NCC Transportation Advisory Committee Meeting

Meeting Minutes

Granite State Room at the UNH Extension / Fish & Game building

629 Main Street, Lancaster, NH 03584

Wednesday, November 10th, 2021

10:00 AM – 12:00 PM

MEMBERS IN PERSON	MEMBERS VIRTUAL	OTHERS IN PERSON	OTHERS VIRTUAL
Stan Judge (Shelburne)	Mark Decoteau (Waterville Valley)	Michelle Moren-Grey (NCC)	Katie Lamb (NCC)
Paul Robitaille (Gorham)		Brian Bresnahan (Kuster)	Lucy St John (NHDOT)
Rosalind Page (Lisbon)		James Steele (NCC)	Bill Watson (NHDOT)
Carl Martland (Sugar Hill)		Jared Cape (NCC)	Tim White (NHDES)
Robin Irving (North Umberland)			Ricky DiCillio (NHDES)
Doug Damko (Littleton)			Jessica Wilcox (NHDES)

1. ATTENDANCE

The meeting began at 10:03 am and a roll call of all in attendance was performed.

2. REVIEW AND APPROVAL OF JULY TAC MINUTES

An in-person quorum was not present to vote on this business.

3. NH CLEAN DIESEL PROGRAM

Ricky DiCillio provided an overview of the NH Clean Diesel Program. The current program is funded at approximately $800,000, an increase from $200,000 in 2018. The application and reporting requirements have been streamlined. Municipalities, school districts, businesses, and state agencies may apply. The program can be used to fund projects that: replace diesel vehicles/engines/equipment with alternative fuel or electric (bonus points awarded); replace old diesel with newer, cleaner diesel; install idle reduction to vehicles/equipment; and install shore power/electrified parking spaces for

long-haul trucks, locomotives, and marine engines to reduce idling. Project proposals are due December 17th at 4 pm. Notification of project selection will occur around January 21st, 2022. All project must be completed by September 30th. Mark Decoteau asked if orders can be made before that deadline with receipt of the equipment to occur after the deadline. DiCillio said that project extensions are possible and that they would be happy to work with communities. This program provides reimbursement and will not cover cost incurred before project approval. The percent of reimbursement varies based on project type. For more information, check out the presentation slides at https://bit.ly/NHCleanDiesel2021 or visit the NHDES page at https://www.des.nh.gov/business-and-community/loans-and-grants/dera .

Jessica Wilcox gave a brief overview of the Granite State Clean Cities Coalition (GSCCC). They offer an alternative fuels data center. The data center includes tools and resources such as: a vehicle search tool, an ownership cost calculator, information on laws and incentives, and case studies. They are happy to offer technical assistance and problem solving. GSCCC hosted a webinar series and has the information available on their website. For more information, check out the presentation slides at https://bit.ly/NHCleanDiesel2021, visit the GSCCC page at www.granitestatecleancities.nh.gov, or explore the alternative fuels data center at afdc.energy.gov .

4. NORTH COUNTRY CONNECTIONS (2021 REGIONAL TRANPORTATION PLAN)

Katie Lamb gave a short overview of the changes made to North Country Connections. These changes included: the addition of an appendix that gives examples of work that would be done under each goal, an expanded conversation on regional issues (such as freight movement and outdoor recreation/trails), more data for each corridor, and an online transportation resources map to pull multiple data sources into one easy to navigate place.

Robin Irving stated that goal 4 could be better defined in terms of transportation. Carl Martland stated the addition to the appendix might cover those concerns by offering strategies. Irving agreed that the appendix made it clearer. She suggested highlighting the appendix more in the goals section.

Martland raised concerns about the cartography of the first map for each corridor. He suggests changing the color scheme so that both maps share similarities.

Irving asked if the new style of transportation plan was unique to North Country Council. Michelle Moren-Grey responded that the corridor approach will be the same as other RPCs and that the focused format should be similar to other RPCs in order to increase accessibility. Lamb concurred. Irving said that she was impressed with the new plan format and found it useful. She also raised concerns with internet accessibility for the North Country. Moren-Grey stated that it's a balancing act with keeping information current. If a user does not have access to the internet, the council is more than happy to provide hard copies of the information. It was suggested that the contact information be added to pg 29. Martland added that past resources can be useful and that the plan should refer to the 2015 plan as an additional resource with more information. He suggested adding information on

the 2015 plan as an appendix item. Irving concurred. Paul Robitaille said that his planning board would actually read the streamlined plan. Irving agreed. Moren-Grey said that more revision can be done to hit a good balance.

5. UPDATES

North Country Council

- Lamb noted that NCC collaborated in Whitefield on a pop-up infrastructure project during the first week of September. More that 20 people provided positive feedback during setup. Additionally, more than 50 feedback forms were filled out. A summary report was written. More information on this project can be found at http://www.nccouncil.org/project-showcase/ .

- Lamb stated that NCC had created transportation service brochures with information on services and driver positions. Copies of the brochures are available upon request.

- Lamb announced that NCC partnered with Cross NH Adventure Trails to get funding for the Ride & Rack program. NCC is still in contention for the People for Bikes grant after clearing the first round. The awards are expected to be announced by the beginning of December.

- Lastly, Lamb shared that her last day with the council is November 11th.

Scenic Byways

Martland mentioned that NCSBC met in the historical Lisbon Rail Station. The historical society wants to make their new space a bus stop. He also stated that nominations for the scenic byways awards had closed and winners are to be announced next week. The program will continue next year. NCSBC will meet next in spring.

Communities

- Waterville Valley: Speed boards were installed to support speed enforcement. The equipment can collect traffic count data. They counted ~200,000 vehicles passed by the boards in October. The community is interested in the historical data along NH49.

- Gorham: Applaud to NHDOT addressing drainage near retaining wall and understands it will need to be reengineered and is part of the TYP. Roubitaille brought pictures. The community also saw high traffic volumes this year.

- Shelburne: NHDOT completed signage improvements on North and Meadow Rd. Cyclists volumes having been increasing on the xNHAT. Stan Judge also complimented the NH 16 improvements.

- Northumberland: The TAP sidewalk project should be moving forward. Irving is now a planner for Lancaster. The town is now budgeting for a town administrator. A grant project being pursued with NCIC could encourage rail freight in the area.

- Littleton: The town has a new town manager. Littleton is packaging many projects into an EDA tourism grant. The TAP sidewalk project is in final engineering and should be complete by the end of 2022. An old pedestrian bridge will be replaced. Main St Phase II is still being worked on. The first phase of rail trail development is complete with more phases to go in partnership with xNHAT. Parking improvements are being worked on by removing a structure to expand parking and creating a wayfinding signage program.

- Lisbon: Cross xNHAT installed bike repair station. Cyclists have increased in volume. The town is excited to see the intersection improvement included in the RTP. Drainage projects have also been done on NH 117.

- Sugar Hill: The NHDOT paved NH 117. Unfortunately, local roads are not at a same grade so cars must navigate the step up/down. A new solar array was installed behind the town garage. At the TYP hearing, it was noted that some areas have a lot of signs that diminish views. DOT has been responsive to communities when listening to impact statements. Lamb noted the signage program just ended meant to mitigate lane departures, a significant cause of accidents especially for those not familiar with the area.

Congresswoman Kuster's Office

The NBRC will receive $105m in additional funding that will be spent until expended on broadband projects. More information will be available after the signing of the newly passed infrastructure bill. Money will be available for highways, rail, and airports. If communities want more information on the bill, Brian Bresnahan will perform research.

NHDOT

They appreciated the complements and that concerns raised have been noted. They are happy to help supply the traffic data to Waterville Valley. They echoed the expanded opportunity regarding the infrastructure bill including highways, bridges, and EV infrastructure. There are GACIT meetings today and November 22nd that are hybrid, if people were interested in attending.

ADJOURN

After thanking Katie Lamb for her incredible service, the meeting adjourned at 11:25 am.

Respectfully submitted by Jared Cape

April 15th, 2022

NORTH COUNTRY COUNCIL
COMMUNITY PLANNING AND DEVELOPMENT

Regional Planning Commission & Economic Development District

Solicitation for FY 2025-2034 Ten-Year Transportation Improvement Plan Projects

Pursuant to RSA 228:99 and RSA 240, the North Country Council Regional Planning Commission (NCC) is soliciting for projects from its member communities and partner agencies to be considered for inclusion in New Hampshire's FY 2025-2034 Ten-Year Transportation Improvement Plan. The Ten-Year Transportation Improvement Plan (TYP) is updated biennially and serves as the State of New Hampshire's capital improvement program for infrastructure across all modes of transportation.

Based on anticipated revenues, the NCC expects to program $6.1 Million for new transportation projects in the region in this TYP update cycle.

To help us communicate our region's priorities to the NHDOT and the Governor's Advisory Commission on Intermodal Transportation (GACIT), we ask that your community consider the following three questions.

1. Are there any new projects needed in your community that you would like to be considered for inclusion in the Ten-Year Plan?
2. Are there any projects currently on the Ten-Year Plan in your community that are no longer needed?
3. Are there any projects currently on the Ten-Year Plan in your community that should be advanced, delayed, or revised in scope or cost?

If your community would like to submit a new project for consideration, a Project Proposal Form is required. A copy of the Project Proposal Form has been included, and an electronic version is available at https://bit.ly/NCCTYPForm.

A summary of the projects from the NCC region in the current (FY 2023-2032) TYP has also been included for your reference.

Once we have received responses from communities about new projects and proposed project changes, the NCC Transportation Advisory Committee (TAC) will evaluate the projects against statewide criteria and recommend regional priorities for inclusion in the plan. To be considered for inclusion in the TYP, your community must respond to the NCC with a completed Project Proposal Form (either by hard copy or electronically) by Friday, July 1, 2022. As always, NCC staff is available to provide technical assistance (at no cost to you) to help you complete the Project Proposal Form and compile any information or data needed to support your community's application.

Thank you again for your assistance in the Ten-Year Plan development process. If you have any questions or require further information, please do not hesitate to call me at (603) 444-6303 ext. 2021 or e-mail me at naltonaga@nccouncil.org.

Sincerely,

Nicholas Altonaga, CFM
Transportation Planner

Transportation Project Proposal Form

NORTH COUNTRY COUNCIL
COMMUNITY PLANNING AND DEVELOPMENT

Contact Information

Full Name_____ **Municipality**_____

Email_____ **Affiliation**_____

Phone Number_____ **Title/Position**_____

Transportation Project Information

Name/Title of Project_____

Please select the project type(s):

- ☐ **Highway Improvements** (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements)
- ☐ **Asset Management** (bridge rehabilitation, bridge replacement, pavement repair/replacement)
- ☐ **Bicycle and Pedestrian Improvements** (sidewalks, bike trails, multi-use paths, traffic calming improvements)
- ☐ **Planning Studies** (road diets, corridor studies, network studies, pedestrian/cyclist safety studies)
- ☐ **Infrastructure-related Travel Demand Management** (park & ride lots, transit or HOV lanes, priority signalization, bus shelters, intermodal transportation centers)

Where is this project located? *(road names, nearby facilities/landmarks)*

_____

What is the scale of this project? *(please provide approximate measurements in feet; you can use Google Maps measuring tool to estimate distances)*

_____

Purpose, Need, and Scope

Please provide the Purpose Statement for this project.

ex: "The purpose of this project is to support increased non-motorized activity by addressing safety issues resulting from unsafe vehicle speeds and inadequate protections for pedestrians on Main Street between 1st and 2nd Street."

_____

_____

_____

_____

Please provide the Need Statement for this project.

ex: "The section of Main St between 1st Street and 2nd Street is unsafe for pedestrians. This section is in the center of the city's commercial district concentrated with jobs and small businesses. In the past 5 years there have 15 crashes in this section of Main St: two resulted in serious injuries to pedestrians and one resulted in a pedestrian fatality. Continued local economic development depends on increased walkability and safety for pedestrians."

Please outline the project scope.

ex: "Install pedestrian crossings on Main Street at 1st and 2nd street intersections and at mid-block, including pedestrian refuge medians, other streetscaping and traffic calming infrastructure."

Please provide any additional information about this project. *(local knowledge/insight, relevant studies/data, infrastructure needs, etc.)*

Supplementary Information

Please note that these questions are not required to make an initial submission. If you are not able to provide answers to some or all of these questions at this time, please leave the question(s) blank and [RPC name] staff will reach out to provide assistance.

How involved has the public been in this project proposal so far?

(please make note of any dates, agenda items, minutes from public meetings, and decisions influenced by public involvement)

Are there opportunities for further public discussion of this project in the near future?

Will the project be managed locally?

What alternative options or methods have been considered to address this need and what makes this project proposal the best option?

Please provide evidence supporting this project, including letters of support.
(review list of documents, letters of support, data sources, plans, guidance, maps, etc. that will serve as sources of information to bolster the application; please note what and where you are referencing from)

Submission

Please return this form to North Country Council at: 161 Main Street, Littleton, NH 03561 or via email to Transportation Planner Nick Altonaga at naltonaga@nccouncil.org. Please attach any relevant documents, maps, cost estimates, and data along with this form:

- ☐ Local Plans/Master Plans
- ☐ Cost Estimate
- ☐ Local Police Crash Data
- ☐ Maps
- ☐ Transit Operator Data
- ☐ Development Studies
- ☐ Bike/Pedestrian Surveys
- ☐ Project Scope
- ☐ Conceptual Designs

North Country Connections

Regional Transportation Plan
November 2021

THANK YOU

to all who took time to respond to the survey and the town officials and TAC members who have coordinated with staff during the development of this plan.

Cover page photo information:

Jackson Honeymoon Bridge, unknown (top left)
Littleton Main Street, Littleton Area Chamber of Commerce (top middle)
Lincoln Main Street, Alpine Digital Media (top right)
Tri-County Transit bus, TCCAP (bottom left)
Ammonoosuc Rail Trail, Katie Lamb (bottom middle)
Conway Main Street, unknown (bottom right)
Franconia Notch, Chris Whiton Photography (background)

NORTH COUNTRY COUNCIL
COMMUNITY PLANNING AND DEVELOPMENT

North Country Council
161 Main Street
Littleton, NH 3561
http://www.nccouncil.org/

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INTRODUCTION

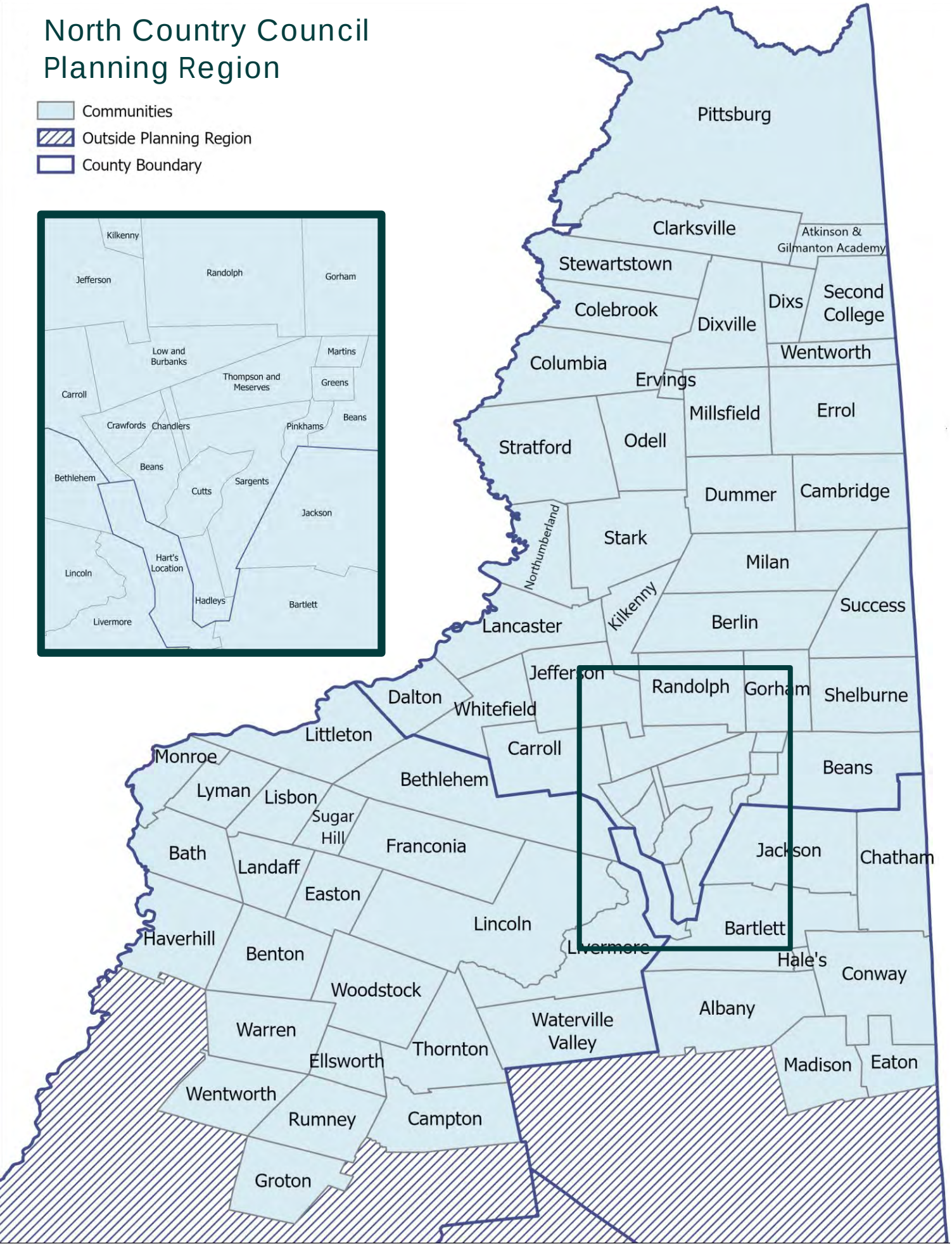
About North Country Council

Established in 1973, North Country Council has been providing land use, transportation, environmental, and economic development planning services for over 40 years. We are one of nine Regional Planning Commissions established by NH RSA 36:46, that serves 50 communities across Coos County and the northern halves of Carroll and Grafton Counties. The Council plays an advisory role to local governments in order to promote coordinated planning, orderly growth, efficient land use, and transportation access. The Council supports the region and its individual communities in addressing challenges and seizing opportunities. We do so by providing technical assistance and ongoing forums for regional collaboration. Our services assist the region in planning for a better future and finding practical solutions to identified challenges. In addition to being a Regional Planning Commission, North Country Council is a federally-designated Economic Development District by the US Economic Development Administration, through which we assist communities in accessing certain federal funding opportunities.

Mission

It is the mission of North Country Council to encourage effective community and regional planning for the development of economic opportunity and the conservation of natural, cultural and economic resources. This will be accomplished by providing information, regional advocacy, technical assistance, community education, and direct service to the region, its organizations, and political subdivisions.

North Country Council Planning Region



About This Plan

North Country Connections is the latest iteration of the North Country Council planning region's Regional Transportation Plan. RSA Chapter 36 requires regional planning commissions to prepare a plan for the development of the region. Funding from the Federal Sustainable Communities Regional Planning Initiative through a grant to the state's nine regional planning commissions, administered by the Department of Housing and Urban Development (HUD), enabled North Country Council to conduct a three year public engagement process from 2011-2014 to identify the region's high priority needs and develop a set of consensus-based strategies for addressing those needs. That process led to the adoption of A Plan for New Hampshire's North Country, which serves as the overarching guide for the development of the region; pursuant to RSA Chapter 36.

Funding from FHWA administered by NH Department of Transportation enabled the development of North Country Connections, which provides education on transportation planning in the North Country, updated public input and priorities, and examines the transportation system in more detail. North Country Connections is a policy document that will guide North Country Council, the New Hampshire Department of Transportation (NHDOT), member communities and partner organizations in making important decisions regarding transportation and other key issues.

For more information on the Federal transportation acts and laws in place guiding this plan, see Appendix A.

Public Engagement

Online Interactive Map

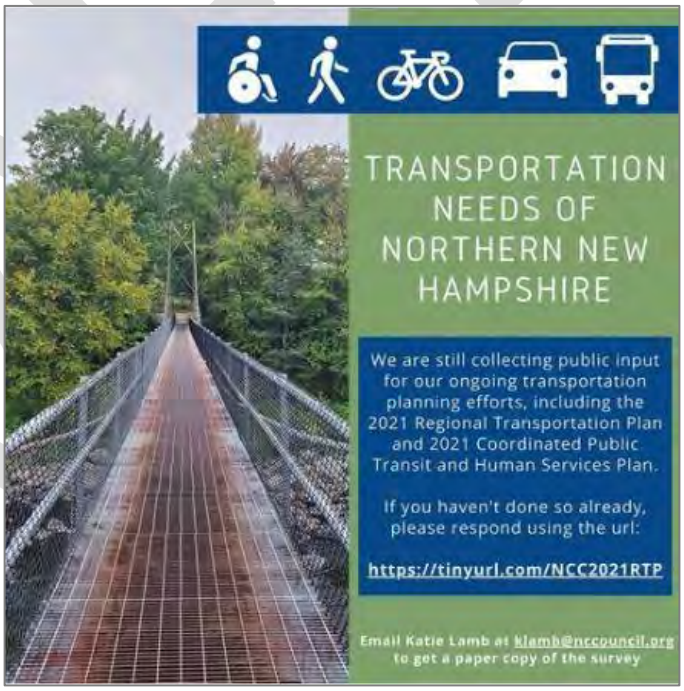
An online interactive map was made available in early 2019 and ran until spring 2021. This map allowed anyone to add points to the map and include narrative on an issue, challenge, opportunity, or need they were highlighting. The link was available on the North Country Council website, along with guidance on how to add to the map. We received a total of 39 entries and over 200 views. There was a variety of entries, from issues such as traffic congestion during peak times at a specific location to identification of improved pedestrian and bicycle access through an area. Many of the entries reflected similar comments made within the survey.

Outreach

North Country Council mailed outreach letters to each community within the region regarding the update of the Regional Transportation Plan (RTP) in both 2019 and 2020, the second of which were accompanied by paper copies of the survey conducted to gather public input. In addition, staff gave a presentations on the RTP in Berlin, Easton, and Waterville Valley in 2019.

Survey

A survey was created to understand the travel behaviors of residents around the region, as well as their thoughts on transportation issues, challenges, opportunity, and needs in the region. Due to the changes in travel behavior seen by the effects of COVID-19, survey respondents were also asked about how their behavior has changed, what changes they are likely to keep after the pandemic, and how economic pressures may effect their transportation choice. The survey was available on the North Country Council website with instructions on how to request a paper version. Survey responses were collected from August 2020 until the end of May 2021. A total of 230 responses were received during this time period. For a summary of the responses that informed this plan, see Appendix B.



Social Media

To help spread awareness of the plan's update and public input opportunities, multiple posts were made on North Country Council's Instagram and Facebook pages. These posts were also reshared by other organizations and users.

Note About Public Input Efforts

We regret not being able to hold more in-person public input sessions, such as open houses, tabling at events, or surveying people in person. Since the majority of our public input was collected during the COVID-19 pandemic, we were limited in our options. In the coming years we intend to provide more opportunities for public input and use it to inform any revisions made to this plan.

How To Use This Plan

North Country Connections is the regional transportation plan for the North Country Council planning region. This plan is not intended to be read from cover to cover and should rather be used as a resource to reference and help guide regional transportation policy and investment. It is our intention that this plan can be used by community representatives and local officials, members of regional transportation committees, and the general public.

While reading this plan, you may come across terms you do not recognize or are unsure of their definition. We have tried our best to limit confusion and make this plan as accessible as possible by either providing definitions in a callout box on the same page and/or have been italicized and its definition is provided within the Glossary, found in Appendix C. Additionally, a list of acronyms has been provided in Appendix D.

If you are a community representative or local official

If you are representing a municipality in the North Country Council region it is recommended that you identify the *corridor* your community is located in. There are fourteen different corridors identified in North Country Connections. In some cases, your community may be part of more than one corridor. This section also has valuable data that is helpful for understanding transportation-related trends in your corridor area. In the last section of this plan, you will find the Regional Transportation Improvement Program (RTIP). This is a list of identified projects and planning initiatives across the region, all of which are included within the corridor sections as well. Some of these projects have been programmed and funded, others are identified needs or opportunities that still require data collection, designs, or planning support. The RTIP will give you a sense of today's regional transportation priorities and their potential impact on your community. Ask yourself how these projects will impact your community. What other projects should the region be considering that will be mutually beneficial for other towns in your corridor? You can contact North Country Council to let us know about your community's ideas for projects or planning initiatives at any time. A good time to do this is each even numbered year in the Spring & Summer when North Country Council requests project ideas for the New Hampshire Ten Year Transportation Improvement Plan (TYP).

CORRIDOR

a regionally significant stretch of road, typically a US or NH Route

Another important reason to consult the plan is to provide a regional perspective to your community's Master Plan. In preparing North Country Connections, North Country Council consulted Master Plans within the region in order to identify visions and goals present within the North Country region. If your community is updating its Master Plan, you are strongly encouraged to examine this Plan's Vision, Approach, Goals and Objectives section and try to consider how your community's plans fit with the regional plan. What are similarities and differences of goals and objectives and what kind of strategies are you implementing to further the regional goals and objectives? For example, are there potential partnerships with neighboring communities to establish passenger transportation services in order to improve accessibility and address Objective 1C?

If you are a member of a Regional Transportation Committee

The North Country Council Transportation Advisory Committee (TAC), Grafton-Coos Regional Coordinating Council (GCRCC), and Carroll County Regional Coordinating Council (CCRCC) are three transportation advisory groups currently affiliated with North Country Council. Each committee is encouraged to advance the vision, approach, goals and objectives of North Country Connections through their own projects and other activities. The TAC is a longstanding committee representing North Country Council's member communities. Staff and its Board of Directors consult with TAC to perform official North Country Council transportation-related business. This includes coordination and consultation with the New Hampshire Department of Transportation (NHDOT) and Federal Highway Administration (FHWA), regional reviews of transportation grant applications to NHDOT, evaluating North Country Council specific transportation documents such as North Country Connections, and a biennial review of Ten Year Transportation Improvement Projects for the North Country region. The two RCCs are comprised of local and regional passenger transportation service providers, partners, and funders who work on ways to improve coordination among service providers and funders in order to enhance community passenger transportation. Both RCCs operate using the Coordinated Public Transit and Human Services Plan for Carroll, Coos, and Northern Grafton Counties.

If you are a member of the general public

Everyone is a transportation *stakeholder*, even if you are not on a transportation committee or involved with your municipality or a transportation-related profession. We encourage you to read through this document to learn about some of the identified challenges and opportunities for transportation in the North Country region. Good planning and communication is a two-way street, so you are encouraged to share feedback about transportation challenges and opportunities written about in the Plan and share your own ideas. There are a number of ways that you can get involved in the transportation planning process, including signing up for our newsletters, following us on social media, attending your community's municipal board or committee meetings, or attending any of the regularly scheduled meetings held by North Country Council. Meetings and other transportation activities are regularly updated on the North Country Council website at www.nccouncil.org. If it isn't possible for you to get involved with municipal or regional committees or attend their meetings as a member of the general public, you can also contact North Country Council through the contact options below.

