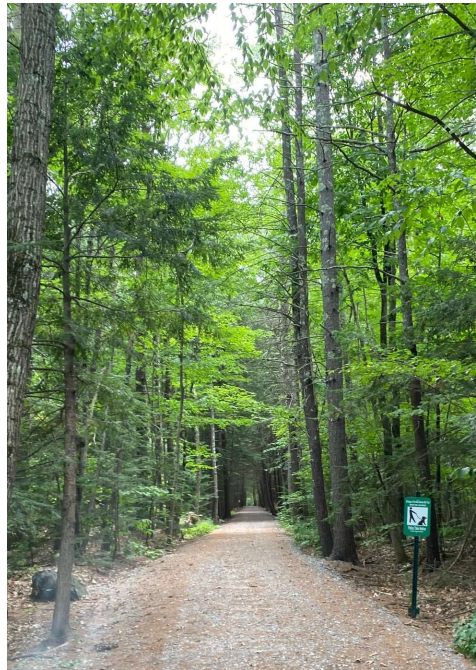
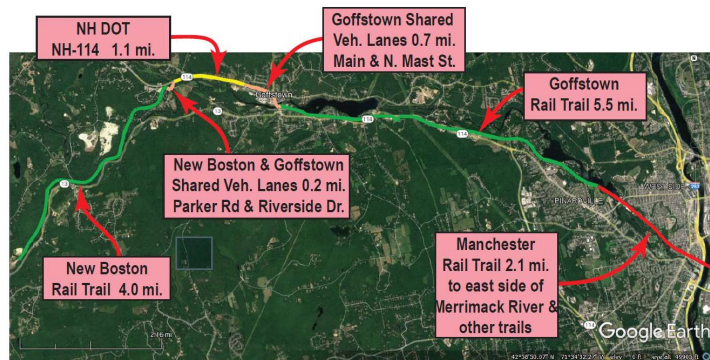


