2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Albany
18-18TAP	Town of Albany	

RPC North Country Council Population <5,000 Airport Not applicable

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Passaconaway Rd.
State Routes	Not applicable
Other	Not applicable
RailRoad	Not applicable
SurfaceType	Bituminous Asphalt Pavement
Length	6,325 linear feet. (Please note that this is different from the Letter of Intent. We had included additional repaving as part of the project when we originally submitted it as well.)
Width	The completed paved roadway width will be 22 feet
Ownership	Town of Albany, NH

PE$	$55,964.65	ROW$	$10,000.00	CON$	$363,097.69	CON Eng$	$74,619.54
Total$	$503,681.88	Fed$	$402,945.50	Match$	$100,736.38	Percent Fed$	80
NonPar$	$0.00	Total$	$503,681.88				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The funds being requested as part of this application will be applied towards significant safety and infrastructure improvements along a dangerous stretch of Passaconaway Road in Albany, New Hampshire. At present, the road segment known as "The Narrows" reduces two-way traffic to a width as small as 16 feet and provides little protection for motorists, bicyclists and pedestrians with regard to the steep banks of the Swift River on its southern side. In addition, inadequate drainage (erosion of the embankment), in conjunction with seasonal heaving and normal wear, has resulted in a deteriorated road surface in and around this section.

The proposed scope of work includes:

- Widening (to 22 feet where necessary and/or possible) and potential realignment of the existing roadway
- Installation of guardrail on the road's southern shoulder
- Reconstruction and/or repaving of the road surface to provide a smooth surface for motorists and cyclists
- Slope stabilization and the restoration of drainage pathways to ensure the longevity of these improvements

As a result of the proposed work, the flow of motorized traffic through The Narrows will benefit from increased safety

and efficiency. Further, a wider roadway will provide additional space for the numerous cyclists who utilize this route on a daily basis.
Length of Project: 6,325'
Width of Project: 22'
Surface Type: Asphalt pavement

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

None that we are aware of.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project has been discussed with Albany's Planning Board and Conservation Commission. It has received support from the Albany Road Agent, Curtis Coleman, North Country Council, Governor's Executive Councilman, Joe Kenney, US Forest Service/White Mountain National Forest Service Supervisor, Tom Wagner and District Ranger, James Innes and NH Representative, Mark McConkey who serves as Chairman of the NH House Public Works & Highway Committee . See letters of support for the above named participants.

Within our CIP plan, we have already started to appropriate funds in Capital Reserve accounts in anticipation of this entire project.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

Within our CIP plan, we have already appropriated funds for the past two years in anticipation of this project. The Selectmen are prepared to move forward to the 2019 Annual Town Meeting with the necessary warrant article(s) to properly fund and obtain the necessary authorization from the legislative body.

The minutes from the August 22, 2018 Board of Selectmen's meeting state: "Selectperson Ryan made a motion to move forward with the Transportation Alternatives Program (TAP) funding application process, to write a letter of support from the Select Board and to include placing the necessary Warrant Article(s) on the 2019 Warrant for the 2019 Albany Town meeting for Legislative Body approval for the matching funds and related authorities. The motion was seconded by Selectman Ferris. With no further discussion Chairman Hiland called the motion to a vote. The vote was unanimous (3–0)."

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Road maintenance will have a positive impact on the Town for several reasons as it will more than likely reduce our costs to maintain this section of the roadway called the "Narrows". This portion of Passaconaway Road is open year around which requires winter maintenance. The current roughness and unevenness of the road causes significant wear & tear on plow blades and the project will reduce these repair costs. The "Narrows" section has a gradual down hill slope of about 1-2% +/- from west to east and slopes away due to the shearing away of the paved roadway pavement north to south causing serious drainage issues. Snow melt runoff and road drainage causing erosion of the steep embankment on the southern side will be reduced significantly due the stabilization and improved drainage in this project. We are constantly replacing road edge reflective markers due to snow wing plows hitting them as they are usually close to the road due to

no shoulders. We believe that this project will reduce our road budget and maintenance costs. Summer maintenance costs will be significantly less, both in materials & man hours, due to not having to patch the roadway or having to constantly fill the steep embankment on the southern side of the road.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

E -- Currently, a unsafe condition exists on this "Narrows" portion of Passaconaway Road used extensively by motorists, bicyclists and pedestrians which has been noted and discussed at length with the US Forest Service, the Board of Selectmen, the Road Agent, NH Representatives, Executive Councilor and the contracted Engineering firm hired to guide Albany through this process. Currently we have reduced the speed limit in this "narrows" section to 10 mile per hour. The "Narrows" section also has a gradual down hill slope of about 1-2% +/- from west to east and slopes away due to the shearing away of the paved roadway pavement north to south causing serious drainage issues. Due to the slope of the roadway bicyclists tend to be coasting going down hill west to east which could induce potential braking & control problems of bicycles when encountering other traffic coming in the opposite direction.

Please refer to the scope of the project in pdf file- "HEB Passaconaway Rd Scope of Work"

B -- By widening the roadway out to 22 feet +/-, it allows significantly more room for motorists, bicyclists and pedestrians to move through this "Narrows" portion of Passaconaway Road safely and also allow for some shoulder area and runoff. Installing better drainage will also help the erosion of the embankment which at times currently significantly undermines the roadway. Installing guardrails/ barriers to the southern side of the roadway will enhance safety in that no one will be tumbling down the steep embankment hitting trees and ending up in the fast moving waters of the Swift River if anyone does something irresponsible. Installing signage and roadway markings will also safely direct motorists, bicyclists and pedestrians that frequently utilize this road. This upgrade to the "Narrows" will significantly reduce the numbers of potential motorist-bicyclist-pedestrian collisions and will increase the access for emergency vehicles, rescue crews, ambulances and fire apparatus to the westerly end of Passaconaway Road.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

As a result of the proposed work, to include significant widening & paving of the roadway to 22 feet wide, the stabilization of the steep southerly embankment, the addition of guardrails/barriers and signage & road markings, the flow of motorized traffic through the "Narrows" section will benefit from increased safety and efficiency. Further, a wider roadway will provide additional space for the numerous bicyclists who utilize this route on a daily basis. It will also benefit better access for emergency vehicles.

Please refer to the scope of the project in pdf file - "HEB Passaconaway Rd Scope of Work"

Please also refer to the NCC traffic and bicyclists traffic counts included with this application.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Passaconaway Road used to be a very narrow dirt carriage (16 feet wide in the "Narrows" area) road in the old days connecting West Side Road in Conway to the Kancamagus Highway in Albany (5.2 miles in Albany). As time has gone on, the road has been oiled, patched & paved and the embankment filled in as necessary to keep it from sliding into the Swift River in this "Narrows" portion. Currently, with the influx of new residents and visitors to the area, it has become a serious safety concern to the Albany Board of Selectmen and the US Forest Service officials. They utilize this now heavily used roadway as pedestrians and for access to various White Mountain National Forest trail heads, US Forest Service Covered Bridge campground, NHDOT loop 203 bike route, US Forest Service picnic areas, swimming holes and the infamous Albany Covered Bridge. In addition, we need to able to get emergency equipment, rescue teams, ambulances, fire apparatus safely to the entire length of this road even during the heavy use times of year.

Please note that the Albany Covered Bridge at the western end of Passaconaway Road is limited to three ton traffic and passenger cars only.

The Town of Albany's Road Agent contracted in 2017 with an engineering firm to layout a plan for the upgrade for the entire 5.2 mile length of Passaconaway Road consisting of 10 sections or phases to the project. Meetings with all partners in this project have been ongoing and the Town has the full support and cooperation of the US Forest Service. This "Narrows" section of the road is the first phase of the 10 phase Passaconaway Road Project, addressing the most dangerous portion of the roadway due to very obvious safety concerns. The goal over the next 5-8 years is to upgrade (to include base material, drainage, shoulders & pavement) and pave the entire 5.2 mile length of roadway.

The total Passaconaway Road Project Plan has been estimated to cost in $2-3 million to complete. The Town of Albany is a property poor town with 750 year around residents and will need the help of State and Federal funding and grants to assist in the completion of this project.

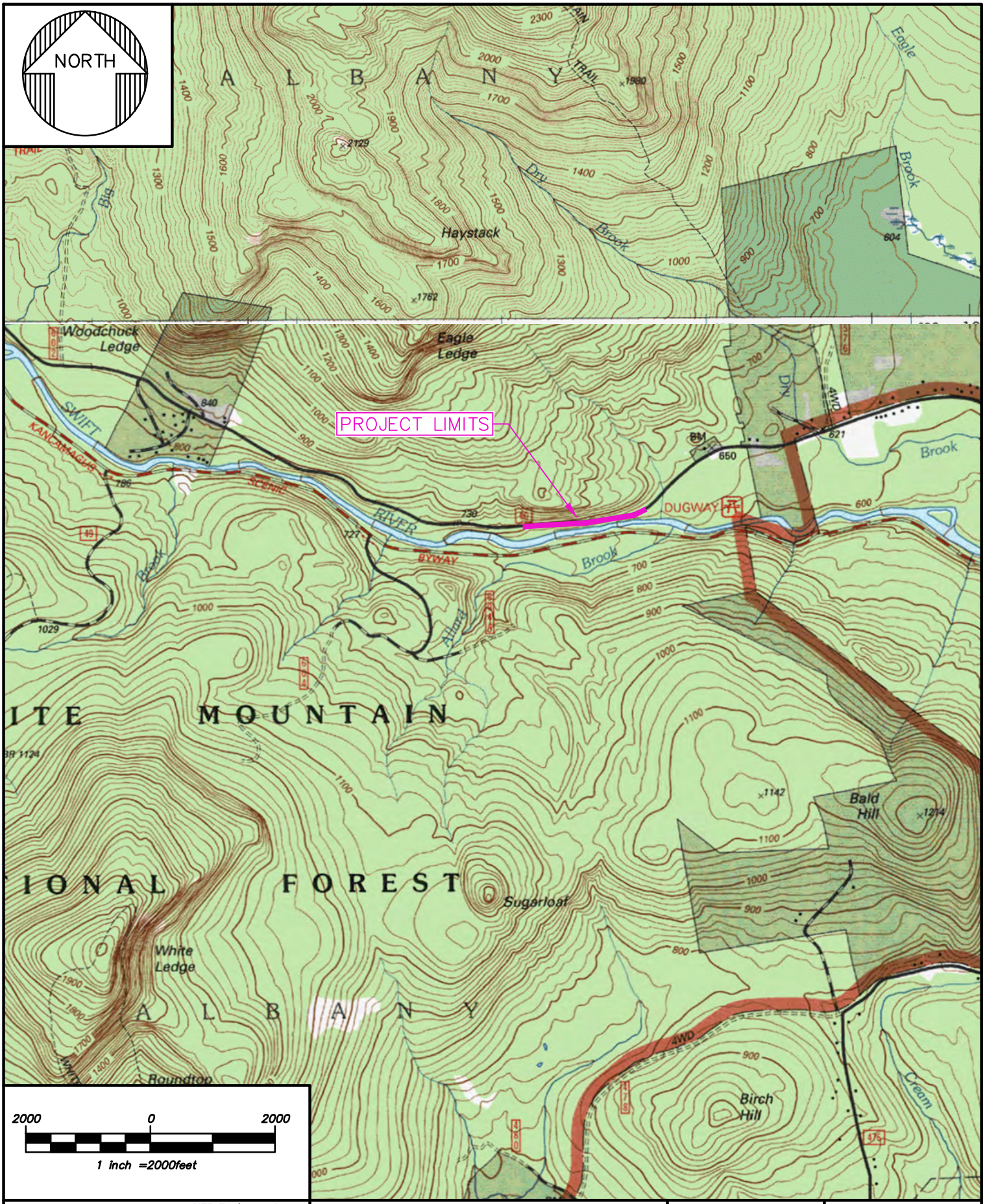
Please also refer to the NCC traffic and bicyclists traffic counts included with this application.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.



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HEB Engineers
CIVIL • STRUCTURAL • SURVEY

USGS Map
for the
Passaconaway Road
located in and prepared for the
Town of Albany, New Hampshire

Figure 1	PROJECT 2018–036
DESIGNED BY –	REVISION –
DRAWN BY AH	DATE 07/13/2018
CHECKED BY JMM	SCALE 1" = 2,000'

P:\Jobs\2018\2018-036 Albany - Passaconaway Road Improvements, Albany, NH\Dwg\Temp\USGS.dwg, Layout1, 7/11/2018 3:45:45 PM, aharris

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Amherst
18-12TAP	Town of Amherst	

RPC Nashua Regional Planning Commission Population >200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Baboosic Lake Road, Walnut Hill Road, NH Route 101
State Routes	NH Route 101, NH Route 122
Other	Baboosic Lake Road to Walnut Hill Road
RailRoad	B&M Railroad (Abandoned)
SurfaceType	The surface proposed is gravel/stone dust, with some limited portions to be asphalt paved where slope and geometry indicate potential maintenance concerns with a soft surface.
Length	8,300 LFApproximately 8,300 LF. This is the second phase of an approximately 32,450 LF trail.
Width	The average width of the improvement will be 10 feet.
Ownership	Approximately 6,150 LF of the Phase II project area is owned by the Town of Amherst. The remaining 2,150 LF of the project area is owned by five (5) private owners of residential properties.

PE$	$75,000.00	ROW$	$150,000.00	CON$	$420,000.00	CON Eng$	$30,000.00
Total$	$675,000.00	Fed$	$540,000.00	Match$	$135,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$675,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The Amherst Board of Selectmen established a Safe Routes to School (SRTS) Committee to examine needed improvements to enhance safety and reduce user stress so that children could more safely access the schools via alternative transportation. That committee identified several projects specifically geared toward walking routes to the elementary and middle schools. When the SRTS program was reorganized and included in the TAP program, individual projects proposed under the SRTS program no longer qualified because of minimum funding thresholds.

In 2017, the Amherst Board of Selectmen established the Amherst Bicycle and Pedestrian Advisory Committee to examine broader, community-wide issues regarding bicycle and pedestrian mobility in the community. The goal of the Committee is to prepare a plan for establishing a safe and convenient network for bicycle and pedestrian access throughout the community. Based on a community outreach process that included surveys and listening sessions, the Committee identified desired connections and destinations for an alternative transportation network, with a multi-modal trail centered on the abandoned B&M rail right of way as it's backbone. The old rail bed transits the town

generally from north to south, and comprises roughly half of the route of the trail connecting Baboosic Lake to Amherst Village to Souhegan High School and Amherst Middle School. Significant portions of the rail right of way are currently owned by the Town and easements will be sought for the remaining sections of trail. Off the rail ROW, the remainder of the trail will pass through Town-owned land, or will be located on or adjacent to low volume roadways.

This path will provide a safe and convenient alternative to riding or walking on busy roadways, and will allow connections via bike and pedestrian facilities on very low traffic roads to most areas of the community. The overall project has been divided into several phases for implementation as funding is available. The first phase will be constructed using appropriated funds and Town labor through an existing park property, and across a short section of NHDOT Right of Way in order to avoid private property impacts. This first phase will connect Baboosic Lake Road with Thornton Ferry Road I in the village, bypassing the busy NH Route 101 and NH Route 122 corridors. The second phase, for which funding is sought in this application, extends from Walnut Hill Road to Baboosic Lake Road, and will complete the connection between the village area and the northeast section of town and Baboosic Lake.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known hazardous materials within the project limits.

There are regulated wetlands adjacent to the railroad ROW for approximately 1/3 of the 8,300 LF project. Impacts to these resource areas will likely be limited to one area, where construction of a bridge will be required.

There are no known archeological or historic resources that will be impacted by this project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project is an integral part of a multi-phase project to provide enhanced multi-modal mobility to all parts of the community. This rail trail will serve as the backbone for a multi-modal network throughout Amherst. The project is an outcome of a multi-year effort beginning under the Safe Routes to School (SRTS) Program, to establish a safe and convenient facility that provides connectivity between the historic center of the town (Amherst Village) with the important recreational amenities at Baboosic Lake and with Amherst Middle School and Souhegan Regional High School.

The notion of a trail connection between these community facilities has been included in Town plans for many years. Several years ago, a Safe Routes to School Committee was established by the Amherst Board of Selectmen. Several projects were identified by that committee, but the federal program was reorganized and fell under the Transportation Alternatives Program, with new project limitations and requirements. The Committee was reconstituted as the Amherst Bicycle/Pedestrian Advisory Committee, with representatives from the Conservation Commission, the Planning Board, and Town staff acting in an advisory capacity.

This committee has undertaken a fresh look at alternative transportation connectivity throughout the Town. In March, 2018, a community listening session was held with attendance by over 100 interested residents. The meeting solicited input regarding desired destinations, and barriers to mobility in town. Additionally, an on-line survey received input on similar topics from over 530 respondents. This information, along with traffic and pedestrian/bicycle counts has been used to formulate a plan for creating a multi-modal network providing enhanced safety and mobility throughout the Town, as well as alternative access to the many existing recreational trails that have been established in the community. The rail trail is an integral part of this network.

