life of the surrounding areas.

1. The increasing use of signalized intersections, especially on Route 114A.
2. Extreme delays incurred at unsignalized intersections rated E and F.
3. Development in areas that contain designated scenic roads.
4. Airport expansion that has increased the amount of air traffic over Goffstown.

There are many benefits to addressing Goffstown's environmental and aesthetic concerns as they relate to transportation. Maintaining and enhancing Goffstown's rural and village atmosphere is beneficial to its residents as well as its businesses. Attractive communities are able to attract more business and can improve the quality of life of their residents. Careful planning of roads, bridges, bikeways, intersections, and pedestrian walkways can have a direct effect on preserving a small town way of life.

Goal TRANS 14 - Preserve and enhance Goffstown's rural atmosphere.

Action TRANS 22. Road improvements should include the following:

- a) **landscaping in parking areas, intersections, and circles;**
- b) **attractive bridge repair; and**
- c) **collector roads with "green screen" for major industrial or commercial complexes.**

Goal TRANS 15 - Maintain consistency with Goffstown's other goals when planning and implementing transportation projects in Goffstown.

Goal TRANS 16 - Focus changes in subdivision and zoning regulations to increase the connectivity of the street network and to ensure that a high degree of connectivity (vehicle, pedestrian and/or bicycle) in conjunction with new development.

Action TRANS 23. Review current planning requirements regarding street connectivity and design standards and evaluate long term opportunities for another river crossing to increase connectivity. Commercial or residential subdivisions or developments that are not connected to adjacent development should be the rare exception rather than typical.