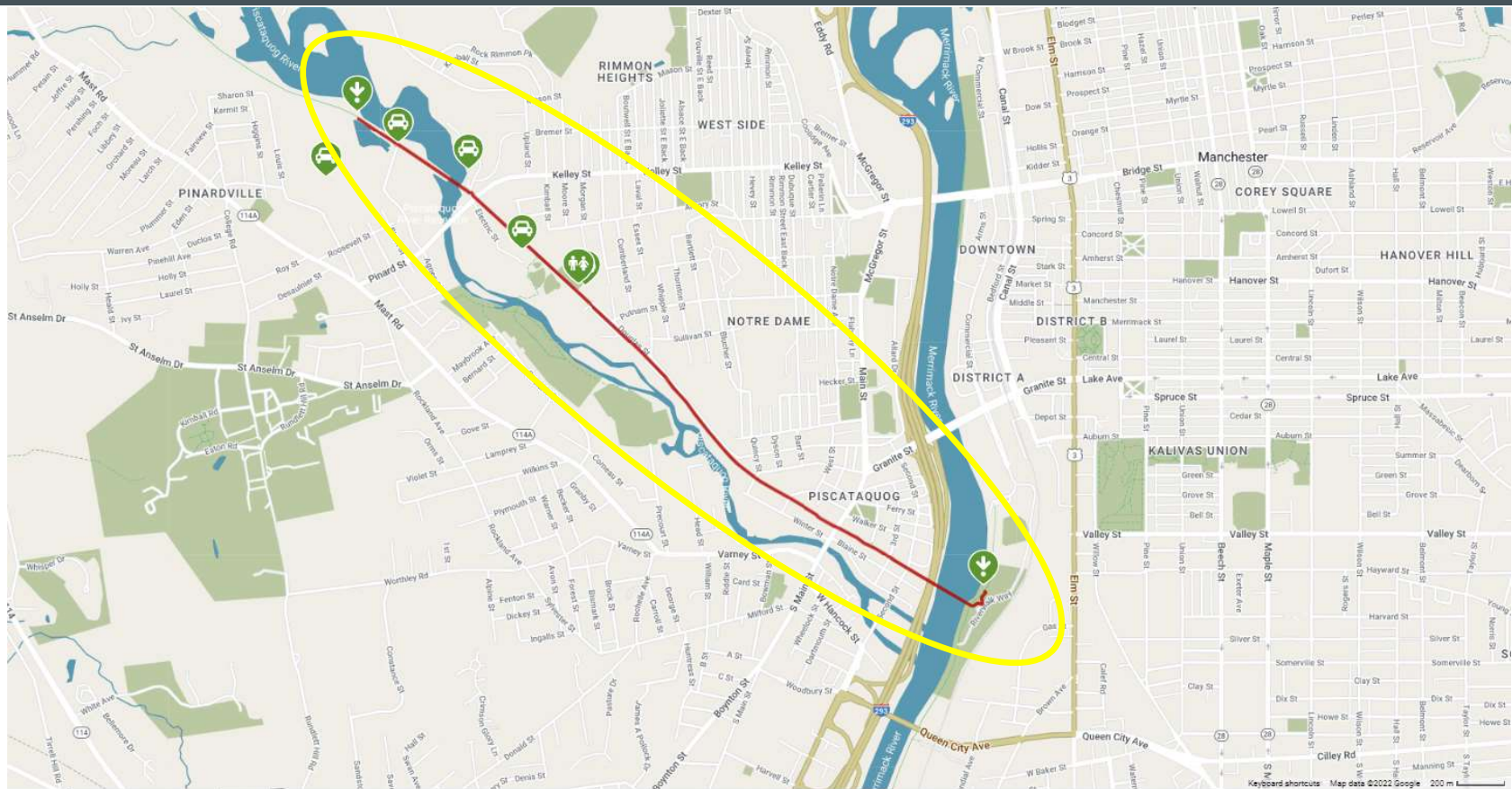
# CONNECTING RAIL TRAILS



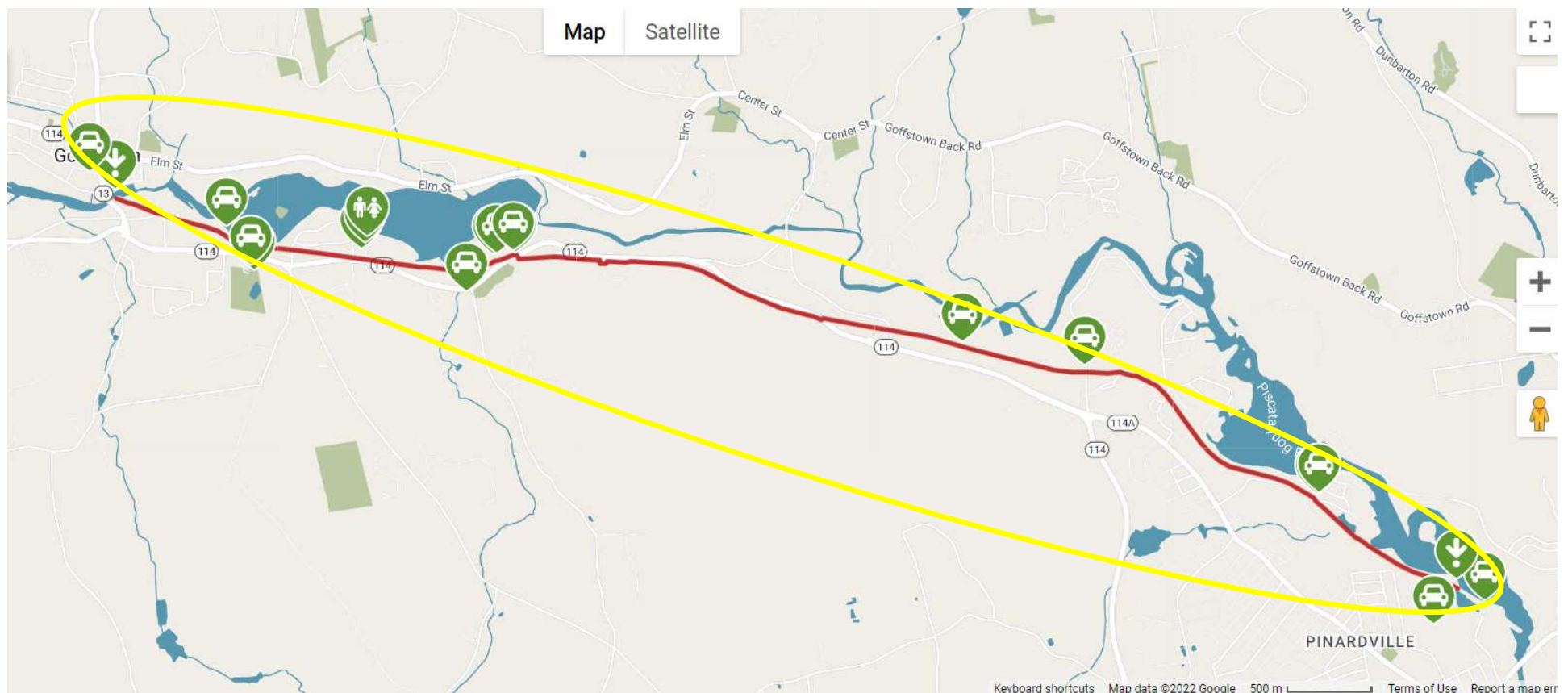
GOFFSTOWN  
+  
NEW BOSTON

CARL EPPICH, AICP  
PRINCIPAL  
TRANSPORTATION  
PLANNER