In addition to Town plans, the Rail Trail project is supported in regional and state-wide plans for enhanced bicycle and pedestrian mobility. This project has the potential to be connected to projects in Bedford, Merrimack, and Milford, leading to a true regional network. Amherst's project has been included in the MPO Regional Plan and is supported by the RPC.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The project will be funded in the same way that the Town funds other reimbursement programs for transportation improvements. If project funding is approved, we will put forward a request for funding to the Town meeting in March. This phase of the project, as well as subsequent phases are included in the Capital Improvement Plan adopted by the Planning Board.

In addition to dedicated capital funding, there are funds that could be made available in our Recreation Fund and in the transportation improvements budget of the Town.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Our preliminary assessment of this phase of the project indicates that there will be no undue impacts to environmental, historic or cultural resources. There are no known instances of hazardous materials associated with the project.

There is one area of the trail corridor where a bridge will be necessary to cross a brook passing under Baboosic Lake Road. It is anticipated that this bridge will be able to span the wetland resource with minimal impact.

The principal area of concern is the ownership of the project corridor. Of the approximately 8,300 LF of this phase, approximately 6,150 LF are owned by the Town and the remaining 2,150 LF are privately owned by five owners. It is our hope that the purchase of easement rights can be negotiated with these owners. If that is not possible, alternatives exist for bypassing land owner(s) who do not agree to the trail location. The budget includes ROW acquisition based on the average retail sales price of land per acre. It is hoped that these costs will be reduced if easements are acquired rather than a fee interest in the land.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing connections in the project area are currently at a level of stress "D". Users traveling through the area need to travel via NH Route 101, a high speed state highway, and connect to NH Route 122, a high volume roadway with limited bicycle and pedestrian accommodation. These highways represent significant barriers to travel by users with basic and intermediate skill levels.

Overall, the route of the proposed trail dramatically reduces the levels of user stress, providing an alternative to travel on Route 101 and Route 122, providing a facility that is located off of roadways with high and medium traffic volumes. We anticipate that once the trail is complete, it will provide a facility that will operate at an "A/B" level of stress

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

A central goal of this project is the improvement of safety of multi-modal transportation on a Town-wide basis. Feedback received from surveys and the public outreach efforts indicate that safety concerns and user stress levels keep significant numbers of users from using alternative modes of transportation to access every day needs in the community. By providing an off-road alternative route to bikes and pedestrians, there will be tangible benefits to all citizens of the town.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project is the second phase of a six phase plan for establishing a multi-modal network serving the entire Amherst community. This phase is a vital link between the Baboosic Lake area and the northeast portion of town and the historic village center of the town. Currently there is no safe and convenient link for bikes and pedestrians between these destinations.

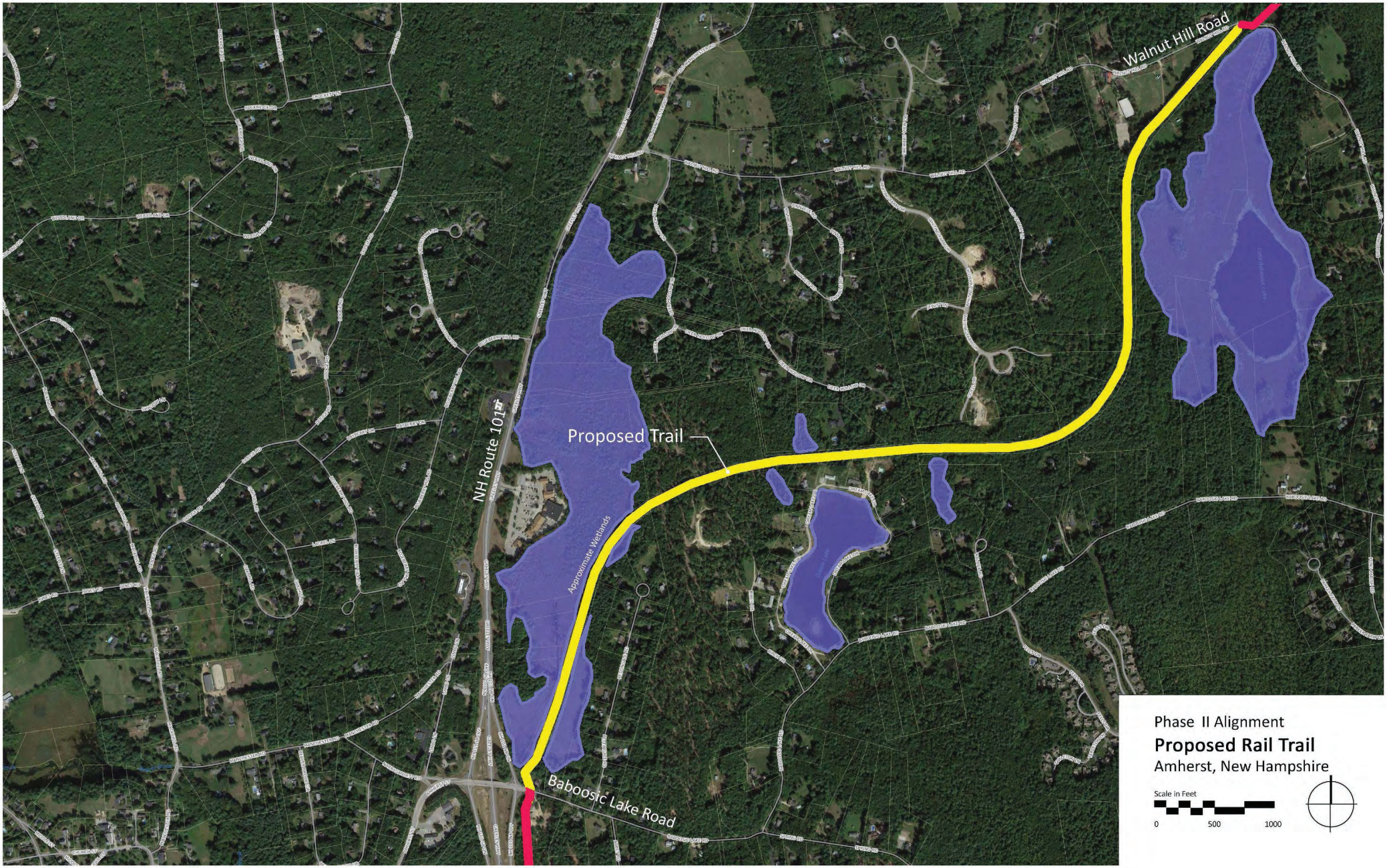
Ultimately, the trail will continue toward the south and will provide a link between the village and the northerly portion of town and the Amherst Middle School and Souhegan High School. Along it's length, the trail will allow connections to bike and pedestrian facilities on very low volume roads, implementing improvements in accordance with FHWA guidance for rural areas and small towns (Small Town and Rural Multimodal Networks Guide, FHWA-HEP-17-024). When complete, the network will provide a multimodal network throughout the community, connecting all residents with safe and convenient access to alternative transportation opportunities.

Bicycle-pedestrian safety and connectivity are highlighted as priorities in Amherst's 2010 Master Plan. The Master Plan calls for, "a town-wide pedestrian and bicycle trail system that connects open spaces with schools, recreation areas, shopping, and residential areas" (AMP, 58). Identically, the Village Strategic Plan concludes that better connectivity between schools, parks, and the village center is desired. The report recommends "a pedestrian/bicycle route from Souhegan High School and Amherst Middle School to the Village District" (VSP, 17). The 2013 Clark-Wilkins & Amherst Middle School Safe Routes to School Travel Plan reaches similar conclusions by emphasizing the need for a safe and connected network for multimodal travel.

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


Walnut Hill Road
Proposed Trail
NH Route 101A
Approximate Wetlands
Baboosic Lake Road
Phase II Alignment
Proposed Rail Trail
Amherst, New Hampshire
Scale in Feet
0
500
1000

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Ashland
18-17TAP	Town of Ashland	

RPC Lakes Region Planning Commission Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	West Street and Winter Street
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	Paved sidewalk
Length	West Street - 1,350 feet and Winter Street - 800 feet
Width	5 ft. width sidewalk
Ownership	Town of Ashland

PE$	$64,534.00	ROW$	$5,000.00	CON$	$322,669.00	CON Eng$	$64,534.00
Total$	$456,737.00	Fed$	$365,389.60	Match$	$91,347.40	Percent Fed$	80
NonPar$	$0.00	Total$	$456,737.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Ashland's roads are laid out in the style of a traditional "Mill Town," which was primarily a walking culture centered around the mill and the amenities in the downtown. Unfortunately, the older streets were not designed to handle pedestrians and vehicles together, nor were some of the newer commercial areas designed for pedestrians. In August of 2011, Plan NH conducted a Design Charrette in Ashland's downtown area. The charrette addressed such things as "vehicular and pedestrian safety, way-finding, aesthetic appearances of the streetscape and buildings, and economic opportunities." Recommendations included "coordination with local businesses, residents and property owners to install improved streetscape elements, including sidewalks for ease of access and safety as well as proper lighting, plantings and way-finding signage." Furthermore, the Town of Ashland Master Plan identifies "walkability" and "pedestrian connectivity to services" in the downtown area as key elements in economic development and recommends that the town "Develop a transportation system/network that supports alternative modes of travel."

The purpose of the project outlined in this grant application to improve the safety, walkability and accessibility of downtown by extending sidewalk improvement out from the area targeted in our previous 2016 TAP grant.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Ashland is just east of I-93 Exit 24, served by three highways (Routes 3, 25 and 132) which come together in the center of town. NH Route 3/25, which is a major collector connecting I-93 to the lakes, runs through the downtown area. This section is heavily traveled not only by local traffic, but also by those In route to and from Holderness, Meredith and New Hampton. According to the 2013 NHDOT Road Safety Audit (RSA), "US 3 has an average daily traffic count of 7,700 vehicles per day (vpd) in the section of road between downtown and [I-93] exit 24," and, "The summer tourist season brings a spike in traffic as visitors to the lakes region travel through the area." Continued traffic counts in this area consistently show well over 8,000 vehicles per day.

Our previous grant (slated for construction beginning in spring 2019) addressed the Main Street area between the intersection of Main Street and West Street, and then along Main Street to Gordon Street. Those improvements include replacing existing sidewalks and establishing new sidewalks where none existed. Improvements will include granite curbing, ADA compliant paved sidewalks, adjustment of crosswalk locations, and warning lights.

We have identified two areas, connecting with the area addressed in our previous TAP grant, that have unique safety issues for pedestrians.

A.
The first target area, West Street, intersects with Routes 3/25 shortly after the I-93 exit into Ashland. This is a commercially-zoned area which includes several very high traffic businesses and several single family residences. The Irving service station/convenience store, Burger King, and Comfort Inn are visible from I-93, drawing customers from both travelers and the local community. The Ashland Lumber complex serves area customers and contractors, with many large commercial delivery vehicles. At the far end of the street is a self-storage facility and, most importantly, a low income senior housing facility.

Like many communities in the Lakes Region and New Hampshire, Ashland has an aging population. The 2010 U.S. Census showed that 16.8% of our 2,076 citizens are elderly. The 2014 Lakes Region Plan, Economic Development chapter, describes "the 'silver tsunami' whereby the aging of the state's population and the increase in those over 65 years will have significant impacts on local governments in the areas of … transportation …" In Ashland, there was a 31.2% increase in this population between 2000 and 2010 and the upward trend has continued since then. This makes it even more imperative that we address the needs of this population in part by ensuring that our businesses, services and churches are accessible and routes are safe.

There are no sidewalks along West Street. In order to reach the post office, restaurants, and other basic business along Routes 3/25, pedestrians must walk in the street, navigating around cars and trucks parked on the shoulder and crossing many high traffic driveway entrances. Constructing a sidewalk along this street with curbing, tip-downs and tactile surfaces at crossings will enhance the safety for pedestrians (especially residents of the elderly housing), separating them from traffic and parked cars. It will also connect into and complete the new sidewalk network along Routes 3/25 which is planned up to the beginning of West Street.

B.
The second target area, Winter Street, connects with Main Street at the beginning of the downtown area just before the Common Man parking lot. This street curves around the downtown area, crosses a small bridge over the Squam River and then connects at the other end with Depot Street/Route 132 toward New Hampton.

In addition to the local residential traffic, this street is used heavily to bypass the downtown and connect to the other side of town. Traffic counts conducted by NH DOT on Winter Street at the bridge over Squam River consistently show over 1000 vehicles per day (Monday through Saturday) and 700-800 vpd on Sunday. Interestingly, the traffic counts on this residential street are similar to those at the bridge on Depot Street/Route 132, which is the state route through Ashland toward New Hampton.

Winter Street is a residential area with several multi-family and a small number of single-family residences, on the edge of an industrial district. We will be addressing the first half of Winter Street, from the intersection with Main Street

down to Mill Pond Lane at the bridge over Squam River. The majority of the existing sidewalk is only delineated from the street by a white line. Because there is no curbing to separate the street from the sidewalk, cars park over the sidewalk area. The sidewalk is very narrow, is not level, has numerous large cracks and has many uneven patches.

Constructing a sidewalk along this street with curbing, tip-downs and tactile surfaces at crossings will enhance the safety for pedestrians and separate them from traffic and parked cars. This sidewalk will also connect from the new sidewalk and crossings being constructed on Main Street, which will improve access for families and children from this residential area to downtown Ashland and the elementary school.

I. GOALS AND OBJECTIVES

Our previous grant (slated for construction beginning in spring 2019) addressed the Main Street area between the intersection of Main Street and West Street, and then along Main Street to Gordon Street. Those improvements include replacing existing sidewalks and establishing new sidewalks where none existed. Improvements will include granite curbing, ADA compliant paved sidewalks, adjustment of crosswalk locations, and warning lights.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The project area along West Street includes multiple high-traffic businesses on both sides of the street, up to an elderly housing facility. The project area along Winter Street is a residential area with single-family and multi-family residences, on the edge of a commercial/industrial district. The proposed project on Winter Street would extend up to the north end of the Squam River bridge. There are no known archaeological resources or hazardous materials identified within the limits of this project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project has local support from many public bodies. Our Board of Selectmen voted on July 2nd, 2018 to submit a letter of interest for the new TAP application, which was followed by the attached letter of support. The Ashland Planning Board, Ashland Economic Development Committee, and the Ashland Transportation Advisory Committee also support projects which enhance the safe walkability of the town, improvement of commercial and residential areas, and coordinated planning.

Public policy supports the project, as noted in the Ashland Master Plan, in particular:
Chapter 1: Land Use, Section 1.1.1 A
Chapter 2: Transportation, Section 2.2, Modes of Transportation, and Section 2.7, Recommendations
Chapter 8: Economic Development, Section 8.1, Historical Perspective; Section 8.4.2, Location, Services and Taxes and Section 8.5, Recommendations - "Improve the curbs and sidewalks in the downtown area."

Sidewalk maintenance/repair is part of our annual town budget. Making the sidewalks ADA compliant will facilitate maintenance and snow removal. The project will also provide safe routes to schools, safe routes for elderly and handicapped, and additional traffic calming measures.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

Funding for this project will be through the Town of Ashland Capital Reserve Fund for road improvements, of which the Ashland Board of Selectmen are agents to expend. In the past the town has voted their approval for similar projects. If determined necessary, the project can also go to warrant article for town meeting vote.

In addition to CRF, the Board of Selectmen has discretion in the operating budget with a $57,000 line item appropriation dedicated for the reconstruction of road and sidewalk repairs.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

This project does not impact any historical sections in town, nor does it cross areas of environmental concern. Therefore, no impact to project time lines are envisioned. Our Department of Public Works has appropriate equipment for plowing and maintenance of the sidewalks and does not anticipate additional impact to ongoing maintenance operations. The project has broad public and Board of Selectmen support; therefore, the feasibility of completion is quite high.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

#1: West Street
Existing Stress Level: E

Presently, this street in town is not suitable for pedestrians as it does not have a sidewalk, causing pedestrians to walk into the street or along the shoulder of the street. The majority of the street is populated by high traffic businesses on both sides (service station, lumber yard, fast food restaurant, hotel) and several private family residences. The lack of a sidewalk requires pedestrians to cross wide driveways, and navigate around multiple types of moving and parked vehicles. Residents of an elderly housing complex and hotel guests at the far end of the street, in addition to residents of houses, must navigate these hazards to get to any of the central town amenities. A pedestrian was recently hit by a car walking on this street.

