

Transportation Report

Introduction

The Town of Goshen is located in the southeastern quadrant of Sullivan County. Goshen’s transportation system is comprised of rural highways. The Town is located in proximity to Interstates 89 and 91, which are two regional transportation corridors to major cities in the Northeast. The transportation system that serves Goshen has a fundamental influence on its land use patterns and is an important factor in short-term and long-term community planning.

Public Road System

The public road system in Goshen includes approximately 28 miles of roads. Table 1 summarizes the mileage of each legislative classification of road in the Town. Table 2 provides a more detailed summary of road conditions for Class V and VI roads and was based on a similar table in the 2002 Goshen Master Plan.

Table 1: Highway Mileage by Legislative Classification

Legislative Class	Description	Mileage
I	Class I, Trunk Line Highways , consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of cities and towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections. In Goshen, US Route 10 is in this class.	2.68
II	Class II, State Aid Highways , consist of all existing or proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the satisfaction of the Commissioner of Transportation are maintained and reconstructed by the State. All bridges improved to state standards on Class II highways are maintained by the State. All other bridges on the Class II system shall be maintained by the city or town until such improvement is made. Bridge Aid funds may be utilized to effect such improvements. In Goshen, Brook Road and NH Route 31 are in this class.	8.31
V	Class V, Rural Highways , consist of all other traveled highways which the town has the duty to maintain regularly. The Town-maintained roads in Goshen are listed in Table 2.	13.92
VI	Class VI, Non-maintained Highways , consist of all other existing public ways, including highways discontinued as open highways, and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon for five (5) successive years or more. However, if a city or town accepts from the state a Class V highway established to provide a property owner or property owners with highway access to such property because of a taking under RSA 230:14, then notwithstanding RSA 229:5, VII, such a highway shall not lapse to Class VI status due to failure of the city or town to maintain and repair it for five (5) successive years, and the municipality’s duty of maintenance shall not terminate, except with the written consent of the property owner or property owners. The Town non-maintained roads in Goshen are listed in Table 2.	3.72
TOTAL		28.63

Table 2: Highway Statistics—Class V and Class VI Roads in Goshen

Road Name	Class: V or VI	Length (mi)	Width (ft)	Surface Type	Bridges & Culverts
Ball Park Rd	V	1.161	16	GR	CU/BR
Brickyard Rd	V	0.62	10	GR	CU
Center Rd	V	1.826	18	GR/BP	CU
	VI	0.312	6	*	*
Cross Rd	V	2.088	18	GR	CU/BR
DeRo Rd	VI	1.062	8	GR	CU/BR
Ekberg Rd	V	0.196	6	GR	CU
Four Corners Rd	V	0.254	8	GR	CU
Lear Hill Rd	V	0.596	18	BP	CU/BR
Lempster Coach Rd	V	1.058	17	GR	CU/BR
	VI	0.844	6	GR	CU
Meadow Rd	V	0.134	12	GR	
Messer Rd	V	0.453	8	GR	CU
Mountain Rd	V	0.556	6	GR	CU
	VI	0.559	6		
Mummery Rd East	V	0.228	6	GR	CU/BR
Mummery Rd West	V	0.281	6	GR	CU/BR
Old Province Rd	V	0.44	18		
Page Hill Rd	V	0.201	8	GR	CU
	VI	0.639	4		
Parker Rd	VI	0.308	4		
Province Rd	V	2.554	9	GR/BP	CU
Rand Pond Rd	V	1.135	10	GR	CU
Sholes Rd	V	0.138	12	MIX BIT	CU

Surface Type: BP=Bituminous Penetration, GR=Gravel, MIX BIT=Mixed Bituminous

Bridges & Cluverts: BR=Bridge(s) along road segment, CU=Culvert(s) along road segment

Source: 2002 Goshen MP (Name, Surface Type, Bridges & Culverts); NHDOT 2010 Road Inventory (Class, Length)

Road and Bridge Maintenance

Maintenance of Town roads is a major cost to the community and should be managed responsibly. It is important to seek a consensus in the community regarding how best to balance the cost of roadway maintenance with the necessary and critical role roads and bridges play in daily activities and commerce.

State Highway Maintenance

The NHDOT maintains data on the condition of three state roads in Goshen as part of its statewide road maintenance management program: NH 10, NH 31, and Brook Road. NHDOT’s data indicates that the entire lengths of NH 10 and NH 31 in Goshen currently

require “major” work (e.g. full-depth reconstruction) and Brook Road requires “some” work (e.g. pavement rehabilitation).