# PISCATAQUOG TRAIL (MANCHESTER)

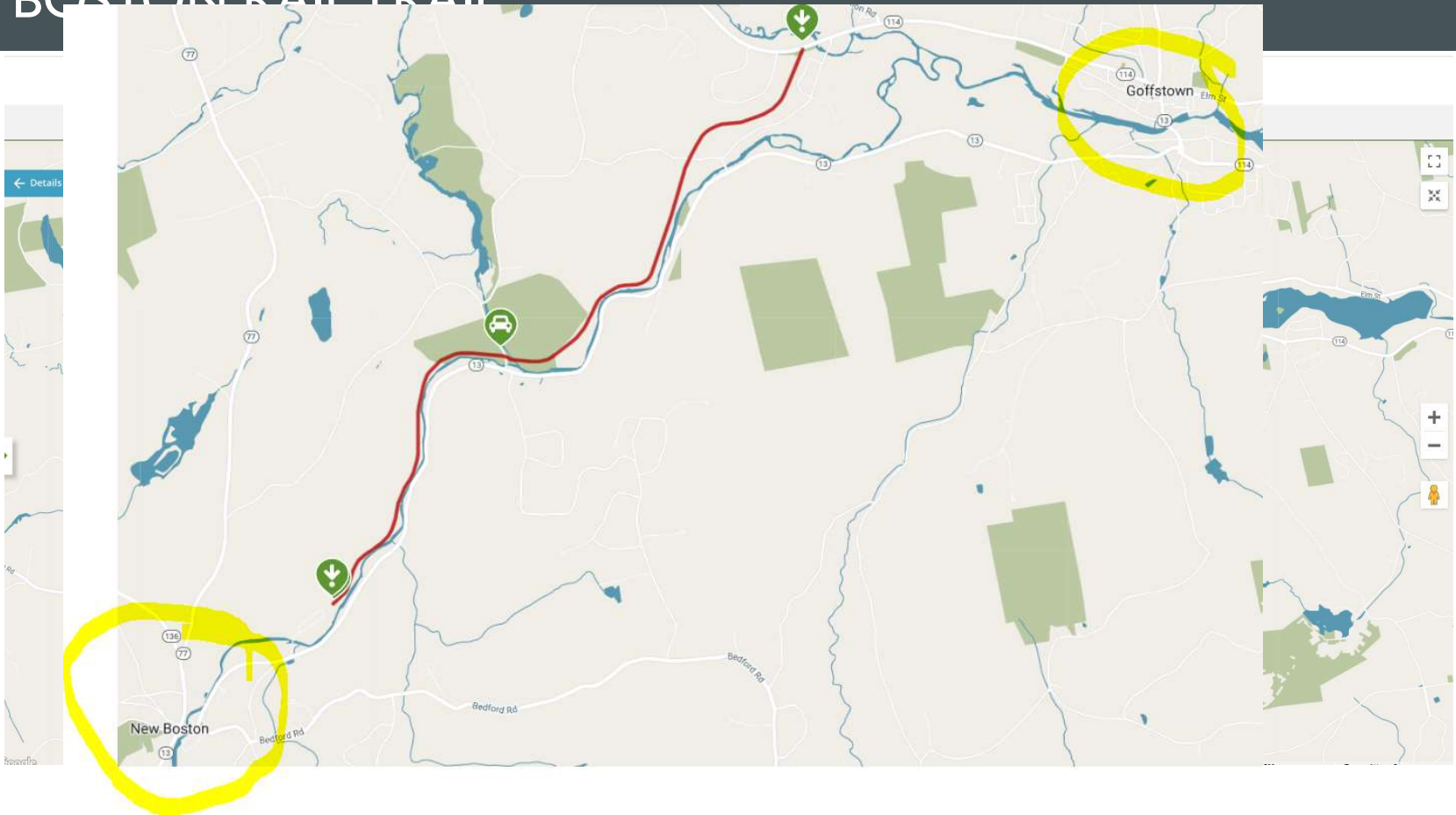


# GOFFSTOWN RAIL TRAIL





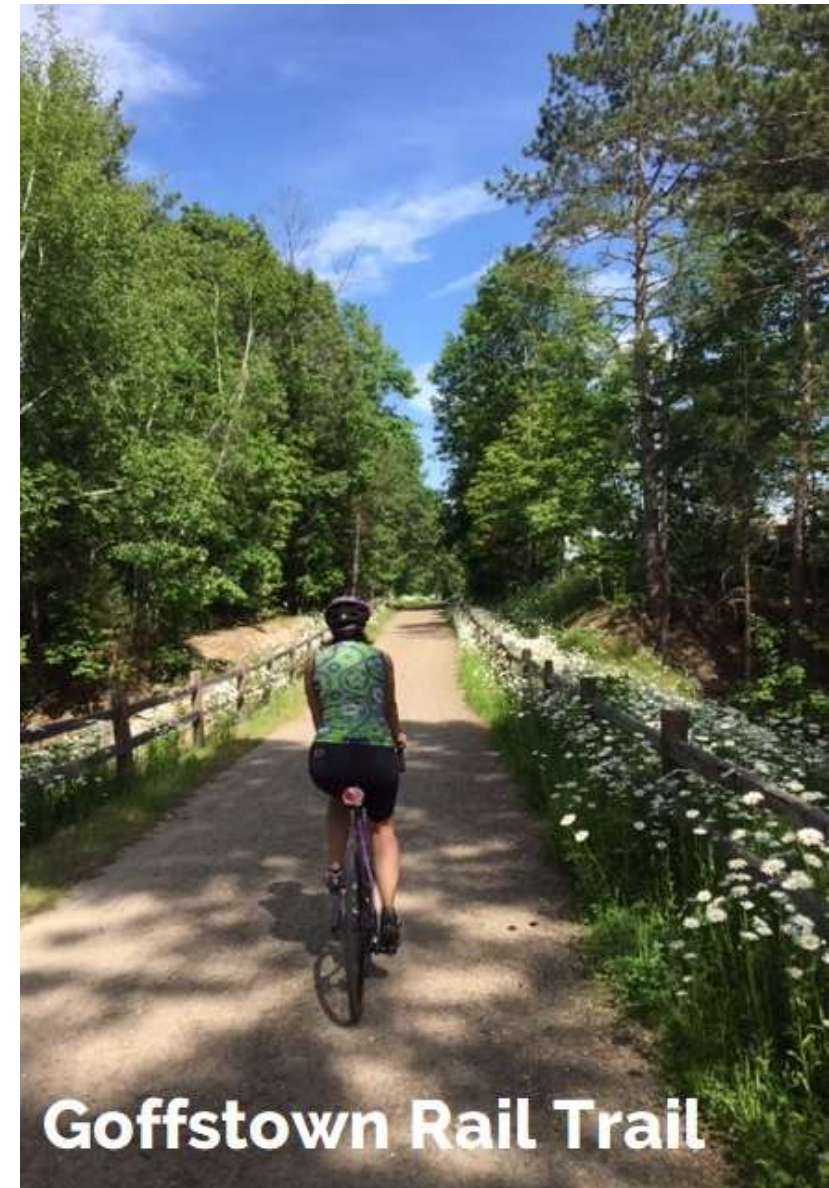
# NEW BOSTON RAIL TRAIL



---

## CYCLING INFRASTRUCTURE