Anticipated Stress Level: B
The construction of an ADA compliant sidewalk, with appropriate marked crossings, tip-downs, and tactile warnings, will provide pedestrians a safe way to navigate West Street through this busy mixed commercial and residential area. This sidewalk is also an extension of our sidewalk infrastructure started with our 2016 TAP grant. The construction will begin in spring 2019 of new sidewalks on Main Street up to the beginning of West Street. This new proposal will finish our original goal for the West Street connection.

#2: Winter Street
Existing Stress level: D

Winter Street is in a predominantly residential (single and multi-family) neighborhood, with two small intersecting streets and some commercial/industrial buildings at the lower end. Winter Street is also an often-used bypass for vehicles avoiding the center of town. Between Main Street and the Squam River Bridge, the Winter Street sidewalk is merely an extended portion of the paved roadway, marked by a white line. Because there is no difference in level between the sidewalk and roadway, cars park over the sidewalk area, often causing pedestrians to walk in the street. In addition, the sidewalk surface is very narrow, heavily cracked, and has numerous uneven patches, which makes it very difficult to navigate for pedestrians and very difficult to maintain in the winter. There are no indicators to warn pedestrians of driveways.

Anticipated Stress Level: A
Construction of an ADA compliant sidewalk, with appropriate curbing, marked crossings and tactile warnings, will enable pedestrians (including school children to safely navigate this street. This proposed sidewalk will also intersect with a portion of the sidewalk reconstruction of Main Street through our 2016 TAP grant.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to

improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Safety on these two streets are a major concern. On West Street, the town has had pedestrians struck by cars and there are concerns with residents of low income senior housing walking in the area, as the street does not have a sidewalk. The street has several businesses which cause a lot of traffic and difficulty for pedestrians to walk around.

On Winter Street, the town has a blind resident, but no 'sidewalk bumps' exist. The sidewalk does not have curbing, cars park on the sidewalk, and pedestrians walk in the road. Overall the sidewalk is an estimate 2ft wide, the sidewalk is to narrow going across the Squam River bridge.

Our specific safety improvements will include:

- Construction of ADA-compliant sidewalks with even, consistent, and level surfaces
- Granite curbings to define location of sidewalks and to separate sidewalks from shoulder and road surfaces
- Crosswalk delineation; crosswalk relocation where needed
- Curb ramps at crosswalks, intersections, and driveways
- Cast iron detectable warnings at crosswalks, intersections and driveways
- Lights, signs and/or bumpouts to alert motorists of approaching crosswalks

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project, which will address two areas of high safety concern, is a central, vital piece of Ashland's long-term plan to reconstruct a transportation network of roads, sidewalks, bike lanes, and walking trails that will connect all of the town, business, cultural, and recreational facilities in Ashland. Both areas addressed in this proposal connect with the area addressed in our previous 2016 TAP grant which is scheduled for construction in 2019.

The overarching goal is to improve connectivity between our low income senior housing and residential areas with our downtown businesses, public buildings, recreational facilities and our community in general.

The long-term plan is to extend the sidewalk network in several directions: (1) along Main Street (Rte. 3/25) toward Holderness to the Town Beach and Campground, (2) along Route 132 and Winona Road to low-income housing off Winona Rd., and (3) within the central residential sections of Ashland. The town will be working with NHDOT to discuss traffic calming measures and increase the width of shoulders on Route 3/25, Winona Rd, and Route 132. Creating narrower traffic lanes and wider shoulders on these roads as they approach the downtown area will help improve overall safety and provide for bike lanes. Also under discussion with NHDOT will be ways to improve the intersection of Route 132 and Winona Road and the main intersection in the downtown area of Route 3/25 and 132.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

3

FIGURE 2 - WINTER STREET
TAP Funding
Application Plan
SCALE 1" = 120'

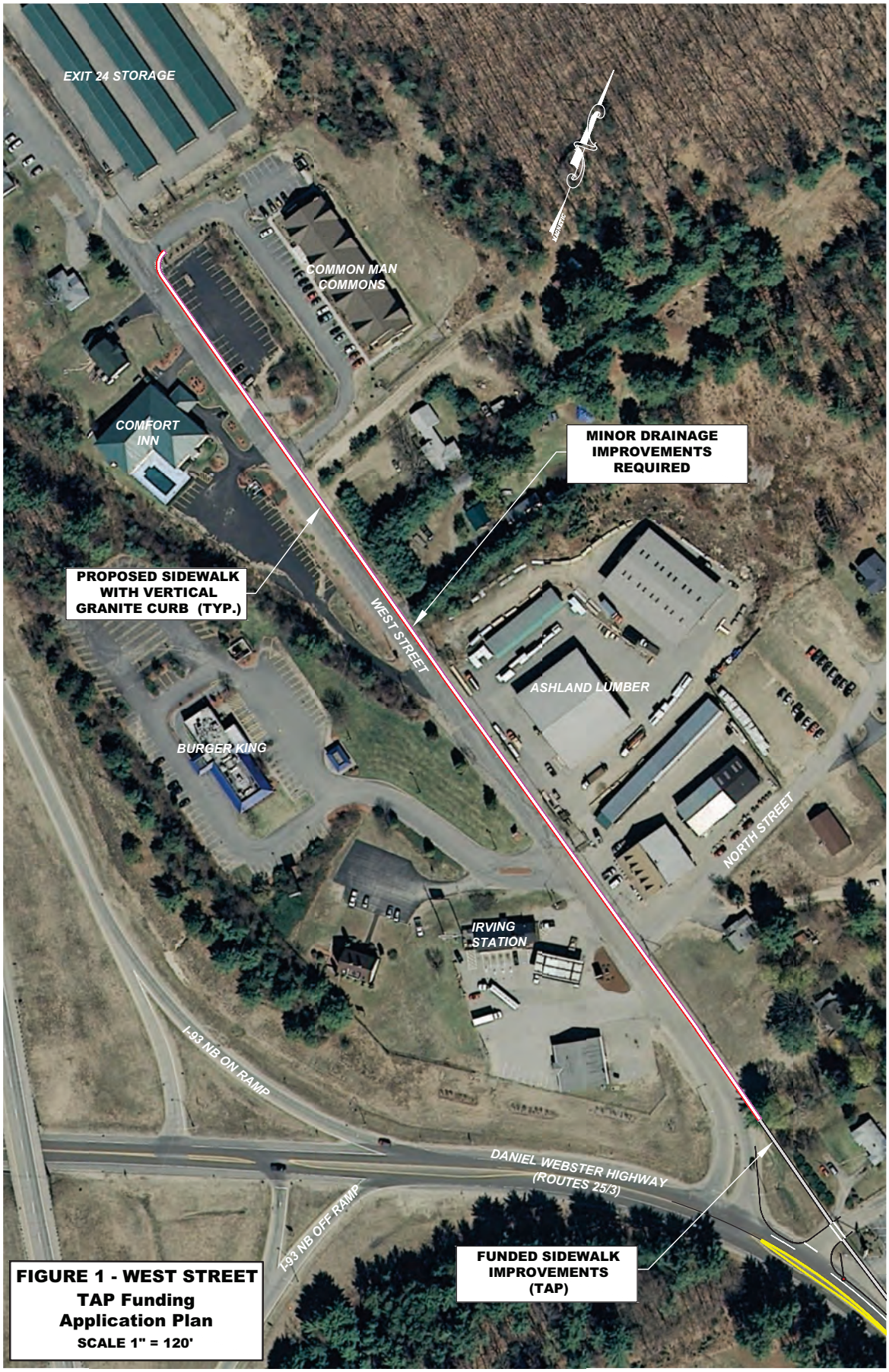


FIGURE 1 - WEST STREET
TAP Funding Application Plan
SCALE 1" = 120'

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Auburn
18-11TAP	Town of Auburn	

RPC Southern NH Planning Commission Population >200,000 Airport None

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Eaton Hill Road, Hooksett Road, Manchester Road, Chester Road, Raymond Road, Bunker Hill Road and Shore Drive.
State Routes	NH Route 121
Other	The beginning location would be at the intersection of Eaton Hill Road and Hooksett Road, while the ending termination location would be the intersection of Chester Road (NH Route 121) and Shore Drive.
RailRoad	N/A
SurfaceType	In general, the multi-use path surface will be asphalt pavement. There will be cement concrete ADA ramps with raised tactile panels, and the pedestrian bridge surface will be hardwood.
Length	Approximately 5,340-feet.
Width	The average width of the proposed multi-use path will be eight feet (8') paved with one foot (1') gravel shoulders.
Ownership	MWW, NHDOT and Town of Auburn

PE$	$108,560.00	ROW$	$10,000.00	CON$	$687,815.00	CON Eng$	$97,784.00
Total$	$904,159.00	Fed$	$723,327.20	Match$	$180,831.80	Percent Fed$	80
NonPar$	$48,500.00	Total$	$952,659.00				

The Town of Auburn has invested in our proposed project to the extent we have performed surveying of the property involved; developed preliminary plans for the layout of the multi-use path; have held consulting meetings with NHDES Wetlands Bureau and Shoreland Protection Bureau, NHDOT Division 5 and Manchester Water Works; and performed all work needed to prepare the needed data for the environmental permits that would be required. All told, the Town has invested approximately $48,500 knowing it would not be a reimbursable expense whether our application is approved or not.

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The Town of Auburn desires to build a designated, paved multi-use path on the west side of Hooksett Road and Chester Road (NH Route 121) from the intersection with Eaton Hill Road to approximately 500' north of the intersection with Bunker Hill Road, where the path crosses to the east side of Route 121 then extends southerly to the intersection with Shore Drive. The proposed multi-use path will allow bicyclists, walkers, joggers, hikers, snowshoers and cross country ski enthusiasts alike to safely travel from the center area of the community inclusive of the elementary school, recreational facilities, library, post office, supermarket and pizza shop, while also being able to connect with two significant existing trail/biking/walking/hiking networks that reaches through a major portion of our municipality and beyond. By connecting these trails, our goal is to provide an essential connector for non-motorized transportation and a foundation for future regional trail development and to provide a safer means for non-motorized travel for young and mature individuals alike; while preserving and potentially improving the valuable water quality within this area of the Massabessic Watershed.

Developed to appropriate AASHTO and ADA design standards, the multi-use path is intended to be located within the State of New Hampshire's right-of-way, along Route 121 and within properties owned by Manchester Water Works (MWW). The path is proposed to be separated from the paved travel way and shoulder to better promote safety. In 2014, the Town entered into a formal agreement with MWW, who owns or controls virtually all of the property abutting NH Route 121 in this area, to help facilitate this project within their property holdings, as may be needed, to bring this project to fruition. (Attachment #3)

Currently, bicyclists and pedestrians in Auburn are forced to be on the travel surface of Chester and Hooksett Roads due to the limited nature of shoulders along the paved road surface. They share the roadway with a daily average of 5,862 motor vehicles. This mixing of motor vehicle traffic and bicycles, pedestrians and other recreational users is a limiting factor to more people taking advantage of using non-motorized forms of transportation in Auburn. The overall project goals and objectives are to:

* Provide for a safe means of bicycle, pedestrian and other non-motorized recreational traffic through the center of Auburn
* Develop a connection to other existing trails to encourage greater use of bicycles and other non-motorized transportation.
* Provide and promote a safe route to school for Auburn Village School students, particularly during warmer months.
* Provide a snowshoeing and cross country skiing connection between existing trail networks in the winter months.
* Enhance ongoing bicycle safety efforts of the Auburn Police Department with the designated multi-use path.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The key natural resources in the general project area are Sucker Brook and Lake Massabesic. The proposed multi-use path will be located between NH Route 121 and the shoreline of the brook and lake. Lake Massabesic is the crown jewel of Auburn which attracts individuals daily for recreational activities including fishing, sailing, kayaking and canoing; cultural activities such as painting and photography; and just simple enjoyment and relaxation for a picnic or to sit with a book or newspaper and a cup of coffee. Lake Massabesic also serves as the main water supply for the City of Manchester and is protected, as such.

NH Department of Environmental Services (NHDES) Shoreland Protection and Wetland permits will be required for the proposed project development work which is within 250 feet of Lake Massabesic. As part of the environmental permitting, the Town intends to actively consult with the NH Department of Environmental Services, New Hampshire Department of Transportation, the NH Division of Historic Resources, the NH Natural Heritage Bureau, NH Fish & Game Department, MWW and the Auburn Conservation Commission to ensure all appropriate measures are incorporated into this project that will maintain/improve the current status of the lake.

There are no other cultural, archaeological, other natural resources or known hazardous materials within the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Auburn Board of Selectmen has considered the potential of providing a safe means for non-motorized transportation through the center of Auburn for more than a decade. As such, the Town has discussed and reviewed various potential options, funding opportunities and safety benefits before settling on the concept of the proposed project. With this concept in mind, community steps have been taken and initial local investments made to plan and promote this potential project. These efforts include:

In 2013, the Auburn School Board devoted time and effort to a planning, information and survey process under the "Safe Routes to School" program. While interest was high concerning the potential project, a determination was made that the Town was not ready at that time to advance the project.

In 2014, the Town of Auburn was in negotiations with MWW for a Payment in Lieu of Taxes (PILOT) agreement between the Town and the City. MWW is the owner of approximately 4,100 acres of land in the Town of Auburn, comprising a large potion of the Massabesic Watershed. As part of the PILOT negotiations, the Town and City agreed on the potential of this project with the agreement dedicating the use of MWW land necessary for this purpose (Page 6, Section 8 of PILOT Agreement). A copy of the PILOT agreement is attached in support of this application (Attachment #3).

In 2016-2017, the Auburn Planning Board updated the Town's Capital Improvement Plan (CIP) and included the proposed project in the plan for implementation in 2018 - 2019. The implementation of the project reflected the mix of federal and local funding sources. (Attachment #4) The CIP is currently in the process of being updated for the time period of 2019 - 2024 and will continue to include the project, but with revised timing to reflect a 2019 - 2020 implementation.

In the fall of 2017, the Town commissioned Stantec Consulting Services, the Town's consulting engineering firm, to conduct a survey and delineate the adjacent wetlands for the entire 5,340-feet of the proposed multi-use path in order to accurately plan and design the proposed project.

In 2018, armed with the survey and wetland data, the Town authorized the development of preliminary plans for the multi-use path that provide a full plan and profile, in addition to wetland impact plans for the project. As part of this effort, geotechnical soils borings were performed in designated areas to provide required information for the successful design of the project. The Town also actively engaged the NHDES Wetlands Bureau and Shoreland Protection Bureau, NHDOT Division 5 and the MWW in the preliminary planning process to ensure the plan addressed concerns they have with the design and implementation of the project. Their expressed concerns have be addressed in the plans. (Attachment #5)

To demonstrate support this project has, in addition to the required letter of support from the Auburn Board of Selectmen (Attachment #6), we are including letters of support from:
* Manchester Water Works (Attachment #7)
* Auburn School Board (Attachment #8)
* Friends of Massabesic Bicycling Association (FOMBA) (Attachment #9)

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a

maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Board of Selectmen annually appropriate between $700,000 and $800,000 as part of the Town's operating budget for the purpose of road reconstruction throughout the community. This is a lump sum budget account for which the Board of Selectmen has authority to designate various Town projects and work efforts. The Board is committed to utilizing these funds for the Town's 20% share of $180,831.80 that would be needed for this project. This enables us to say we have the Town's matching funds in hand.

In 2000, the Board of Selectmen was given standing authority by Town voters to accept and expend funds not specifically budgeted in the operating budget or by special warrant article. This is provided under the provisions of RSA 31:95-b, and is the intended vehicle to be used by the Town to authorize the acceptance and expenditure of the TAP grant funds of $723,327.20 identified for this project.

However, if required by TAP program regulations, the Board of Selectmen is prepared to place a specific article on the March 2019 Town Meeting warrant to gross appropriate the entire proposed project costs and identify the 80% of the costs would be reimbursed by TAP funds.

The Town understands that if successful with this TAP application, the earliest time frame that work could commence on the approved project would be approximately May or June 2019, depending on the completion of all formal approvals for the selected grant recipients. The Town of Auburn anticipates being ready to commence work on this project in May or June 2019 by having its funding approvals in place and dedicated to this project.

In terms of having the capacity to handle the expense of the project and then be reimbursed with TAP funds, the Town of Auburn is in excellent financial condition with no long-term debt obligations. The Town maintains a sound undesignated general fund balance of approximately $1.7 million, which will enable the Town to have adequate cash flow to up-front cover the project expenses and then receive reimbursement after completing various phases of the project and submitting monthly invoices for reimbursement. As testament to this ability, since 2006, the Town of Auburn has successfully managed four different Municipal Bridge Aid projects and four different Hazard Mitigation Program projects funded through the Federal Emergency Management Agency in this same manner. At times, the Town had handled the financing of multiple projects at one time. These projects have ranged from $120,000 to $400,000 in total project costs. Unlike the TAP Program, both of those programs provide reimbursement only at the conclusion of the entire project and not in monthly invoicing as the project progresses.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The proposed project is approximately 5,340-feet in length inclusive of a 30-linear foot bridge crossing to enable access through the area by foot, bicycle, snow-shoe or cross country skis. An eight-foot wide path and bridge with curbs and handrails will enable people of all ages and abilities to safely access the property, have connection to other trail systems and gain views and access to Lake Massabesic. The path site is currently overgrown and will require removal of grass, brush, trees and loam to 15-inches below existing grade. Twelve (12) inches of crushed gravel will be placed and compacted, and include turf establishment with mulch. This site will involve both common excavation and rock excavation. An advantage of this access point is that a parking lot is already in place at the boat launch that can support this project.