We look forward to hearing from you!

Mailing Address
North Country Council
attn: Transportation
161 Main Street
Littleton, NH 03561

Email
info@nccouncil.org

Phone
(603) 444-6303

Social Media
@northcountrycouncilrpcedd

Website
Main page
http://www.nccouncil.org/
Participation Opportunities page
http://www.nccouncil.org/surveys-participation/

Overview of North Country Connections

Transportation connects people with friends, family, jobs, healthcare, leisure, and many more every needs. It allows economies to thrive when it is connecting consumers with commodities and services. As such, it has become an essential building block of human civilization.

Planning for transportation has always been about developing strategies to connect places, people, and economies. Strategies have evolved and adapted according to the unique challenges of the time, with each historical period developing and financing a transportation solution to confront the challenges of the day. What are the challenges of today?

- a lack of funding to maintain and expand existing infrastructure in a cost-effective way
- an aging population with changing mobility needs
- increase in natural hazard events which significantly reduce the lifespan of infrastructure
- limited mobility choices for non-driving populations
- limited passenger transportation options to destinations within and outside the region
- the uncertainty of future transportation energy resources

Looking at the last regional transportation plan for the North Country, we noted it was very large and not easy to digest. Therefore, in addition to physical transportation opportunities, we identified a larger opportunity to make the regional transportation plan and its contents more accessible and educational. By doing this, we hope to help people make connections in their mind about how transportation works in their communities and what types of projects support local and regional goals.

North Country Connections is organized into four sections:

- Vision, Goals, and Objectives
- Transportation Context and Concepts
- North Country Corridors
- Regional Transportation Improvement Program (RTIP)

The **Vision** provides an overarching approach to maintaining, improving, and expanding the transportation network in the region, based on current and future needs. The **Goals and Objectives** provide recommendations with flexibility to allow for solutions to be tailored to future identified transportation issues. The Goals and Objectives have been derived from criteria that is used in transportation funding sources in order to reinforce the link between transportation planning and implementation.

The next section of North County Connections is the **Transportation Context and Concepts** section, which is provides information about various transportation topics. It introduces transportation basics, how the transportation system is operated and funded in the region, and offers "best practices" perspectives on how to assess transportation challenges, transportation impacts, and transportation-related trends.

Following Transportation Context and Concepts are the **North Country Corridors**, which provide a summary profile of fourteen corridors in the North Country region. A summary of data and information is provided for each corridor which includes an identification of each Corridor's geographical area, existing transportation infrastructure, *demographic data*, and identified transportation projects. Each corridor is accompanied by maps, tables, and graphs for People needing help interpreting this data can go back to the Transportation Context and Concepts section for assistance.

DEMOGRAPHIC DATA

statistical information, such as: population, income and poverty, travel and vehicle trends, commuting and economic data, and housing and land use

Lastly is the **Regional Transportation Improvement Program (RTIP)**. This section is meant to clearly provide information on funded and unfunded transportation projects that have been identified in the region so that transportation stakeholders are well-informed about the decisions and planning initiatives that have been designed to meet regional transportation challenges. In order to keep this section relevant, it should be updated annually to reflect any changes in projects or planning initiatives.

This plan also offers a Glossary and a list of Acronyms in the appendices. Transportation planning is littered with technical vocabulary and an alphabet soup of programs, organizations, and governmental agencies. These appendices are available to help explain any terms and acronyms that may be unfamiliar to you.

Supporting Documents

There are a number of documents that have been adopted regionally and statewide, which have helped inform and guide North Country Connections. Summaries of these plans and policies have been included below, but if you wish to review them in more detail, visit the links provided after each summary.

A Plan for New Hampshire's North Country (2014)

Funding from the Federal Sustainable Communities Regional Planning Initiative through a grant to the state's nine regional planning commissions, administered by the Department of Housing and Urban Development (HUD), enabled North Country Council to conduct a three year public engagement process from 2011-2014 to identify the region's high priority needs and develop a set of consensus-based strategies for addressing those needs. That process led to the adoption of A Plan for New Hampshire's North Country, which serves as the overarching guide for the development of the region; pursuant to RSA Chapter 36. To read the full plan, visit http://www.nccouncil.org/wp-content/uploads/2015/04/NCCSCI_1and2_MainBodyofPlan.pdf

Coordinated Public Transit and Human Services Plan (2021)

The Coordinated Public Transit and Human Services Plan (Coordinated Plan) outlines strategies and projects that are intended to provide guidance to the community transportation system in the region. The Coordinated Plan includes information about the transportation services provided within the North Country and provides recommendations on how to improve and expand services. The plan also fulfills the requirement of Federal Transit Administration (FTA) Section 5310 funding program, which requires funded projects to be included in a locally developed, coordinated public transit human services transportation plan. The full plan is available to view at http://www.nccouncil.org/wp-content/uploads/2021/05/2021-Coordinated-Plan_FINAL.pdf

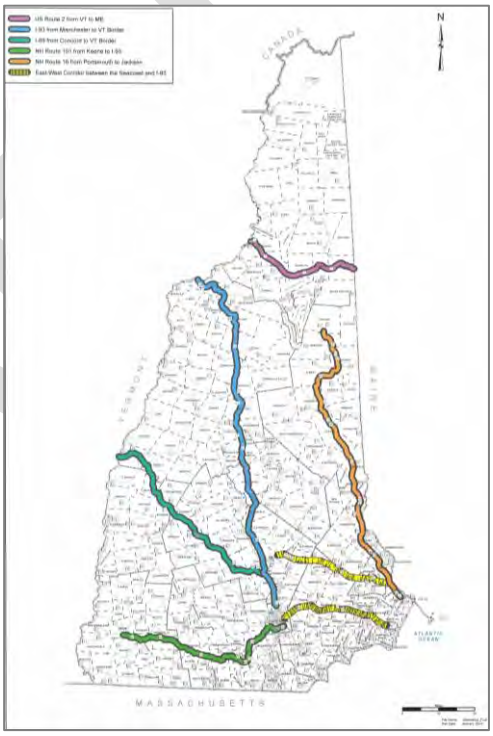
Statewide Strategic Transit Assessment (2020)

The Strategic Statewide Transit Assessment (SSTA) is intended to be a guide toward a sustainable future for public transit in New Hampshire. Through more than a dozen separate tasks, the study team, led by Steadman Hill Consulting, Inc., worked with NHDOT's Bureau of Rail and Transit to take a comprehensive look at bus transportation in the state and consider ways that it could better meet the needs of New Hampshire residents.

View the entire plan at:
https://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/nhdot_ssta_final_report.pdf

New Hampshire Electric Vehicle Corridors (2019)

The New Hampshire Department of Environmental Services (NHDES) submitted a FAST Act Alternative Fuel Corridor nomination package to Federal Highways Administration (FHWA) in 2019. This package included a number of proposed EV corridors in the North Country proposed for new Electric Vehicle Supply Equipment (EVSE) resources. Since their inclusion in the nomination, the corridors have been targeted for EVSE, which are funded through monies from the Volkswagen Settlement and Electrify America. The North Country region has three EV corridors, the entirety of US 2, part of NH 16, and part of I-93. For more information EVs in New Hampshire, visit: https://www.des.nh.gov/climate-and-sustainability/transportation/alternative-fuel-vehicles



Statewide Freight Plan (2019)

The New Hampshire Statewide Freight Plan is a plan for present and future freight activities: the freight system, statewide economic context, freight needs, and projects and policies that will help New Hampshire maintain its quality of life and economic competitiveness by reducing the cost of transporting goods and improving the reliability of New Hampshire's freight infrastructure.

To view the entire plan, visit https://www.nh.gov/dot/org/projectdevelopment/planning/freight-plan/documents/NH-Freight-Plan-FINAL-REPORT-Jan-2019.pdf

Statewide Pedestrian and Bicycle Transportation Plan (2022)

The Statewide Pedestrian and Bicycle Transportation Plan was last updated in 2000, however it has been in the process of being updated and is slated for adoption in 2022. It will be used in decisions to help connect people to where they want to go whether they use active transportation for the whole trip or just a part of it, such as the walk to a bus stop or a bike ride to school. Specifically, the Plan includes recommendations to implement pedestrian and bicycle network improvements as well as policies and programs for NHDOT to enact to support and bolster pedestrian and bicycle travel in the state.

Comprehensive Economic Development Strategy (2020)

The CEDS document, a shared vision that assists in building positive change, contributes to effective development in the communities of northern Carroll, Grafton, and Coös Counties through a locally-based, regionally-driven economic development planning process. Economic development planning as implemented through the CEDS is not only a cornerstone of the U.S. Economic Development Administration's (EDA) programs, but successfully serves as a means to engage community leaders, leverage the involvement of the private sector, and establish a strategic blueprint for regional collaboration. This plan hosts extensive demographic, historical, and economic information on the economic development region.

To read the full plan, visit http://www.nccouncil.org/wp-content/uploads/2021/02/CEDS_2018_2022_Final_Update_2020.pdf

Economic Recovery and Resiliency Plan (2022)

The Economic Recovery and Resiliency Plan (ERRP) is being developed at the time of this document's publication. North Country Council has focused on a community capitals approach to promote economic growth and improve the regional resiliency. The EERP process has included extensive cross sector collaboration sessions, public engagement, data collection & analysis, and case study research. This report is slated to be published in 2022. To keep up with the planning process, ways to participate, and resources; check out http://www.nccouncil.org/north-country-rising/

VISION, GOALS, AND OBJECTIVES

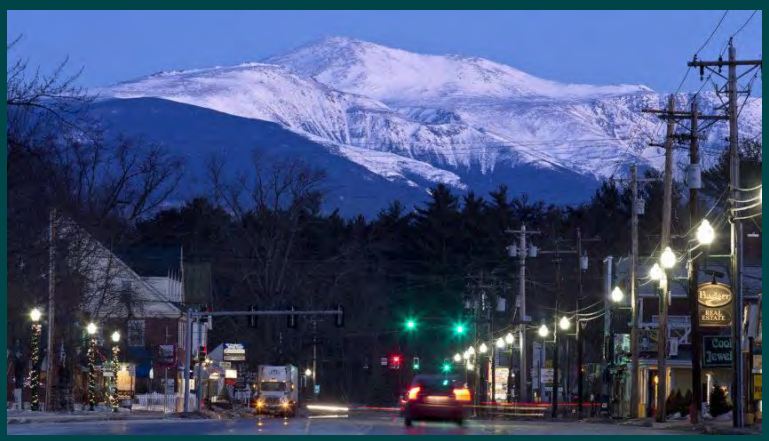
Vision

In the future, the North Country's network of highways, rail rights of way, airports and other transportation features will look much the same as they do today. New infrastructure should not displace or disturb the special places, cultural resources, and natural features that comprise our rural landscape. New infrastructure should utilize and compliment the regional transportation network and public rights of way to make room for a diversity of *modes of transportation*. Technology innovations and travel demand management solutions should use our existing infrastructure more efficiently as well as reduce energy demands, curb emissions, and save households and government money. The transportation network should provide individuals of all ages and abilities affordable access to basic needs such as health care, employment, shopping, and community interaction. Infrastructure should be sufficiently managed to avoid costly repairs or upgrades due to poor asset management, nearsighted land use decisions, or climate events. Villages and downtowns should serve as intermodal transportation hubs helping to connect and move people and goods between places both local and far away. Transportation decision making should rely on an active, participatory, and well-informed public that weighs in on transportation alternatives thoughtfully and carefully by accounting for long term as well as short term costs and benefits.

MODE OF TRANSPORTATION

way in which someone or something travels between destinations (i.e., walking, cycling, driving, public transit)

Check out page 19 for a list of transportation modes



Goals & Objectives

ACCESSIBILITY

Goal 1: **The transport system should provide people of all ages and abilities timely access to goods, services, recreation, entertainment and companionship.**

Objective 1A: Preserve mobility in all 14 corridors identified in North Country Connections North Country Corridors section

Objective 1B: Maintain public access of existing public infrastructure

Objective 1C: Improve mode of transportation choices as well as the quality of existing alternative choices inside the region and with outside destinations

Objective 1D: Support and encourage local efforts to improve street, sidewalk, bicycle path and virtual connectivity as well as land use practices that reduce overreliance on building transportation capacity or requirements for long-distance transportation solutions.

SAFETY

Goal 2: **The transport system should be designed and managed to reduce fatalities and injuries.**

Objective 2A: Design and manage to address the unique safety challenges of special populations including but not limited to older adults, people with disabilities, and youth

Objective 2B: Minimize safety risks associated with poor transportation asset conditions

Objective 2C: Address safety concerns of “incomplete streets” and their effect on the traveling public’s comfort level while walking, biking or using transit

Objective 2D: Proactively mitigate potential dangers associated from severe storm events, freight impacts on wellbeing, and other potential hazards to health

ENVIRONMENT

Goal 3: **The transport system should help preserve and enhance natural, cultural and historic resources.**

Objective 3A: Reduce greenhouse gases from transportation emissions
Objective 3B: Support existing environmental features and high quality water, soil, and air
Objective 3C: Preserve the sense of place in villages, downtowns, parks and other unique cultural and historic destinations
Objective 3D: Preserve elements of the region's transportation history including its historic bridges, trestle bridges, railroad depots, and rail rights of way
Objective 3E: Avoid freight movement on lower tier roads and through communities where freight movement will have a negative impact

ECONOMY

Goal 4: **The transport system should support and enhance the regional economy.**

Objective 4A: Foster a reliable business climate for existing and new businesses
Objective 4B: Leverage, attract, and stimulate new investment
Objective 4C: Nurture and support regional economic diversity
Objective 4D: Provide transportation efficiency solutions in order to free up scarce resources for investment in existing and new infrastructure

Visit Appendix E for a list of strategies each for goal

TRANSPORTATION CONTEXT & CONCEPTS

What is Transportation?

Transportation is the movement of people and things from place to place. Two key goals of transportation are *mobility* and *accessibility*. There are three main factors that influence the mobility and accessibility of transportation modes: infrastructure; energy source; and demand.

MOBILITY

the efficiency of physical movement (how easy it is to get from place to place)

ACCESSIBILITY

the ability to get from place to place (access to desired goods and services)

Modes of Transportation

There are several kinds of *modes of transportation* since there are many different ways in which people and things move from place to place. The modern definition now includes everything from walking to telecommunications.

Transportation Modes

Mode	Associated Infrastructure	Energy Source(s)	Reason(s) for Demand
Pedestrian	sidewalks and multi-use paths	human power	personal travel
Cycling	paved highway shoulders, bike lanes, or multi-use paths	human power	personal travel
Motor Vehicles & Trucks	highways, parking, fueling stations	gas and electricity	personal travel, business travel, and freight
Bus Transit	highways, parking, fueling stations, stops	gas and electricity	passenger travel
Train	rails, fueling stations, depots, and platforms and stations for passengers	gas and electricity	passenger travel and freight
Airplane	airports and fueling stations	gas	passenger travel and freight
Ship	ports and fueling stations	gas	passenger travel and freight
Pipeline	pipeline	gas	freight
Telecommunication	satellites and utility lines for broadband	electricity	(virtual) personal travel and (virtual) business travel

If a mode's infrastructure, energy source, or demand are not in place, that mode can fail or not be a reasonable option for someone. For instance, the North Country's infrastructure is strong in highways and spotty in pedestrian, bicycle, and telecommunication infrastructure. Consequently, modes that depend on highways are in a stronger position to accommodate demand than the other modes of transportation. However, buses – which are supported by highway infrastructure – are not strong in the North Country due to lack of accessibility and convenience. Current routes and hours of operations are limited, making services unavailable to many potential riders.

Regional Transportation

Transportation can be local, regional, or even global in scale. Regional transportation can be found on many different scales, depending on the context. It can range from entire hemispheres (North American region) to groups of states (New England region) to groups of municipalities (North Country region). For the purposes of this plan, regional transportation refers to transportation between two or more communities in the North Country region, as well as transportation linking the North Country region to neighboring regions in New Hampshire, Maine, Vermont, and Canada. One example is US 302, which connects ten municipalities in the North Country, as well as to Interstate Route 93 and through to Vermont and Maine. Similarly, NH 16 connects eight North Country communities and continues into the Lakes region to the south and to Maine in the north.

Transportation Challenges

Ideally, transportation would provide access to everywhere, would be available to everyone, any time, for free. However, there are several factors that affect how much mobility and accessibility transportation has:

- Topography
- Distance
- Time
- Cost
- Bureaucracy

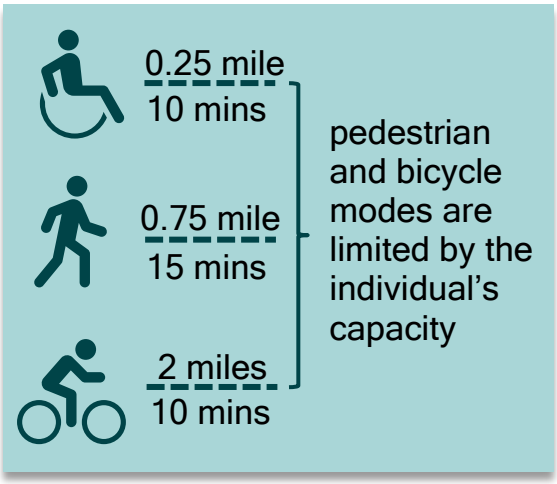
Topography

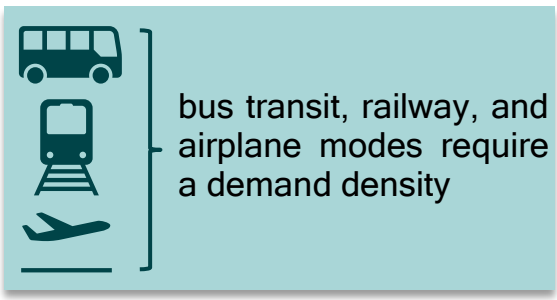
Given that a significant portion of the North Country region is located within Federal and State lands, it is no secret that *topography* plays a huge part in our regional transportation mobility and accessibility. Steep slopes, wetlands, rivers, and other characteristics of the natural physical environment limit where and what kind of transportation infrastructure can be built or expanded. Topography also limits new development and expansions of homes, commercial buildings, and parking lots – all of which are connected to each other by transportation. Additionally, topography can limit an individual's capacity to use certain modes if they are unable to physically navigate an area.

The transportation provided within the North Country region has overcome some significant topography challenges, such as providing highways through Franconia, Pinkham, Crawford, and Dixville Notches. For some communities along these highways, the road is their only connection to the rest of the region and beyond. Because of this, extreme weather events can block or washout culverts beneath the highway which leads to significant travel detours and delays. Due to the effects of climate change, these events are anticipated to be more frequent and of greater severity. It is important for bridges and culverts to be assessed and maintained to minimize the impacts of these events.

Distance & Time

How far away something almost always affects the time it takes to travel there, therefore distance and time are often seen as interconnected. These factors have differing importance depending on the mode. Some modes of transportation are limited by distance and time due to an individual's capacity, such as pedestrian and bicycle modes. Some modes rely on demand density, meaning the number of people or things within a reasonable distance from each other and the mode (i.e. bus transit, railway, and airplane).Time can also equal money, meaning that there is a cost to someone taking more time to travel to their destination.





Cost

The cost of a transportation mode can also be a factor that limits mobility and accessibility. The best roads can be available, but if someone cannot afford to drive a private vehicle and has to rely on other means, their mobility and accessibility is dramatically reduced. Personal vehicles involve the price of the car, insurance, gasoline, maintenance and repairs, license to drive, and fees like registration and inspection; all of which can be too expensive for some.

Bureaucracy

Another factor shaping transportation mobility and accessibility is *bureaucracy* that manages or regulates the transportation system. Different levels of government make policy decisions such as the financing of transportation improvements or services and the regulation of transportation in context of land use and environmental resources. In addition to the 50 communities that make up the North Country transportation system, several other *jurisdictions* including neighboring communities, the State of New Hampshire, Vermont, Maine, and the federal government can and do impact the region's mobility and accessibility.

Funding policies are one of the most important ways in which bureaucracy can impact transportation. General examples of fiscal policies include taxes, user fees, or subsidies. Fiscal policies dictate how much revenue is available to sustain or develop the transportation network, which shape decisions about investments in maintenance, operations, modernization, capacity expansion, and other transportation planning. Other kinds of policies affecting transportation are design standards, policies that serve marginalized user groups, management policies designed to protect transportation investments, or policies to protect historical, cultural or environmental resources.

NOTABLE FEDERAL POLICIES EFFECTING TRANSPORTATION

ADA – American Disabilities Act is a law that prohibits the discrimination of people based on disability. In transportation, it ensures that public transportation and facilities accommodate people with disabilities.

NEPA – National Environmental Policy Act requires transportation projects to integrate environmental values into the decision making processes by considering environmental, historical, archaeological, and other impacts. The policy is designed to prevent or mitigate any harmful impacts resulting from transportation projects

Title VI – Part of the Civil Rights Act of 1964, which prohibits the discrimination of people on the basis of race, color, and national origin in programs receiving federal financial assistance. This policy prohibits discriminatory transportation projects or decision making.

Clean Air Act – Federal policy aimed at protecting the public from air pollution that harms human health. It requires air quality mitigation in areas that are not attaining federally set air quality standards.

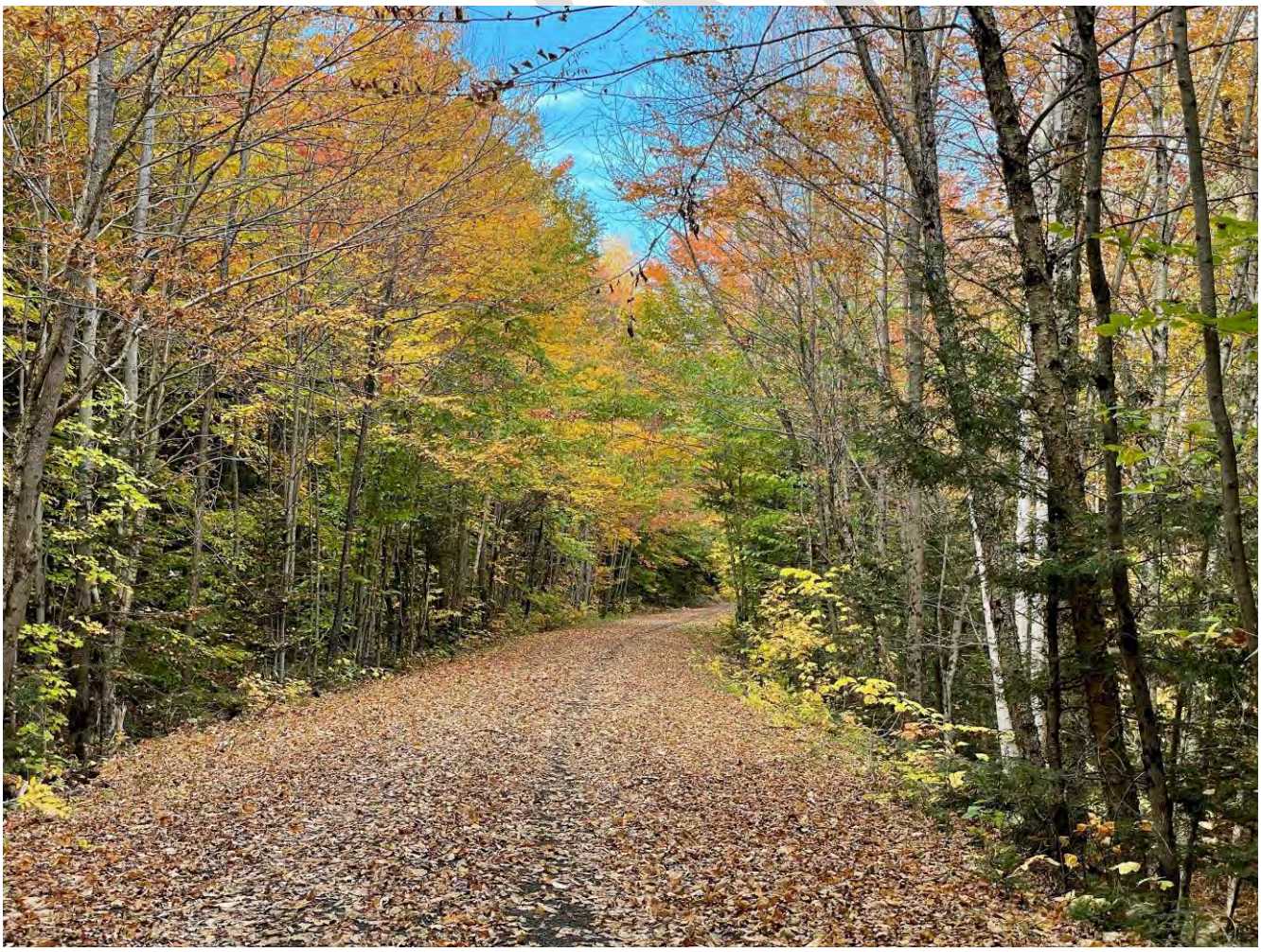
Regional Challenges

In addition to the more general transportation challenges experienced, there are also regional challenges we face. The following challenges are a result of geographic and economic factors specific to the region, which effect the way in which people, goods, and services are able to travel.

Trails

In addition to the resources provided by being in a National Forest, our region has many trails for a variety of uses, users, and seasons. Some sections of rail trails, such as those included in the Cross NH Adventure Trail, are connected by roads with higher traffic and speed where only confident cyclists are willing to travel. Changes such as expanded paved shoulders, trail connections, or alternate routes can promote accessibility and network connectivity for non-motorized users.

Getting to trails, especially at popular trailheads (Appalachia off US 2 and Old Bridle Path off US3/I-93), can be challenging at times. Peak usage times, such as the summer and leaf peeping season, require coordination of parking, through traffic, shuttling, and pedestrian



crossings. This has been a particularly difficult issue within Franconia Notch, which has resulted in efforts to decrease dangerous parking while promoting access to the trail network through shuttling.

Trails that are open to both motorized and non-motorized users present other challenges and may consider delineating spaces or having slow zones along the trail to decrease points of conflict. Areas with active car, truck, and recreational vehicle traffic may consider ways in which to design a network that meets the needs of all users, including pedestrians.

Freight

Over the last two decades, changes in the rail industry have led to the consolidation of larger railroads, abandonment of rail lines, and the creation of regional railroads & local short line freight railroads. In response to the current and future demands on our region's rail network, rail car weight & clearance issues would need to be addressed through investment.

While rail networks are important, New Hampshire's highway system stands as the predominate form of transportation for freight. More than 95% of goods in the state travel over

the highway system. In the region, I-93, US 2, US 3, US 302, US 16, and NH 116 are all important freight corridors. Due to our region's rural and mountainous geography, disruptions along routes can cause significant detours. Some corridors in the region, such as US 2, pose safety concerns regarding movement of heavy truck traffic due to its narrow shoulder widths in some sections.