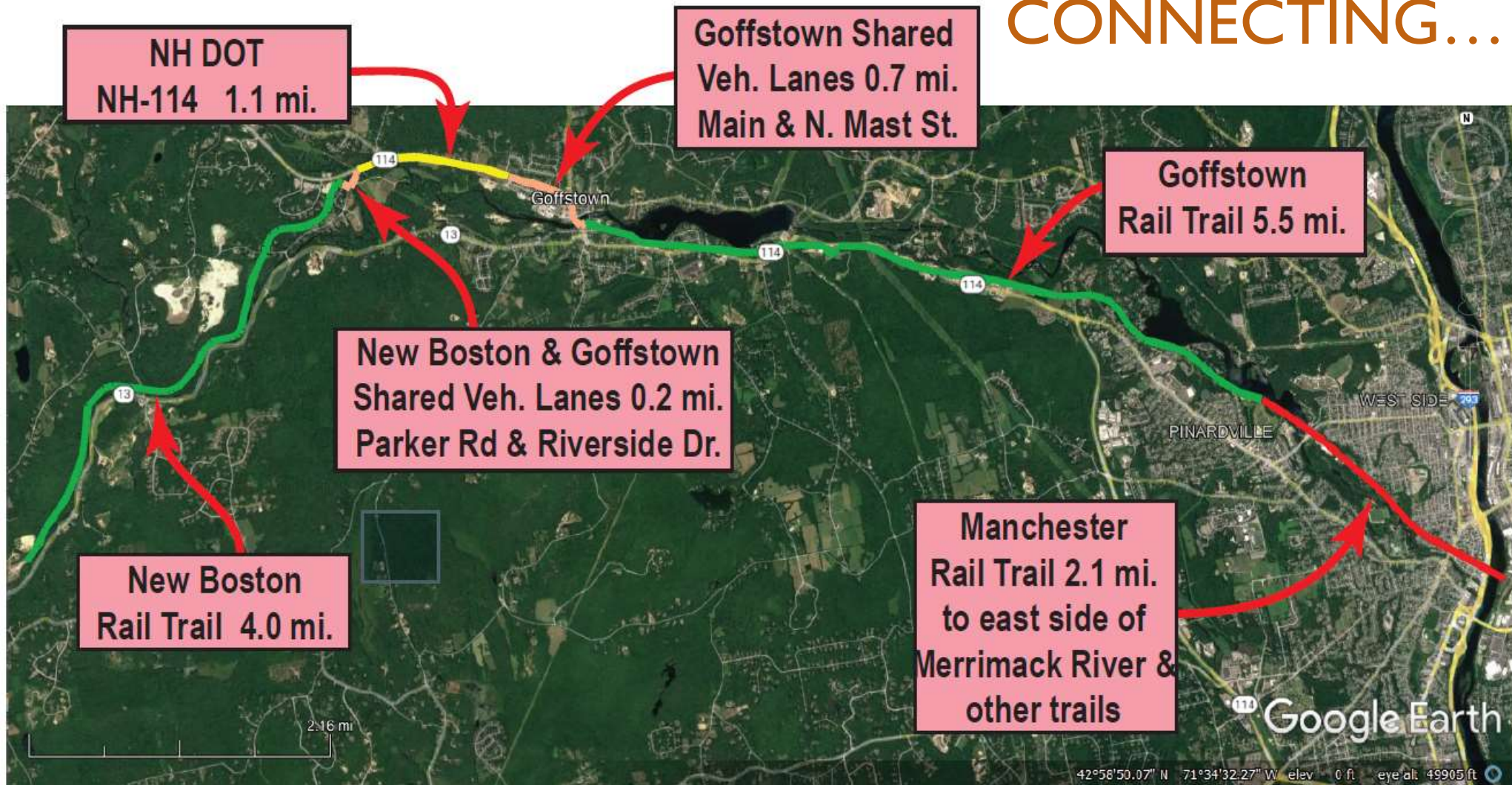
- Connecting the Goffstown and New Boston Rail Trails
- Both trails are improved for bicycling (and pedestrian) access
- New Boston to Goffstown to Manchester:
  - Piscataquog Rail Trail – Manchester 2.1 miles
  - Goffstown Rail Trail - 5.5 miles
  - Route 114 Shared Lanes 0.9 miles
  - Route 114 Bike Lanes 1.1 miles
  - New Boston Rail Trail 4.0 miles
- 13.6 miles total