A bridge will be installed over the stream crossing at approximately 500-feet north of Bunker Hill Road. The bridge will be eight-feet wide and approximately 30-linear feet in length. The bridge will enable users of the multi-use path a stream

crossing at the southern end of Lake Massabesic without disrupting the natural flow and conditions of the watershed. In the neighboring Town of Hooksett, a trail system is in place over conservation land inclusive of a pedestrian bridge very similar to what is envisioned for the Auburn Multi-Ue Path. The three pictures attached of the Hooksett pedestrian bridge are intended to be representative of the bridge proposed as part of the Auburn project. (Attachments #10a, #10b and #10c)

The multi-use path will intentionally be unmaintained in the winter to encourage increased use of the area by providing conditions that would make it more desirable and friendly to snowshoe and cross country ski enthusiasts.

The main area of concern for this project will be the preservation of the quality of water in Lake Massabesic. With the potential increased use of property adjacent to the lake, there are concerns the increased use could have a detrimental impact on the water quality of the lake. In addition, the Chair of the Conservation Commission has expressed concerns for potential erosion along the multi-use path that could further have a detrimental impact on the lake's water quality. To address these concerns. the Town has already had extensive discussions and on-site reviews with MWW in the preliminary design phase of the project and has incorporated features intended to address the water quality concerns upfront in the project's design and permit work, in addition to follow through during construction.

The Town of Auburn does not take the MWW commitment to this proposed project lightly and considers them to be full partners in the project for the mutual benefit of the different constituents we both serve. These environmental and maintenance concerns are valid and will be part of the project process and overall success. While the MWW has dedicated the land necessary to support this effort, more formal easement documents will be developed and executed between the Town and MWW as part of the designing and permitting phase of the project.

NHDES Shoreland and Wetland permits will be required for the proposed project development along Sucker Brook, Lake Massabesic, and the associated wetlands. The Town intends to actively consult with the NH Department of Environmental Services, NH Department of Transportation, the NH Division of Historic Resources, the NH Natural Heritage Bureau, the MWW and the Auburn Conservation Commission to ensure all appropriate measures are incorporated into this project that will maintain the current status of the lake.

It is not anticipated these concerns will impact the project time line, as they have been part of the early planning and design work done in 2017 and 2018, and will be continued through final planning, permitting and construction of the project. In general terms, the Town is looking at completing the final design and permitting work in 2019, while construction is planned for 2019-2020 depending on funding. The possible financial impacts on the project are believed to be relatively small in terms of the total project, and are believed to already be identified and incorporated into the design process before any construction is committed.

The project will also need to incorporate the existing Bicentennial Park site as part of its route. The park, which is across Chester Road (NH Route 121) from the Auburn Town Hall, contains the Town's monuments and memorials to local residents who have served in the armed services from the Civil War forward. In addition, the park includes a POW-MIA Memorial bench, other benches, flagpole and picnic tables & benches in an area that overlooks Lake Massabesic. The Park is currently frequented by pedestrians, artists, fishermen and others who enjoy the natural area and the design will incorporate the existing aspects of this site.

Another area to be navigated in the layout and design of the multi-use path is one of three public boat launches for Lake Massabesic that is located just off Chester Road approximately 700-feet beyond Bicentennial Park. A benefit of the boat launch site is the public parking lot that is part of this area, which could also be in support of individuals seeking to utilize the proposed multi-use path and the trails it will connect to.

There are no known historic or areas of contamination in the project area that would impact the project's ability to succeed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing stress level of our project area as it exists today without the proposed project is: D - Facility requires an advanced level of skill and knowledge of traffic to use.

As the attached photographs graphically represent (Attachments #11a, #11b and #11c), the current right-of-way for Chester Road (NH Road 121) leaves little to no room in the shoulders to safely accommodate bicycle traffic, walkers, joggers or the like, largely forcing them to share the road with motor vehicle traffic. For older individuals who are aware of the rules of the road as motorists, this may not be as much of an issue as it is for younger, school-age individuals. As these younger people have to co-habitat with the motoring public, parents of school age children are not inclined to allow their children to ride bicycles on the road.

The anticipated stress level for the project area after the proposed project is completed is: A - Facility is reasonably safe for all children.

The proposed edge of the multi-use path will be located a minimum of seven-feet to10-feet off the shoulder of Chester Road (NH Route 121). This separation is aimed at providing a distinct and safe distance from the motor vehicle traffic on the road and the users of the path. This would eliminate the concern of most parents who participated in a 2013 survey conducted under the "Safe Routes to School" program which identified the volume of traffic and the speed of traffic as being the main deterrents to parents allowing their school-age children to walk or ride bicycles to school. (Attachment #12).

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The project would place the designated multi-use path approximately seven-feet to 10-feet away from the current travel surface of the road with gravel, grass, and brush forming a visual barrier between the road and portions of the multi-use path. This natural buffer between the motoring public and non-motorized users who use the multi-use path will improve the existing safety conditions of no designated area for non-motorized individuals.

In addition, the Town will work with NHDOT on establishing clearly marked and identified crosswalks near the intersection of Eaton Hill Road and Hooksett Road, for the path crossing approximately 500' north of Bunker Hill Road, the intersection of Bunker Hill Road and Chester Road (NH Route 121), and the intersection of Shore Drive and Chester Road (NH Route 121) to improve safety conditions of moving non-motorized individuals on to and off of the proposed multi-use path who are looking to visit destinations in these areas such as the Auburn Village School or Griffin Free Public Library near the intersection of Eaton Hill Road and Hooksett Road, or the Circle of Fun Playground at the intersection of Bunker Hill Road and Chester Road. A signalized crosswalk warning system was considered for these areas, however discussions with

NHDOT indicated that the current traffic volumes do not warrant signalized crossings for these areas.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The proposed project will connect two significant trail / biking / walking networks that currently exist in the Town of Auburn -- namely the Friends of Massabesic Bicycling Association (FOMBA) Bike Trails (a joint venture with MWW and FOMBA) and a series of trails and gravel fire roads on MWW property throughout the watershed land. The MWW trails and gravel fire roads also lead to a major rail trail called the Rockingham Trail just off the Massabesic Traffic Circle on By-Pass 28.

The project would provide a connection to a series of 13 existing bicycle trails, located on properties owned by MWW and maintained by FOMBA. The attached FOMBA Trail Map (Attachment #13) highlights the trail system that is currently a joint venture between MWW and FOMBA. These trails can be accessed by a gravel fire access road connected to the property of the Auburn Village School located at the intersection of Eaton Hill Road and Hooksett Road, which is the northern end of the proposed project.

In addition, the project would further provide access to watershed property owned by MWW from the southern end of the project on Shore Drive. MWW owns approximately 4,100 acres of land in the Town of Auburn that is part of the Massabesic Watershed. MWW maintains existing trails and gravel fire roads throughout their land holdings that are accessible to the public for hiking and biking use. These trails would enable individuals to travel entirely around Lake Massabesic and elsewhere within the Town of Auburn. Attached is a map of the Manchester Water Works Watershed Land (Attachment #14).

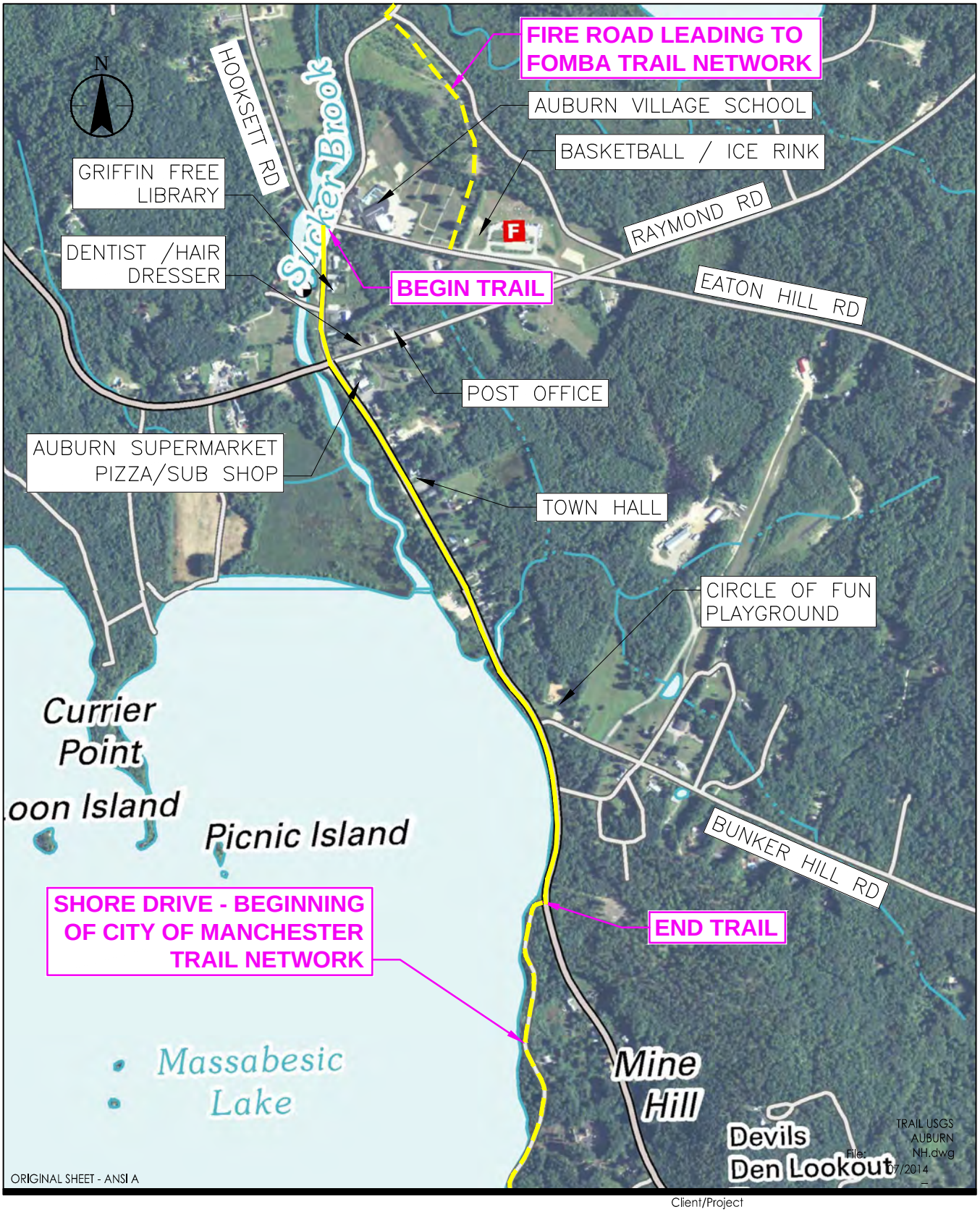
The Shore Drive location will also enable individuals to access property in the immediate area that is dedication conservation land in the area of Battery Point on Lake Massabesic. The property features the Massabesic Audubon Center, in addition to various trails and gravel fire roads. The conservation land was a joint venture between the Town of Auburn, Manchester Water Works, the Land & Community Heritage Investment Program (LCHIP), US Department of Agriculture and the NH Audubon Society.

The watershed property owned by MWW would also enable individuals to connect with the 3.1 mile "Rockingham Trail" that follows an abandoned railroad corridor from Lake Massabesic to Tarrytown Road in Manchester. The trail is approximately 10-feet wide and unpaved, and is highly utilized by walkers, joggers and trail cyclists. The trail connects individuals with access to the amenities the City of Manchester has to offer, while also connecting them to the natural and rural setting of Lake Massabesic, without depending on motorized transport.

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.



Client/Project

TOWN OF AUBURN

0 1000' 2000'

Figure No.

1.0

Title

ROUTE 121 MULTI-USE PATH

Stantec

Stantec Consulting Services Inc.
5 Dartmouth Drive, Suite 101
Auburn NH 03032 U.S.A.

Tel. 603.669.8672
Fax. 603.669.7636
www.stantec.com

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Belmont
18-01TAP	Town of Belmont	

RPC Lakes Region Planning Commission Population 5,000 - 200,000 Airport None

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [ ] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Daniel Webster Highway, Winnisquam Way, Sunset Drive, Pond Road, Elaine Drive, Tucker Shore Road, Fox Hill Road, Jefferson Road
State Routes	US Route 3/NH Route 11
Other	N/A
RailRoad	Concord-Lincoln Line
SurfaceType	Paved Trail, Paved and Gravel road surfaces
Length	2.4 Miles - 1 Mile on road, 1.4 miles constructed trail
Width	8' pavement with 1' shoulders
Ownership	Belmont and NHDOT highway rights-of-way, NHDOT Railroad right-of-way

PE$	$140,000.00	ROW$	$20,000.00	CON$	$690,000.00	CON Eng$	$100,000.00
Total$	$950,000.00	Fed$	$760,000.00	Match$	$190,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$950,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Project will be to design and build the Lake Winnisquam Scenic Trail - Phase 2 (Winni Trail). It will begin at the terminus of the Winni Trail- Phase 1 at Osborne's Agway at the Daniel Webster Highway.
We will propose a HAWK (High-Intensity Activated crossWalK) beacon to provide for safe crossing the DW Highway.
An 8'-wide paved trail will be constructed in the DW Highway ROW to Winnisquam Way, about 800'.
The next section will remain on town roads; Winnisquam Way, Sunset Drive, Pond Road & Elaine Drive to the railroad crossing at Tucker Shore Road totaling about one mile of on-road travel. It is our belief that the railroad ROW from Winnisquam Way to Tucker Shore Road will not support the trail due to a large peat wetland. We will investigate this in order to definitively rule it out.
At Tucker Shore Road a trail will be constructed within the RxR ROW traveling south through Mallards Landing and ending at Jefferson Road.
The goals of this project are to continue to advance the region's desire to have a trail from Meredith to Franklin and to continue Belmont's share of the trail southerly toward connection with the Winni River Trail in Tilton. The main

objective of this phase is to safely connect 1500+ residences to Phase 1 and the WOW Trail, which will be accomplished with the signalized crossing at the Daniel Webster Highway.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known impacts to cultural, archeological or natural resources from this project. The reason that there is a significant on-road trail segment is our desire to avoid a large peat wetland traveling south on the railroad ROW. Archeological and historical resources that may have been located within the railroad ROW would have been disturbed during the construction of the Winnipesaukee River Basin Program sewer.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Lake Winnisquam Scenic Trail - Phase 2 is the next step to advance Belmont's intended goal of completing a region-wide trail system linking Meredith to the Northern Trail in Franklin. Phase 1 of the Winni Trail was completed in 2016 where it connected to the WOW Trail at the Laconia-Belmont line. Currently there are about 4 1/4 miles of combined Winni-WOW Trail from Osborne's Agway on the Daniel Webster Highway to Lakeport Square. This next phase of the Winni Trail will put about 1500 residences within a quarter mile of the trail and provide these homes, both permanent and vacation, easy access to the commercial section of Route 3 in Belmont as well as downtown Laconia and Lakeport. Phase 3, in the future, anticipates heading southerly from Jefferson Road to join with the Winnipesaukee River Trail in Lochmere at the Belmont -Tilton town line.

The ultimate construction of these three adjoining trails will be the culmination of the region-wide trail, mostly utilizing railroad right-of-way, first imagined in the 1970's.

Trails and trails development figure prominently in the 2002 Belmont Master Plan.

The "Bicycling and Walking: Transportation Choices for New Hampshire's Lakes Region" March 2012 by the Lakes Region Planning Commission puts forward the argument for bike/ped trails generally and the Winni Trail specifically.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

Belmont has been working for a number of years to ensure financial readiness to undertake this trail project. Beginning in 2015, a capital reserve account has been funded in anticipation of this next phase of the trail system. There is currently over $115,000 in the trails account and we plan to request an additional $75,000 in 2019 to fund the Town's share - $190,000 - of the $950,000 gross appropriation.

The Town also intends to start a yearly contribution to the Winni Trail capital reserve account, $10,000 proposed for 2019, to pay for maintenance and capital projects, e.g. repaving.