Intensive land use industries in the North Country such as farming and logging cause damage to roads due to heavy freight loads and repeated use. Damage to roadways can be mitigated by having freight travel on roads designed to regularly carry heavy freight loads. Many roads such as municipal roads are not designed to handle freight capacity. Concentration of freight along freight corridors minimizes the impact on the transportation system. Road tier classification is a useful way to identify how roads are built and maintained. In addition to improving road durability, the concentration of intensive land use industries along freight corridors improves neighborhood quality of life and safety. Some freight traffic goes through town centers, which pose challenges in fostering a livable and walkable communities. While this is unavoidable through some parts of communities in the region (ie. US 2 / NH 16 in Gorham), other towns, such as NH 117 through Sugar Hill, experience freight traffic that should travel on more appropriate roads.

Environmental Hazards

Heavy rain events are one the primary threats to the regional transportation network. In 2017, two heavy rain events caused significant impacts during the region's peak tourism seasons, including road damage and closures in critical travel corridors and resulting financial impacts to tourism-oriented businesses. Severe rain events are becoming increasingly regular in the northeastern United States. A 2017 Dartmouth College study found that the frequency of extreme precipitation events in the Northeast was 53% higher between 1996 and 2014 than between 1901 and 1951. With more frequent precipitation and hazardous events, planning and implementing steps for resiliency of our transportation network, such as stream crossing assessments, are becoming increasingly important.

Transportation Resources & Data

Transportation Resources Map

We've created an online map that has combined all the pieces of the transportation network in the North Country. Within this map you can find:

- Highway Tier
- Traffic Volumes
- Bridge Conditions
- Stream Crossings
- Pedestrian Infrastructure
- Bicycle Infrastructure & Network
- Scenic Byway Routes
- Airports
- Trails
- Current Ten Year Plan projects (includes TAP, CMAQ, HSIP, and SAB)

To view the map, please visit https://tinyurl.com/TransportationResourcesMap

Guidance Materials

As part of our ongoing effort to provide education on transportation topics, North Country Council produces guidance material on a variety of interests. As of June 2021, the following guidance materials are available at http://www.nccouncil.org/planning-guides/:

- Bike Racks/Cycle Parking (April 2021)
- Transportation Funding (February 2021)
- Parking Strategies (January 2021)
- Park & Ride (June 2020)
- Complete Streets (March 2020)
- Stream Crossings (August 2019)
- Walking & Cycling (March 2019)
- Resilient Infrastructure (March 2019)

Check out our website and newsletters for the release of new guidance materials. If there are any topics you'd like to know more about, please let us know.

Traffic Volumes

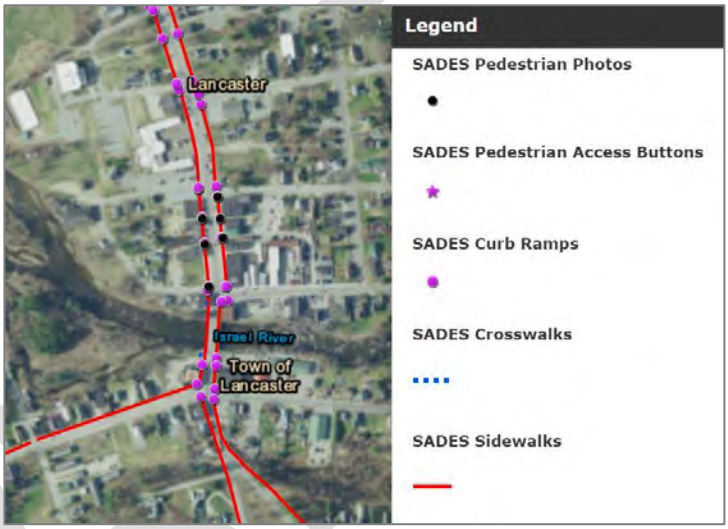
For more in-depth traffic volume information, visit The NHDOT Transportation Data Management System (TDMS): https://nhdot.public.ms2soft.com/tcds/tsearch.asp?loc=nhdot. We also have a video available to walk you through how to use the TDMS at: https://www.youtube.com/watch?v=mJoeSE5bCLI. If you need assistance navigating this platform, please reach out to us and we can help.

Demographic Data

If you are looking for demographic data on a community-level, you can check out Community Profiles we have available at http://www.nccouncil.org/demographic-data/. The profiles include information on population, people with disabilities, education, workforce, occupations, natural resources, transportation, travel patterns, income, and more.

Statewide Asset Data Exchange System (SADES)

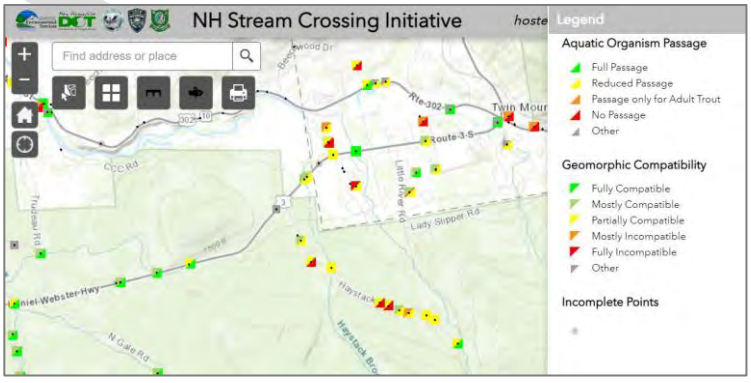
Pedestrian Infrastructure



This database contains information about sidewalks, curb ramps, and crosswalks. Each mark on the map includes information about the infrastructure's material, condition, width, and grade or slope. New or updated data on pedestrian infrastructure in your community can be requested at any point, subject to our capacity.

View the SADES Pedestrian Infrastructure database here:
https://nh.maps.arcgis.com/apps/webappviewer/index.html?id=6ce5a2afccc843ceb872cf8a4dd8a3ad

Stream Crossings

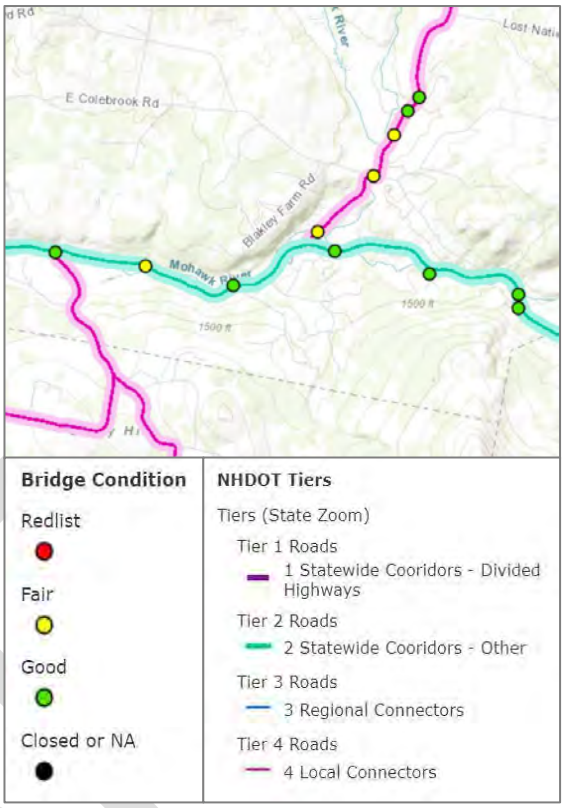


The State of New Hampshire Stream Crossing Initiative is an interagency workgroup to collaboratively manage the state's stream crossing assessment efforts, comprised of representative from the Departments of Environmental Services (NHDES) and Transportation (NHDOT), Fish and Game Department, and the Division of Homeland Security and Emergency Management (HSEM). The multiagency approach of the NH Stream Crossing Initiative enables towns and agencies to address the problems of undersized stream crossings, infrastructure safety, and flood risk management more efficiently by working collaboratively.

The SADES Stream Crossing database can be viewed here:
https://nhsades.maps.arcgis.com/apps/webappviewer/index.html?id=72dd57d3274e4d64abb5136a0a678db7

Bridge Conditions

Most bridges in the New Hampshire DOT inventory are inspected on a 24-month frequency, with the exception of red list bridges. Red list bridges have one or more major elements in poor (or worse) condition. State owned red list bridges are inspected twice per year and municipally owned red list bridges are inspected once per year.



The overall condition of a bridge is determined by the lowest condition rating of its major elements; deck, superstructure, and substructure. Information on bridge conditions can be accessed at: https://nh.maps.arcgis.com/apps/webappviewer/index.html?id=19bbd01f7af94a839d5ccddf9c3fcda1

Highway Tiers

Highway Tiers, or Classifications, are the sorting of roads based on their traffic volumes and physical structure. Tier 1 refers to multi-lane, divided roadways such as interstate highways or turnpikes. Tier 2 are statewide corridors, such as US 2 or NH 16, which carry passengers and freight between regions of the state and neighboring states and countries. There roads have high to moderate volumes, especially during peak times, and can be either formally constructed higher-speed facilities or more rural roads. Tier 3 roadways provide travel within regions, access to Tier 2 roads, and are known as “connectors”. Tier 4 are secondary highways or unnumbered routes and provide travel between and within communities. Tier 5 are locally owned roads or state owned roads within compact limits.

To view highway tiers across the state, visit: https://nh.maps.arcgis.com/apps/webappviewer/index.html?id=1d83377ccf4d4236bb11f3de2b82eab5

Crash Information

Due to privacy concerns, crash information cannot be hosted publicly and must be requested if needed. Limited information will be shared including approximate crash location, severity of the crash, and what year the crash happened. To request crash information, please reach out to us.

Additional Resources

North Country Council has all the resources included within this section and more available at http://www.nccouncil.org/transportation-resources-data/. Resources are updated as new information becomes available and data that isn't collected can be requested by any member community, subject to our capacity. We understand how important it is to use data to inform your own local plans and funding applications, so please do not hesitate to reach out to us if you have questions.

The New Hampshire Department of Transportation has their own online webpage full of links to additional resources titled "GIS Data Catalog".

If you wish to view this catalog, please visit https://www.nh.gov/dot/org/projectdevelopment/planning/gis-data-catalog/index.htm

NORTH COUNTRY CORRIDORS

Overview

In the past, the regional transportation plan has examined transportation needs through a systemwide analysis. This involved looking at transportation through a lens of 50 communities in Northern New Hampshire. While there are some similarities between communities, it is difficult to provide strategic transportation planning guidance at that scale. This plan examines the region from a corridor perspective, which allows *stakeholders* to focus on more specific transportation needs, challenges, and opportunities. Corridor planning is a common transportation planning practice that includes the coordination of transportation and land use activity within a linear area, usually along a major transportation link, such as a state highway. Because corridor studies provide more focus on localized problems, a corridor-level analysis can better promote the active engagement of local officials and stakeholders and a greater opportunity for addressing local issues, needs, plans, actions, and impacts.

STAKEHOLDER

a person with an interest or concern in something

There are several attributes that describe a successful corridor. First, the corridor should promote the vision and long-term goals of each community along the corridor. Second, the corridor should have a diversity of land uses that meet community goals and needs such as access to housing, employment, healthcare, food, and other destinations. Third, the corridor should be as *multimodal* as possible in order to meet various needs and to not overburden any single part of the transportation system.

MULTIMODAL

a combination of travel choices to get to and from a destination (eg. walk to bus stop or bike to train station)

In this plan, each corridor has a major arterial highway at the center of it that is considered to drive the travel demand within the area. In addition, each corridor identifies adjacent corridors and minor arterials that support movement in an out of the corridor. Each corridor has demographic data, traffic volumes in *AADT*, land use characteristics, crash summaries, bridge condition summaries, and other meaningful transportation data points. Some corridors are too large or complex to be analyzed in one piece, so they have been broken into two parts.

AADT

Annual Average Daily Traffic (AADT) is calculated by taking the total volume of vehicle traffic on a highway or road for a year and dividing it by 365 days

In total there are fourteen corridors identified in the plan, with some towns present in multiple corridors. For example, Carroll, Conway, Haverhill, and Jefferson are present within three corridors. The remaining 39 towns in the region are identified within one or two corridor systems. The corridors in this plan are:

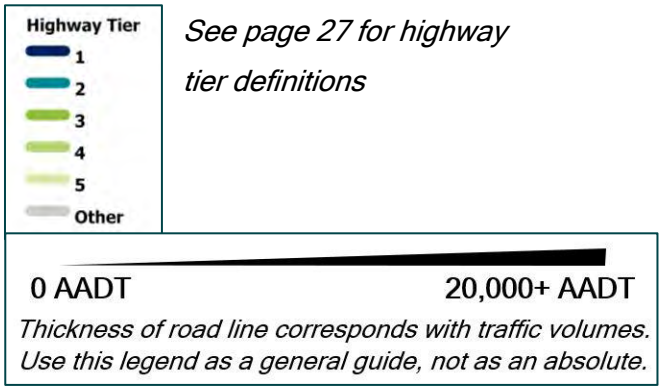
- US 2 (Lancaster, Jefferson, Randolph, Gorham, and Shelburne)
- US 3 North (Pittsburg, Stewartstown, Colebrook, Clarksville, Columbia, Stratford, Northumberland, Lancaster, Whitefield, and Carroll)
- US 3 South (Franconia, Lincoln, Woodstock, Thornton, and Campton)
- US 302 East (Carroll, Hart's Location, Bartlett, and Conway)
- US 302 West (Haverhill, Bath, Lisbon, Littleton Bethlehem)
- NH 10 (Haverhill)
- NH 16 (Errol, Milan, Berlin, Gorham, Jackson, Conway, and Albany)
- NH 25 (Haverhill, Benton, Warren, Wentworth, and Rumney)
- NH 26 (Colebrook, Dixville, Millsfield, Errol and Cambridge)
- NH 49 (Campton, Thornton, and Waterville Valley)
- NH 110 (Berlin, Milan, Stark, and Northumberland)
- NH 112 (Bath, Landaff, Benton, Woodstock, Lincoln, Albany, and Conway)
- NH 115 (Carroll and Jefferson)
- NH 116 (Jefferson, Whitefield, Littleton, Bethlehem, Sugar Hill, Franconia, and Easton)

Due to the topography of the North Country, some corridors are more like connectors since they provide a route that is the most direct or only route through an area. These connector corridors play a vital role in the success of the region, but lack typical corridor characteristics such as a diversity of land uses and a mix of transportation modes. The connector corridors are presented first in a blue theme and the major corridors are presented second in a green theme.

The following legends are used on the corridor and AADT & highway tiers maps:

Corridor Maps (first maps)

AADT & Highway Tier Maps (second maps)



See page 27 for highway tier definitions

Corridor Information

Projects under "funded projects" of each corridor have been adopted as law by the Governor and Legislature as the biennial New Hampshire's Ten Year Transportation Improvement Plan (TYP). Cost, schedule and other project description information is sourced from the Ten Year Plan (TYP) and the State Transportation Improvement Program (STIP). The most recent versions of these documents can be viewed at:

TYP
https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm

STIP
https://www.nh.gov/dot/org/projectdevelopment/planning/stip/index.htm

Projects under "identified projects" have been sourced from entries on poster board maps at open houses in 2019, an online interactive map running from 2019 to 2021, and an input survey running from 2020 to 2021. For further information on some of the identified projects, see below:

Walking & Cycling Improvements

Projects to improve infrastructure for pedestrians and cyclists can include, but are not limited to: reconstructed, widened, and/or new sidewalks; separated multi-use pathways; dedicated bike lanes; paved shoulders; upgrading of trail surfaces (gravel/dirt to paved). These improvements increase accessibility and mobility for non-drivers and provides healthy and climate-friendly mode options.

Public Transit Improvements

Several corridors identify projects to enhance and improve public transit services. These projects include, but are not limited to: expanded hours; increased frequency of buses; accommodations for families, cyclists, and other needs; bus stop shelters and seating. These improvements can increase accessibility and mobility for non-drivers, as well as reduce traffic congestion.

For more information on the public transit and transportation services mentioned within the corridor transportation facilities, reference our service directory at: http://www.nccouncil.org/service-directory/

Demographic data is sourced from the US Census and American Community Survey, system preservation data is sourced from the NHDOT Bridge Condition interactive map, and safety data is sourced from the NH Department of Motor Vehicles.

US 3 South | Bethlehem to Campton

Six communities

Within Grafton County

32 miles of corridor route

11,740 residents in 2018

6,152 households in 2018

TRAFFIC VOLUMES

900 - 2,800 AADT*
*along corridor

SAFETY

- No significant crash hotspots along this corridor

SYSTEM PRESERVATION

- 0 red-listed bridges
- 7 bridges in fair condition
- 21 bridges in good condition

CULTURE & RESOURCES

- part of the White Mountains Trail national scenic byway and River Heritage Trail scenic byway
- 161,118 acres of conservation land
- 397 miles of trails
- 24.5 minute average travel time to work

AADT & Highway Tiers of US 3 South Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Bethlehem	Profile Rail Trail
	Lincoln	Franconia Notch Recreation Path
	Lincoln	Connector Rd
	Lincoln	Forest Ridge Dr to Penstock Rd
Sidewalks	Lincoln	downtown core (NH 112)
	Woodstock	downtown core (US 3 & NH 112)
	Campton	village core (NH 175)
	Franconia	village core (NH 18 & NH 116)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Lincoln	Concord Coach (Littleton-Lincoln-Concord)
Shuttle Service	Lincoln	Appalachian Mountain Club
Senior/Accessible	Multiple	Grafton County Senior Citizens Council
	Multiple	Transport Central

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Franconia	Franconia Airport	Private
Airport (General, paved)	Carroll	Twin Mountain Airport	Private

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Campton	NH 49	address red list bridge	Construction 2027-2028	$7,629,804	Red List Bridges

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Lincoln/Woodstock	NH 112 & US 3	safer conditions and wider pathways for pedestrians and cyclists	Pedestrian; Cycling
Lincoln/Littleton	I-93	new public transit between Littleton and Lincoln to decrease congestion in Franconia Notch and increase mobility of non-drivers	Public Transit

NH 25 | Haverhill to Rumney

Five communities

Within Grafton County

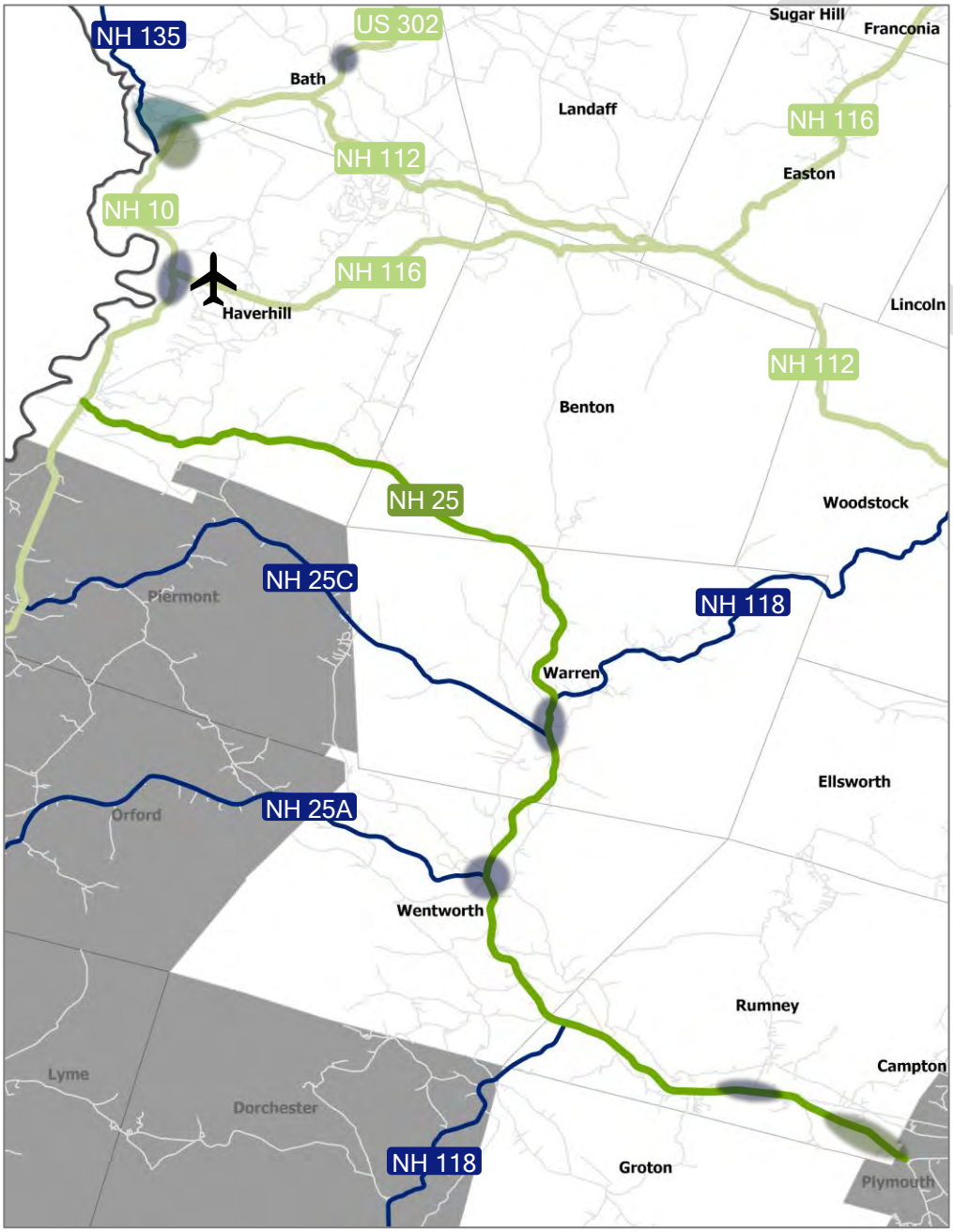
30 miles of corridor route

8,350 residents in 2018

4,021 households in 2018

TRAFFIC VOLUMES

1,000 - 3,600 AADT*
*along corridor



SAFETY

- No significant crash hotspots along this corridor

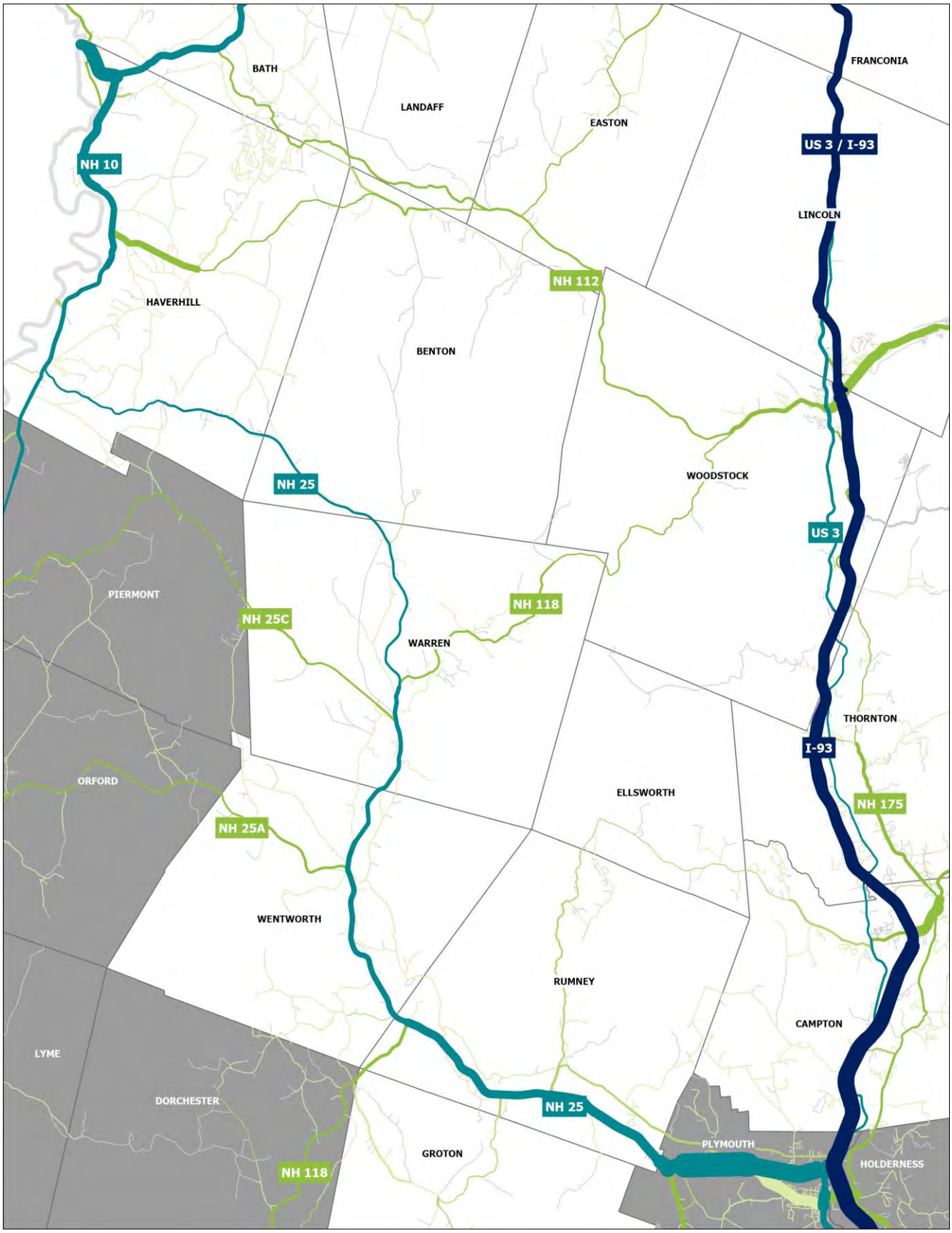
SYSTEM PRESERVATION

- 0 red-listed bridges
- 7 bridges in fair condition
- 11 bridges in good condition

CULTURE & RESOURCES

- part of the River Heritage Trail scenic byway
- 67,253 acres of conservation land
- 214 miles of trails
- 31 minute average travel time to work

AADT & Highway Tiers of NH 25 Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Haverhill	Woodsville Rail Trail
	Warren	Warren Rail Trail
Sidewalks	Haverhill	village core (NH 25 & NH 10)
	Warren	village core (NH 25)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Plymouth	Concord Coach (Littleton-Plymouth-Concord)
Senior/Accessible	Multiple	Transport Central

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Haverhill	Dean Memorial Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Haverhill	Dean Memorial Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,209,804	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Warren	NH 25C	improved and extended sidewalks along residential portion of the road	Pedestrian
Haverhill	intersection of NH 10 & NH 25	safety concerns about turning movements, look to improve sightlines and speeding	Motor Vehicles & Trucks