**Goffstown Rail Trail**



# CONNECTING...







# IN THE FIELD MEETING

DISCUSS:  
SHOULDERS  
SHARED LANES  
ROUTE OPTIONS  
SPEEDS

# SHARED LANES



- Application when there are no shoulders, slower speeds

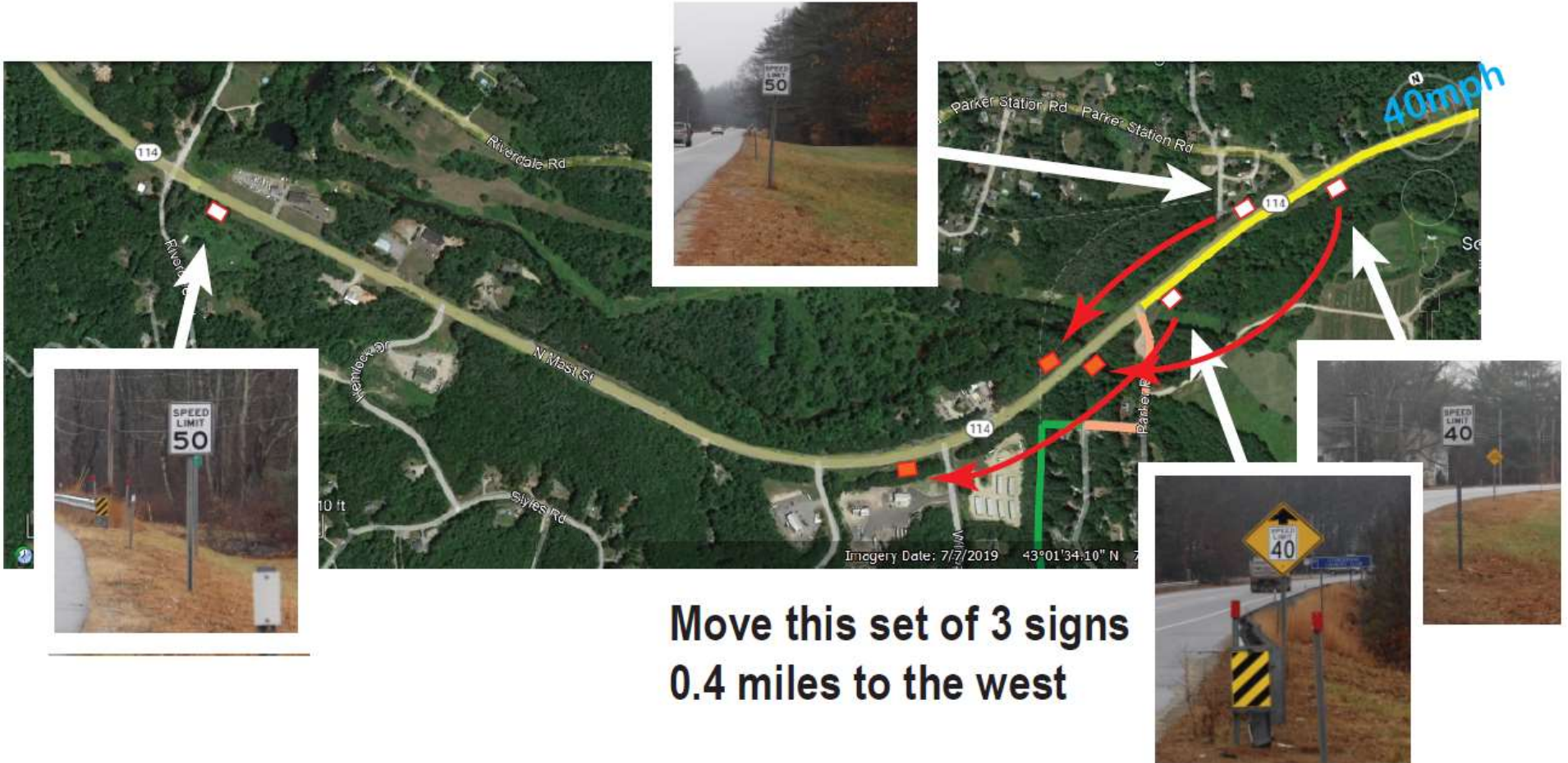




# BIKE LANES

**Factor for shoulder bike lanes:**

**Should speed limit be lowered 50 mph to 40 mph along the bike lanes.**





## NEXT STEPS

- Goffstown DPW to stencil Shared Lane Markings & Bike Lanes
- Goffstown and New Boston to seek Planning Assistance to develop medium- and long-term alternatives for the roadway context
- Medium-term and Long-term....
  - Slower speeds
  - Formal crossing at Parker Road