Belmont taxpayers paid for Belmont's entire 20% share of Phase 1.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

We do not anticipate any significant historic, cultural or environmental issues becoming obstacles to development of

Phase 2. The over-road route for a mile of the project was chosen because the railroad ROW goes through a significant wetland and peat soils which would have been too costly to remediate. The trail will be on existing roads and in the rail ROW. The route within the rail ROW will travel along the previously disturbed Winnipesaukee River Basin Program sewer interceptor so there will be no chance of disturbing historical resources.

The trail will be within the 250' Shoreland Zone for Lake Winnisquam and will need a Shoreland Permit. Additionally, we anticipate that the project will receive a finding that it qualifies for an Alteration of Terrain permit by rule, as was Phase 1, by complying with the conditions as outlined in Env-Wq 1503.03 General Permit by Rule (d) The project is limited to trail work with nearly full-time engineering oversight.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing Stress Level = D

The level of traffic on the Daniel Webster Highway makes bicycle and pedestrian use nearly impossible because there is no place to cross. From the south and east it is difficult to access the end of Phase 1 at Osborne's Agway. Union Road is generally not suitable for other than experienced bikers as there is no shoulder and there is guardrail to the edge of pavement in places.

Due to the amount and speed of vehicle traffic, pedestrians and bicyclists are not normally seen along the DW Highway as it is extremely difficult to cross.

Anticipated Stress Level = B

The proposed High-Intensity Activated crossWalK (HAWK) crossing at Agway will provide protected access to Winni Trail - Phase 1 and the WOW Trail from about 1500 residences in Belmont as well as many more in Tilton and Sanbornton.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

It is extremely difficult to provide a quantitative analysis of car-pedestrian/bicycle crashes because so few walkers or riders attempt to cross the Daniel Webster Highway due to the high traffic volumes and vehicle speed. A HAWK will encourage pedestrians and bicyclists to use the DW Highway.

Just as Phase 1 provided a new facility that opened up a place to walk and bike safely, we anticipate that Phase 2 will do the same, perhaps more so due to the close proximity of many residences to the trail.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

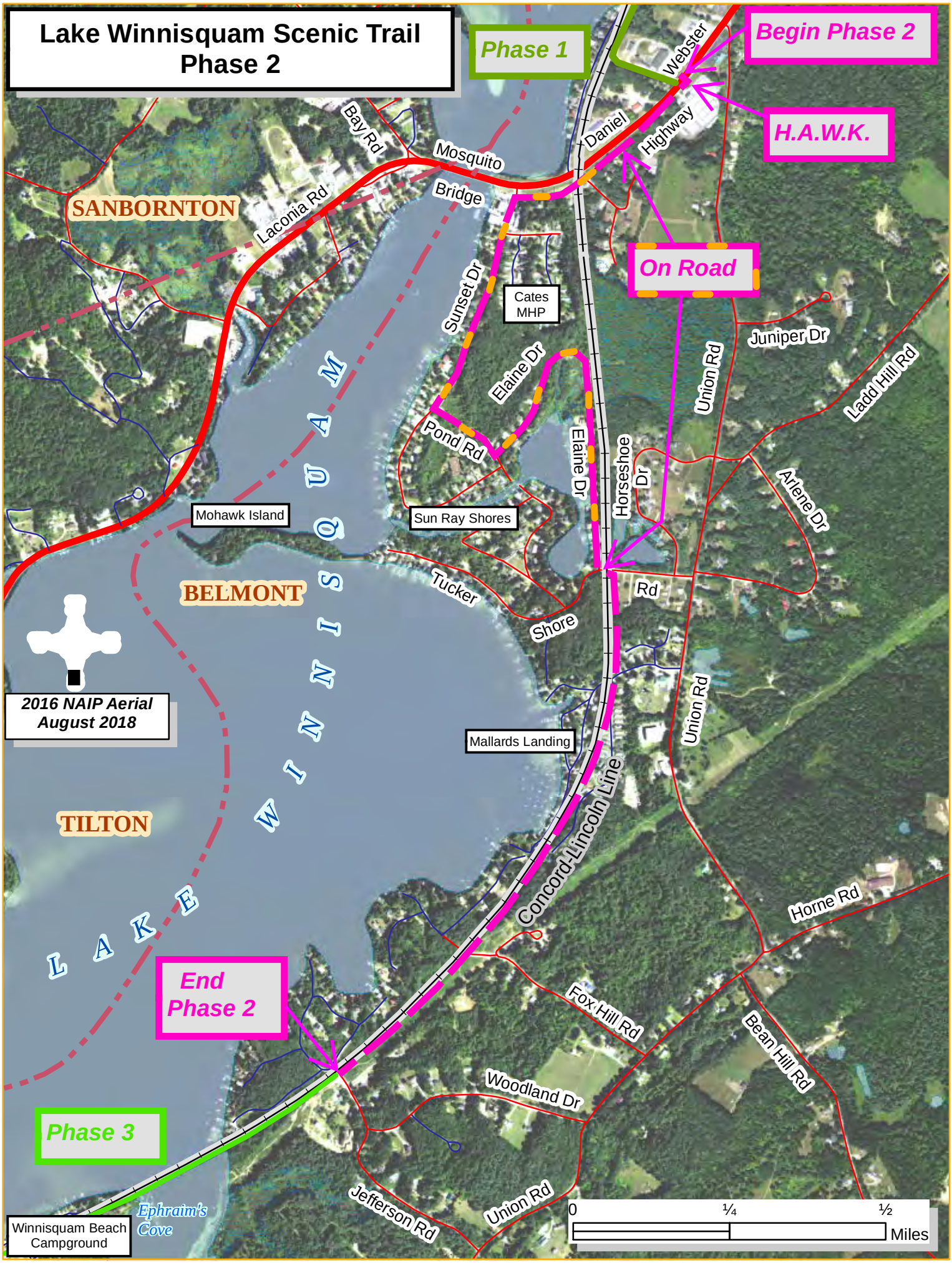
The Lake Winnisquam Scenic Trail - Phase 2 is the next step in Belmont's program to complete a multi-use trail from Meredith Village to the Northern Trail in Franklin. It is assumed that Phase 3 will connect with the Winnipesaukee River Trail at the Tilton- Belmont town line.

On its own and immediately, Phase 2 will provide1500 residences, not including those in Tilton and Sanbornton over Mosquito Bridge, with safe access to the commercial strip along the Daniel Webster Highway and to the WOW Trail that provides access to downtown Laconia and Lakeport

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


Lake Winnisquam Scenic Trail
Phase 2
Phase 1
Begin Phase 2
H.A.W.K.
On Road
End
Phase 2
Phase 3
SANBORNTON
BELMONT
TILTON
LAKE WINNISQUAM
Webster
Daniel
Highway
Bay Rd
Mosquito
Bridge
Laconia Rd
Sunset Dr
Cates
MHP
Elaine Dr
Pond Rd
Elaine Dr
Horseshoe
Dr
Union Rd
Juniper Dr
Ladd Hill Rd
Arlene Dr
Mohawk Island
Sun Ray Shores
Tucker
Shore
Rd
Union Rd
Mallards Landing
Concord-Lincoln Line
Horne Rd
Fox Hill Rd
Bean Hill Rd
Woodland Dr
Jefferson Rd
Union Rd
Ephraim's
Cove
Winnisquam Beach
Campground
2016 NAIP Aerial
August 2018
0
¼
½
Miles

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Berlin
18-14TAP	City of Berlin	

RPC North Country Council Population 5,000 - 200,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Hutchins Street. Project begins at Napert Village - Napert Street to Columbia Avenue.
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	Paved sidewalk with granite curbing, 30" wide concrete paver utility area.
Length	Approximately 1760 linear feet.
Width	8 foot wide sidewalk throughout the length of the project.
Ownership	The first section of roadway/sidewalk was constructed fully within the City's ROW. The Hutchins St. project was administered under the NHDOT TAP program, and was required to follow the guidelines. As such, keeping the improvements confined to the existing ROW was critical. The City maintains a 60'-wide ROW basically from Turcotte St. to Coos St. near Service Credit Union, the project area is within this area. The existing road within the new project area is about 40'-wide. Assuming that the roadway is centered within the ROW, there should be about 10' of available space within the existing ROW beyond the existing edge of curb to construct the new sidewalk (which is about 8'-wide). At this point, there doesn't appear to be ownership issues.

PE$	$82,520.00	ROW$	$0.00	CON$	$550,200.00	CON Eng$	$82,520.00
Total$	$715,240.00	Fed$	$572,192.00	Match$	$143,048.00	Percent Fed$	80
NonPar$	$0.00	Total$	$715,240.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

This project proposes to construct approximately 1760 linear feet of new sidewalk where there is currently none. A new sidewalk was constructed in 2016 at the northern end of where the City is proposing to build new sidewalk and connect it to existing sidewalk on the southern end at Columbia Avenue. This is location is on the eastern side of the City along the primary north/south travel route. It is also part of the City's designated truck route which leads to Burgess BioPower, Androscoggin Valley Hospital, White Mountain Lumber and both the state and federal correctional facilities. This area was singled out in two separate presentations to the City Council and Planning Board earlier this summer by

local youth as an area that needs to be made safer by the installation of a sidewalk. Kids frequently walk this route to reach a park adjacent to Columbia Avenue as well to gain access to Community Field which is one of the biggest recreation areas for kids in the City. This area is an extremely popular walking route for adults as well - it is part of a few different loops that sees high pedestrian use and not having a buffer between heavy truck traffic and pedestrians, especially children is a concern for local officials.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

No issues known or foreseen within the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The City Council's support is found in the resolution and minutes approving the submission of this application to NHDOT. Also included are letters of support from the Berlin Planning Board and North Country Council.

Berlin's Master Plan makes several mentions of needing to create connections between neighborhoods and the urban core of the City. There are also many references to maintaining walkable areas in the City through the use of connected loops. This area is part of a few looped walks in the City of varying lengths. Closing the gap between safe sidewalks to better move pedestrian traffic in the City is a definite goal of the City's Master Plan.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The project if awarded by NHDOT will be matched by funds from the City's general fund and have been appropriated through the attached resolution. The project if awarded to the City will show up in the 2020 Fiscal Year budget as a capital improvement project and available to spend after July 1st, 2019.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

As we recently finished a sidewalk project in this area in the last twenty four months, we are very familiar with the area. The right of way area that we will utilize for the project is adjacent to the same abutter/property that we dealt with in the previous project which was the construction of brand new sidewalk where none previously existed. We already have a very good idea of what needs to be done for this project as it will continue where the previous project left off. We do not anticipate any issues based on our experience with the project we did in 2016.

There are no timeline or financial impacts anticipated with this project at this time. With the support of the City Council and Planning Board, it should be a relatively straightforward sidewalk project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
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C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

We would rate this area a "C". The lack of a buffer between pedestrians and heavy truck traffic is intimidating for many pedestrians, especially young children but there is a bit of a gravel shoulder area in the project area that keeps a little distance between the two user groups. The area does not see a lot of bicyclists but those who are skilled with navigating between narrow travel ways and pedestrians can manage it. A sidewalk will better define and create a lane to separate cyclists, pedestrians using the sidewalk and keep traffic in the traffic lanes.

We believe a sidewalk will bring the area up to a rating of between a "B" and an "A", there will always be some discomfort for having heavy truck traffic so close to pedestrians, especially children, but we believe a well defined pedestrian way makes the area much safer for all user groups - both vehicular and pedestrian as well as those on bicycles. With the adjacent property being zoned industrially, the heavy truck traffic, and the proximity to the entrances for Burgess BioPower and the Androscoggin Regional Refuse Disposal District's landfill, the area will likely not quite reach an "A" rating but this sidewalk will go a long way in creating a facility that will accommodate users with basic skills and knowledge of traffic.

While this project has been on the City's radar for some time it was recently brought to the City Council and Planning Board's attention by a group of students attending a local afterschool program in presentations to each entity given entirely by students. This was one of their concerns as youth who live and move around in our community. Given the recognition by these students, we feel it is important to make them feel safe about their environment and make it easier to travel as a young pedestrian in a heavy truck traffic area.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

There is currently no lighting in this area and we are proposing to add street lighting to increase and improve safety conditions.

Adding a sidewalk where there currently is none along the City's primary truck route as well as the primary connector north-south route on the eastern side of the City will also improve safety.

This area is the last "phase" in a project started over thirty years ago called the East Side Arterial. That project built the Cleveland Bridge connecting Route 16 to the eastern side of the City. Subsequent phases built out new roadways from Route 16 up to the area of Napert Village with new sidewalks except for the area which we are looking to finish now, that phase was never completed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

As noted in the last question, this would be a final piece of This is the final phase of a plan that was started more than thirty years ago. There was a new bridge built, a new roadway built complete with sidewalks and connections to better link the eastern side of the City with the western side of Berlin which the majority of businesses and services are located. While the majority of improvements were finished in the early 1980's a few things originally envisioned were never completed including this section of sidewalk. This would create a contiguous length of sidewalk along Hutchins Street from Page Hill Road to NH Route 16/Glen Avenue. It would fill the single gap in several popular walking loops throughout the City that exist in between the Twelfth Street Bridge to the north and the Cleveland Bridge to the south. It will make it much safer for children who live on the east side of Berlin to get to popular local parks, playgrounds and fields. It will provide a buffer for pedestrians from truck traffic. As the primary north-south connector road for the City on the east side there is also a lot of normal everyday traffic which creates the potential for pedestrian vehicle conflicts.

This would be the final segment of sidewalk needed for a project that first began almost forty years ago.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Hutchins Street Sidewalk Extension

07/11/2018

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Boscawen
18-32TAP	Town of Boscawen	

RPC Central NH Planning Commission Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- ☐ *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- ☐ *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- ☑ *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- ☐ *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	The proposed project is adjacent to River Road and Commercial Street in Boscawen
State Routes	N/A
Other	N/A
RailRoad	Northern Railroad Corridor owned by Pan Am
SurfaceType	Gravel and stone dust for 2,200 feet and 1,000 feet of hot bituminous pavement
Length	0.6 miles
Width	The proposed rail trail is 10 feet wide throughout its length
Ownership	Pan Am Systems, Inc. 1700 Iron Horse Park N. Billerica, MA 01862

PE$	$42,787.00	ROW$	$110,000.00	CON$	$267,420.00	CON Eng$	$42,790.00
Total$	$462,997.00	Fed$	$370,397.60	Match$	$92,599.40	Percent Fed$	80
NonPar$	$0.00	Total$	$462,997.00				

DOT would have right of first refusal
Trail ends in a dead end at concord city line
Bridge retrofit may be very expensive

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

This TAP application is to construct .6 miles of non-motorized multi-use rail trail in Boscawen from the current terminus of the Northern Rail Trail southward to the Hannah Duston Memorial and the Boscawen/Concord municipal line. This includes retrofitting one railroad bridge over a portion of the Contoocook River, and purchasing the property from Pan Am Railways. The trail is to be an unpaved stone-dust surface similar to the adjacent completed section of the Northern Rail Trail from the NHDOT Park and Ride connection northward, and be a paved asphalt surface from there southward. The trail is intended to serve pedestrians and bicycles in the summer and wintertime uses such as cross country skiing and snowmobiling in the winter consistent with the rest of the Northern Rail Trail.

The purpose of this project is multi fold. It extends the trail further south from its current terminus in an agricultural

field off River Rd in Boscawen, and connects to the NHDOT I-93 Exit 17 Park and Ride facility, Hannah Duston Memorial site, and the Concord city line. Second, it brings the trail closer to the population and economic center of Penacook Village in Concord and neighborhood and business areas in the southern part of Boscawen. Third, this project is an important step in a longer-term goal to bring the Northern Rail Trail to Downtown Concord. This project will complete the trail through Boscawen and creates a landing/beginning point for future projects in Concord.

In addition to the project's short term independent utility, this piece of trail is to be part of the Granite State Rail Trail, a continuous off-street trail from Lebanon to Salem.

The paved surface from the Park and Ride facility southward is consistent with the planned extension of the rail trail south into Concord. Concord has expressed a desire for the trail to be paved through their community as a means to improve accessibility and enhance the transportation value of the corridor. The Park and Ride location is the logical transition point between paved and unpaved surfaces because it maximizes connectivity for users who prefer a paved surface to connect to the multi-modal facility (Park and Ride) and the trail transitions to a more rural environment at that location where an unpaved surface is more desirable.

This project also has the potential to mark a significant success on recent challenges in acquiring abandoned railroad property from Pan Am railways for public trail use. The approach is described in more detail in the Feasibility section of this application.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The railroad corridor itself is considered eligible for listing on the National Register of Historic Places. As part of a bridge project in Enfield, a resource assessment was conducted in 2014 that inventoried historic elements along the corridor including bridges, culverts, railroad signs, mile markers, historic railroad stations etc. In that report, two locations were identified in this report that may be of historic or cultural significance. This includes the Hannah Duston Monument, and the Girder Bridge to Hannah Duston Island.