NH 26 | Colebrook to Cambridge

Four communities

Within Coos County

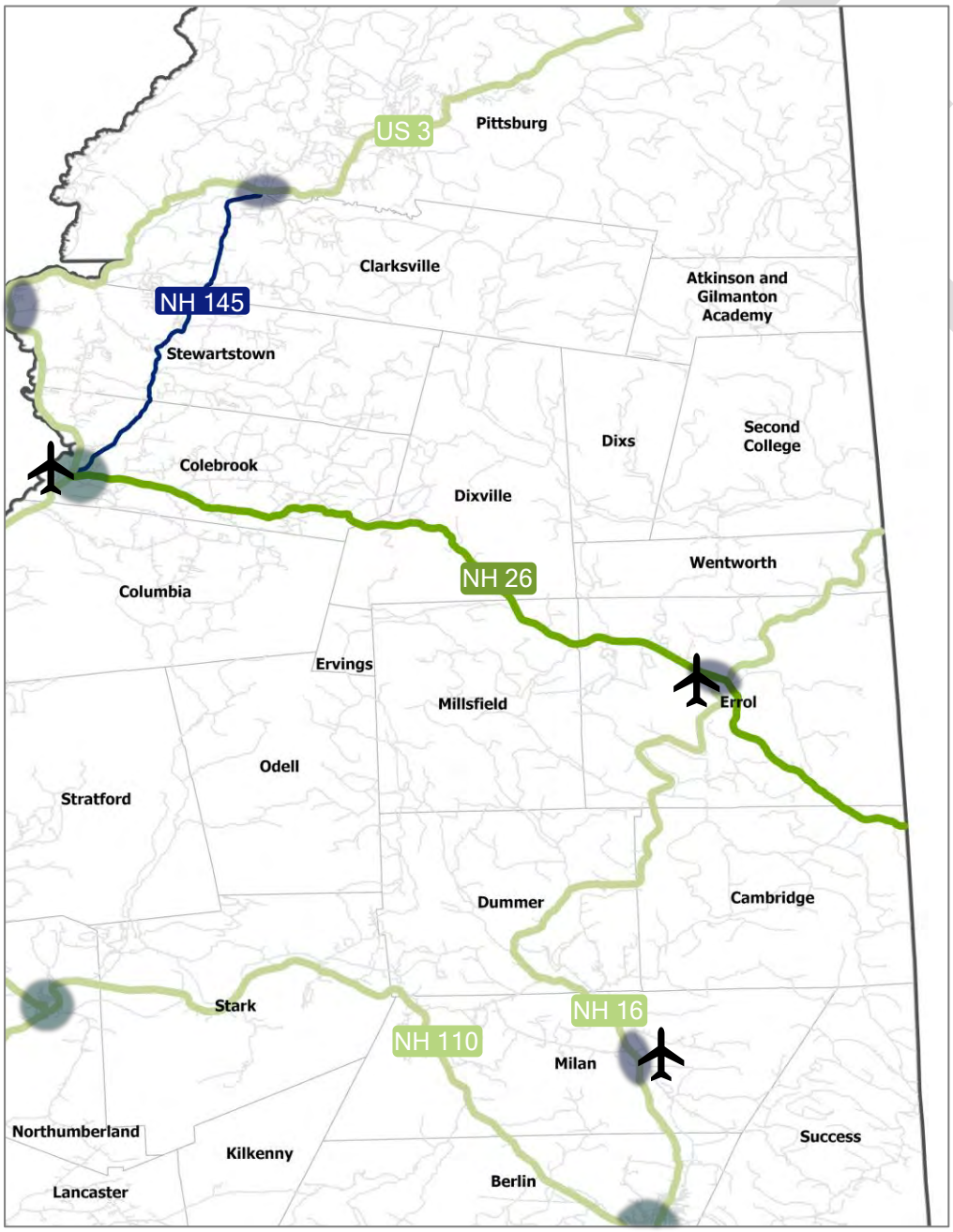
30 miles of corridor route

2,868 residents in 2018

1,383 households in 2018

TRAFFIC VOLUMES

1,500 - 5,000 AADT*
*along corridor



SAFETY

- No significant crash hotspots along this corridor

SYSTEM PRESERVATION

- 1 red-listed bridge
- 4 bridges in fair condition
- 8 bridges in good condition

CULTURE & RESOURCES

- part of the Moose Path Trail scenic byway
- 49,529 acres of conservation land
- 362 miles of trails
- 16 minute average travel time to work

AADT & Highway Tiers of NH 26 Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Colebrook	Upper Coos Rail Trail
Sidewalks	Colebrook	downtown core (US 3, NH 145, & NH 26)
	Errol	village core (NH 26)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Senior/Accessible	Multiple	Tri-County Transit (Door-To-Door)

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Colebrook	Gifford Field	Private
Airport (General, unpaved)	Errol	Errol Airport	Private

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Colebrook	US 3	reconstruction of approx. 2700' of US 3 in village center	Construction 2021	$2,495,895	TAP
Milan	Berlin Regional Airport	planning studies for preservation, modernization, and/or expansion	2022-2030	$6,393,915	FAA

IDENTIFIED PROJECTS

There are currently no identified projects within the NH 26 corridor.

NH 49 | Campton to Waterville Valley

Three communities

Within Grafton County

9 miles of corridor route

6,007 residents in 2018

2,964 households in 2018

TRAFFIC VOLUMES

1,800 - 6,200 AADT*
*along corridor

SAFETY

- No significant crash hotspots along this corridor

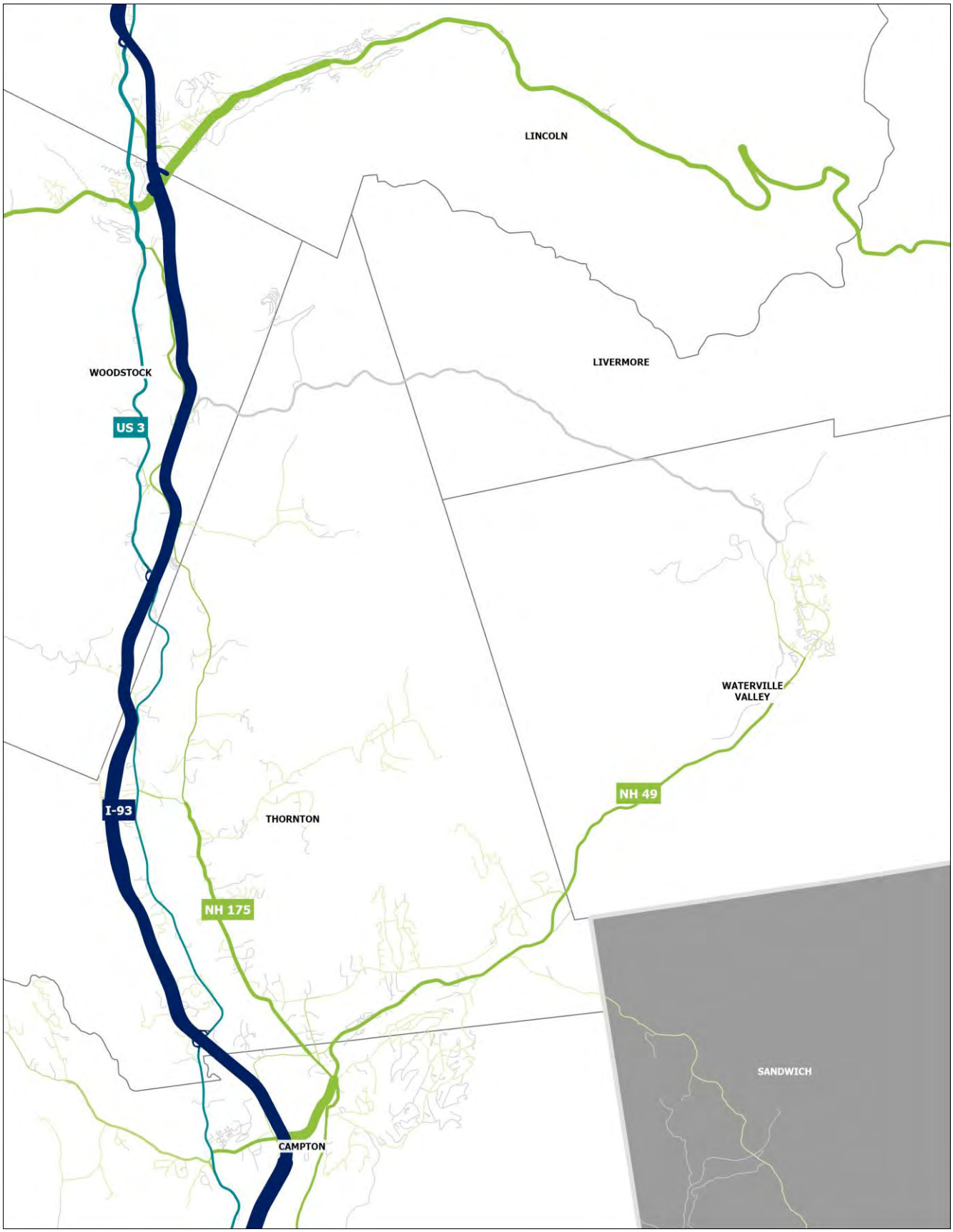
SYSTEM PRESERVATION

- 2 red-listed bridges
- 2 bridges in fair condition
- 6 bridges in good condition

CULTURE & RESOURCES

- spur of the River Heritage Trail scenic byway
- 59,659 acres of conservation land
- 223 miles of trails
- 28 minute average travel time to work

AADT & Highway Tiers of NH 49 Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Waterville Valley	village core (NH 29)
Sidewalks	Campton	downtown core (NH 175 & Mad River Rd)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Senior/Accessible	Multiple	Transport Central

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Campton	NH 49	address red list bridge	Construction 2027-2028	$7,629,804	Red List Bridges
Thornton	NH 49	address red list bridge	Construction 2024	$5,590,047	Red List Bridges

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Campton/Thornton /Waterville Valley	NH 49	multi-use/shared pathway from Waterville Valley to I-93 for recreation, travel, and emergency uses	Pedestrian; Cycling

NH 110 | Berlin to Northumberland

Four communities

Within Coos County

25 miles of corridor route

14,526 residents in 2018

5,723 households in 2018

TRAFFIC VOLUMES

1,600 - 3,100 AADT*
*along corridor

SAFETY

- No significant crash hotspots along this corridor

SYSTEM PRESERVATION

- 0 red-listed bridges
- 4 bridges in fair condition
- 3 bridges in good condition

CULTURE & RESOURCES

- part of the Woodlands Heritage Trail scenic byway
- 64,153 acres of conservation land
- 225 miles of trails
- 26 minute average travel time to work

AADT & Highway Tiers of NH 110 Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Sidewalks	Berlin	downtown core (NH 16 & NH 110)
	Northumberland	village core (US 3)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Berlin	Concord Coach (Berlin-Conway-Concord)
Deviated-Fixed Route Buses	Berlin/Gorham	Tri-County Transit (BG Flex Route)
Senior/Accessible	Multiple	Tri-County Transit (Door-To-Door)

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Milan	Berlin Regional Airport	Public
Airport (General, unpaved)	Gorham	Gorham Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Berlin	NH 16	construction of 1 mile of multi-use path along Androscoggin River	Construction 2022	$1,610,537	TYP
Milan	Berlin Regional Airport	planning studies for preservation, modernization, and/or expansion	2022-2030	$6,393,915	FAA
Northumberland	US 3	reconstruction of approx. 6300' of sidewalk to ADA standards	Construction 2024	$1,095,716	TAP

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Berlin	NH 110 & NH 16	dedicated bicycle lanes within downtown Berlin and between Berlin and Gorham	Cycling
Berlin/Northumberland	NH 110	new and improved public transit services	Public Transit
Northumberland	intersection of US 3 & Church St	safety concerns about turning movements and intersection configuration	Motor Vehicle & Trucks

NH 112 | Bath to Conway

Seven communities

Within Grafton & Carroll Counties

56 miles of corridor route

14,796 residents in 2018

6,916 households in 2018

TRAFFIC VOLUMES

900 - 6,200 AADT*
*along corridor

SAFETY

- Minor crash hotspots are located within Woodstock, Lincoln, Albany, and Conway town centers

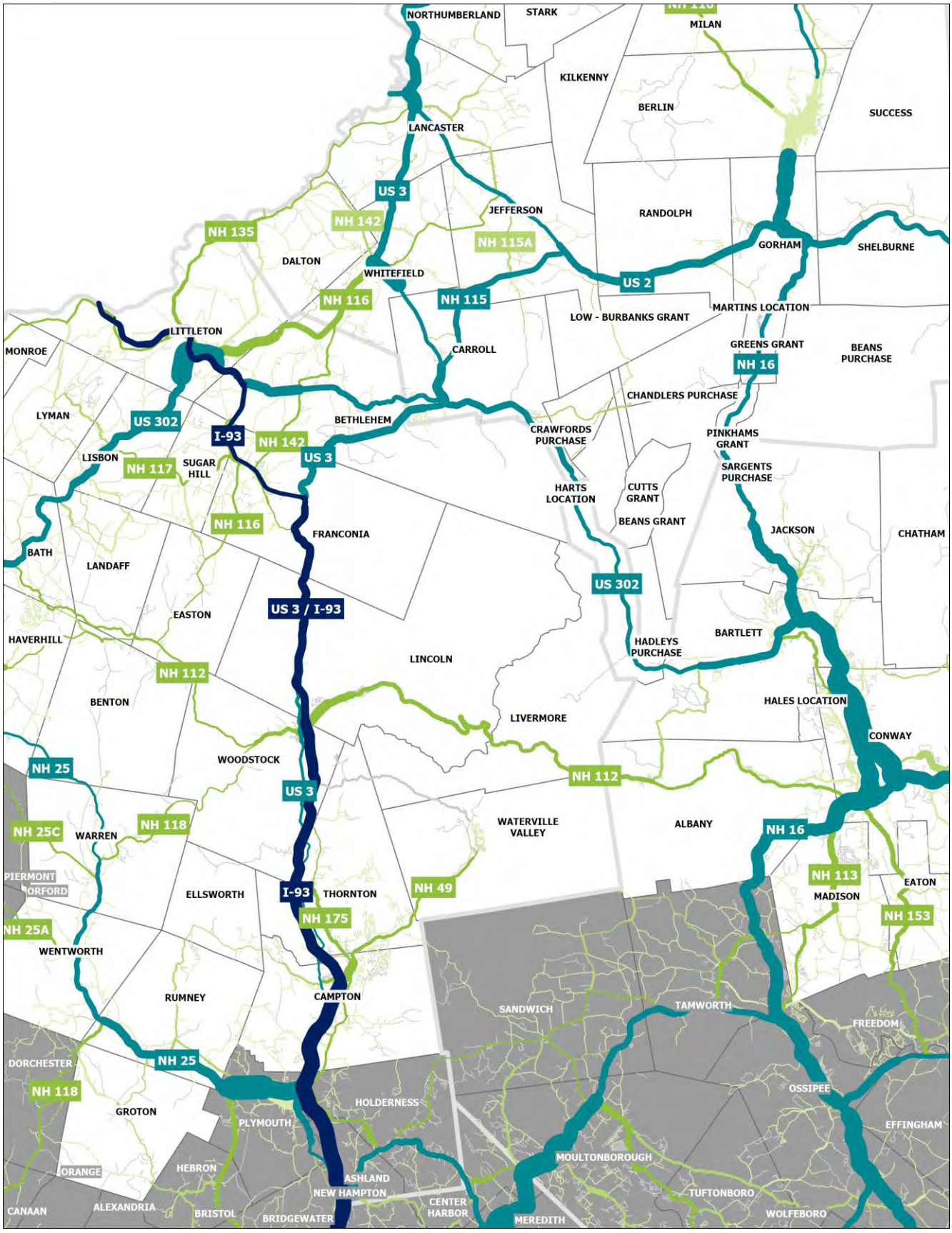
SYSTEM PRESERVATION

- 0 red-listed bridges
- 16 bridges in fair condition
- 23 bridges in good condition

CULTURE & RESOURCES

- part of the White Mountains Trail national scenic byway and River Heritage Trail scenic byway
- 187,969 acres of conservation land
- 439 miles of trails
- 21 minute average travel time to work

AADT & Highway Tiers of NH 112 Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Multiple	Ammonoosuc Rail Trail
	Lincoln	Connector Rd
	Lincoln	Forest Ridge Dr to Penstock Rd
Sidewalks	Lincoln	downtown core (NH 112)
	Woodstock	downtown core (US 3 & NH 112)
	Conway	village core (NH 113/16)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Lincoln	Concord Coach (Littleton-Lincoln-Concord)
	Conway	Concord Coach (Berlin-Conway-Concord)
Shuttle Service	Lincoln	Appalachian Mountain Club
Senior/Accessible	Multiple	Grafton County Senior Citizens Council
	Multiple	Transport Central
	Multiple	Carroll County RSVP
	Multiple	Tri-County Transit (Door-To-Door)

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Albany	NH 16	shoulder widening and pavement resurfacing to enable centerline rumble strips	Construction 2023-2024	$8,919,463	TYP
Conway	NH 113/16/ 153	intersection improvements	Construction 2021	$3,272,737	TYP

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Lincoln/Woodstock	NH 112 & US 3	safer conditions and wider pathways for pedestrians and cyclists	Pedestrian; Cycling
Albany	NH 112	paved shoulders for safer driving and room for cyclists	Motor Vehicles & Trucks; Cycling
Albany/Conway	NH 113/16	traffic congestion	Motor Vehicles & Trucks

NH 115 | Carroll to Jefferson

Two communities

Within Coos County

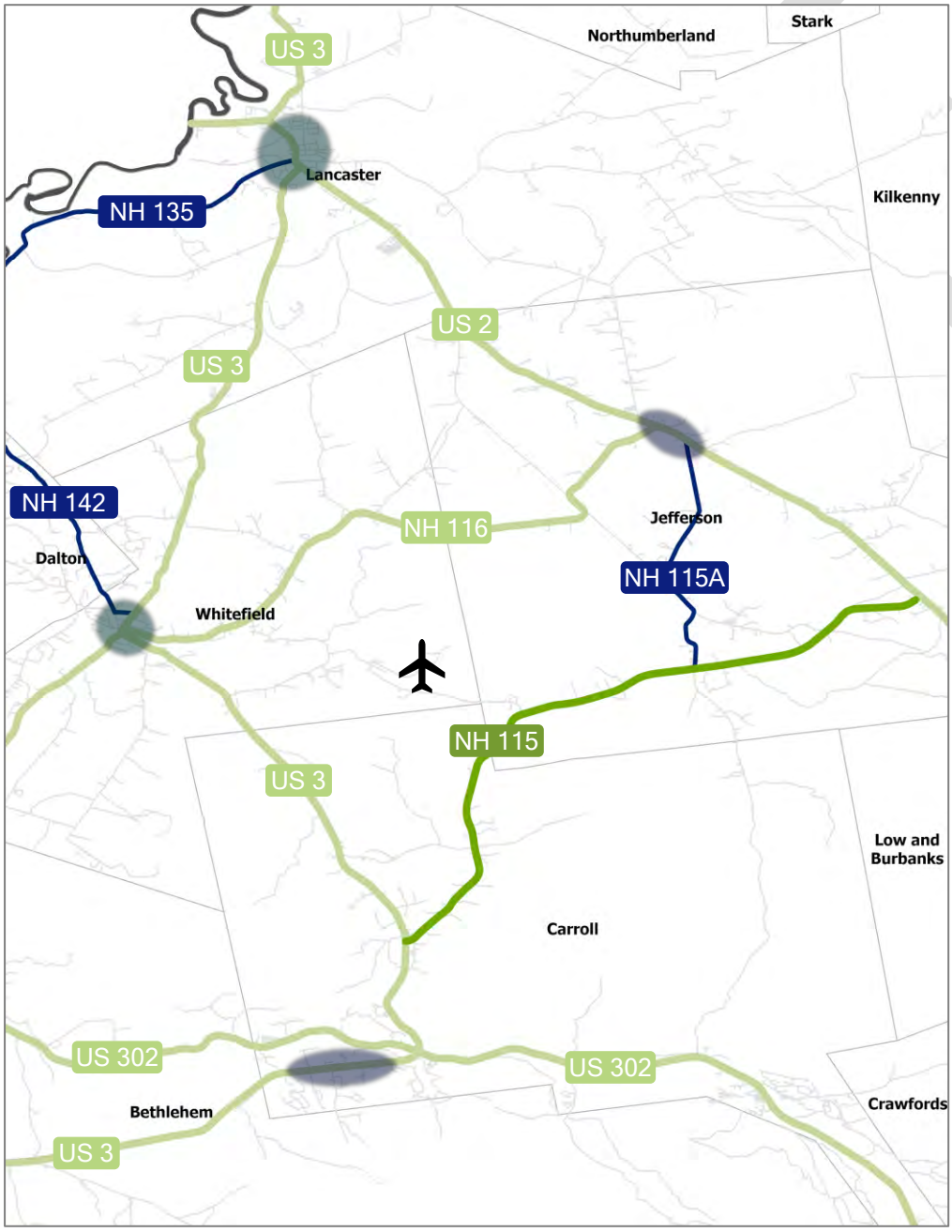
10 miles of corridor route

1,681 residents in 2018

734 households in 2018

TRAFFIC VOLUMES

2,600 - 4,100 AADT*
*along corridor



SAFETY

- Minor crash hotspot at the intersection of 115A and Old Cherry Mt. Road

SYSTEM PRESERVATION

- 1 red-listed bridge
- 0 bridges in fair condition
- 2 bridges in good condition

CULTURE & RESOURCES

- part of the Presidential Range Trail scenic byway
- 29,746 acres of conservation land
- 108 miles of trails
- 25 minute average travel time to work

AADT & Highway Tiers of NH 115 Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Jefferson	Presidential Rail Trail
Sidewalks	Jefferson	village core (US 2)
	Carroll	village core (US 302 & US 3)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Senior/Accessible	Multiple	Caleb Interfaith Volunteer Caregivers

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Whitefield	Mt Washington Regional Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Whitefield	Mt Washington Regional Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,550,257	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Jefferson/Carroll	NH 115A, US 3, & US 2	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Jefferson-Gorham	Presidential Rail Trail	upgrade trail surface for increased accessibility	Pedestrian; Cycling

US 2 | Lancaster to Shelburne

Five communities

Within Coos County

35 miles of corridor route

7,706 residents in 2018

3,491 households in 2018

TRAFFIC VOLUMES
2,600 - 11,600 AADT*
*along corridor

SAFETY

- Minor crash hotspots located at the intersection of NH 115 and within Lancaster and Gorham

SYSTEM PRESERVATION

- 3 red-listed bridges
- 5 bridges in fair condition
- 12 bridges in good condition

CULTURE & RESOURCES

- part of the Presidential Range Trail scenic byway and Woodlands Heritage Trail scenic byway
- 67,498 acres of conservation land
- 341 miles of trails
- 25 minute average travel time to work

AADT & Highway Tiers of US 2 Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Jefferson	Presidential Rail Trail
Sidewalks	Lancaster	downtown core (US 2, US 3, & NH 135)
	Jefferson	village core (US 2)
	Gorham	downtown core (US 2 & NH 16)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Senior/Accessible	Multiple	Caleb Interfaith Volunteer Caregivers
	Multiple	Tri-County Transit (Door-To-Door)
Intercity Buses	Gorham	Concord Coach (Berlin-Conway-Concord)
Deviated-Fixed Route Buses	Lancaster	Tri-County Transit (Tri-Town Flex)
	Gorham	Tri-County Transit (BG Flex Route)

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Gorham	Gorham Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Jefferson /Randolph	US 2	road improvements from NH 115 to townline	Construction 2024	$14,021,648	TYP
Gorham	NH 16	roadway improvements	Construction 2029	$3,530,504	TYP

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Lancaster-Gorham	US 2	new and improved public transit services	Public Transit
Jefferson/Carroll	NH 115A, US 3, & US 2	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Jefferson-Gorham	Presidential Rail Trail	upgrade trail surface for increased accessibility	Pedestrian; Cycling
Randolph	Appalachia Trailhead	safety concerns about trailhead parking overflow	Motor Vehicles & Trucks
Gorham/Shelburne	US 2	paved shoulders for cyclists	Cycling
Gorham	intersection of NH 16 & US 2	safety improvements for turning movements and crossing	Pedestrian; Motor Vehicles & Trucks

US 3 North | Pittsburg to Carroll

Ten communities

Within Coos County

100 miles of corridor route

13,801 residents in 2018

6,699 households in 2018

TRAFFIC VOLUMES

1,500 - 5,000 AADT*
*along corridor

SAFETY

- Minor crash hotspots within Lancaster and Colebrook town centers

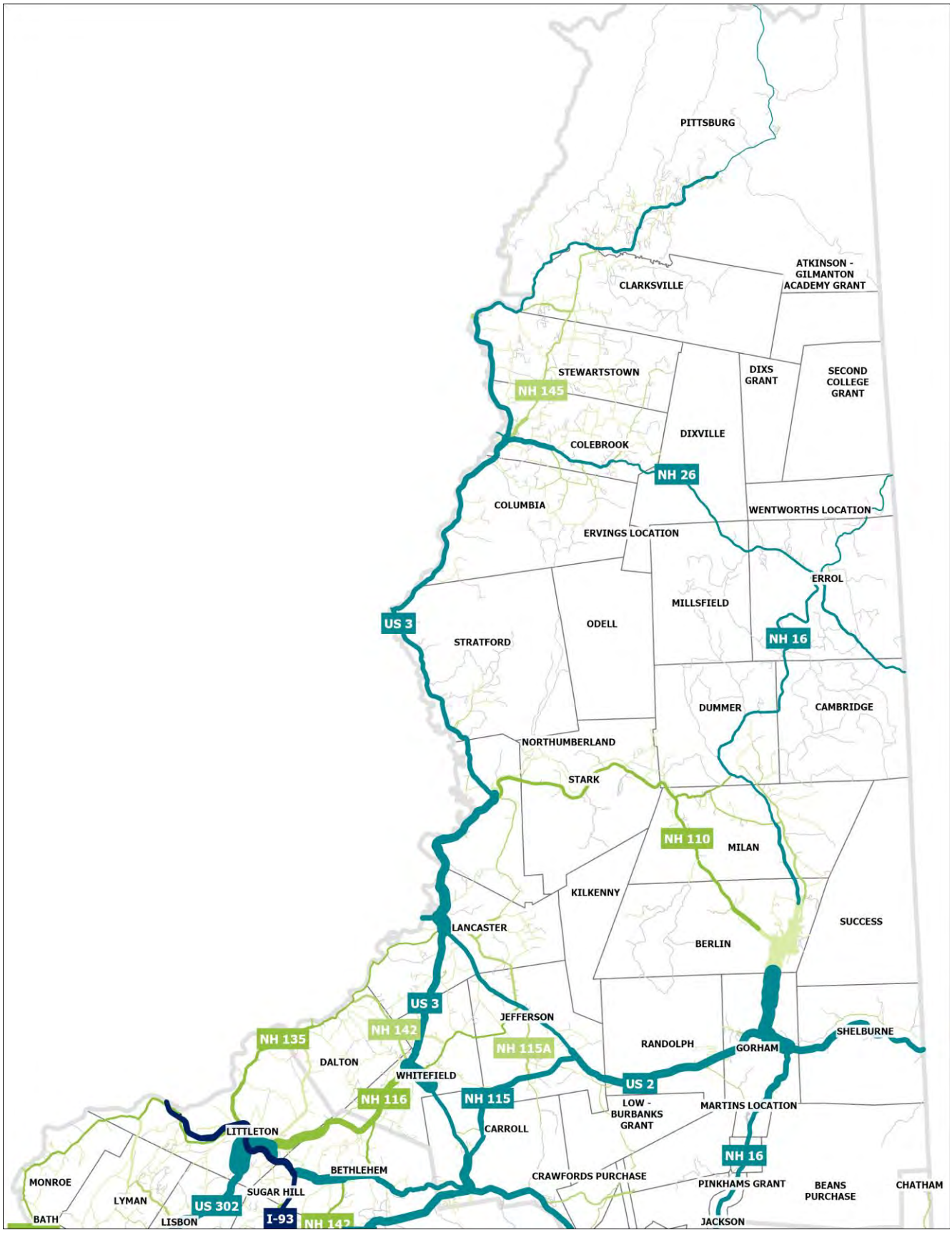
SYSTEM PRESERVATION

- 0 red-listed bridges
- 11 bridges in fair condition
- 18 bridges in good condition