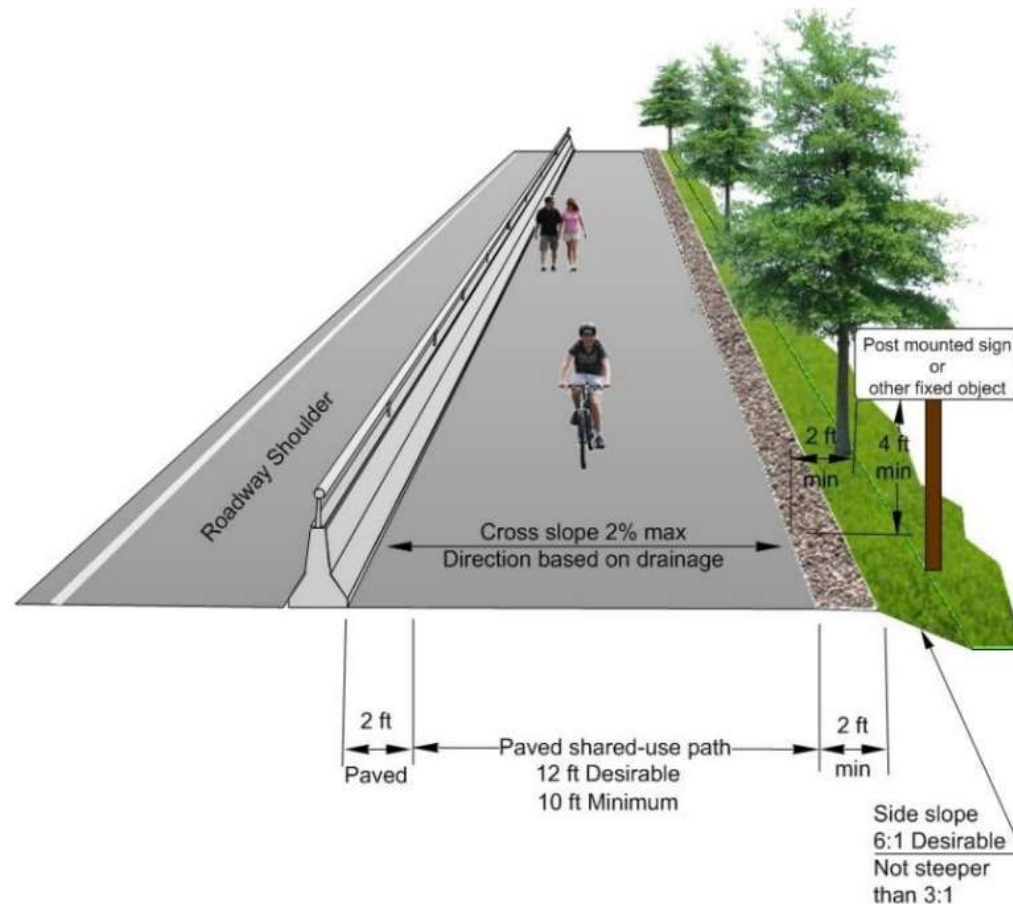
# NEXT STEPS... DESIGN ALTERNATIVES

USE SOME LANE-WIDTH FOR  
A PHYSICALLY BARRIERED  
SHARED-USE PATH

1515

Shared-Use Paths

## 1515-6 Two-Way Shared-Use Path: Attached to Roadway (> 35mph)





# NEXT STEPS... DESIGN ALTERNATIVES

USE SOME LANE-WIDTH FOR  
A BUFFERED SHARED-USE  
PATH

Shared

## 4 Two-Way Shared-Use Path: Adjacent to Roadway ( $\leq 35$ mph)

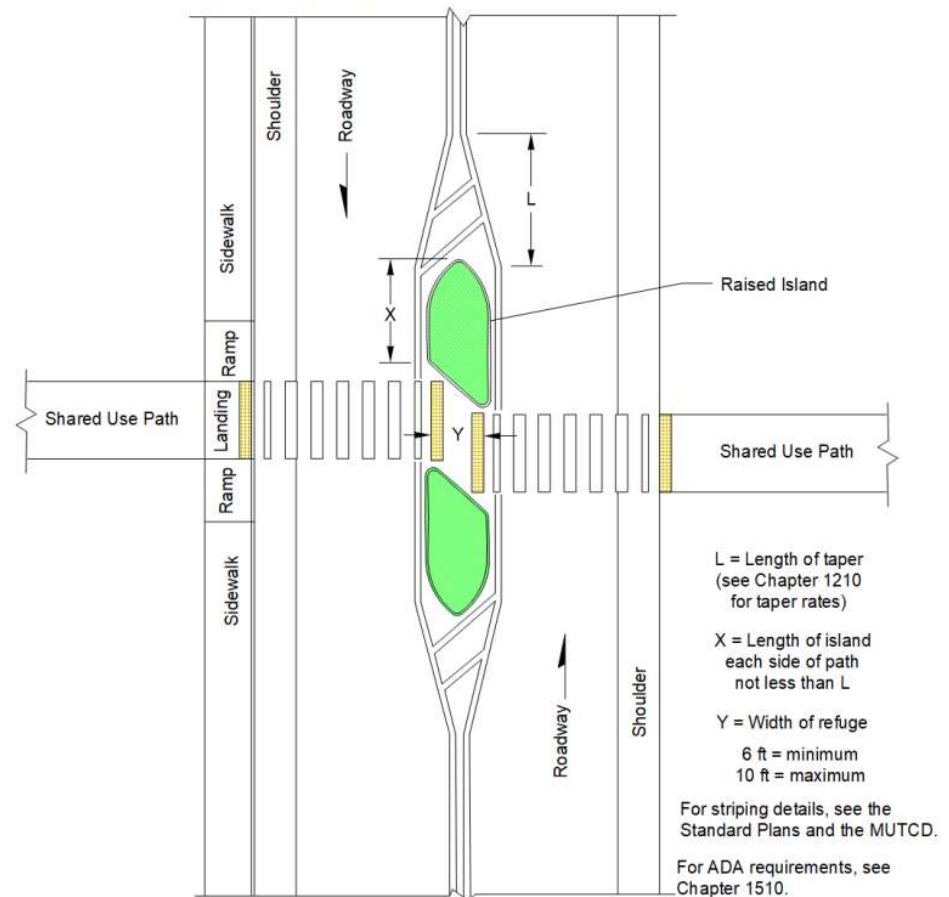


] 3 ft minimum. Provide as much separation from the roadway as practicable.