Given the site's proximity to the Merrimack and Contoocook Rivers, archeology may be an issue, however all or nearly all of the work proposed here is being done on surfaces that have already been disturbed, particularly the rail bed.

A shoreland permit is likely to be needed. It is likely to be a straightforward permit as there is no clearing of trees and impacts are expected to stay primarily on the rail bed and other already disturbed areas.

A look at the NHDES dataset of known contamination sites showed no areas of environmental contamination in the vicinity.

A preliminary search at the NHB DataCheck tool for threatened or endangered species identified at least one species potentially in the area. Due to a Pan Am policy of "prohibiting due diligence activities prior to the property being under agreement to purchase", a full report was not requested at this time. It is likely that brook floaters is one of, or the only, potentially impacted species. It is unlikely brook floaters will be impacted however because there will be no work on the bridge bases or elsewhere in the Merrimack or Contoocook rivers.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Northern Rail Trail has been part of local and regional plans for many years, and is particularly popular among Boscawen residents. This was most recently heard in a November of 2016 "Open House" event to discuss the vision for the King Street corridor in Boscawen, which parallels the already built portion of the Northern Rail Trail. At this well attended meeting, the rail trail emerged as an opportunity for Boscawen in the areas of transportation, land use, historic preservation, and economic development. The Northern Rail Trail was also spoken for by multiple participants in the October 4 2017 GACIT hearing in Concord.

The Northern Rail Trail is cited in each of these planning documents and organizations:

October 4 GACIT Hearing:
A large turnout and 12 individual speakers, including State Senator Dan Feltes and the City Engineer of Concord, testified that they supported the purchase of the Northern Railroad bed in Concord and Boscawen for use as a rail trail. The meeting notes state that a show of hands revealed that "most of the audience" was there to support the purchase of the Pan Am corridor. Meeting notes from the meeting can be found in supplemental materials.

Town of Boscawen Master Plan (2002, Updated 2016):
Completion of the Northern Rail Trail through Boscawen is noted in multiple chapters, including the Transportation chapter, Conservation, Preservation, and Open Space chapter, and Recreational Facilities Chapters. The Transportation chapter is included in the supplementary documents, and reference to the trail can be found on page 20.

Regional Trails Plan 2012:
The Regional Trails Plan calls for the Northern Rail Trail to connect to Downtown Concord and the Salem to Concord Bikeway, making it part of a 115+- mile "Granite State Rail Trail". This document was approved by the CNHRPC TAC in 2012. Browse the Regional Trails Plan document in the supplementary materials for more.

King Street Coordination Study, Zoning Update:
Starting in 2016 the Town of Boscawen initiated public visioning on the future of the King St. Corridor, which parallels the Northern Rail Trail. Throughout this process, the Northern Rail Trail was cited as a strength and opportunity for Boscawen. See page 4 of the King Street Coordination Study and search the word "trail" in the "Open House Meeting Notes" in the accompanied supplementary materials for more.

US Routes 3 and 4 Corridor Study Boscawen, New Hampshire 2001:
This study evaluated the Route 3 and 4 corridors in the vicinity of the proposed project. A recommendation to construct a rail trail on the railroad corridor can be found on p. 38, which the Town has been diligently implementing. Find this document with the supplementary materials.

Friends of the Northern Rail Trail in Merrimack County:
The Friends of the Northern Rail Trail in Merrimack County is a non-profit organization dedicated to building and maintaining the Northern Rail Trail in Merrimack County. The organization has organized countless volunteers to help build and maintain the Northern Rail Trail. http://fnrt.org/.

Friends of the Merrimack River Greenway Trail (FMRGT):

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The FMRGT is a non-profit organization based out of Concord whose mission is to build an off-street bicycle and pedestrian trail along the Merrimack River through Concord. Explicit in their bylaws is their intent to directly connect to the Northern Rail Trail and the Salem Concord Bikeway. The .6 miles under consideration in this application would bring the Northern Rail Trail to their doorstep. https://www.merrimackrivergreenwaytrail.org/

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Boscawen intends to bring this project forward for approval at Town Meeting in March 2019. Given strong support for the trail by the public at recent town gatherings and strong support from local organizations, the measure appears likely to pass.

In addition, private funds will be raised in order to contribute to the local match. FNRT Merrimack County has raised over $500,000 over the past 14 years from private and public sources to construct 35 miles of the Northern Rail Trail. The FNRT are confident in their ability to provide very helpful assistance to the Town of Boscawen in raising their required match.

Other non-profit organizations, including the Central New Hampshire Bicycling Coalition (CNHBC), have expressed interest in donating funds to contribute to the local match. CNHBC has donated thousands of dollars to local rail trail initiatives in the region, and have indicated a willingness to contribute to the local match for this project in their letter of support.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Historic and Cultural:
The railroad corridor itself is eligible for listing on the National Register of Historic Places. As part of a bridge project in Enfield, a resource assessment was conducted in 2014 that inventoried historic elements along the corridor including bridges, culverts, railroad signs, mile markers, historic railroad stations etc. In that report, two locations were identified in this report that may be of historic or cultural significance. This includes the Hannah Duston Monument, and the Girder Bridge to Hannah Duston Island.

Environmental:
A shoreland permit is likely to be needed. It is likely to be a straightforward permit as there is no clearing of trees and impacts are expected to stay primarily on the rail bed and other already disturbed areas. There does not appear to be any wetland impacts.

Environmental Contamination:
A look at the NHDES dataset of known contamination sites showed no known areas of environmental contamination in the vicinity of the project.

Threatened or Endangered Species:
A preliminary search at the NHB DataCheck tool for threatened or endangered species identified at least one potential impact. Due to a Pan Am policy of “prohibiting due diligence activities prior to the property being under agreement to purchase”, a full report was not requested at this time. It is likely that brook floaters is one of or the only the potentially

impacted species, however because there will be no work on the bridge bases it is unlikely to be an issue.

Maintenance:
The intent is for this section of trail to be operated and maintained under the same agreements as the rest of the Northern Rail Trail. It includes a partnership between the Trails Bureau, NHDOT, and the Friends of the Northern Rail Trail Merrimack County. This arrangement has led to the successful maintenance of the existing 58 miles of the Northern Rail Trail.

Property Acquisition:
One unique challenge and opportunity is acquiring the property from Pan Am Railroad. A team of volunteers and officials have made substantial progress in building a relationship and earning trust with Pan Am Railways. In the summer of 2018, Pan Am Railways, the Friends of the Merrimack River Greenway Trail, and the Friends of the Northern Rail Trail Merrimack County, have shared the cost of a full appraisal of the corridor in Boscawen and Concord. There is the potential for the property acquisition to contribute to delays, however there is a high likelihood for success for the following reasons:

1. Pan Am has indicated a willingness to sell.
2. Pan Am, along with the FMRGT and FNRT, contributed funds towards a full appraisal of the Pan Am Northern railroad line from Horseshoe Pond to the State of NH ownership in Boscawen, including a breakout cost of the .6 miles located in Boscawen that is part of this grant application.
3. The appraiser, Colliers International, was selected by Pan Am.
4. The valuation of $110,000 for this .6 mile section fell within the expected range and fits well within the project budget.
5. Volunteer rail trail advocates associated with the FMRGT and FNRT, including engineers, planners, and attorneys, have fostered a positive relationship with Pan Am railways and intend to continue to help facilitate a positive outcome for all parties.
6. Pan Am has permitted this group of volunteers to organize a walk of the Pan Am corridor in question, with additional walks planned in the future. State and Local officials including from NHDOT were involved in the walk, as were trail advocates.

It should be noted that the NHDOT, under RSA 228:60-b, has the right of first refusal to purchase the property. It should be noted that the Town of Boscawen is willing to transfer ownership of this property to the NH DOT. While the DOT has not yet determined an official position on whether it would act on its right of first refusal or accept transfer of the property to NHDOT, it is believed that the Town and NHDOT will be able to facilitate a positive outcome for both parties. Using Federal TAP funds plus local match for acquisition of the railroad property can enable the NHDOT to acquire this valued piece of property without tapping state funds.

The Town of Boscawen is willing to utilize assistance offered by volunteer advocates and the Central New Hampshire Regional Planning Commission to facilitate this process.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

This project will reduce the stress bicycles and pedestrians experience traveling the corridor. Improvement will be felt upon completion of this project, and much greater improvements will be realized upon completion of future phases. In addition, there is currently no Americans with Disabilities Act (ADA) access to Hannah Duston Historic Site. This project will provide that.

The current stress level along this route can be primarily defined by the conditions along River Road. River Road can be graded as a level B (Facility can accommodate users with basic skills and knowledge of traffic). The street is a relatively low traffic volume street with relatively good sight distance where most adults may be comfortable, however prevailing traffic speeds are such that it is not suitable for children. The condition upon completion of this project would be an A (Facility is reasonably safe for all children). The off-street trail will be separated from motor vehicle traffic and will be safe and accessible for all users of all ages and abilities.

Result: Stress Level B to Stress Level A

Result for ADA access: Stress Level E to A

Once future phases of the trail allow a continuous connection to the opposite side of the Contoocook River and beyond, even greater improvements will be realized. The current conditions along the Route 3 Corridor in Concord and Boscawen which parallels the trail is mostly a level C (Facility requires an intermediate level of skill and knowledge of traffic to use) Bike lanes are present in some areas, however there is no buffer between the bike lane and heavy traffic, and are often adjacent to parking which puts cyclists in the “door zone” threat area. In Penacook Village, bicyclists must share the lane with traffic. Traffic volumes are quite high, and there is a significant amount of truck traffic and adjacent car parking. A scoring of level C may in fact be generous. Upon completion of future phases of the trail, the stress analysis will be an A (Facility is reasonably safe for all children) as trail users will be separated from motor vehicle traffic. The facility will have multiple connections to parks and low stress neighborhood streets.

Upon Completion of Future Phases: Stress Level C to Stress Level A

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

This project will improve safety by providing an off-street alternative to riding in mixed traffic along River Rd in Boscawen. Future phases will further improve safety by providing an off-street alternative to a number of high traffic roadways, including the Route 3 corridor in Boscawen and Concord.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A number of safety improvements along the Route 3 corridor were identified as part of the King Street Coordination Study 2017, included with additional materials with this application. Further development of the Northern Rail Trail will facilitate an alternate route to the Route 3 corridor.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The 58 miles of Northern Rail Trail in use today passes through many town centers, neighborhoods, and recreation areas on its way from Lebanon to Boscawen. The trail's current southern terminus however is located where the State ownership of the corridor ends, in an agricultural field along an empty stretch of River Rd in Boscawen. This project would extend the trail southward to a more logical terminus, connecting it to the NHDOT Exit 17 Park and Ride facility, the Hannah Duston Historic Site, and within closer distance to the developed areas in the south part of Boscawen and Penacook Village in Concord. It is also part of a phased approach to extending the trail directly in to Downtown Concord, which will provide an excellent non-motorized transportation opportunity.

Access to Hannah Duston Historic Site:
Hannah Duston Island is the site of the Hannah Duston Memorial State Historic Site, which serves as a public park with access to the Merrimack and Contoocook Rivers. The part of the island that is Town owned is planned for trails and recreational improvements by the Town of Boscawen. This project will enhance non-motorized transportation access to this site and its amenities. It will also improve ADA accessibility.

Neighborhoods in Boscawen and Penacook Village:
The extension will also bring the trail closer to the densely settled areas of Penacook Village in Concord and adjacent portions of Boscawen. There is a higher density of residences in this area, as well as multiple government, civic, institutional, retail, and other commercial uses in these areas. This improved access may entice trail users to access the village by bicycle or foot from the trail instead of returning to their car, and will enable local residents to access the trail on foot or bike without driving to a distant trailhead.

Exit 17 NHDOT Park and Ride Facility:
This project will extend the trail to the NHDOT Park and Ride Facility in Boscawen and further enhance its value as a multi-modal facility. It will enable commuters to park here and ride to their destination, and conversely allow commuters to ride or walk to the Park and Ride to catch a carpool. It will also allow trail users arriving by car from the south to begin their bike/walk trip here, rather than drive further into Boscawen to reach trail parking there.

Economic Development Opportunities along Commercial St:
The Town of Boscawen is in ownership of a brownfield site that is currently being evaluated. The plan is to remediate and redevelop this highly valued property along the Contoocook River and in close proximity to the Northern Rail Trail. This TAP project would provide direct access to these areas targeted for infill economic development activities.

Future Phases to Concord:
Future phases of the rail trail will bring it into Concord. The first connection will be to cross the Contoocook River, greatly improving the bicycle and pedestrian access across the Contoocook River. The trail will one day reach downtown Concord, which will greatly enhance the trail's use as a transportation corridor.

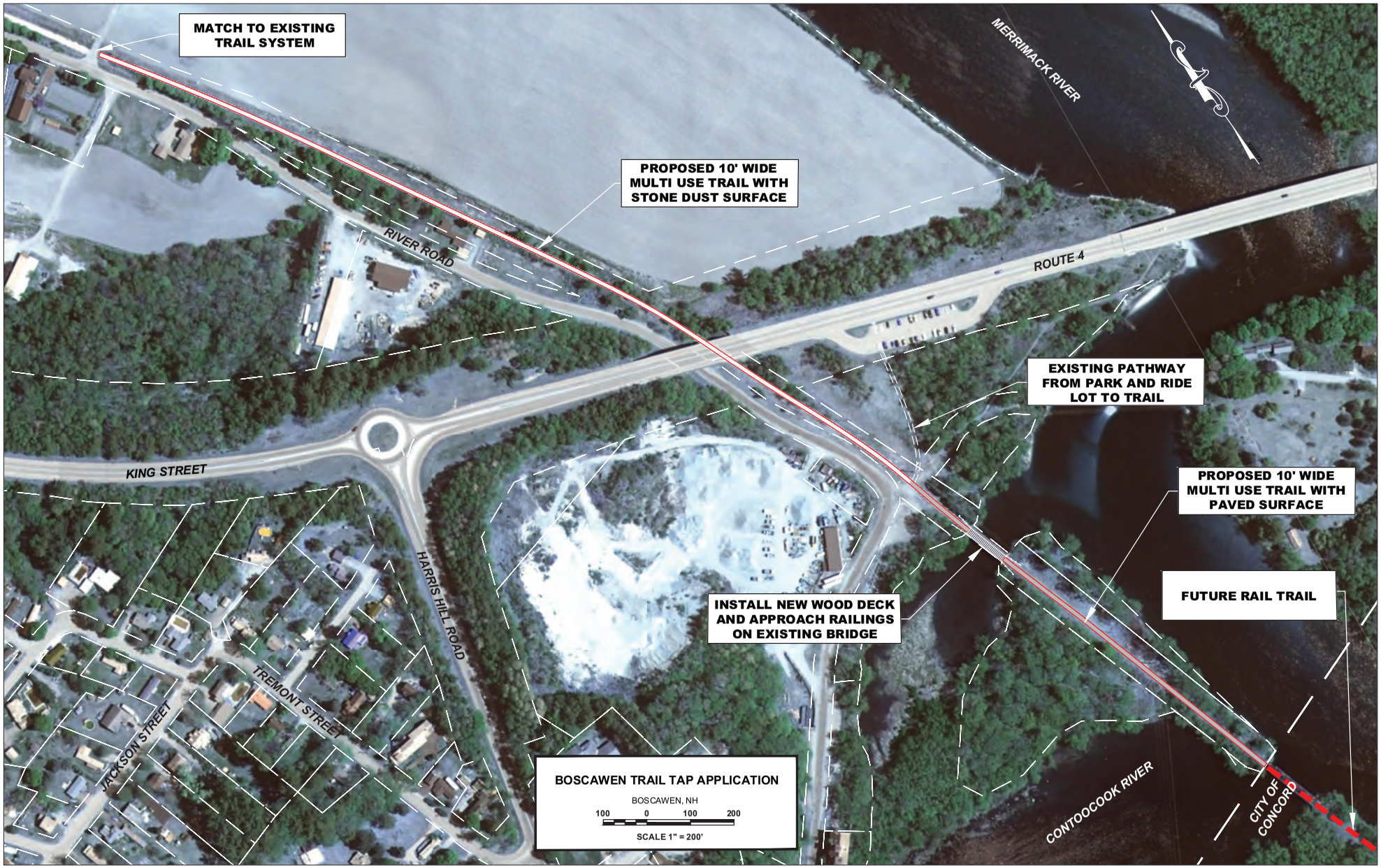
Granite State Rail Trail:
The Granite State Rail Trail is a proposed continuous off street trail from Lebanon to Salem. This project will help fill one of the remaining gaps in the Granite State Rail Trail. This trail will connect countless neighborhoods, villages, businesses, recreation opportunities, and other destinations along its 115+- mile route across New Hampshire.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


MATCH TO EXISTING TRAIL SYSTEM
PROPOSED 10' WIDE MULTI USE TRAIL WITH STONE DUST SURFACE
MERRIMACK RIVER
RIVER ROAD
ROUTE 4
EXISTING PATHWAY FROM PARK AND RIDE LOT TO TRAIL
KING STREET
PROPOSED 10' WIDE MULTI USE TRAIL WITH PAVED SURFACE
HARRIS HILL ROAD
FUTURE RAIL TRAIL
INSTALL NEW WOOD DECK AND APPROACH RAILINGS ON EXISTING BRIDGE
TREMONT STREET
JACKSON STREET
BOSCAWEN TRAIL TAP APPLICATION
BOSCAWEN, NH
100 0 100 200
SCALE 1" = 200'
CONTOOCOOK RIVER
CITY OF CONCORD

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Bradford
18-10TAP	Town of Bradford	

RPC Central NH Planning Commission Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	West Main St.
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	Concrete and granite curbing for sidewalk, asphalt for bike lanes
Length	Approximately 1,160 ft., starting at the intersection of Rt. 104 and West Main St., extending west along West Main St.
Width	49.5 ft.
Ownership	Town of Bradford

PE$	$110,000.00	ROW$	$30,000.00	CON$	$360,000.00	CON Eng$	$100,000.00
Total$	$600,000.00	Fed$	$480,000.00	Match$	$120,000.00	Percent Fed$	80
NonPar$	$100,000.00	Total$	$700,000.00	These funds will cover the cost of paving the center of the road for the proposed length of the project.			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Project Name: Main Street Improvements Project

Project Description (need, purpose, location and other details):

The town of Bradford's "Main Street Improvement Project" was conceived in 2005 as a way of addressing much needed improvements for pedestrian travel and traffic safety along East Main St., West Main St. and a portion of Rt. 114 extending down to Greenhouse Lane. These three segments effectively make up Bradford's "Downtown" area, also known as the "Business/Residential District".