The UVLSRPC Transportation Advisory Committee had strongly supported a proposal by NHDOT to reconstruct NH Route 10 from downtown Newport through Goshen and Lempster (ending at the Marlow Town Line). However, due to statewide budget shortfalls, this project was removed from the state’s Ten-Year Transportation Improvement Plan in 2007. While there is no specific timeline on these plans, the UVLSRPC will continue to advocate for its addition to the Transportation Improvement Plan.

Bridge maintenance is another important function provided by NHDOT statewide. The NHDOT also has in its database of bridge projects the replacement of the Cross Road Bridge over Gunnison Brook. This project is identified as a State/Town-funded project that is projected to be accomplished in 2011.

Sometimes improvements to state-maintained highways have, historically, resulted in negative impacts to the character of the community. NHDOT recognizes these past errors and seeks to implement context-sensitive design practices to implement compatible and beneficial roadway improvements for existing and future land uses. Of specific concern in Goshen is how future improvements to NH Route 10 may impact the character of the village center and roadway use of non-motorized modes of travel (e.g. pedestrians and bicycles).

Class VI Roads and Private Roads as Emergency Lanes

The 2002 Master Plan states: “The Class VI roads should be kept passable as fire lanes and available for public recreation”. RSA 229:5 defines the State Highway classifications. According to this RSA Class VI roads attain their status effectively through to lack of regular maintenance for five consecutive years. Conversely, a municipality may unintentionally cause a Class VI road to legally revert back to a Class V road with regular maintenance that would render it passable year-round, as would be expected with keeping the road passable for emergency purposes. RSA 231:59-a provides a exemption for the maintenance of Class VI roads and private ways as emergency lanes. This statute specifies a public process for the Town Selectboard to identify such emergency lanes. This process will facilitate the 2002 Master Plan recommendation.

Road and Highway Access

Goshen recognizes the relationship between land use and transportation as well as the long-term costs of maintaining existing and new roads. Part of the effort of road maintenance involves the management of highway access. NHDOT issues driveway access permits for state-maintained roadways. In Goshen, which has adopted land use regulations, the planning board has power to review access to town roads and adopt design standards for new facilities. Accordingly, in 2003, Goshen adopted and published driveway regulations and permit application procedures for access to Town-maintained roads. The Select Board also posted Class VI roads with year-round weight limits in 2007 and adopted a policy related to building on Class VI roads. It is important for the Town to periodically review its adopted standards to ensure that best practices are being met.

Because the NHDOT regulates the issuance of driveway access permits on state highways and the Town of Goshen regulates the use and development of parcels adjoining those highways, managing access to state highways must be a cooperative effort between the two parties. To facilitate this cooperation, the NHDOT has shown a willingness to enter into Memorandums of Understanding with communities to coordinate access management on state highways and development of the adjacent land. The Town of Goshen should consider the possibility of entering into such an agreement with the NHDOT to cooperatively manage access in the Route 10, Route 31, and Brook Road corridors.

Traffic in Goshen

The traffic counts collected in Goshen focus on state highways or locations adjacent to these highways. Table 3 provides a summary of the NHDOT-maintained traffic counts at stations in Goshen and at Town lines. Given the character of development, the layout of roadways, and the following information, it is apparent that congestion is not an immediate concern for the Town or its residents.

Table 3: Average Annual Daily Traffic (AADT) for Roads in Goshen

Location	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
NH 10 at Goshen/Newport town line		3300	-	3100	3300	-	-	2800	-	-	2750*
NH 10 at Goshen/Lempster town line		1900	-	1900	2200	-	-	2300	-	-	2150*
NH 31 near intersection of NH 10		1000	-	1000	1000	-	-	1100	-	-	1075*
Brook Rd near intersection with NH 10		1200	-	-	1300	-	-	1300	-	-	1275*
NH 10 just south of intersection with NH 31		2100	-	-	2300	-	-	2400	-	-	2250*
Lear Hill Road over south branch of Sugar River	490		-	360	570	-	-	350	-	-	400*

*Traffic volumes for 2010 are presented as raw data without NHDOT adjustments to represent AADT.
 Source: NHDOT (2002-2009 Traffic Counts), UVLSRPC (2010 Traffic Counts)

Scenic Roads

The Scenic Road designation permitted under state law protects trees and stone walls situated on the public right-of-way of a particular road. This tool can help in the preservation of the rural, scenic and historical landscape in a town. Goshen currently has no

roads with this designation. Candidate roads may include Center Road, Lempster Coach Road, and Mill Village Road.