## NEXT STEPS... DESIGN ALTERNATIVES

### CROSSING ROUTE 114: DESIGN TO SLOW SPEEDS ON WESTBOUND APPROACH

Exhibit 1515-12 Roadway Crossing Refuge Area



**Note:**

This exhibit shows a case where a path intersects a roadway framed with both a sidewalk and a paved shoulder, for the purpose of showing detectable warning surface placements.

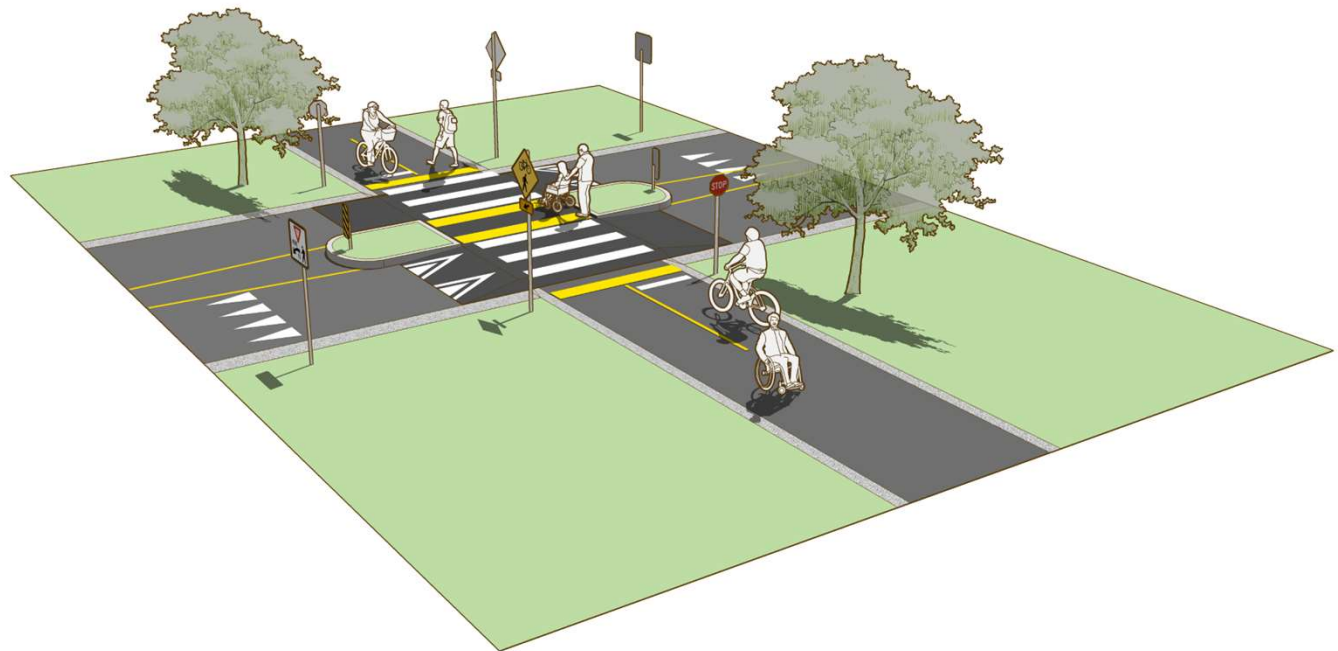


## NEXT STEPS... DESIGN ALTERNATIVES

CROSSING ROUTE 114:

CHANGE THE CONTEXT,  
REDUCE THE SPEED

DESIGN TO SLOW SPEEDS ON  
WESTBOUND APPROACH



## NEXT STEPS... DESIGN ALTERNATIVES

CROSSING ROUTE 114:

CHANGE THE CONTEXT,  
REDUCE THE SPEED

DESIGN TO SLOW SPEEDS ON  
WESTBOUND APPROACH



## NEXT STEPS... DESIGN ALTERNATIVES

CROSSING ROUTE 114:

CHANGE THE CONTEXT,  
REDUCE THE SPEED

“HAWK SIGNAL” ALREADY IN  
GOFFSTOWN –CROSSES RAIL  
TRAIL IN TWO LOCATIONS





THANK YOU  
QUESTIONS?

CARL EPPICH, AICP

[ceppich@snhpc.org](mailto:ceppich@snhpc.org)

603-669-4664