The intent of the project is to provide safe pedestrian and bicycle passage in the District in keeping with today's standards and best practices. Phase 1 (East Main St.) was completed in 2012 and has shown great success.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Until approximately 1960, Main Street was actually Rte 103, maintained by the State of NH. The current sidewalks on these roads were constructed in the 1930's, during the Great Depression, by the Civil Conservation Corps. They were not maintained well by the State. These sidewalks are now roughly 90 years old, too narrow, in very bad repair and in dire need of replacement. Crosswalks and bike lanes, which are presently lacking on West Main St., are also part of the proposed project.

The project is being addressed in a 3-phased plan as follows:

Phase #1: Sidewalks, crosswalks and bike lane installation, beginning at the intersection of Rt. 114 and East Main St., extending west for approximately 4 tenths of a mile down East Main St. to the intersection of East Main St. and Rt. 103. (Completed 2012.)

Phase #2a.: Sidewalks, crosswalks and bike lane installation, beginning at the intersection of Rt. 103 and extending west along West Main St., for approximately 1,160 ft.

Phase #2b.: Sidewalks and crosswalks installation beginning at 1,160 ft. from the corner of West Main St. and Rt. 103 and extending west along West Main St. for approximately 4 tenths of a mile to High St.

Phase #3: Sidewalks installation from the corner of Rt. 114 and East Main St. ending at the Bradford Post Office, and extending down Greenhouse Lane for approximately 2 tenths of a mile.

The town has already completed the first phase of this project, with the construction of a new sidewalk, crosswalks and bike lanes along East Main St., via funding awarded by the NH Dept of Transportation Enhancement Program. This phase has been very successful with increased and safe pedestrian traffic. It has also brought significant peripheral benefits. Two decrepit buildings were torn down, one being turned into a public garden (privately funded). The other tear down resulted in its lot being merged with an adjoining property holding an excellent 18th century house and barn, now restored.

This application seeks to fund Phase 2a. of Bradford's project plan by:

1) Building on the vast improvements made to East Main St., with the installation of a new sidewalk, crosswalks and bike lanes along West Main St., beginning at the intersection of Rt. 103 and West Main St., traveling west for a total distance of ~1,160 ft.

2) Substantially enhancing safety for pedestrians and bicyclists in an area that receives substantial use. West Main St.'s eight day average of vehicular traffic per the most recent 2018 traffic report was 1,292 cars per day.

3) Successfully meeting current ADA code sidewalk standards of 5 ft. in width. (The current sidewalks on West Main St. are only 3 ft. wide and not in compliance with ADA code.)

4) Enabling the town's highway department to properly maintain the sidewalk during the winter season. Presently, they are not able to properly maintain it, as it is not wide enough for the highway department's skid steer to traverse. This results in the accumulation of snow and ice, making the already deteriorated sidewalk even more dangerous.

5) Increasing residents' non-motorized transportation to: the Town Hall, Library, Post Office, Mason's Lodge, one church, a local daycare, an elementary school, the Concord to Claremont rail trail, the Bradford Area Community Center, the Bradford Tall Pines State Park, a community garden, the town's historical society and various business destination points along both West and East Main St. There are also several school bus stops along this phase of the project.

West Main St. will benefit from sidewalks from a tourist perspective as well. In a 2007 report by Christopher Closs, he highlights: "As a corridor, West Main Street represents one of the better preserved, surviving 19th century village residential districts in rural New England". A walking tour guide of the street will provide an additional venue for

tourists who visit the nearby Bement Covered Bridge.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Following consultations with Bradford's Conservation Commission, the town's Highway department and a civil engineer with the firm Kleinfelder (which successfully implemented Phase 1 of this project), we do not expect that the installation of the sidewalk, crosswalk and bike lanes per Phase 2a. will impact any of our cultural, archaeological, natural resources, or hazardous materials.

Cultural Landmarks within this project's limit include:

- Bradford's Town Hall, a historic building listed on the National Register of Historic Places

- The Brown Memorial Library

- The First Baptist Church of Bradford

- St. Peter's Masonic Lodge

Adjacent to the Phase 2a. limit (and within Phase 2b.) is the Kearsarge Food Hub's Sweet Beet Market. It has become a part of the District's culture by offering the products of 30 local farmers. It will shortly include a Café and a commercial kitchen, and will benefit significantly from improved pedestrian and bicycle traffic.

Areas of Natural Interest within this project's limit (located just off of West Main St.) include:

- Bradford Tall Pines State Park

- Tilley Wheeler Trail. This is a walking trail following the Concord to Claremont Railroad right of way from West Main St at Rte 103 to the Newbury town line. It will be part of the Concord to Claremont Rail Trail currently in process of completion.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Select Board, Planning Board, Conservation Commission, Rural Heritage Connection (501c3) of Bradford, Highway department and numerous local businesses and residents have expressed their enthusiastic support for this project. See attached letters of support, which include:

Letters of Support from Town Groups & Organizations:

- Select Board
- Rural Heritage Connection 501(c)(3) of Bradford
- Bradford Police Department
- Brown Memorial Library

Letters of Support from Local Businesses, all with a presence on West Main St.:

- Kearsarge Food Hub (owners of the Sweet Beet Market)
- Colonial Woodworking
- Children's Center for Creative Learning
- Bauer Construction
- Co-owners of the Inn on West Main St. (formerly the Thistle and Shamrock Inn)

Letters of Support from West Main St. and other Residents:

- Oona Tropeano (West Main St. resident)
- Theresa Bryant (West Main St. resident)
- Ellen & Burton Hirsh (West Main St. residents)
- Ian Wadlington (West Main St. resident)
- Andrew Spiegel (West Main St. resident)
- Audrey Sylvester (West Main St. resident)
- Neil Manning
- Marcia Keller
- Joseph Tropeano
- Doreen Salera

The sidewalk construction project also addresses a recommendation within the town's 2006 Master Plan, as well as the current Master Plan, which is in the process of being reviewed and updated. Additionally, and per the "Safe Routes to School" travel plan, West Main St. was listed as a priority to be addressed. (See attached copy of "Safe Routes to School" plan).

Bradford voters have given overwhelming support to the town's investment in sidewalks for many years, including supporting the required matching funds that allowed for construction of Phase 1 of the plan, completed in 2012. This portion of the project was completed by Kleinfelder, winner of The American Council of Engineering Companies of New

Hampshire (ACEC-NH) in 2013. We are confident about addressing the second phase of the project and have a good idea of what to expect, having already successfully completed Phase 1.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The town of Bradford has been appropriating funds on an ongoing basis to help fund the completion of this project. These appropriations are based on recommendations from the town's own Capital Improvements Plan (CIP), which is updated annually. Funds raised exclusively for this purpose are held in a capital reserve account titled, "Main Street Improvement Plan".

Currently the town has a total balance of $72,356.09 in this capital reserve account, which represents just over 60% of the town's required 20% contribution towards the total cost of the project. The most recent appropriation to this account was made in 2015 for $10,000.

The remaining $47,644 needed to meet the town's responsibility for 20% of the total project cost would be raised via a Warrant Article, to be voted on by the town at the next town meeting in March of 2018. The Select Board has put forth a written commitment to bring this project forward for approval in 2018, should our project application be selected by TAP. The town continues to consider this a priority project.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

At present, we are not aware of nor do we anticipate historic, cultural, environmental or other issues along this phase of the project proposal.

We conducted an on-site review of the West Main St. sidewalk with Kleinfelder, a civil engineering firm, in order to identify any likely issues that would impact the project's feasibility and to assist in obtaining accurate project cost estimates. As referenced elsewhere in this application, Kleinfelder is the firm responsible for successful completion of the first portion of this project on East Main St.

We were advised that right-of-way issues were not expected to be a major problem for the town, as the sidewalks are likely within the established rights-of-way of the town and state and therefore easement costs should be minimal.

During Phase 1, no easements were required based on the ROW width and matching the roadway profile. We expect that this will also be the case for most of Phase 2a. of the project, but have included $30,000 for any anticipated ROW costs in our estimates nonetheless. Our cost estimates are based on the 2016 Transportation Alternatives Program application for which Kleinfelder provided a review and are therefore expected to be reliable.

Regarding maintenance, the town recognizes that new sidewalks will need to be properly maintained and has recently purchased a skid steer, which is used on the newly constructed East Main St. sidewalks to keep it free of snow and ice during the winter months. Unfortunately, given the current width of the sidewalks on West Main St. - which are 3 ft., as opposed to 5 ft. as required by current ADA code – the skid steer cannot be properly used there, as it cannot properly fit over the sidewalk (it is too wide). This results in the build up of snow and ice during the winter, which increases the already unsafe conditions for pedestrian use. Installation of a new sidewalk will remedy this problem, allowing for proper

maintenance. As for impacts to timeline, the first phase of this project took approximately 8 months to complete. As this portion of the proposed project is lesser in length, we can reasonably expect that it will take less time to complete.

Overall, we do not have any major concerns with respect to feasibility. The town enjoys strong support for this project and having already accomplished the first phase successfully, are confident that we can successfully manage the second.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

STRESS ANALYSIS

According to the criteria outlined in the "Safe Routes to School" plan, the score for West Main St. analysis falls within Stress Level Classification "D". At present, the sidewalk on West Main St. is in very poor condition. (See photograph in attached "Safe Routes to School" travel plan).

There are a considerable number of uneven, cracked portions of the walk, which become even higher risk areas during the winter months as they cannot be properly plowed by the town.

There are also no crosswalks, to provide safe access to children and others crossing the street. The Children's Center for Creative Learning (located on West Main St.) is an area of particular concern with respect to this, as well as the Brown Memorial Library and the children's Sunday School and youth group located at the Bradford Community Church on West Main St. Our proposed improvements would eliminate these problems, thereby alleviating current stress and making the road safe for users of all skill level and knowledge. The addition of crosswalks to both the Library and the Church would also encourage drivers to maintain lower speeds in these particular areas, further enhancing safety.

The lack of bike lanes is a stressor to both cyclists and vehicular traffic, which is forced to swerve around cyclists on the roadway. A hill crest (in front of the Town Hall) limits the view of both drivers and bikers, increasing the accident potential in either direction.

At present, West Main St. has only one point of access for disabled residents, located at the intersection of Rt. 103. This would be corrected. Dimpled metal plates at crosswalks, which serve to assist the blind and/or visually impaired, are also lacking on West Main St. These will be provided with the proposed sidewalk construction. Our proposed improvements will lower the current stress level for disabled residents considerably.

Installation of new sidewalks, cross walks and bike lanes would result in both an "A" rating and would be safe for all children, disabled and elderly residents.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

IMPROVE SAFETY CONDITIONS

This project proposal includes the following safety improvements:

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

1) Installation of new sidewalk, increasing the width from 3 ft. to 5 ft., to match the existing sidewalk on East Main St. and in keeping with current code. (Total length approximately 1,160 ft.)

2) The addition of 5 inch granite curbing, along both the north and south sides of West Main St.

3) Crosswalks to be added between the Town Hall and the Brown Memorial Library as well as between the St. Peter's Masonic Lodge and the Bradford Community Church.

The crosswalk from Town Hall to the Library is at the crest of the hill mentioned earlier. It will allow pedestrians to see traffic in both directions before crossing. This is very important to the students of the Children's Center for Creative Learning, as they frequently visit the Library.

The crosswalk between the Masonic Lodge and the church serves those crossing from East Main St to safely reach the church.

4) The marked addition of 5 ft. bicycle lanes on West Main St., which will indicate to drivers that there are cyclists in the area and will provide cyclists with a safe, designated area for travel.

5) Elimination of the need for vehicular traffic to swerve around pedestrians and cyclists, resulting in increased safety for drivers.

6) Replacement of pedestrian safety rail above Fire Station pond at West Main St. and the intersection of Rt. 103.

A traffic report for West Main St. is included in this review as an attachment to this application. An eight day average in 2018 was 1,292 cars per day, with the highest concentration occurring around 8:00am - 4:00pm, coinciding with the times that children are typically leaving for school in the morning and returning from extracurricular activities or day care in the afternoon. West Main St. is a high traffic area in Bradford. The improvements listed above would greatly enhance safety conditions for children and young adults, indeed all generations of pedestrians and bicyclists in town who traverse it.

Additionally, this phase of the project would serve approximately 20 residential and business lots, allowing residents along and visitors to West Main St. to travel safely, where they cannot today.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The completion of this project would greatly enhance connectivity across key locations in Bradford.

Business and Residential Connections:

The sidewalk construction and bike lanes would serve as a physical point of connection, linking East and West Main St., and by extension would serve to connect the more residential area on West Main St. with the business center on East Main St., including Bar Harbor Bank, Pizza Chef, Dunkin Donuts, an antiques shop and other businesses. On West Main St., an old historic inn has been converted to the Sweet Beet Market and will shortly house additional businesses, including a Café and commercial kitchen. The phase 2a. project (this application) will bring East Main St. pedestrians part way to the Sweet Beet Market. Phase 2b. will complete this improvement.

Community Based Connections:

Connections to community based locations along both East and West Main St. would include (on East Main St.): the Bradford Area Community Center, Brown Shattuck Baseball Field, the Bradford Historical Society Village and a recently installed community garden. On West Main St., crosswalks will serve to directly connect the Town Hall to the Brown Memorial Library and the Bradford Community Church to the Masonic Lodge. A new crosswalk would also provide safe crossing for children at the Children's Center for Creative Learning to these two destination points (the church and town library) as well as all other residents living near and along West Main St. to these points of interest. The proposed sidewalk and bike lanes would serve to also directly connect the Fire Department, Masonic Lodge, Town Hall and the Children's Center for Creative Learning, all located on the same side of West Main St.

Recreational Connections:

The West Main St. sidewalk and bike lanes would intersect at Rt. 103 with a rail trail that is currently being created between Concord and Claremont, along the bed of the old Concord and Claremont Railroad. This would be a logical point of entry to the trail for users, with parking available at the Town Hall and the East Main St. side of Rt. 103.

At the east end of the West Main St. sidewalk, along Rt. 103, is a short walk through a wide, grassy area to the entrance of the Bradford Tall Pines State Park. Improvements made to the sidewalk and bike lanes along West Main St. would provide safer access to the park's hiking trails, which are enjoyed by both in-town residents and out-of-town visitors of all ages. Other hiking trail connections include the Tilley Wheeler trail on Gillingham Dr., located just off of West Main St., which will become part of the Concord to Claremont rail trail when it is completed.

Users of the Brown Shattuck Baseball field on East Main St. would also be better served by a safer route via reconstructed sidewalks and bike lanes.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

1

(1,160ft.)