CULTURE & RESOURCES

- part of the Connecticut River national scenic byway and Presidential Range Trail scenic byway
- 264,453 acres of conservation land
- 1,041 miles of trails
- 22 minute average travel time to work

AADT & Highway Tiers of US 3 North Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Colebrook	Upper Coos Rail Trail
	Whitefield	Presidential Rail Trail
Sidewalks	Pittsburg	village core (US 3 & NH 145)
	Stewartstown	village core (US 3 & NH 114)
	Colebrook	downtown core (US 3, NH 145, & NH 26)
	Stratford	village core (US 3)
	Northumberland	village core (US 3)
	Lancaster	downtown core (US 3, US 2, & NH 135)
	Whitefield	downtown core (US 3, NH 116, & NH 142)
	Carroll	village core (US 3 & US 302)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Senior/Accessible	Multiple	Caleb Interfaith Volunteer Caregivers
	Multiple	Tri-County Transit (Door-To-Door)
Deviated-Fixed Route Buses	Multiple	Tri-County Transit (Tri-Town Flex)
	Gorham	Tri-County Transit (BG Flex Route)

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Colebrook	Gifford Field	Private
Airport (General, paved)	Whitefield	Mt Washington Regional Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Colebrook	US 3	reconstruction of about 2700' of US 3 in village center	Construction 2021	$2,495,895	TAP
Northumberland	US 3	reconstruction of approx. 6300’ of sidewalk to ADA standards	Construction 2024	$1,095,716	TAP
Whitefield	US 3	road reconstruction and safety improvements	Construction 2027	$3,633,800	TYP
Whitefield	Mt Washington Regional Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,550,257	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Lancaster-Pittsburg	US 3	new public transit services above Lancaster and between US 3 and NH 16 for increased mobility for non-drivers	Public Transit
Northumberland	intersection of US 3 & Church St	safety concerns about turning movements and intersection configuration	Motor Vehicle & Trucks
Whitefield	Kings Square	safety concerns for multiple modes, turning movements, and crossing	Pedestrian; Cycling; Motor Vehicles & Trucks
Whitefield	Rail Trail	decommission and conversion of railway into rail trail to connect Ammonoosuc and Presidential Rail Trails	Pedestrian; Cycling
Lancaster-Littleton	US 3 & US 302	improved public transit services	Public Transit
Carroll	US 3 & US 2	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling

US 302 East | Carroll to Conway

Four communities

Within Coos & Carroll Counties

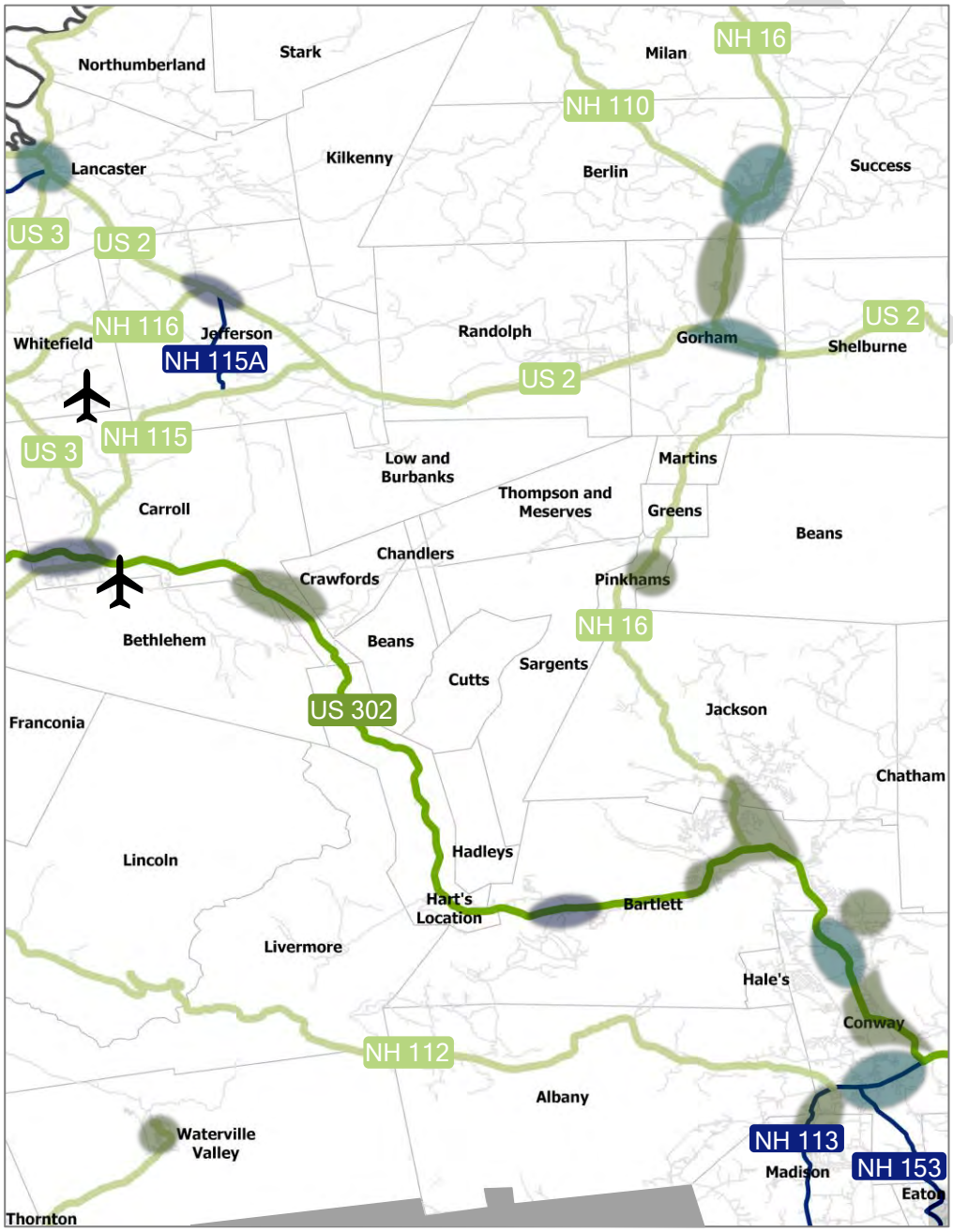
45 miles of corridor route

13,635 residents in 2018

6,356 households in 2018

TRAFFIC VOLUMES

2,300 - 22,000 AADT*
*along corridor



SAFETY

- Minor crash hotspots are located at the intersections of US 3 and NH 16

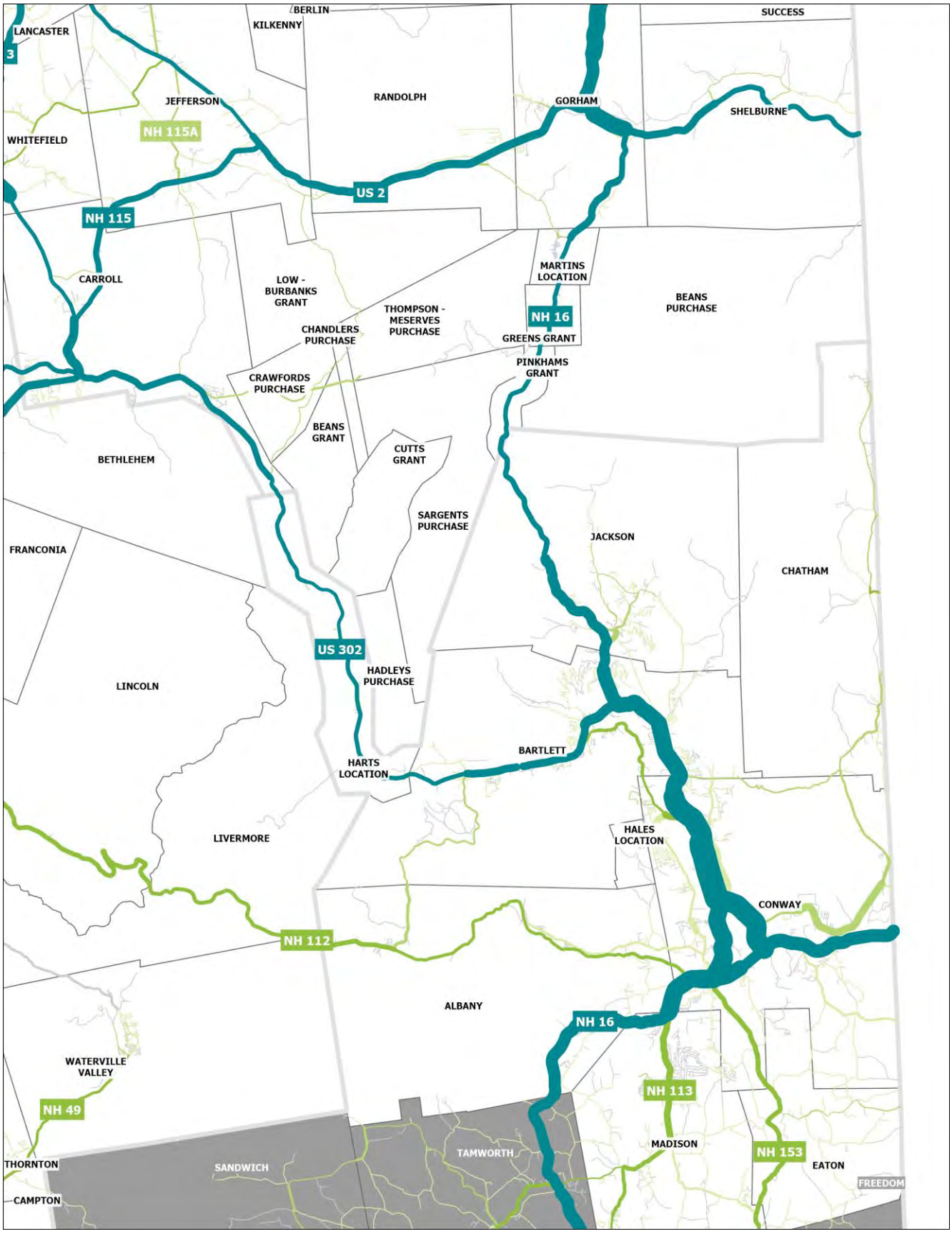
SYSTEM PRESERVATION

- 1 red-listed bridges
- 15 bridges in fair condition
- 24 bridges in good condition

CULTURE & RESOURCES

- part of the White Mountains Trail national scenic byway and Presidential Range Trail scenic byway
- 74,453 acres of conservation land
- 228 miles of trails
- 19 minute average travel time to work

AADT & Highway Tiers of US 302 East Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Sidewalks	Carroll	village core (US 302 & US 3)
	Bartlett	village core (River St & Albany Ave)
	Conway	downtown core (US 302)
Bike lanes	Conway	US 302 & North-South Rd

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Conway	Concord Coach (Berlin-Conway-Concord)
Senior/Accessible	Multiple	Carroll County RSVP
	Multiple	Gibson Center
	Multiple	Tri-County Transit (Door-To-Door)

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Carroll	Twin Mountain Airport	Private

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Conway	NH 113/16/153	intersection improvements	Construction 2021	$3,272,737	TYP
Conway	US 302	intersection improvements	Construction	$2,279,405	HSIP

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Conway	US 302	bike lanes for safer cycling and separated multi-use pathways for pedestrians and cyclists	Cycling
Conway	US 302 & NH 16	new public transit services within Conway for reducing congestion within downtown and increased mobility for non-drivers	Public Transit
Conway	US 16	sidewalk & bike lanes or separated multi-use pathway between North Conway and Conway village	Pedestrian; Cycling
Conway/Eaton	NH 153	paved shoulder or separated multi-use pathway for safer pedestrian and cyclist movement	Pedestrian; Cycling

US 302 West | Haverhill to Bethlehem

Five communities

Within Grafton County

30 miles of corridor route

15,656 residents in 2018

9,020 households in 2018

TRAFFIC VOLUMES

1,600 - 15,200 AADT*
*along corridor

SAFETY

- Minor crash hotspots found along corridor within Littleton

SYSTEM PRESERVATION

- 0 red-listed bridges
- 5 bridges in fair condition
- 8 bridges in good condition

CULTURE & RESOURCES

- part of the Presidential Range Trail scenic byway and River Heritage Trail scenic byway
- 41,930 acres of conservation land
- 252 miles of trails
- 22.5 minute average travel time to work

AADT & Highway Tiers of US 302 West Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Multiple	Ammonoosuc Rail Trail
	Haverhill	Woodsville Rail Trail
Sidewalks	Haverhill	downtown core (US 302 & NH 10)
	Lisbon	downtown core (US 302)
	Littleton	downtown core (US 302, NH 18, & NH 116)
	Bethlehem	downtown core (US 302 & NH 142)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Littleton	Concord Coach (Littleton-Lincoln-Concord)
Deviated-Fixed Route Buses	Multiple	Tri-County Transit (Tri-Town Flex)
	Haverhill	Tri-Valley Transit (Bradford Area Circulator)
Senior/Accessible	Multiple	Grafton County Senior Citizens Council
	Multiple	Tri-County Transit (Door-To-Door)
	Multiple	Caleb Interfaith Volunteer Caregivers

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Haverhill	Dean Memorial Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Littleton	US 302	reconstruction of sidewalks	Construction 2022	$1,055,453	TAP
Haverhill	Dean Memorial Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,209,804	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Littleton	US 302	construct sidewalks on both sides of the road from Littleton Commons plaza to Lowes, including crossing improvements	Pedestrian
Littleton	US 302	reconstruct from Maple St to Dells Rd with pedestrian and bicycling improvements, including realignment of Saranac St	Pedestrian; Cycling; Motor Vehicles & Trucks
Littleton	US 302 & NH 116	safety improvements for cyclists through downtown	Cycling
Bethlehem	US 302	pedestrian and bicycling improvements	Pedestrian; Cycling
Haverhill-Bethlehem	US 302	new and improved public transit services to increase mobility for non-drivers	Public Transit

NH 10 | Haverhill

One community

Within Grafton County

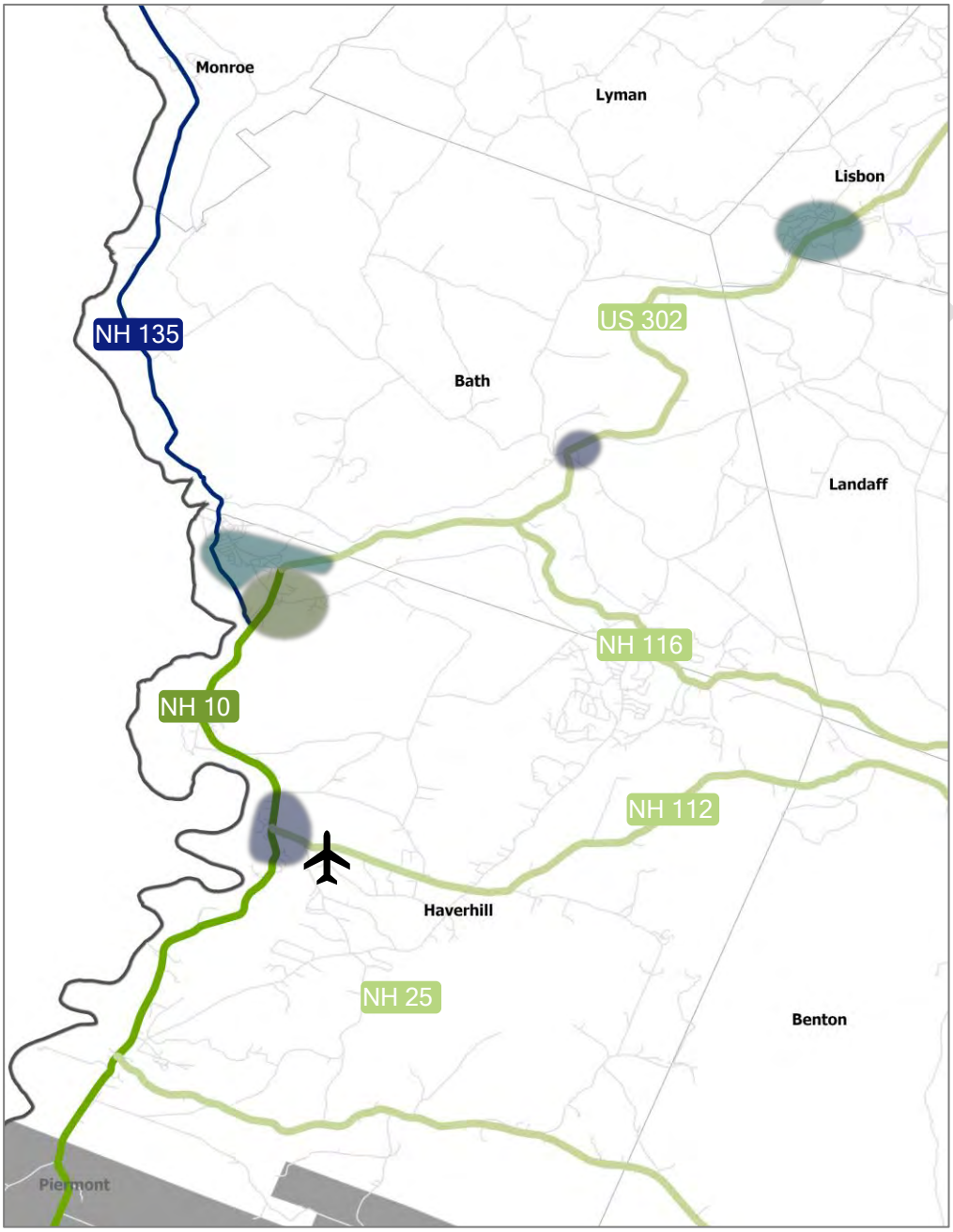
10 miles of corridor route

4,616 residents in 2018

2,336 households in 2018

TRAFFIC VOLUMES

2,100 - 5,900 AADT*
*along corridor



SAFETY

- Minor crash hotspots found at the intersections of Clark Pond Road and Swiftwater Road/Forest Street

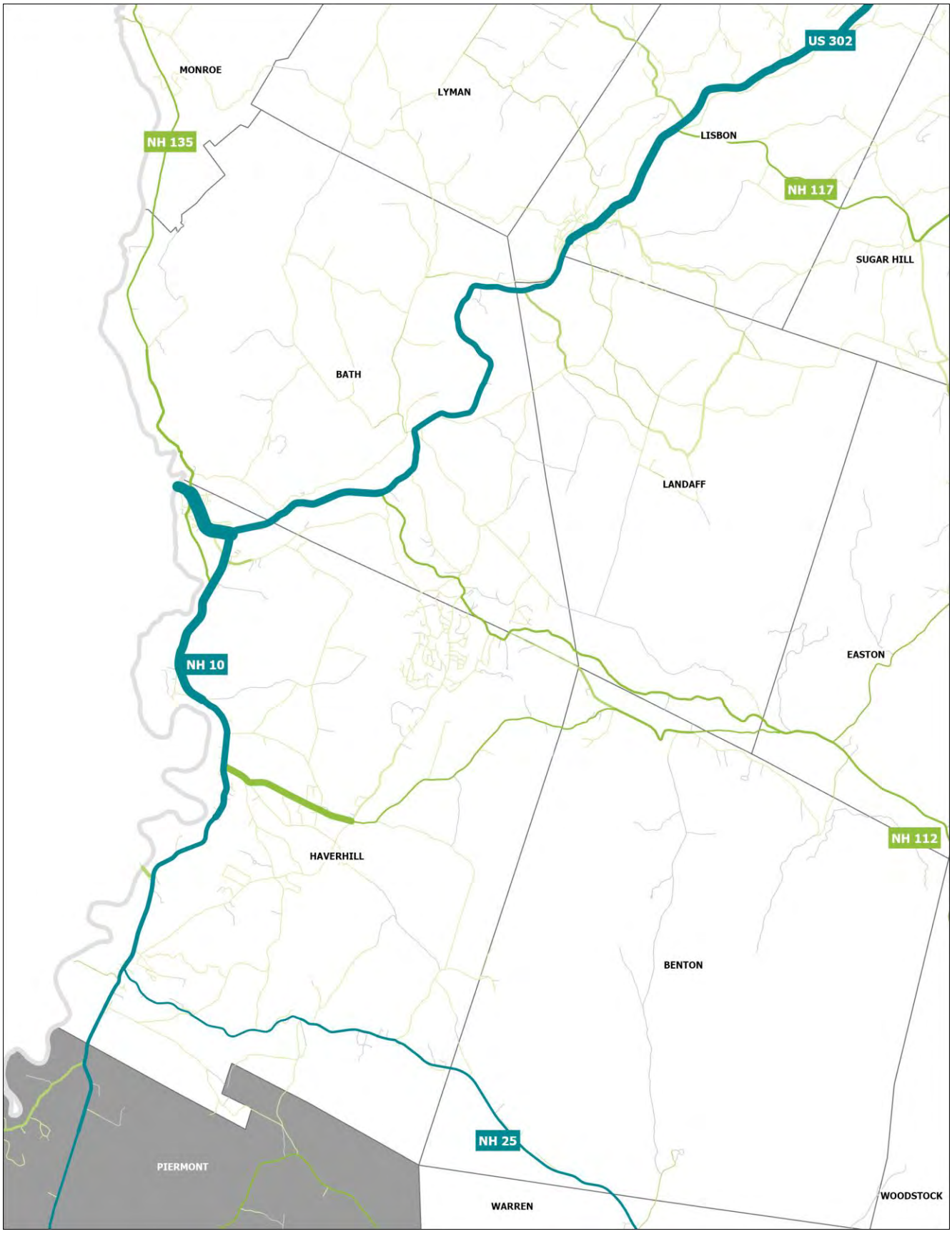
SYSTEM PRESERVATION

- 0 red-listed bridges
- 1 bridge in fair condition
- 2 bridges in good condition

CULTURE & RESOURCES

- part of the River Heritage Trail scenic byway
- 3,392 acres of conservation land
- 35.8 miles of trails
- 27-minute average travel time to work

AADT & Highway Tiers of NH 10 Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Multiple	Ammonoosuc Rail Trail
	Haverhill	Woodsville Rail Trail
Sidewalks	Haverhill	downtown core (NH 10 & US 302)
	Haverhill	village core (NH 10 & NH 25)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Deviated-Fixed Route Buses	Haverhill	Tri-Valley Transit (Bredford Area Circulator)
Senior/Accessible	Multiple	Grafton County Senior Citizens Council

AVIATION

Type	Community	Name	Ownership
Airport (General, paved)	Haverhill	Dean Memorial Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Haverhill	Dean Memorial Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,209,804	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Haverhill	NH 10	intersection improvements with Swiftwater Rd, Forest St, Melody Ln, and Ralston Rd	Motor Vehicles & Trucks

NH 16 | Errol to Bartlett

Eight communities

Within Coos & Carroll Counties

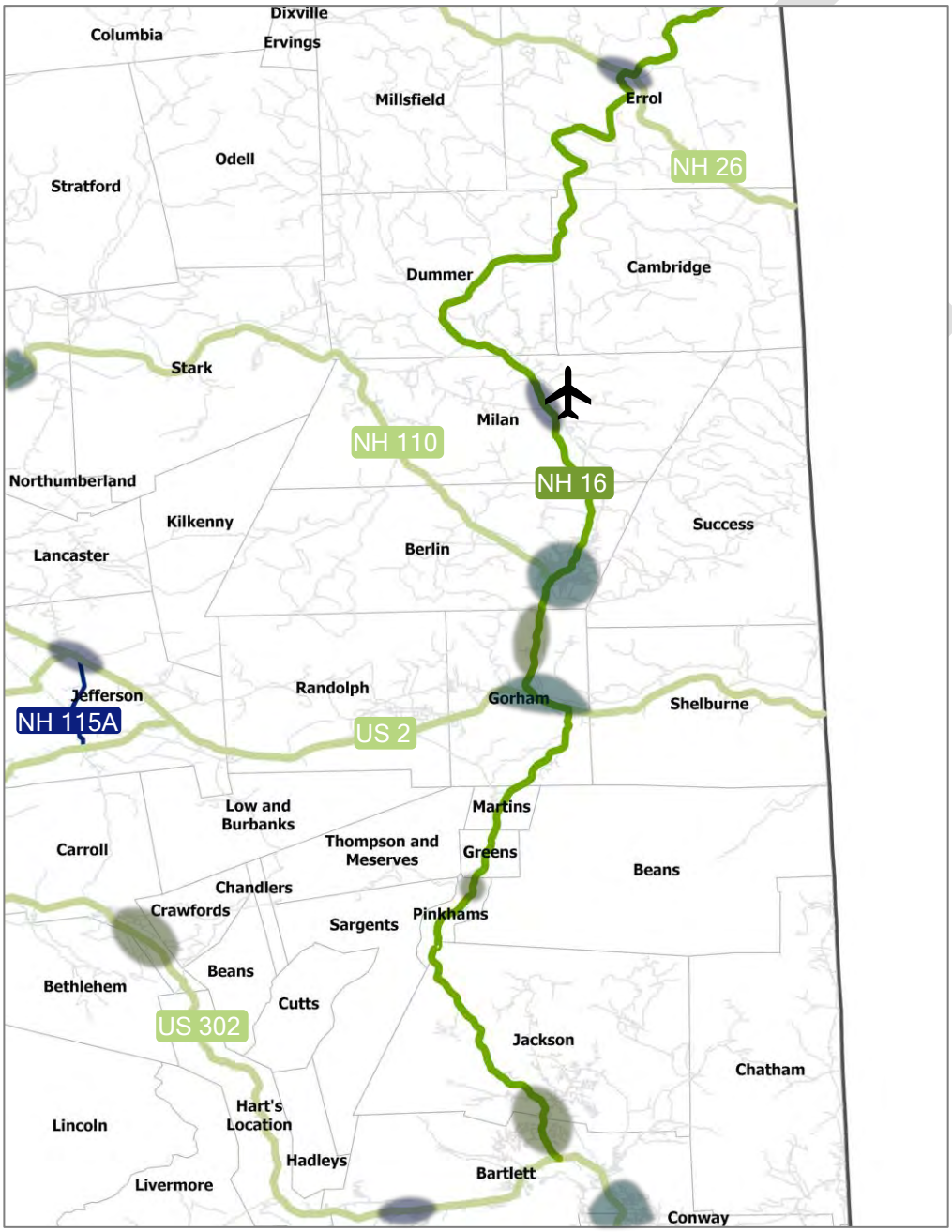
67 miles of corridor route

19,161 residents in 2018

8,310 households in 2018

TRAFFIC VOLUMES

700 - 10,300 AADT*
*along corridor



SAFETY

- Significant crash hotspots found along the corridor within Berlin and Pinkham Notch
- Other crash hotspots at the intersections of NH16/US302 (both Eastman Road and White Mt. Highway)