The procedure under RSA 231:157 allows 10 or more persons who are voters of the town or whose lands abut the proposed designated road to petition for a vote to be held at Town Meeting to consider the proposal, with Class I and II highways being excluded from this law. After Town Meeting designation, any repair, maintenance, reconstruction or paving work shall not involve or include the cutting or removal of trees, or the tearing down or destruction of stone walls, except with the prior written consent of the planning board or other designated municipal body and following a public hearing. However, the limited removal of natural and man-made obstructions is allowed for trees that are "public nuisances" threatening safety or property and for restoring the service of a public utility under emergency circumstances.

Per RSA 231:158, the Scenic Road classification does not affect the town's eligibility to receive state aid for road construction, nor does it affect the rights of abutting landowners to work on their own property.

Local and Regional Transportation Services

Human Service Public Transportation

At the time of this report there are no direct public transportation services in the Town of Goshen. However, Community Alliance Transportation Services offers regularly scheduled transportation services nearby in Newport. There are also a number of community organizations that provide volunteer, county-wide transportation services to individuals in need for appointments like non-emergency medical visits. The Sullivan County Directory of Community Transportation Services is available for view or download at <http://www.sullivancountytrcc.org>.

Passenger Bus, Rail, and Air Services

Passenger Bus:

- Greyhound Bus Lines (formerly Vermont Transit) and Dartmouth Coach both operate private, for-profit intercity bus services that serve the region. Each service has regularly scheduled routes. Greyhound Bus provides services to Burlington, Montreal, Boston, and New York City (via connection). Dartmouth Coach provides direct services to Boston (and Logan Airport), Stamford, and New York City. Bus schedules and information on stops and stations close to Goshen can be obtained from the individual service providers.

Passenger Air Travel:

- Lebanon Airport provides passenger air service to Boston, Massachusetts, and White Plains, New York. The Lebanon Airport is also a fully-equipped general aviation airport with ample hangar space. In 2009, the Lebanon Airport served approximately

12,000 passengers. There are also a number of general aviation airports in nearby communities that serve private aircraft including Claremont and Newport.

- The Manchester-Boston Regional Airport is located approximately 65 miles from the Town of Goshen. This airport is served by six airlines and offers non-stop service to nearly 20 destinations both in the continental United States and Canada. In 2009, the Manchester-Boston Regional Airport served nearly 3 million passengers.

Passenger Rail:

- AMTRAK's "Vermont" passenger rail service, operating between Montreal and Washington, D.C. via New York City, makes one stop per day in each direction in Claremont Junction about 20 miles from Goshen.

Park-and-Ride Facilities

Park-and-Ride facilities can reduce the prevalence of single-occupant vehicle use by providing a point for people from rural areas to collect and carpool to common destinations. Goshen could sponsor a park-and-ride facility as a community transportation and energy conservation initiative. Implementing a park-and-ride facility does not require a new parking lot; existing public or private parking areas not typically used on weekdays or currently under-utilized can have a secondary benefit, with owner permission, as a park-and-ride facility.

Analysis Summary

- Goshen's road network constitutes the major component of the community's overall transportation infrastructure.
- The Town maintains nearly 14 miles of highways. NHDOT maintains approximately 11 miles. An additional 3.7 miles of roads in Goshen are non-maintained roadways and public ways held by the Town.
- Road and bridge maintenance costs are a major portion of the annual Town budget.
- Goshen should consider entering into a Memorandum of Understanding with NHDOT to cooperatively manage new applications for driveway access to state-maintained highways in Town.
- Goshen should maintain communications with NHDOT regarding pending road improvement projects to ensure implementation of context-sensitive design practices to maintain the character of important community features and address non-motorized uses of state highways.
- Data from the six traffic count stations in Goshen indicate a general, upward trend in traffic volumes from 2003 to 2007. However, this trend is not apparent in the 2010 raw data, and traffic congestion is not an immediate concern for the Town.
- The Town should periodically review its land use regulations to ensure all roadway and driveway requirements are consistent with best management practices.

- Goshen is situated within reasonable proximity to important regional modes of transportation: two interstate highways, railway service, two bus lines, and two regional airports with regular, scheduled passenger service.
- There is opportunity to specify emergency lanes along private and Class VI roads in Goshen. This process should follow the statutory outline in RSA 231:59-a.
- Using the information available from the Sullivan County Directory of Community Transportation Services (<http://www.sullivancountyrcc.org>) Goshen can evaluate how existing services can benefit the community and develop a plan to expand possible services to community members.
- Designate scenic roads in the community starting with Center Road and Lempster Coach Road as potential first-round candidate roads.