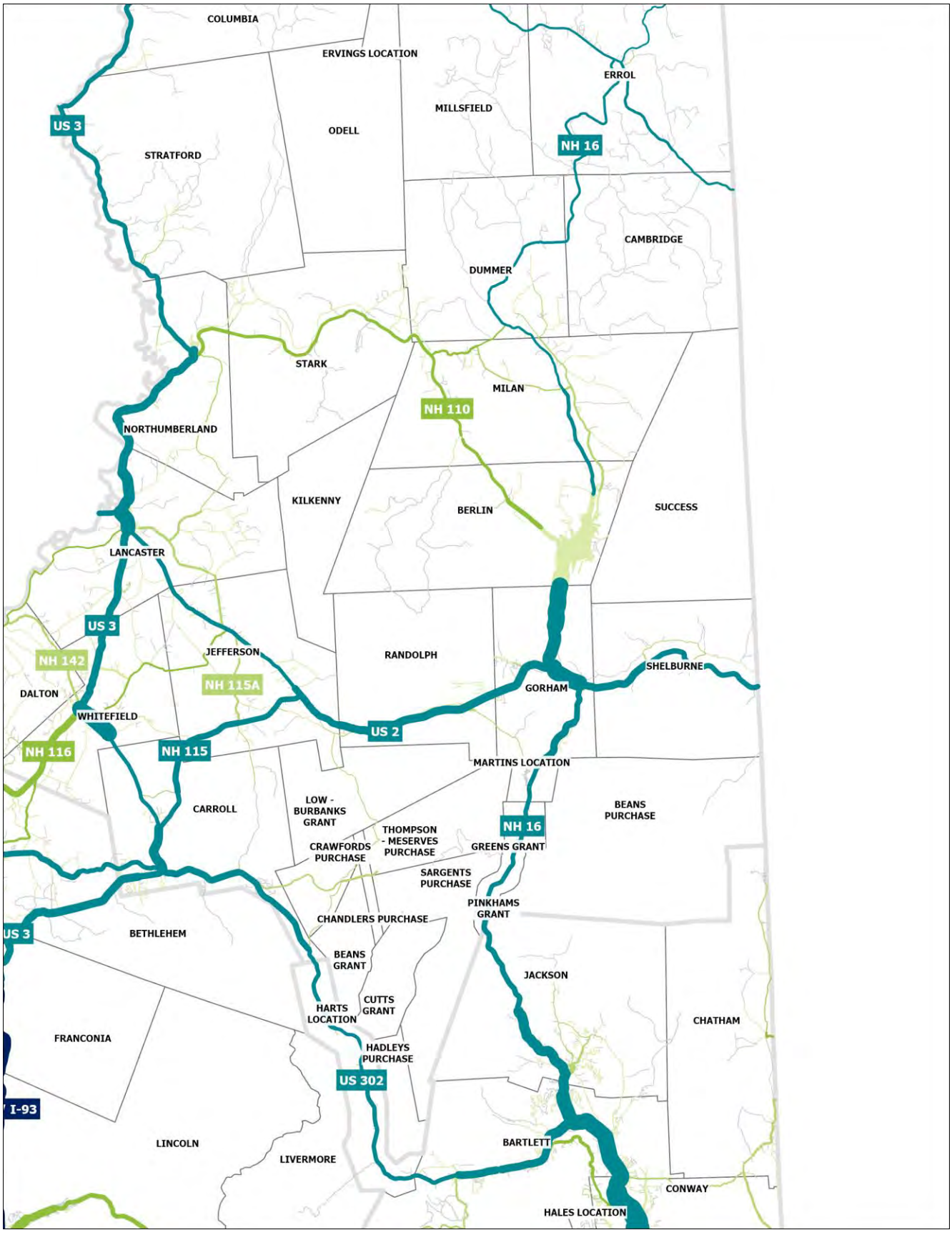
SYSTEM PRESERVATION

- 1 red-listed bridges
- 14 bridges in fair condition
- 14 bridges in good condition

CULTURE & RESOURCES

- part of the Moose Path Trail, Presidential Range Trail, and Woodlands Heritage Trail scenic byways
- 149,579 acres of conservation land
- 579 miles of trails
- 20 minute average travel time to work

AADT & Highway Tiers of NH 16 Corridor



Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Sidewalks	Errol	village core (NH 26)
	Berlin	downtown core (NH 16 & NH 110)
	Gorham	downtown core (NH 16 & US 2)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Multiple	Concord Coach (Berlin-Conway-Concord)
Deviated-Fixed Route Buses	Berlin/Gorham	Tri-County Transit (BG Flex Route)
Senior/Accessible	Multiple	Carroll County RSVP
	Multiple	Gibson Center
	Multiple	Tri-County Transit (Door-To-Door)

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Errol	Errol Airport	Private
Airport (General, paved)	Milan	Berlin Regional Airport	Public
Airport (General, unpaved)	Gorham	Gorham Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Milan	Berlin Regional Airport	planning studies for preservation, modernization, and/or expansion	2022-2030	$6,393,915	FAA
Berlin	NH 16	construction of 1 mile of multi-use path along Androscoggin River	Construction 2022	$1,610,537	TYP
Gorham	NH 16	roadway improvements	Construction 2029	$3,530,504	TYP

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Berlin	NH 110 & NH 16	dedicated bicycle lanes within downtown Berlin and between Berlin and Gorham	Cycling
Gorham	intersection of NH 16 & US 2 (Glen Road)	safety improvements for turning movements and crossing	Walking; Motor Vehicles & Trucks
Gorham-Conway	NH 16	new public transit services between Gorham and Conway for increased mobility for non-drivers	Public Transit

NH 116 | Jefferson to Haverhill

Nine communities

Within Coos & Grafton Counties

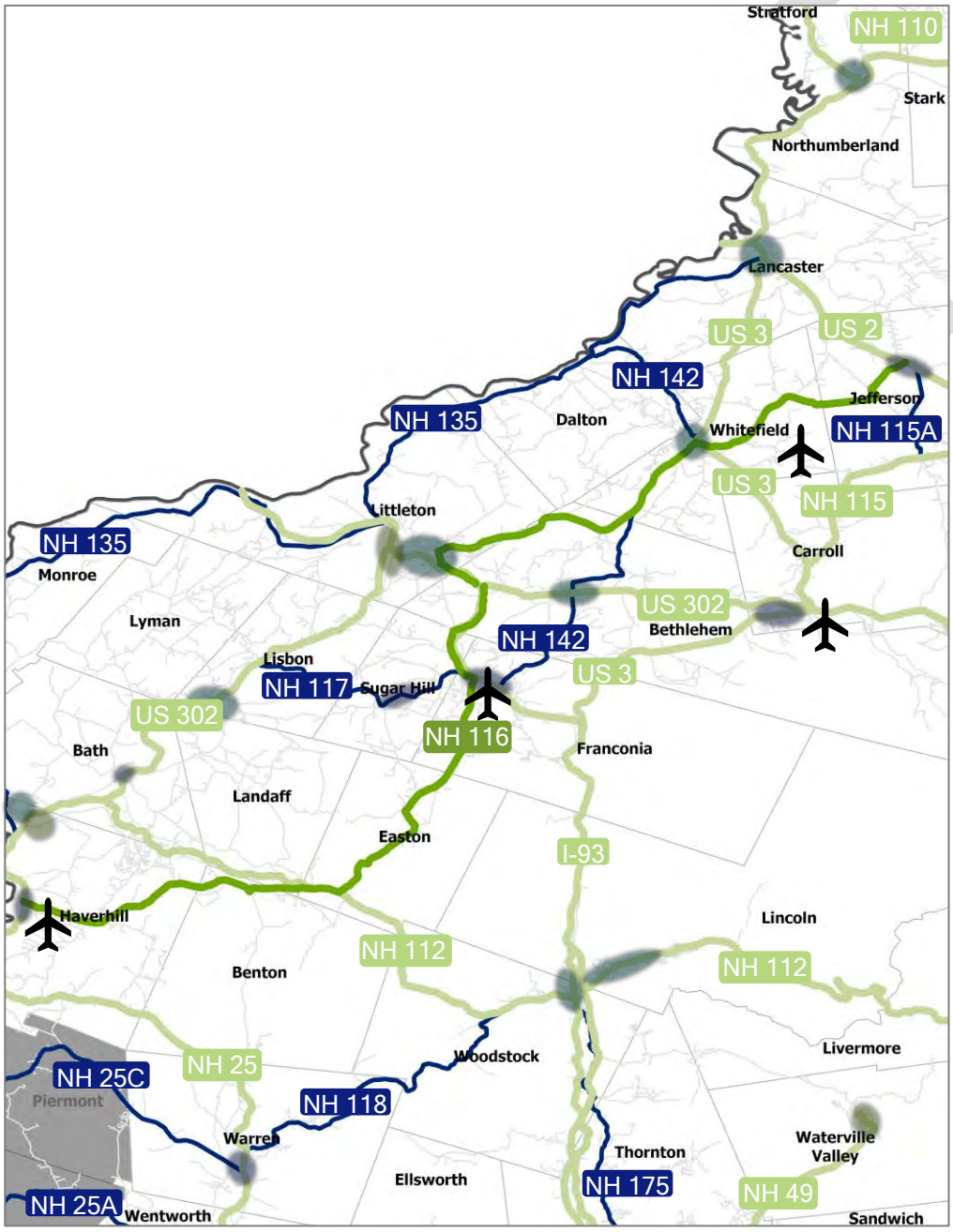
48 miles of corridor route

18,613 residents in 2018

10,794 households in 2018

TRAFFIC VOLUMES

700 - 11,300 AADT*
*along corridor



SAFETY

- Minor crash hotspots within Littleton, Haverhill, and Whitefield downtowns

SYSTEM PRESERVATION

- 0 red-listed bridges
- 8 bridges in fair condition
- 10 bridges in good condition

CULTURE & RESOURCES

- part of the River Heritage Trail scenic byway
- 131,489 acres of conservation land
- 457 miles of trails
- 26 minute average travel time to work

AADT & Highway Tiers of NH 116 Corridor

Existing Transportation Facilities

PEDESTRIAN & BICYCLES

Type	Community	Location
Multi-use Paths & Trails	Jefferson	Presidential Rail Trail
	Littleton	Ammonoosuc Rail Trail
	Haverhill	Woodsville Rail Trail
Sidewalks	Jefferson	village core (US 2)
	Whitefield	downtown core (NH 116, US 3, & NH 142)
	Littleton	downtown core (NH 116 & US 302)
	Franconia	village core (NH 116 & NH 18)
	Haverhill	village core (NH 116 & NH 10)

PUBLIC TRANSIT & TRANSPORTATION SERVICES

Type	Community	Providers
Intercity Buses	Littleton	Concord Coach (Littleton-Lincoln-Concord)
Deviated-Fixed Route Buses	Multiple	Tri-County Transit (Tri-Town Flex)
Senior/Accessible	Multiple	Caleb Interfaith Volunteer Caregivers
	Multiple	Tri-County Transit (Door-To-Door)
	Multiple	Grafton County Senior Citizens Council

AVIATION

Type	Community	Name	Ownership
Airport (General, unpaved)	Whitefield	Mt Washington Regional Airport	Public
Airport (General, paved)	Franconia	Franconia Airport	Private
Airport (General, unpaved)	Haverhill	Dean Memorial Airport	Public

Projects

FUNDED PROJECTS

Community	Location	Description	Timeline	Cost	Funding
Jefferson /Randolph	US 2	road improvements from NH 115 to townline	Construction 2024	$14,420,811	TYP
Whitefield	US 3	road reconstruction and safety improvements	Construction 2027	$3,633,800	TYP
Whitefield	Mt Washington Regional Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,550,257	FAA
Littleton	US 302	reconstruction of sidewalks	Construction 2022	$1,055,453	TAP
Haverhill	Dean Memorial Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,209,804	FAA

IDENTIFIED PROJECTS

Community	Location	Description	Mode Focus
Jefferson/Whitfield	NH 116 & NH 115A	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Whitefield	Kings Square	safety concerns for multiple modes, turning movements, and crossing	Walking; Cycling; Motor Vehicles & Trucks
Whitefield	Rail Trail	decommission and conversion of railway into rail trail to connect Ammonoosuc and Presidential Rail Trails	Walking; Cycling
Littleton	NH 116 & US 302	safety improvements for cyclists through downtown	Cycling
Franconia/Easton	NH 116	sidewalks and paved shoulders for safer pedestrians and cyclists	Walking; Cycling
Franconia	intersection of NH 116 & NH 18	safety improvements to reduce stop sign running by northbound vehicles on NH 116	Motor Vehicles
Haverhill	NH 10	intersection improvements with Swiftwater Rd, Forest St, Melody Ln, and Ralston Rd	Motor Vehicles & Trucks

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Regional Transportation Improvement Program (RTIP) is a list of identified regional projects. Projects are described with the information available on project type, description, location, and cost. Excluding funded projects, there are three tiers of implementation effort, with each tier accompanied by potential next steps and level of priority. The RTIP is updated every two years at a minimum, with a desired update every year.

The list of funded projects within the RTIP consists of projects adopted as law by the Governor and Legislature as the biennial New Hampshire's Ten Year Transportation Improvement Plan (TYP). North Country Council's recommendations to the TYP are based on town project nominations and project assessments performed by North Country Council staff and the North Country Council Transportation Advisory Committee (TAC). Cost, schedule and other project description information is sourced from the TYP and the State Transportation Improvement Program (STIP). The North Country region, along with the other eight regional planning districts in the state, work with a budget that is based on the region's proportion of the state's population as well as its proportion of road lane miles eligible through various funding sources. For both the 2018 and 2020 TYP rounds, $6.1 million was allocated to the North Country region.

Some of the RTIP is included within the North Country Corridors however this next section also includes projects not along any of the corridors. Additionally, the RTIP goes slightly further by identifying how far along each project is to being implemented and provides guidance on what may be done to get a project closer to the finish line. Projects are sorted into three groups:

Tier 1 Projects have been identified as top priorities in the region and are ready for funding applications with minimal project development. Communities with Tier 1 projects may seek assistance from North Country Council when preparing for or submitting an application.

Tier 2 Projects require some project development, which could include data collection, studies, or planning. Communities with Tier 2 projects should seek technical assistance from North Country Council.

Tier 3 Projects require significant project development, including project scope, goals, and feasibility. Communities with Tier 3 projects should seek technical assistance from North Country Council, with the understanding that Tier 1 & 2 projects take priority.

Funded Projects (Alphabetical)

Project ID	Community	Location	Description	Timeline	Cost	Funding
29597	Albany	NH 16	shoulder widening and pavement resurfacing to enable centerline rumble strips	Construction 2023-2024	$8,919,463	TYP
41367	Berlin	NH 16	construction of 1 mile of multi-use path along Androscoggin River	Construction 2022	$1,610,537	TYP
41575	Bethlehem	NH 142	address red list bridge	Construction 2027-2028	$4,601,091	Red List Bridges
42501	Bethlehem-Carroll	US 302	bridge preservation	Construction 2021	$3,305,856	Bridges
42437	Bethlehem-Littleton	I-93	rehabilitation on I-93 from MM 120.5 to MM 125.0, including ramps at exits 40, 41, & 42	Construction 2029	$593,642	Interstate Maintenance
41472	Campton	NH 49	address red list bridge	Construction 2027-2028	$7,629,804	Red List Bridges
40640	Colebrook	US 3	reconstruction of about 2700' of US 3 in village center	Construction 2021	$2,495,895	TAP
40651	Colebrook	Harvey Swell Road	bridge rehabilitation	Construction 2021-2022	$441,456	Bridges
40652	Colebrook	Bear Rock Road	bridge replacement	Construction 2021-2022	$532,208	Bridges
40655	Colebrook	Pleasant Street	bridge rehabilitation	Construction 2023-2024	$583,197	Bridges
40638	Conway	NH 113/16/153	intersection improvements	Construction 2021	$3,272,737	TYP
41402	Conway	Washington Street	bridge rehabilitation	Construction 2025-2026	$2,279,405	Bridges
42522	Conway	US 302	intersection improvements	Construction 2023-2024	$2,833,103	HSIP
16304	Cambridge	NH 16	widening and rehabilitation of approx. 1.4 miles of NH 16	Construction 2022	$7,906,856	TYP
41404	Eaton	Potter Road	bridge replacement	Construction 2021-2022	$656,259	Bridges
40514	Franconia	I-3	rehabilitation on I-93 from MM 111.6 to MM 116.1, including ramps at exits 35, 36, & 37	Construction 2026-2027	$19,565,176	Interstate Maintenance
42598	Gorham	NH 16	roadway improvements	Construction 2029	$3,530,504	TYP

Funded Projects (Alphabetical) cont.

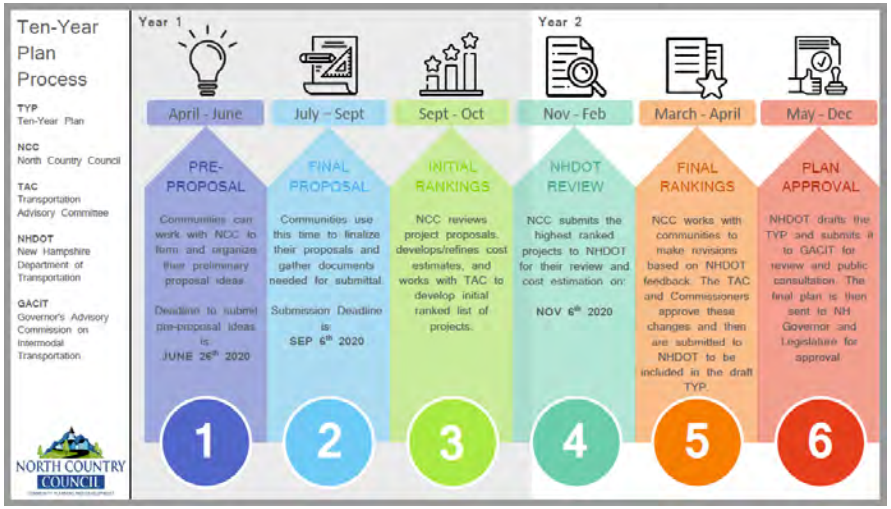
Project ID	Community	Location	Description	Timeline	Cost	Funding
41409	Haverhill	Dean Memorial Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,209,804	FAA
40808	Jackson	Valley Cross Road	bridge rehabilitation	Construction 2021	$1,220,041	Bridges
13602C	Jefferson/Randolph	US 2	road improvements from NH 115 to townline	Construction 2023-2024	$14,420,811	TYP
22192	Lancaster	Mount Orne Road	covered bridge rehabilitation	Construction 2026-2027	$448,361	Bridges
41362	Littleton	US 302	reconstruction of sidewalks	Construction 2022	$1,055,453	TAP
40576	Milan	Berlin Regional Airport	planning studies for preservation, modernization, and/or expansion	2022-2030	$6,393,915	FAA
42510	Northumberland	US 3	reconstruction of approx. 6300’ of sidewalk to ADA standards	Construction 2024	$1,095,716	TAP
27162	Rumney	Buffalo Road	bridge replacement	Construction 2023-2024	$938,813	Bridges
40363	Shelburne	US 2	address red list bridge	Construction 2022	$2,043,694	Red List Bridges
40551	Shelburne	North Road	bridge rehabilitation	Construction 2026	$5,277,424	Bridges
42599	Shelburne	US 2	culvert upgrades	Construction 2029	$2,620,488	TYP
24218	Sugar Hill	Crane Hill Road	address red list bridge	Construction 2021-2022	$2,254,926	Red List Bridges
40613	Thornton	NH 49	address red list bridge	Construction 2024	$5,590,047	Red List Bridges
40578	Whitefield	Mt Washington Regional Airport	planning studies for preservation, modernization, and/or expansion	2021-2030	$5,550,257	FAA
41582	Whitefield	US 3	road reconstruction and safety improvements	Construction 2027	$3,633,800	TYP
27713	Woodstock	NH 175	address red list bridge	Construction 2024	$4,635,415	Red List Bridges
42534	Woodstock-Lincoln	NH 175 & I-93	address red list bridge	Construction 2021	$1,088,670	Red List Bridges

Pending Projects

The Ten Year Plan is on a two year cycle, with projects solicitated during the first half of the even year (ie. 2020) and approved by the Legislature in the following first half of the even year (ie. 2022). The infographic shows the process of the Ten Year Plan cycle.

During the second half of the odd year (ie. 2021), public hearings are held in each region, whereby NHDOT presents the overall Ten Year Plan draft contents, including a budget breakdown, and the RPCs in each region provide a short presentation on their region's newest projects for that draft.

The following projects were solicitated, scored, and submitted to NHDOT for inclusion in the 2023-2032 Ten Year Plan:



Gorham

Cost: $1,942,982
Location: US Route 2 / NH 16 / Main Street
Description: reconstruction of 9,360' of sidewalk to be ADA accessible and Complete Streets upgrades to include traffic-calming, seasonal infrastructure, and separated bike lanes where possible

Whitefield

Cost: $1,130,729
Location: NH 116 / Littleton Road
Description: construction of 2000' of new sidewalk, crossing improvements, and intersection improvements

Berlin

Cost: $4,610,078
Location: NH 16 / Glen Avenue / Pleasant Street
Description: reconstruction of 4,300' of road and sidewalk, upgrade sidewalks to ADA compliance, and addressing aged drainage systems

Tier 1 Projects

Projects have been identified as top priorities in the region and are ready for funding applications with minimal project development. Communities with Tier 1 projects may seek assistance from North Country Council when preparing for or submitting an application.

Assistance may include, but is not limited to:

- letter of support
- compiling supportive data
- review and reference of local, regional, and state plans
- review and comment on draft application
- facilitate coordination between entities

Community	Location	Description	Mode Focus
Berlin	NH 110 & NH 16	dedicated bicycle lanes within downtown Berlin and between Berlin and Gorham	Cycling
Albany	NH 112	paved shoulders for safer driving and room for cyclists	Motor Vehicles & Trucks; Cycling
Campton/Thornton/Waterville Valley	NH 49	multi-use/shared pathway from Waterville Valley to I-93 for recreation, travel, and emergency uses	Pedestrian; Cycling
Conway	US 16	sidewalk & bike lanes or separated multi-use pathway between North Conway and Conway village	Pedestrian; Cycling
Franconia	intersection of NH 116 & NH 18	safety improvements to reduce stop sign running by northbound vehicles on NH 116	Motor Vehicles
Lancaster-Littleton	US 3 & US 302	improved public transit services	Public Transit
Littleton	US 302	reconstruct from Maple St to Dells Rd with pedestrian and bicycling improvements, including realignment of Saranac St	Pedestrian; Cycling; Motor Vehicles & Trucks
Littleton	US 302	construct sidewalks on both sides of the road from Littleton Commons plaza to Lowes, including crossing improvements	Pedestrian
Whitefield	King's Square (US 3 & NH 142)	reconstruct sidewalks and safety improvements to slow vehicle speeds and improve walkability of the area	Pedestrians & Motor Vehicles

Tier 2 Projects

Projects require some project development, which could include data collection, studies, or planning. Communities with Tier 2 projects should seek technical assistance from North Country Council.

Assistance may include, but is not limited to:

- data collection & analysis (traffic counts; traffic studies; surveys; Census)
- pop-up event (test out project scope)
- review and reference of local, regional, and state plans
- facilitate coordination between entities
- public engagement (open house; surveys; interactive online platforms)
- informal concept designs

Community	Location	Description	Mode Focus
Berlin/Northumberland	NH 110	new and improved public transit services	Public Transit
Bethlehem	US 302	pedestrian and bicycling improvements	Pedestrian; Cycling
Conway	US 302	bike lanes for safer cycling and separated multi-use pathways for pedestrians and cyclists	Cycling
Conway/Eaton	NH 153	paved shoulder or separated multi-use pathway for safer pedestrian and cyclist movement	Pedestrian; Cycling
Franconia/Easton	NH 116	sidewalks and paved shoulders for safer pedestrians and cyclists	Pedestrian; Cycling
Gorham-Conway	NH 16	new public transit services between Gorham and Conway for increased mobility for non-drivers	Public Transit
Gorham/Shelburne	US 2	paved shoulders for cyclists	Cycling
Lincoln/Littleton	I-93	new public transit between Littleton and Lincoln to decrease congestion in Franconia Notch and increase mobility of non-drivers	Public Transit
Lincoln/Woodstock	NH 112 & US 3	safer conditions and wider pathways for pedestrians and cyclists	Pedestrian; Cycling
Lisbon	intersection of US 302 & School Street	safety improvements to vehicular movement on and off of US 302, as well as improved pedestrian facilities	Pedestrian; Motor Vehicles
Littleton	NH 116 & US 302	safety improvements for cyclists through downtown	Cycling

Tier 3 Projects

Projects require significant project development, including project scope, goals, and feasibility. Communities with Tier 3 projects should seek technical assistance from North Country Council, with the understanding that Tier 1 & 2 projects take priority.

Assistance may include, but is not limited to:

- project scoping (parameters; goals; challenges; feasibility)
- identify data collection or planning study needs
- review and reference of local, regional, and state plans
- facilitate coordination between entities

Community	Location	Description	Mode Focus
Albany/Conway	NH 113/16	traffic congestion	Motor Vehicles
Carroll	US 3 & US 2	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Conway	US 302 & NH 16	new public transit services within Conway for reducing congestion within downtown and increased mobility for non-drivers	Public Transit
Haverhill	NH 10	intersection improvements with Swiftwater Rd, Forest St, Melody Ln, and Ralston Rd	Motor Vehicles & Trucks
Haverhill	intersection of NH 10 & NH 25	safety concerns about turning movements, look to improve sightlines and speeding	Motor Vehicles & Trucks
Haverhill-Bethlehem	US 302	new and improved public transit services to increase mobility for non-drivers	Public Transit
Jefferson/Carroll	NH 115A, US 3, & US 2	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Jefferson/Whitefield	NH 116 & NH 115A	paved shoulders and bike lanes for safer cycling within and between communities and to and from Presidential Rail Trail	Cycling
Lancaster-Gorham	US 2	new and improved public transit services	Public Transit
Lancaster-Pittsburg	US 3	new public transit services above Lancaster and between US 3 and NH 16 for increased mobility for non-drivers	Public Transit
Northumberland	intersection of US 3 & Church St	safety concerns about turning movements and intersection configuration	Motor Vehicle & Trucks
Randolph	Appalachia Trailhead	safety concerns about trailhead parking overflow	Motor Vehicles & Trucks
Warren	NH 25C	improved and extended sidewalks along residential portion of the road	Pedestrian
Whitefield	Rail Trail	decommission and conversion of railway into rail trail to connect Ammonoosuc and Presidential Rail Trails	Pedestrian; Cycling

APPENDICES

Appendix A
Federal Transportation Act & Laws

Appendix B
Survey Response Summary

Appendix C
Glossary

Appendix D
Acronyms

Appendix E
Strategies

Appendix F
Photo Details

Appendix A | Federal Transportation Acts & Laws

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU)

SAFETEA-LU was signed into law on August 10, 2005 and became the largest surface transportation investment in the history of the United States, providing $244.1 billion in funding for highways, highway safety, and public transportation.

The main challenges that this law addresses include improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU attempts to give flexibility to Federal, State and Local programs that focus on issues of national significance as well as those on the community level.

The main features of SAFETEA-LU, as defined by the Federal Highway Administration, can be found at http://www.fhwa.dot.gov/safetealu/summary.htm.

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 was signed into law in July of 2012 and it extends the goals of SAFETEA-LU to fund surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014. This is the first long-term highway authorization enacted since 2005.

MAP-21 is a performance-based surface transportation program that is geared towards creating a programmatic framework for investment and creating efficiencies in streamlining reporting. One of the goals is to improve the policies that were developed in the past to build upon on many of the highway, transit, bike, and pedestrian programs and policies established in 1991 under ISTEA.

These federal funding authorizations determine the transportation programs that are funded and the funding levels that will come into the State of New Hampshire. One of the effects MAP-21 had on the region is that it consolidated the federal Surface Transportation Program. This reduced the number of federal programs from nearly 85 to fewer than 30. For example, Transportation Enhancement (TE), Safe Routes to School (SRTS), and Scenic Byways all became part of FWHA's Transportation Alternatives Program (TAP.) This changed a number of factors, like how SRTS used to have its own pot of funding and had no match requirement.

Federal Transportation Acts & Laws cont.

Now applicants need to compete with a much large pool to access these funds through the TAP program, and there is a match requirement of 20%. The NCC region has done well with this program and had a number of projects funded. Now there is more competition for these dollars and it is unlikely that more than one TAP project will be funded in the NCC region in each funding round.

For further information, please visit https://www.fhwa.dot.gov/map21/

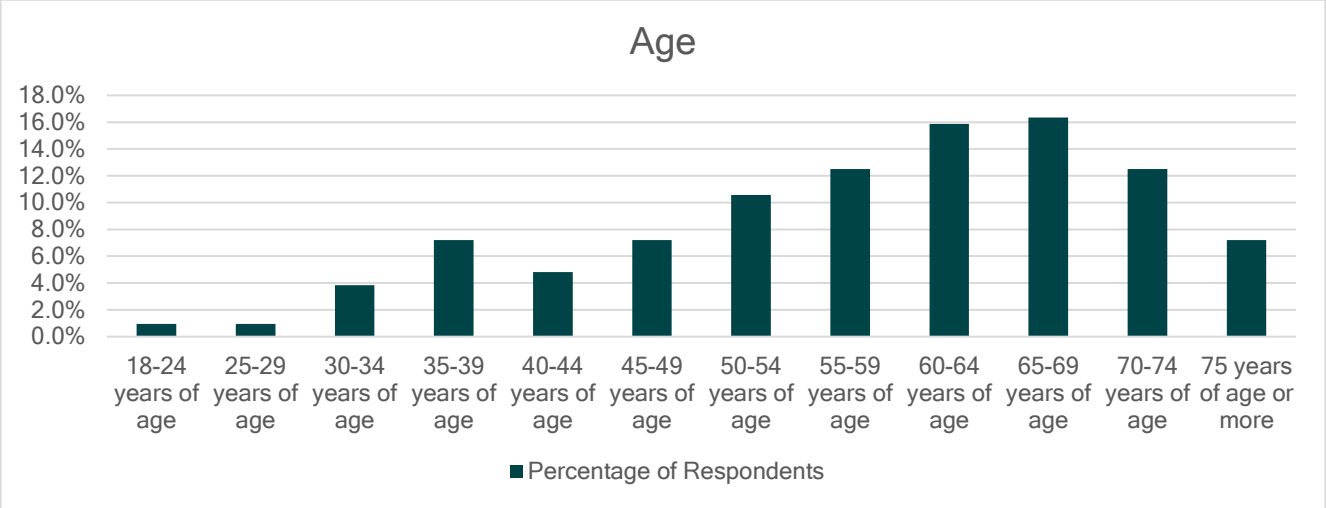
Fixing America's Surface Transportation Act (FAST)

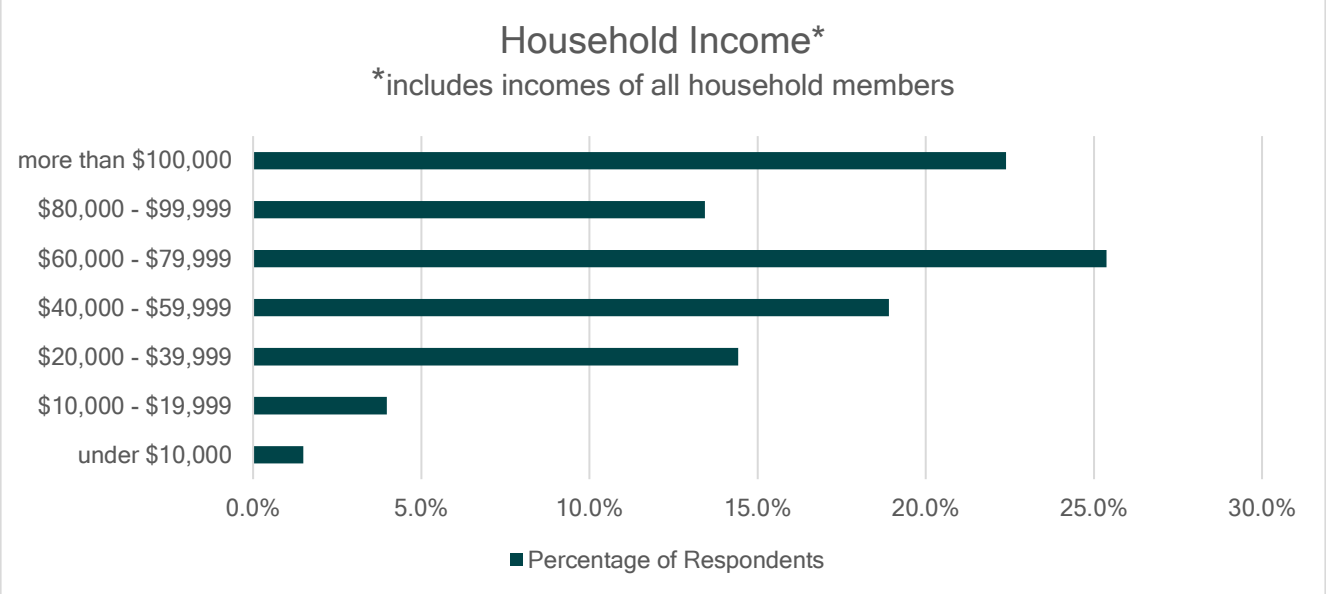
On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

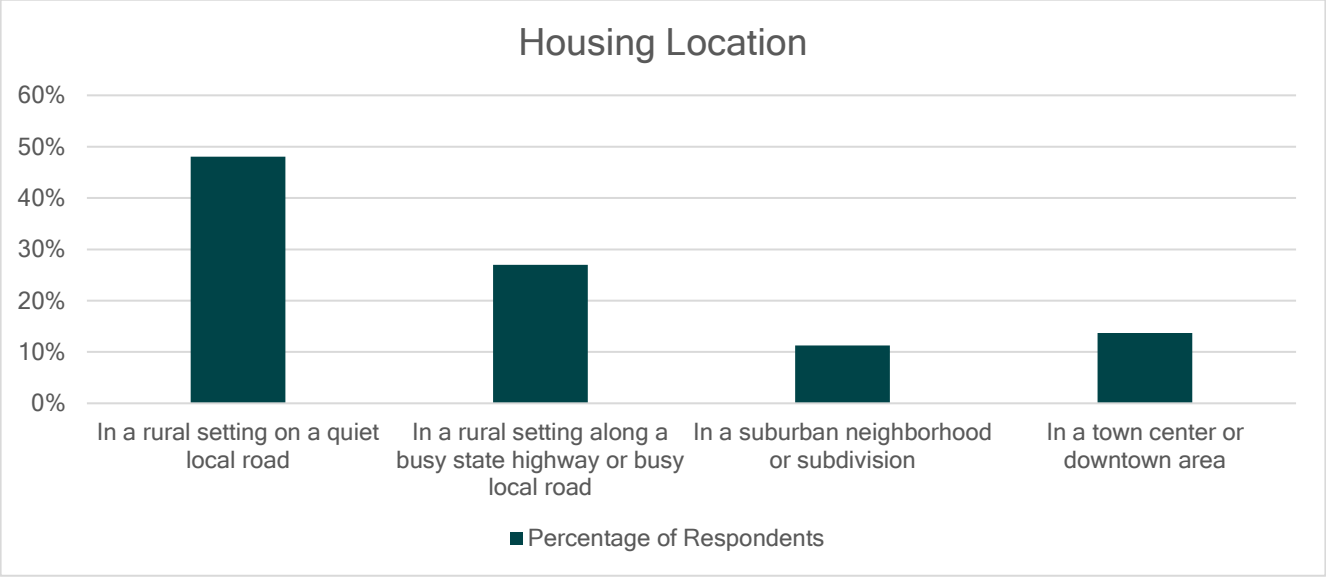
To view the FAST Act, visit https://www.fhwa.dot.gov/fastact/

Appendix B | Survey Response Summary

Demographics







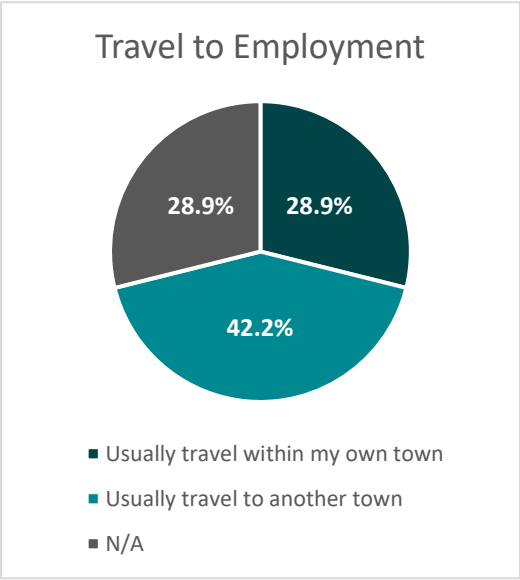
Survey Response Summary cont.

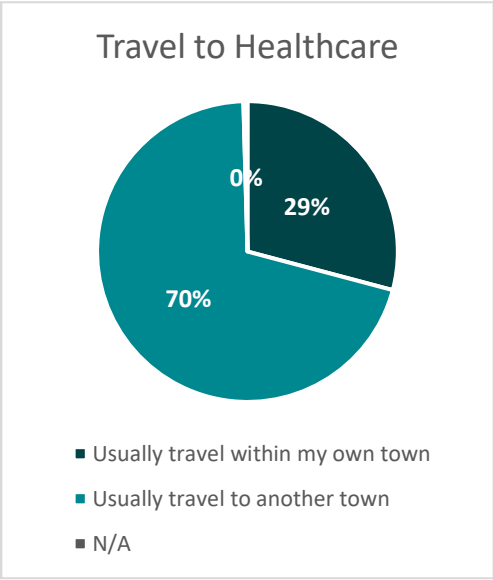
Write-In Responses

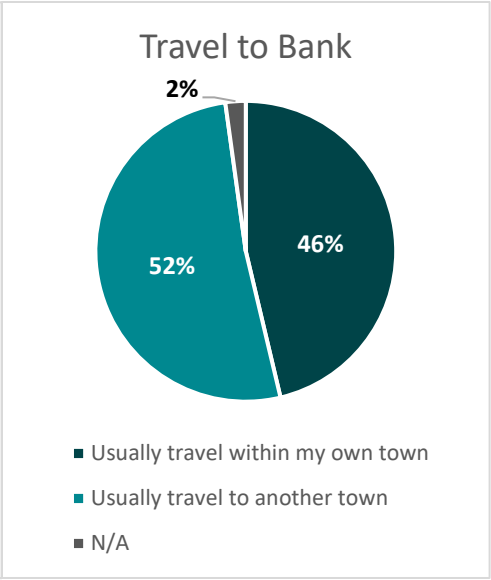
We received 188 write-in responses from residents around the region. The following topics are summarized on their frequency of mention by respondents:

- Need for new/improved pedestrian facilities was mentioned 55 times
- Need for new/improved bicycle facilities was mentioned 73 times
- Safety concerns were mentioned 104 times, most of which were paired with the desire for new/improved pedestrian and/or bicycle facilities
- Desire for new and/or improved public transportation was mentioned 42 times
- Concern about road condition was mentioned 34 times
- Environmental hazards and the effects of climate change were mentioned 17 times

Questions

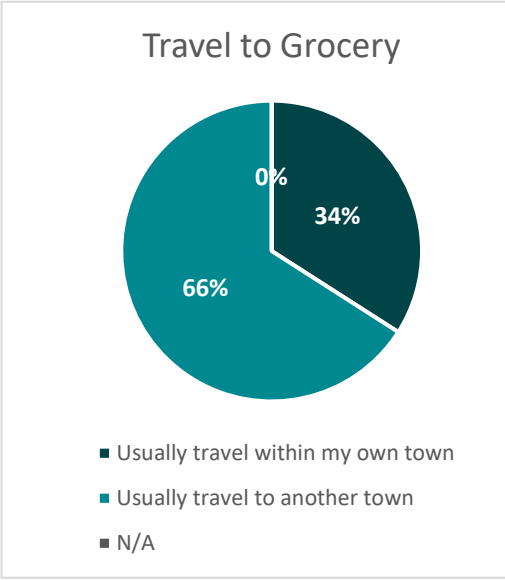


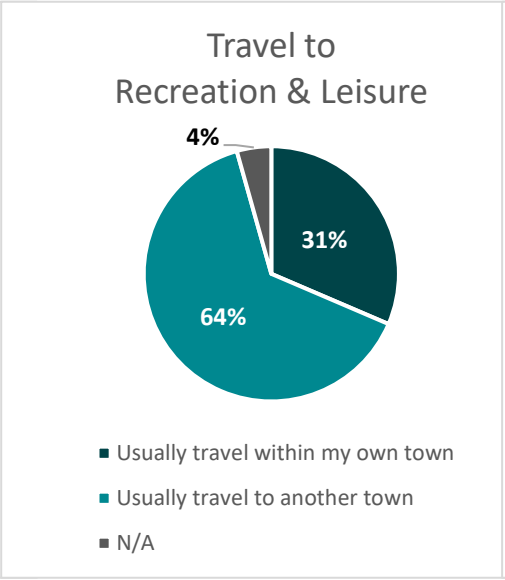


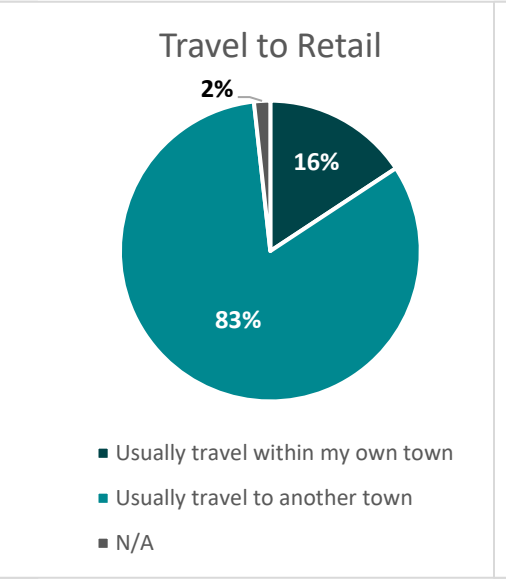


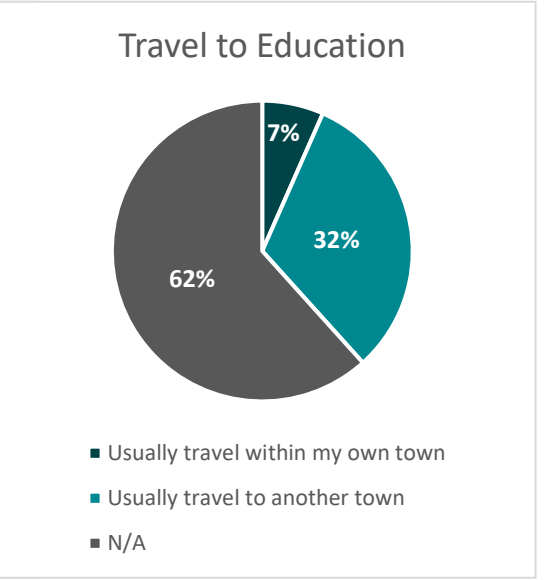
Survey Response Summary cont.

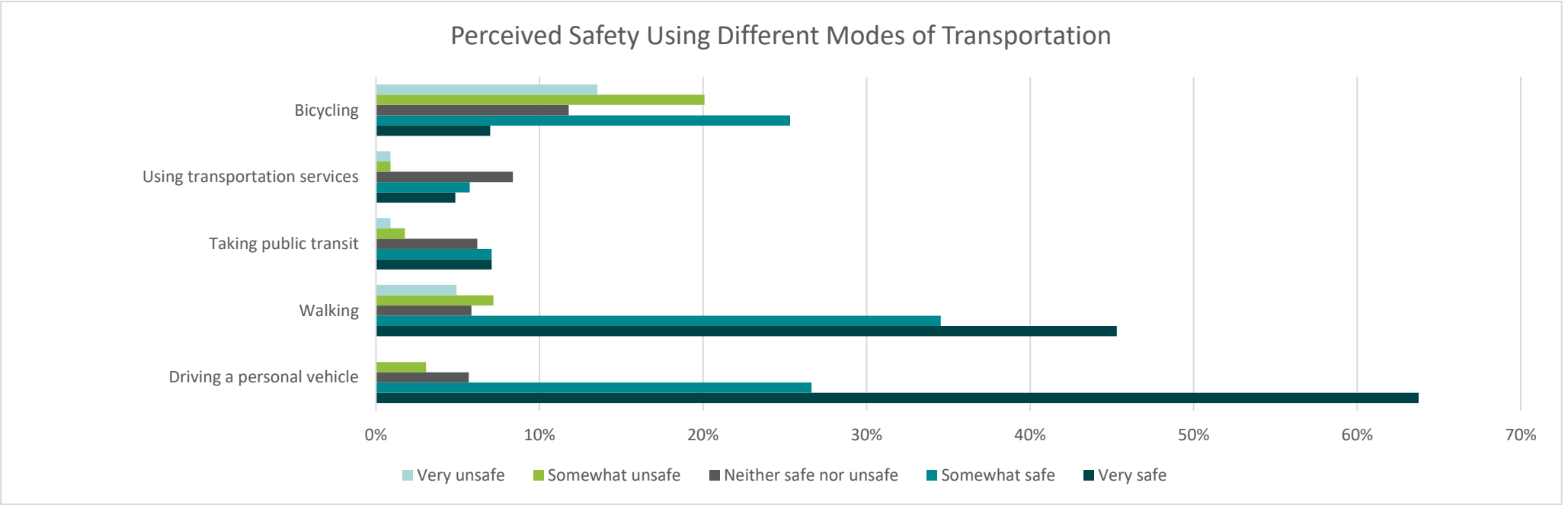
Questions











Survey Response Summary cont.

COVID Questions

TRAVEL BEHAVIOR CHANGE DURING COVID	
6%	I get the bulk of my groceries and shopping delivered now.
59%	I make a conscious effort to group together my errands/make less trips overall.
3%	I am using walking or cycling as a means of transportation where I would've used a private car or public transportation before.
13%	I am not commuting to work due to remote working.
3%	I am not commuting to work due to my job being discontinued, cut, or temporarily suspended.
16%	Other (often reported no change in behavior)

TRAVEL BEHAVIOR CHANGE AFTER COVID	
%	
7%	I will continue to get the bulk of my groceries and shopping delivered.
62%	I will continue to group my errands together/make less trips overall.
6%	I will continue to use walking or cycling as a means of transportation where I would've previously used a private vehicle or public transportation.
13%	I will continue to commute less due to working remotely on a permanent or ad-hoc basis.
12%	Other (often reported no change in behavior)

ECONOMIC HARDSHIP	
%	
1%	Owning/Renting/Insuring a private vehicle will be too expensive to continue so I will need to find other means of transportation.
39%	I may or may not have to change my transportation choice due to an economic suppression of COVID-19.
59%	My transportation choice will not be affected by an economic suppression of COVID-19.

TRANSPORTATION CHOICE IF NOT FOR PRIVATE VEHICLE	
%	
2%	Walking (comfortably)
0%	Walking (uncomfortably)
7%	Cycling (comfortably)
22%	Cycling (uncomfortably)
4%	Public Transportation (comfortably)
2%	Public Transportation (uncomfortably)
45%	Rely on others
18%	Other (often people who clicked the wrong answer on the previous, reporting "wouldn't change")

Appendix C | Glossary

AADT: Annual Average Daily Traffic (AADT) is calculated by taking the total volume of vehicle traffic on a highway or road for a year and dividing it by 365 days

Accessibility: the ability to get from place to place (access to desired goods and services)

Bureaucracy: the structure and set of rules that control the activities of people that work for large organizations and government

Corridor: a regionally significant stretch of road, typically a US or NH Route

Demographic Data: statistical information, such as: population, income and poverty, travel and vehicle trends, commuting and economic data, and housing and land use

Jurisdiction: a body with official power to make decisions and judgements (i.e. local, state, and federal government agencies)

Mobility: the efficiency of physical movement (how easy it is to get from place to place)

Mode of Transportation: way in which someone or something travels between destinations (i.e. walking, cycling, driving, public transit)

Multimodal: a combination of travel choices to get to and from a destination (eg. walk to bus stop or bike to train station)

Stakeholder: a person with an interest or concern in something

Appendix D | Acronyms

Federal & State Entities

ACS = American Community Survey (US Census)

FHWA = Federal Highways Administration

FAA = Federal Aviation Administration

FTA = Federal Transit Administration

HSIP = Highway Safety Improvement Program

NHDOT = New Hampshire Department of Transportation

USDOT = United States Department of Transportation

Legislation

ADA = Americans with Disabilities Act

FAST = Fixing America's Surface Transportation Act

MAP-21 = Moving Ahead for Progress in the 21st Century

SAFETEA = Safe, Accountable, Flexible, Efficient Transportation Equity Act

Funding Sources

BUILD = Better Utilizing Investments to Leverage Development (now known as RAISE)

RAISE = Rebuilding American Infrastructure with Sustainability and Equity

TAP = Transportation Alternatives Program

TYP = Ten Year Plan

Regional Entities

RPC = Regional Planning Commission

TAC = Transportation Advisory Committee

Appendix E | Strategies

The following strategies are examples or ideas on how to work towards each goal laid out in the RTP. These are not exhaustive lists and are meant to inspire you to create and pursue projects in your community and region.

Accessibility

Goal 1: The transport system should provide people of all ages and abilities timely access to goods, services, recreation, entertainment and companionship.

- Add and improve sidewalks, bike lanes, and bus stops, as well as amenities such as benches, bike racks, and bus stop shelters
- Increase frequency of buses and add new destinations along bus routes, both within the North Country and outside of it
- Create local connectivity plans, including bicycle and pedestrian plans
- Review and revise local land uses to support more walkable and cyclable communities

Safety

Goal 2: The transport system should be designed and managed to reduce fatalities and injuries.

- Create wider paved shoulders while repaving or reconstructing roads for cyclists and pedestrians to travel more safely
- Provide amenities such as benches, lighting, and step-free pathways to increase accessibility to older adults, vulnerable people, and people with disabilities
- Create local maintenance plans that account for all modes of transportation
- Improve accessibility of public transit information, including bus stop signs and interactive and up-to-date online maps
- Adopt Complete Streets policies
- Survey vulnerable users and collect data about current usage and perceived safety to understand what needs to be done to improve conditions

- Coordinate with NHDOT and freight companies to mitigate freight impacts through rerouting away from residential and walkable areas
- Assess and monitor stream crossings to understand and address undersized or poor condition culverts before roads become washed out

Environment

Goal 3: The transport system should help preserve and enhance natural, cultural and historic resources.

- Provide safe and convenient alternative means of transportation to driving (ie. walking, cycling, using public transit)
- Implement park and ride locations within the North Country, where there are currently none (SSTA names Littleton, Berlin/Gorham, and Conway as ideal locations)
- Install more EVSE infrastructure
- Protect local historical buildings
- Designate freight routes that do not negatively impact the communities they pass through
- Repurpose abandoned and inactive rail rights of way into rail trails to be enjoyed by all
- Restore depots to be historical society headquarters, community centers, etc.

Economy

Goal 4: The transport system should support and enhance the regional economy.

- Seek projects that enhance and improve transportation choices between residential areas and employment hubs
- Look for opportunities to combine or coordinate projects (ie. line up utility upgrades with road and sidewalk improvement projects)
- Utilize Regional Coordinating Councils (RCCs) and Regional Mobility Managers to increase efficiency of limited dollars available for community transportation

Appendix F | Photo Details

Page 16

bottom left: Conway Main Street looking towards Mount Washington

bottom right: an electric vehicle charging at the Littleton Co-op

Page 17

middle left: shop fronts along Lancaster Main Street

middle middle: girl riding bike on Franconia Notch pathway

middle right: speed read-back sign

Page 18

middle left: Stark covered bridge

middle right: Pollyanna Gateway with umbrellas

Page 23

bottom: Presidential Rail Trail

Page 24

bottom: Pan Am Railways

STATE OF NEW HAMPSHIRE
SUPERIOR COURT

COÖS, SS. Docket No. 214-2018-CV-30

Louis Stearns, et al.

v.

Town of Gorham, et al.

ORDER ON THE MERITS

The plaintiffs, residents and homeowners in Gorham, New Hampshire, brought this case against the defendants, the State of New Hampshire—specifically, the Department of Transportation ("NHDOT") and the Department of Natural and Cultural Resources ("DNCR")—and the Town of Gorham (the "Town"). The only claim before the court is the plaintiffs' inverse condemnation claim, where the plaintiffs allege that the opening of the off-highway recreational vehicle ("OHRV") trails in Gorham is an unconstitutional taking of their respective properties. The court attended a view of the properties at issue and the surrounding areas of the OHRV trail on October 19, 2021. It then conducted a three-day bench trial on October 20–22, 2021, during which it took evidence as to the merits of the plaintiffs' inverse condemnation claims. During the trial, the court heard testimony from the various plaintiffs, as well as several state and city actors, including Christopher Gamache, the former Chief of DNCR's Bureau of Trails; William Lambert, the Administrator of NHDOT's Bureau of Traffic; Clinton Savage, DNCR's district supervisor of the OHRV trails in Gorham; PJ Cyr, the former Chief of the Gorham Police Department; and Paul Robitaille, a resident of, and former selectman for, the Town. The court also heard testimony from an expert, Jonathan Evans, who was

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the Noise Program Manager of NHDOT. For the reasons stated in this order, the court finds and rules as follows.

The plaintiffs have all lived in Gorham, New Hampshire since at least 2011 and one plaintiff, Sandra Lemiere, has lived in Gorham her entire life. By way of providing an overview of the layout of Gorham for the purposes of this order, U.S. Route 2, also known as Lancaster Road, is one of two main roads running through the Town, serving as a major east-west highway in northern New England. The second main road is U.S. Rt. 16, which is also known as Main Street. The plaintiffs' homes are either located along, or are in close proximity to, Route 2. The Presidential Rail Trail (the "PRT") is part of a larger network of recreational trails operated by the State and runs just north of Route 2, abutting several of the plaintiffs' properties.

In terms of their geographic locations, the plaintiffs' homes are situated in three groups or locations in Gorham. The first group consists of plaintiffs whose homes do not abut the PRT but are located along Route 2. The plaintiffs that fall into this group are Diane Holmes and Michael Pelchat, who are married and live at the same address; and Sandra Lemire. (*See* Defs.' Ex. A-7.) The second group consist of the plaintiffs whose homes abut the PRT but are not located directly on Route 2, which includes Audrey and Rene Albert; Priscilla and Albert Bergeron; Mark and Heather Malia; and Lois Stearns.[1] (*Id.*) The Alberts, Bergerons, and Malias are separated from Route 2 by a parking lot (the "Route 2 Parking Lot") that serves as one entrance to the PRT. The third group is plaintiffs Bruce and Nancy Neil, whose home abuts both Route 2 and the PRT. (*Id.*)

[1] The late husband of Lois Stearns, Harry "Court" Stearns, was an initial party to the case but, since the beginning of the case, has passed away and is no longer a party.

Turning to the background of OHRV use in Gorham, when the PRT opened for recreational use in the 1990s, OHRVs were not permitted on the trail. That restriction was lifted in 2011, when the Town approved the DNCR's plans to open the PRT to public OHRV use and permitted OHRV trailers to park in the Route 2 Parking Lot. (Pls.' Ex. 5Q.) Around the same time, the defendants permitted the use of OHRVs on Smitty's Trail, also known as Corridor 19. This expanded access for OHRVs, permitting travel from the Route 2 Parking Lot, eastward on the PRT, and then north along Smitty's Trail. (Defs.' Ex. A-4 (noting Smitty's Trail in purple).) When the Town was in the process of approving OHRV use, it also approved a Town noise ordinance that prohibits the use of engine brakes by commercial trucks as they enter the Town, in an effort to limit noise from trucks traveling along Route 2. (*Compare* Pls.' Ex. 5P, *with* Pls.' Ex. 5Q (showing that the Town fielded input from residents regarding expanding permitted use of OHRVs in Gorham at the same time it fielded input about the noise ordinance).)

In 2013, NHDOT further expanded the permitted use of OHRVs in Gorham by allowing them to travel on the portion of Route 2 that runs from the Route 2 Parking Lot, traveling east past the homes of Diane Holmes, Michael Pelchat, and Sandra Lemire, to the point where Route 2 intersects with U.S. Route 16. (Defs.' Ex. A-4.) The State limits OHRVs use on the PRT to the period between May 23 and November 1, starting a half hour before sunrise and ending a half hour after sunset.

In 2020, NHDOT permitted OHRV use on Route 16 and added a new parking area off Route 16. The NHDOT also added a trail connector from the new parking area to access the PRT. In 2021, the NHDOT closed the Route 2 Parking Lot but only for OHRV trailering purposes.

The plaintiffs brought this case against the defendants on March 22, 2018, alleging: (1) mandamus against the Town (Count I); (2) nuisance against the Town and the State (Count II); and (3) inverse condemnation against the Town and the State (Count III). (Index #1.) On October 15, 2018, the court granted the State's motion to dismiss with respect to Count II, denied the motion with respect to Count III; and granted the Town's motion to dismiss with respect to Count I, but denied its motion with respect to Counts II and III. (Index #40.) On April 8, 2021, the court granted the Town's motion for partial summary judgement as to Count II. (Index #117.) The only remaining claim is Count III: inverse condemnation against the Town and the State. Shortly before the start of the bench trial, the court limited the issue presented at trial to whether the defendants' involvement in permitting OHRV use along the PRT and Route 2 constituted inverse condemnation.[2] (Index #159.)

At the trial, the court heard evidence from the plaintiffs about their experience since the defendants permitted the use of OHRVs through the Town. At the close of the plaintiffs' case, the defendants moved for a directed verdict as to plaintiffs Lois Stearns, Albert and Priscilla Bergeron, and Heather and Mark Malia, none of whom testified at trial.[3] (*See* Index #164.) The defendants argued that, because these plaintiffs did not present evidence at trial as to their specific claim for inverse condemnation, they have not satisfied their burden. The court granted the motion and, accordingly, will only address the remaining plaintiffs' claims for inverse condemnation. (*See* R., Day 3.) The

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[2] In the court's order shortly before trial, it explained that there is no right to a jury trial on the issue of whether the government's actions constitute inverse condemnation, reserving the calculation of damages for a jury. (Index #159 (citing *Whelton v. State*, 106 N.H. 362, 363 (1965); *V.S.H. Realty, Inc. v. City of Manchester*, 123 N.H. 505, 506 (1983)).)

[3] Mark Malia, since the start of the case, has also passed away and his wife, Heather, did not present any evidence with respect to their claim for inverse condemnation at their home.

remaining plaintiffs are: Diane Holmes and Michael Pelchat; Sandra Lemire; Audrey and Rene Albert; and Nancy and Bruce Neil.

The plaintiffs maintain that the defendants' actions permitting OHRV use on the PRT, Route 2 Parking Lot, and Route 2 constituted inverse condemnation because of the excessive noise, dust, and fumes that OHRV use has brought to their neighborhood. The defendants do not dispute that they, by a combination of state and municipal actors, permitted the use of OHRVs in Gorham. Rather, they maintain that the government action did not rise to the level of an unconstitutional taking.

In *Sundell v. Town of New London*, 119 N.H. 839, 839 (1979), the New Hampshire Supreme Court overruled the holding in *Ferguson v. Keene*, 108 N.H. 409, 412 (1968), which held that that compensation for an inverse condemnation claim stemming from airplane noise was limited to recovery for "direct and immediate interference" caused by "frequent low-level overflights." The Court in *Ferguson* required a showing of "physical invasion of the plaintiff[s'] airspace by overflights" in order for the government's actions to give rise to an unconstitutional taking. *Sundell*, 119 N.H. 839, 845 (1979). However, the Court in *Sundell* rejected the requirement that there be a physical taking, concluding that "property refers to the right to use and enjoy a thing, and is not limited to the thing itself." *Sundell v. Town of New London*, 119 N.H. 839, 845 (1979) (quotations omitted) (citing *Eaton v. Bos., C. & M.R.R.*, 51 N.H. 504, 511 (1872)). Accordingly, the proper inquiry as to whether a government action constitutes inverse condemnation is whether that action "substantially interferes with, or deprives a person of, the use of his property in whole or in part, . . . even if the land itself is not taken." *Id. See also Allianz Glob. Risks U.S. Ins. Co. v. State*, 161 N.H. 121, 124 (2010) ("Inverse condemnation occurs when a governmental body takes property in fact but

does not formally exercise the power of eminent domain. Inverse condemnation may be effected through either physical act or regulation."); 27 Am. Jur. 2d *Eminent Domain* § 688 (explaining that, in an action for inverse condemnation, "the owner does not need to show a physical invasion that damages the property, but only an unlawful interference with the right to enjoy the land").

Therefore, noise from OHRV use in Gorham, even though it is not a physical taking, can amount to inverse condemnation, so long as the interference with the plaintiffs' property meets two requirements. First, the interference or deprivation must be the result of the government's intentional invasion of a protected property interest *or* be "the direct, natural, or probable result of an authorized activity and not the incidental or consequential injury inflicted by the action." *Allianz Glob. Risks U.S. Ins. Co.*, 161 N.H. at 124. Second, the government's interference with or deprivation of the property right must be "substantial and frequent enough to rise to the level of a taking." *Id.* Following these requirements, the defendants allege that: (1) any interference with the plaintiffs' use of their property caused by permitting OHRV traffic in Gorham was not foreseeable, nor was this interference caused by government action; and (2) the plaintiffs failed to establish that the interference was substantial or frequent enough to amount to an unconstitutional taking.

I. Plaintiffs' Grievances being a Direct, Natural, or Probable Result of the Defendants' Actions

The plaintiffs maintain that the grievances they express are a direct, natural, or probable result of the defendants' decision to permit OHRV use in Gorham. The defendants generally argue that the interference with the plaintiffs' use and enjoyment of their land was merely an incidental or consequential injury and not caused by

government action. The court agrees with the plaintiffs for three reasons: (1) the interference with the plaintiffs' properties was probable or, seemingly, intentional; (2) the interference was a direct result of the defendants' actions; and (3) the interference was not merely an incidental injury of the defendants' actions.

First, regarding the foreseeability of the defendants' interference with the plaintiffs' property, although the plaintiffs do not contest that Route 2 is a busy highway, it is clear that the defendants' purpose for permitting OHRV use was to increase revenue in Gorham and attract OHRV riders to the area. Chris Gamache testified that allowing OHRVs to access the PRT was the only major option to permit riders to access businesses in Gorham. (*See* R., Day 1 Gamache Test.) Additionally, the defendants certainly approved the use of OHRVs in order to generate more revenue for local businesses. (*See* Pls. Ex. 5Q (discussing that the impact of opening the PRT to OHRVs would bring riders to the area, anticipating that it would be a "big revenue source for the businesses in town").) Given that the intent of approving OHRV use was to generate revenue, the amount of OHRV traffic in Gorham was foreseeable to the defendants and, as the court sees it, increased traffic was their goal and intention.

Second, the defendants' actions directly caused noise to interfere with plaintiffs' use and enjoyment of their land because, by permitting OHRV use in Gorham, the defendants welcomed in a great deal of traffic to the environment surrounding the plaintiffs' homes that would not have existed otherwise. The defendants introduced the testimony and study of their noise expert, Jonathan Edwards, at trial. Evans provided ample data about the noise levels in Gorham. (Defs.' Ex. J.) Tables 2 and 6 in Evans' report show the average peaks and lows of noise, as taken on six days, both before and after the OHRV season. (*Id.*) The data in those tables show that, on average, the noise

levels of the areas surrounding the plaintiffs did not exceed 66 decibels,[4] which is the national- and state-recognized standard for the maximum allowable level of noise in a residential area. (*See* R., Day 3. Edwards Test.)

Yet, Jonathan Evans' report and testimony did not account for, as explained and demonstrated by the plaintiffs, the fact that OHRVs frequently travel in large groups and that, although the OHRV use is steady throughout the season, some weekends are busier than others. (*See, e.g.*, Pls.' Ex. 4A (showing groups of OHRVs riding together).) Table 5 of Edwards' report provided more specific data that more closely resembles the plaintiffs' interference. (Defs.' Ex. J.) That table indicates that two ATVs have the same L_{max} measurement as one heavy truck, meaning the highest sound level generated by two ATVs is the same as the highest sound level generated by one truck. (*Id.*) However, as Evans testified, he only measured 2 ATVs, instead of a group of ATVs, and did not conduct his study during some of the OHRV festivals. For example, at the 2016 "Jericho Event," as many as 4,173 ATVs were measured in Gorham in a single week. (Pls.' Ex. 10.) This event is just one of the festivals that takes place every year. Based on Evans' report, that maximum volume of these ATVs during that week would be the equivalent of roughly 2,000 heavy trucks at their maximum volume, all of which pass by the plaintiffs' respective homes. (Defs.' Ex. J.) Other counts of OHRV traffic in 2016 were not as high, but still showed that as many as 999 OHRVs drove through Gorham during one week. (*Id.*) The plaintiffs' more recent counts in 2021 show that as many as 184 OHRVs would pass by on a single summer day. (*See* R., Day 2 Audrey Albert Test.) Taken together, the

[4] As discussed at trial, there were two days in the study that produced a decibel level exceeding the recommended 66 decibels in a residential area. Jonathan Edwards explained that the primary cause of that increase, as compared to other days, was that those days were particularly windy, which will increase the level of noise. (*See* R., Day 3 Edwards Test.)

counts of OHRVs show that the plaintiffs have experienced a significant increase in traffic, irrespective of Route 2 being a busy highway.

Moreover, the defendants' traffic expert, William Lambert, produced a report, explaining that trucks do not make up majority of the traffic along Route 2. (Defs.' Ex. D.) Rather, in June 2017, heavy trucks only made up 6.1% of the total traffic and these trucks made up even less of a percentage of the traffic when measured over the span of an entire year in 2017 and 2016. (*Id.*) Accordingly, while Route 2 experiences truck traffic, the evidence presented demonstrated that the truck traffic does not make up a majority of the traffic in Gorham and, as a result of the defendants' actions, they exponentially increased the overall traffic level.

The plaintiffs also testified that the level of traffic has decreased since the start of the lawsuit. However, the fact remains that, at the time the plaintiffs brought suit in 2018, they were enduring a high volume of OHRV traffic every season since the defendants permitted OHRV use in Gorham, *in addition to* the high level of traffic in Gorham. Therefore, the court is not persuaded by the defendants' arguments that, given the preexisting high level of traffic on Route 2, the plaintiffs' grievances are not directly caused by the defendants' actions. Overall, the defendants' argument does not take into account the incredibly high volume of OHRV traffic, which can generate a maximum volume equivalent to the noise level of heavy trucks, which at times flooded Gorham after their decision to permit OHRV use in the Town.

Finally, the defendants contend that the grievances expressed by the plaintiffs stem from actions of private individuals, not of the government, and, therefore, are merely an indirect consequence of the defendants' decision. Specifically, the defendants point to the evidence at trial that many of the OHRV riders urinated on plaintiffs'

respective properties, blasted music, sped through Route 2 and the PRT despite posted speed limits, or otherwise exhibited indecent and obnoxious behaviors. However, as the court has already stated, the purpose of the defendants' decision to open the PRT and Route 2 to OHRV use was to attract riders to the area, without sufficient plans, or indeed any plan, in place to police rider behavior or even providing restroom facilities for riders. Simply put, the plaintiffs would not have endured the number of riders, or their behavior, if the defendants had not authorized OHRVs to use the PRT and Route 2. *See St. Bernard Par. Gov't v. United States*, 887 F.3d 1354, 1362 (Fed. Cir. 2018) ("In order to establish causation, a plaintiff must show that in the ordinary course of events, absent government action, plaintiffs would not have suffered the injury.").

Based on this evidence, the court concludes that the interference with the plaintiffs' property, meaning the overwhelming amount of OHRV traffic, and the associated noise that traffic generates, in Gorham was "the direct, natural, or probable result of [the] authorized" OHRV use. *Allianz Glob. Risks U.S. Ins. Co.*, 161 N.H. at 124. Therefore, the plaintiffs have satisfied their first burden required to show the government's actions gave rise to an unconstitutional taking.

II. Substantial and Frequent Interference

The plaintiffs presented evidence that the interference with their respective properties satisfies the second requirement necessary for a government action to amount to an unconstitutional taking, which requires that the interference is "substantial and frequent enough to rise to the level of a taking." *Id.*

a. Frequent Interference

The defendants argue that, because the OHRV season only lasts for five months out of the year and use is effectively limited to daylight hours, the plaintiffs have failed

to meet their burden as to frequency. But, as the law in this state instructs, the interference need not occur constantly. The *Sundell* case is instructive. 119 N.H. at 843. In that case, the New Hampshire Supreme Court noted that the interference at issue was that the "defendant's effluent-spawned algae invaded [the plaintiffs'] waterspaces causing substantial interference with plaintiffs' use of this space for bathing, swimming, boating and other recreational purposes." *Id.* at 846.

Crucially, the interference in *Sundell* resulted from the defendants' dumping of chemicals, meaning that the plaintiffs could not swim in or otherwise enjoy the lake that their properties accessed. *Id.* By finding that the plaintiffs' inability to use or enjoy their lakefronts amounted to inverse condemnation, the New Hampshire Supreme Court imposed no requirement that an interference be constant or occur year-round and, nevertheless, concluded the government's actions constituted inverse condemnation. *Id.*

The defendants also maintain that, because they have mitigated the noise from OHRVs by changing the Route 2 Parking Lot and trailhead to the PRT, there is no longer an interference with the plaintiffs' property. However, the Supreme Court did not impose such requirement and even noted that the interference in *Sundell* was not necessarily permanent, but still constituted inverse condemnation. *See id.* at 843 (noting that if the discharge were stopped, the lake would clear itself in about ten years).

Moreover, since the defendants authorized the use of OHRVs on Route 2 and the PRT, the OHRV-induced traffic is not merely a "rare event." *Cf. Allianz Glob. Risks U.S. Ins. Co*, 161 N.H. at 125 (reasoning that the plaintiffs' inverse condemnation action failed because they "produced no evidence that the circumstances which caused the flood damage are inevitably recurring" and "the 2006 storm was a rare event"). "Generally speaking, property may be taken by the invasion of water where subjected to

intermittent, but *inevitably recurring*, inundation due to authorized Government action." *Id.* at 124 (emphasis added). It is inevitable that, each year from May through November, the plaintiffs will hear the constant OHRV traffic inundating their homes during the day. Accordingly, the court interprets the New Hampshire case law to, at the very least, be indicative of the strong preference to protect an individual's home from interference by government action, even if that interference is seasonal, so long as the interference is recurring and inevitable. Here, the plaintiffs testified credibly that the OHRV traffic occurs every year from May until November, which is sufficiently frequent to amount to inverse condemnation.

b. Substantial Interference

The remaining issue is whether the noise produced by the OHRV traffic is substantial enough to constitute inverse condemnation. *Allianz Glob. Risks U.S. Ins. Co.*, 161 N.H. at 124. As previously stated, the plaintiffs fall into three groups of geographical categories. With *Sundell* in mind, the court will use these categories in order to address the testimony and evidence presented at trial regarding whether the interference with the plaintiffs' quiet enjoyment of their respective homes is substantial and amounting to an unconstitutional taking.

i. Group 1: Homes Located Along Route 2 and Do Not Abut the PRT (Holmes/Pelchat and Lemire)

Diane Holmes, Michael Pelchat, and Sandra Lemire all live off Route 2 and each testified credibly that the noise emanating from the OHRVs is substantial. Pelchat reported that he cannot hold a conversation outside. (*See* R., Day 1.) Holmes stated that permitting the use of OHRVs in Gorham has "destroyed a lifetime of happiness" (*Id.* at 3:24.) She also testified that she raised her complaints to the Gorham Police

Department but concluded that most, if not all, of the complaints remain unaddressed because, by the time the police arrive at the scene of the complaint, the offending OHRV rider is gone. The plaintiffs along Route 2 also testified regarding the dust levels generated by the OHRVs. Specifically, Sandra Lemire testified that she can see the dust coming over the trees. (*See* R., Day 2.)

The defendants broadly assert that these plaintiffs presented no evidence that the noise coming from the OHRVs interferes with the plaintiffs' use of their homes. However, based on the evidence, all three plaintiffs on Route 2, in addition to other evidence presented about the sheer number of OHRVs along Route 2, indicate that the traffic levels are substantial enough to make living in their home unbearable. *See Ferguson*, 108 N.H. at 413 (Grimes, J., dissenting) (finding facts were sufficient to state a claim for inverse condemnation where the plaintiffs, among other grievances, expressed that "the noise from the planes . . . ma[d]e such a great amount of noise that it is impossible for the people in the house to converse or talk on the telephone" and there was "no peace or quiet in their home and . . . life has become unbearable because of said noise"), *overruled by Sundell*, 119 N.H. at 839; *Argent v. United States*, 124 F.3d 1277, 1282 (Fed. Cir. 1997) (finding that the trial court erred in granting summary judgment when the plaintiffs "allege[d] that these flights are so noisy and so disruptive that they destroy, at least in part, the [plaintiffs'] ability to use and enjoy their property . . . even when the aircraft do[es] not fly directly over their land").

While Route 2 is a busy highway, the level of traffic from OHRVs has well exceeded any level of traffic present before the defendants permitted OHRV use in Gorham. *See Anchorage v. Sandberg*, 861 P.2d 554, 558 (Alaska 1993) ("Government actions become 'takings' under principles of inverse condemnation when a private land

owner is forced to bear an unreasonable burden as a result of the government's exercise of power in the public interest."). Given that the increase in traffic effectively destroyed the plaintiffs' enjoyment of their homes, the defendants' actions permitting OHRV traffic along Route 2 created a substantial interference with the Holmes/Pelchat and Lemire homes, amounting to an unconstitutional taking.

ii. Group 2: Home Abutting the PRT But Not Route 2 (Albert)

The second group, after the court granted the defendants' motion for directed verdict, consists only of the Alberts' home. The Alberts live just north of the Route 2 Parking Lot, which leads onto the PRT. Their main concern was the noise coming from the parking lot and rider behavior. Specifically, they presented a video depicting the noise coming from the parking lot and Rene Albert testified persuasively that the noise was tremendous. (Pls.' Ex. 7A; R., Day 2.) Audrey Albert went into more detail about the riders' behavior, stating that, on several occasions, OHRV riders would urinate and defecate near her property line and the police would not be able to apprehend the riders, meaning the indecent behavior continued. Even since the parking lot has closed, Mrs. Albert explained that the rail trail acts like a tunnel and they hear the noise from the OHRVs as riders travel through the PRT and up to Corridor 19. When the Alberts joined this lawsuit in 2018, the Route 2 Parking Lot was still being used for loading and unloading OHRVs and, as shown in their video, the OHRV riders would, starting early in the morning, park and begin revving their engines and making noise. (Pls.' Ex. 7A.)

The defendants, again focusing on the mitigation efforts, contend that the noise the Alberts experience is a mere annoyance, isolated to a few instances. However, the Alberts testified convincingly that the noise is tremendous and that they still hear noise from the OHRVs every day during the OHRV season. It is clear that they, like the first

group along Route 2, would not be enduring the noise, nor the inappropriate behavior by the riders, if the defendants had not permitted OHRV use in Gorham. The Alberts' situation is similar to that experienced by the plaintiffs in *Sundell*, where "foul odors caused by the algae blooms, together with dead fish cast ashore, drifted across plaintiffs' upland, diminishing their enjoyment of [their land]." *Sundell*, 119 N.H. at 846. The primary focus in that case was that the plaintiffs no longer enjoyed the use of their property from the smell of the toxins in the lake as well as the "defendant's effluent-spawned algae," which amounted to an unconstitutional taking. *Id.* The Alberts are not merely alleging that the defendants have compromised their living situation, or made it annoying. *Cf. Morrissey v. Town of Lyme*, 162 N.H. 777, 783 (2011) (third and fourth brackets in original) (concluding there was no unconstitutional taking where the plaintiffs "[m]erely alleg[ed] that the Town lowered the water level so as to 'compromis[e] [their] access to water'"); *Argent*, 124 F.3d at 1279 (finding no unconstitutional taking where one group of plaintiffs said flights above their property were an "annoyance but tolerable"). Rather, the Alberts, like the *Sundell* plaintiffs, credibly described the ways in which the defendants made the environment around their house intolerable. Following the precedent in *Sundell*, the defendants' decision to permit OHRVs in Gorham substantially interfered with the Alberts' enjoyment of their home amounts to an unconstitutional taking.

iii. Group 3: Home Abutting Route 2 and the PRT (Neil)

With respect to the third group, the Neils, who abut both Route 2 and the PRT, the defendants claim that the plaintiffs' grievances are the result of "heightened expectations" of a peaceful existence. (Defs.' Post-Trial Mem. 20.) Yet, the defendants simultaneously recognize that Nancy Neil said she cannot eat meals in her backyard, nor

can she host family gatherings because of the noise, dust, and fumes. Bruce Neil testified that the traffic, and, consequently, the noise has become "unbearable." (R., Day 2 Bruce Neil Test. at 1:52.) Mrs. Neil said her home has become miserable. (*See* R., Day 2.) The court finds the Neils' testimony to be believable and persuasive.

The dissent in *Ferguson* was persuaded that there was an unconstitutional taking because the plaintiffs could not talk inside their house and that living in their house had become "unbearable" because of the noise of planes. *Ferguson*, 108 N.H. at 413 (Grimes, J., dissenting), *overruled by Sundell*, 119 N.H. at 839. It has long been the case in this state that a property owners' "right to use and enjoy" their property means that they should not be put in an unbearable living situation, including that they should not be forced to endure a surrounding environment of noise, dust, and fumes without compensation. *Sundell*, 119 N.H. at 845; *see Brown v. United States*, 73 F.3d 1100, 1104 (Fed. Cir. 1996) (brackets in original) ("[I]t is obvious that if the landowner is to have full enjoyment of the land, he must have exclusive control of the immediate reaches of the enveloping atmosphere."). However, with respect to the Neils, the defendants have created an unbearable environment by permitting OHRV use in Gorham, which amounts to a substantial interference with the use and enjoyment of their property. The court concludes that, like the other plaintiffs, the defendants' decisions in Gorham that created an unbearable environment is an unconstitutional taking of the Neils' home.

CONCLUSION

In conclusion, the defendants' decision to permit OHRV use in Gorham constitutes an unconstitutional taking of the plaintiffs' properties by inverse condemnation, pursuant to which each plaintiff homeowner is entitled to just compensation as damages. The court's findings of fact and rulings of law are set forth

in narrative form in this order. *See Harrington v. Town of Warner*, 152 N.H. 74, 86 (2005). Insofar as the parties' requests for findings of fact and rulings of law are consistent with this order, they are granted; otherwise they are denied or determined to be unnecessary in the determination of this matter.

SO ORDERED, this 15th day of February 2022.

Lawrence A. MacLeod, Jr.
Presiding Justice

Clerk's Notice of Decision
Document Sent to Parties
on 02/15/2022