WEST MAIN STREET, BRADFORD, NH

SCALE: 1"=200'

si

Gas

Ghur

E Main St

103

© 2016 Google

Google Earth

1998

Imagery Date: 4/27/2016

43°16'09.37" N 71°57'40.43" W elev 663 ft

eye alt

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Canaan
18-30TAP	Town of Canaan	

RPC Upper Valley - Lake Sunapee Regional Planning Comm Population <5,000 Airport no

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	US Route 4, Graceville Road, Depot Street
State Routes	US Route 4
Other	43°38'40.84"N, 72°0'34.99"W
RailRoad	Northern Rail Trail formerly Boston & Maine Railroad
SurfaceType	Wood
Length	90 feet
Width	Trestle will be 15 feet wide.
Ownership	State of New Hampshire, Town of Canaan, JCJS Property Rentals LLC, Harry B. Miller Trust

PE$	$60,000.00	ROW$	$10,000.00	CON$	$450,000.00	CON Eng$	$80,000.00
Total$	$600,000.00	Fed$	$480,000.00	Match$	$120,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$600,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Problem statement: A critical trestle that is part of the Northern Rail Trail has seriously deteriorated and there is no safety railing system for pedestrians on the rail trail that together pose a danger to users.

Solution: The Town wishes to replace the upper Northern Rail Trail (NRT) trestle over the Indian River to maintain its integrity, to improve user safety, and to ensure connectivity of the NRT. The NRT is 69.6 miles and runs from Concord, NH to White River Junction, VT.

A structural assessment of the trestle was recently performed, and significant deterioration was found. (See attached Report.) The deterioration is primarily in the form of rotted pilings and fire damaged cross beams. There is no way to repair these elements unless the whole trestle is replaced. A replacement trestle that did not rely on multiple pilings would also be less likely to catch flood debris that have been damaging the beams and pilings. Without the trestle, trail users would have to exit the trail by Depot Street, utilize the sidewalk along Mascoma Valley Road (Route 4) for 0.3 miles, cross traffic at the location of the trail and either climb down the embankment or cut through private property to

get back on the NRT.

A secondary concern is that there are no guardrails that prevent children or others from falling off the edge of the trestle. There is no way to retrofit the needed railings to the current trestle in a way that would still allow flood water to pass over the top of the rail trail without catching the significant amount of debris that passes over the current rail trail trestle during flood events (usually at least once a year). Replacing the trestle also increases the flow that would be able to pass under the rail trail. This would prevent topping the current rail trail elevation, protect the trail elevation in floods and still allow pedestrian railings.

This project would design, engineer and replace the existing deteriorated trestle, increase flood water flow capacity below the level of the rail trail, reduce piling damage from debris and allow for safety railings for pedestrians of all ages.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The Northern Rail Trail is a critical cultural resource. The location of the trestle is adjacent to a public park area that is the former switching area for the Boston and Maine Railroad. It also abuts the former Rail Station and Freight House that were built in 1914 after a community wide fire that destroyed the original buildings. The same fire also damaged the trestle. The location borders Williams Field complex which is a large community recreation area.

The area where the work will be done may have artifacts related to the railroad from 1800 through middle 1900 as well as artifacts related to the Village wide fire of 1914.

There may be hazardous substances that still exist related to the 1914 fire and/or the use of the rail area. The pilings and beams have been treated with creosote.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Mapping and preliminary hydrology and structural engineering and conceptual design is complete. Preliminary plans and assessments are attached. The community of Canaan has been continuously informed of the plans for more than 2 years and invited to comment and offer suggestions, all of which were explored and incorporated if appropriate.

The Following is a list or organizations that have reviewed this project and provided input as to what the community would like for recreation, what is necessary for the Northern Rail Trail, the importance of the Rail Trail, the physical condition of a critical trestle that crosses Indian River in the Village of Canaan, the role of the rail trail in increasing flooding, and the identification of a solution would make sense for replacement of the deteriorated existing trestle and consistent with flood mitigation.

CONDITION OF THE TRESTLE - HEB Engineers

Solicited by, reviewed by Canaan Board of Selectmen and discussed at public meetings and hearings. 20 attendees.

This Bridge Assessment Letter Report has been prepared by HEB Engineers, Inc. (HEB) to address the concerns about the structural integrity of the two existing trestle bridges on the Northern Rail Trail in the vicinity of Canaan Village. On June 12, 2018, Christopher Fournier, PE, visited the site with Jonathan MacDougall, PE, to observe and assess the condition of the existing bridge structures.

The bridge elements were assessed as follows:

Upper Trestle Bridge:
• The 12- to 14-inch diameter, 6- to 8-foot tall, creosote treated, timber piles are spaced 2- to 3 feet on center. The piles were probed and sounded with a hammer. Many of the piles were found to be rotten and hollow, where the creosote treatment had not penetrated, especially at the base of the piles where they are constantly exposed to water. Some of the upstream piles were observed to be broken (see Photo 3). The upper portion of several piles was observed to have minor surface char from a fire.
• The 12-inch x 14-inch, creosote treated, timber bent caps were observed to be in satisfactory condition with some minor surface deterioration and shrinkage cracks and checks. Several of the timbers were observed to have minor surface char from a fire (see Photo 4).
• The 8-inch x 16-inch, creosote treated, timber floor beams are spaced 8-inches on-center and span approximately 11 feet between bents (see Photo 5). The beams were observed to be in satisfactory condition with some minor surface deterioration, shrinkage cracks, and checks. Many of the downstream beams were observed to have minor surface char from a fire.
• The 3-inch thick bridge deck consists of creosote treated, timber planks with no additional wearing surface. The deck is in poor condition with some advanced section loss, wear, and broken planks (see Photo 6).
• The 6-foot tall stone abutments appeared to be in satisfactory condition but do not span the entire width of the bridge. It appears that the bridge was widened and additional timbers were used to support the new structure. There was no significant scour observed at the toe of the stones.
• The 8-inch x 8-inch timber curb is in fair condition with minor section loss and cracking. The bridge railing is missing from the structure. There are charred remains of railing posts attached to the side of the downstream deck beam and

curb along with a utility conduit, believed to be fiber optic cable (see Photo 7).
• The waterway opening does not appear to be adequate for the Indian River at this location. A significant amount of debris was observed to be caught on the upstream side of the timber bents which can restrict the flow and cause scour (see Photo 8).
• The channel appears to have migrated to the western side of the opening and could eventually compromise the western abutment.

Conclusions & Recommendations:
The superstructure of the Upper Trestle Bridge is in fair condition. All primary structural elements are sound but there is some minor section loss and cracking. The substructure is in poor to serious condition. There has been a significant amount of deterioration and section loss in many of the timber piles that support the bridge. Local failures could be possible during high water events or if the bridge is heavily loaded. Vehicular traffic on the bridge should be prohibited, and the bridge should be closely monitored for additional deterioration and movement until corrective action can be taken.

There is no practical way to repair or replace the rotten timber piles without removing the entire bridge superstructure. Additionally, the close spacing of the timber bents collect debris and restrict flow in the stream. Because of these things, we recommend replacing the entire bridge structure.

UVLSRPC Regional Plan 2015 – Historic, Cultural, & Recreational Resources

Page 6-27 attached.

"These old railway rights-of-way offer precious opportunities since it would take a great deal of time, money and effort to consolidate rights-of-way such as these ever again. As the number and extent of rail trails continue to increase and as these rail trails become connected into large regional networks, their potential for recreation, health, and tourism will grow into even greater significance and value. "

UVLSRPC Regional Plan 2015 - Transportation

Pages 3-20 through 3-25 attached.

"A safe bicycle transportation network connects all the communities in the region and every community center can be accessed by a safe and appropriate pedestrian transportation network."

Both Pedestrian and Bicycle levels of service along Route 4 in Canaan are classified as Poor

"Implementation Strategies
State and federal funding sources for local bicycle and pedestrian transportation are very limited. Former standalone funding programs including the Transportation Enhancement Program (TE), Recreational Trails Program (RTP), and Safe Routes to School Program (SRTS) have been consolidated into a single program called the Transportation Alternatives Program (TAP).

After those set asides, each of the nine regions of the state will likely see one TAP-funded bicycle or pedestrian infrastructure improvement project every two years.

In the future, developing and improving the region's bicycle and pedestrian transportation infrastructure network will require strong local funding commitments."

MEETING OF ALL MAJOR STAKEHOLDERS REGARDING THE CANAAN VILLAGE UPPER TRESTLE

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

NH Department of Transportation Canaan Flood Mitigation Meeting Minutes
January 3, 2018
Attended By:
• Councilor Joe Kenney - District 1
• Mike Samson, Town Administrator - Town of Canaan
• Shelley Winters, Administrator - Bureau of Rail and Transit, NHDOT
• Larry Keniston, Intermodal Facilities Engineer - Bureau of Rail and Transit, NHDOT
• Bob Landry, Administrator - Bureau of Bridge Design, NHDOT
• Nick Goulas, Chief of the Existing Bridge Section - Bureau of Bridge Design, NHDOT
• Nancy Mayville, Civil Engineer - Bureau of Planning and Community Assistance, NHDOT
• Chris Turgeon, Assistant District Engineer - District 2, NHDOT
• Chris Gamache, Chief, Bureau of Trails - Division of Parks and Recreation, NHDNCR
• Jennifer Gilbert, Senior Planner - Municipal and Regional Assistance, NHOSI
• Gino Infascelli, Public Works Supervisor - Wetlands Bureau, NHDES
• Paul Hatch, Field Representative (for Canaan) - NH-HSEM
• Heather Dunkerley, Senior Field Representative (for NHDOT) - NH-HSEM
• Ken Warren - Friends of the Northern Rail Trail in Grafton County (FNRT-Grafton)
• Stephen and Patrice Rasche - Friends of the Northern Rail Trail in Merrimack County (FNRT-Merrimack)
• Nadine Miller - Preservation Project Reviewer, NHDHR
• Craig Rennie – Inland Wetland Supervisor - Land Resources Management, NHDES
• Sean Sweeney - Headwaters Hydrology
• Christopher R. Fournier - HEB Engineers
• Ryan McMullen - HEB Engineers

ENGINEERING ANALYSIS OF FLOODING IN THE AREA OF THE DETERIORATED TRESTLE PERFORMED BY HEB ENGINEERS AND HEADWATERS HYDROLOGY

This activity was sponsored by the Canaan Board of Selectmen and developed with the help of the Canaan Economic Development Roundtable. Participants and observers included 35 local residents. The original impetus was at direction of Canaan Emergency Management Team.

Canaan Flood Hazard Mitigation Project, Canaan, NH
Ten hearings, thirty five attendees, started 10/6/2012 and completed 7/25/2017.

The goals of this work were to evaluate the interrelationship amongst the previously analyzed improvement options and to evaluate additional improvement options, including clear-span bridge replacements at U.S. Route 4 and the Northern Rail Trail crossings.

A.4. New 90-foot Clear Span Bridge at Upstream Rail Trail Crossing
This conceptual improvement, which was not previously studied, includes replacing the existing 65-foot span trestle with a new 90-foot clear span bridge. As with the proposed bridge at Route 4, this is the minimum span required to meet the design criteria of the NHDES Stream Crossing Rules.

The river widens somewhat abruptly to about 56 feet at the bridge and this width is proposed to be maintained through the new waterway opening. The remaining area beneath the superstructure would be active floodplain at the bankfull elevation, which is about 938.8 at the crossing. The alluvial terraces bordering the river upstream and downstream from the bridge would also be lowered to this elevation to increase discharge capacity and create conditions wherein flow contraction and expansion into and out of the waterway opening would be smooth and gradual.

B.2. Concept 12

Concept 12 includes replacing the existing trestle bridge at the upper Rail Trail crossing with a new 90-foot clear span bridge as described under section A.4 ... (and) assumes no changes to the existing Route 4 crossing.

The entire 100-year flood discharge would pass to the south side of the Rail Trail at the upper crossing.

CANAAN HAZARD MITIGATION PLAN 2017

Page 29
Transportation
Secondary Evacuation Routes
Canaan Street, Grafton Turnpike Road, Goose Pond Road &
Potato Road (access from Ball Park, Grist Mill Hill & South
Roads); Northern Rail Trail (possible evacuation)

Page 54 FLOODING - RIVERINE & 100-YEAR FLOODING EVENTS
Flooding is often associated with tropical storms, heavy rains and rapid snowmelt in the spring. Based on the Grafton County Floodplain Map, Canaan has a relatively large floodplain which follows along the banks of the Indian and Mascoma Rivers. Although not encompassing the entire town, the areas within the floodplain pose a
serious problem for the Community... The most significant of these areas is Canaan Village (red circle) as shown in the aerial imagery below and on Map 3.

Town officials are hoping that through mitigation, Canaan Village can be
protected from future flooding events. Mitigation Action Item #15 addresses flooding in
Canaan Village and proposes three possible solutions for this reoccurring flooding.

Action Item #15: Do an engineering and hydrology study to determine the best way to
flood proof the Village Center; consider possible mitigation strategies such as 1) river
redirection and the removal of impediments to the flow of water, 2) buying super sacks
(sand) to serve as a temporary dike and 3) flood proofing buildings; explore these three solutions to address inevitable and reoccurring flooding in the Village Center.

MASCOMA RIVER LOCAL ADVISORY COMMITTEE

Mascoma River Corridor Management Plan
December 19, 2012

Page 3 - Goal 4: Improve public access to the Mascoma River and Mascoma Lake for recreation.

Work with partners to promote the Mascoma River as a recreational corridor
and identify potential access points or viewpoints that connect the Greenway,
Rail Trail or parks to the river. Participate in the planning of waterfront
parks and access points to promote environmentally-sensitive construction
and design.

CANAAN PLANNING BOARD

Local Master Plan, Planning Board
Started in 2005 and Completed in 2006 - 107 public participants

Page 19 - Section V Economic Policies and Recommendations
(10) Support the Northern Rail Trail and other recreational trails.

Page 26 - Section VII Transportation Policies and Recommendations
(6) Implement improvements that will improve pedestrian and bicycle travel. Such improvements include the construction

or widening of sidewalks, trees and other plantings, benches, curb ramps, crosswalks, signals and signs, etc. which will make walking safer and more convenient.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town is committed financially to this project.

It has $315,000 in an existing capital reserve account for bridges and will increase this amount by $70,000 over the next two years with annual funding that has not been turned down by the voters in ten years. The use of these funds do not require independent voter authority to expend.

In addition, the Town regularly has an annual surplus in the general fund of unspent money that exceeds $100,000. These funds require no independent voter authority.

The Board of Selectmen are prepared to spend these funds to accomplish the task of replacing this trestle with a modern clear-span that will not only provide safe passage for all pedestrian traffic but will have the added advantage of reducing flooding of occupied buildings from 23 buildings currently to only 3 buildings and save more than $700,000 in property damages during a major flood event such as Hurricane Irene.

The Board of Selectmen have already spent $65,000 on preliminary hydrology and construction engineering.

In the event that this funding proves inadequate before construction, the Board will seek additional funding as needed through a special warrant article or from operating reserves.

The Town of Canaan regularly maintains a minimum cash balance of $300,000 in the general fund that can finance periodic construction payments. This is over and above capital reserve funds. The Town is debt free.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Historic
The Town will examine all work areas prior to and during construction to identify any historic artifacts of native Americans or 19 and 20th centuries and preserve any of interest. If any are discovered, they will be publicized with wayside signage. The primary group assigned to manage this effort will be the Canaan Historical Society using outside consultants as needed.

Cultural
There are no known cultural issues identified at this time. Should native American remains or artifacts be discovered, this could become an issue that can best be managed in a collaborative manner. Given the railroad's historical use of the property, these artifacts are unlikely.

Environmental
The Town's engineers are very aware of State and federal permit requirements for construction near and over a stream bed. All aspects of environmental permitting and management will be completed by the engineers.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Maintenance
The Town's responsibility for maintenance might be a financial and/or political consideration in future years. The fact that this work is essential not only to pedestrian traffic but also essential to flood mitigation is sufficient to assure future compliance.

Contamination
The Town's engineers are very aware of potential contamination related to creosote and other materials left from the use of the rail line. All aspects of environmental clean-up and remediation will be managed by the engineers. This aspect will be identified by the spring of 2019 and a management plan will be immediately developed and implemented.

Financial Impacts
Any of these events will be addressed by change order and there is adequate local funding for anything that is reasonably likely.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The current trestle would be rated currently as a level C or D facility depending on age of users. The reason for this perceived stress level is the lack of any safeguards protecting people from falling off of the trestle. This safeguard is even more important in times of storms and during the winter when the trail is snow covered for snowmobiling, cross country skiing and snowshoeing. The presence of fast or frigid water adds a sense of insecurity for many including parents with children. Clearly skill and caution are required for use.

The presence of a rotted foundation of piers would also add stress to users if the people using the trestle were aware of their condition.

The replacement of the trestle would add new pedestrian safety railings without increasing the potential of flooding or flood damage. The expanded width would also reduce flood levels to below the surface of the trestle. This would result in a level A facility.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The plan for this trestle included safety railings on both side of the trestle. Currently, there are none. The attached photos of the current trestle show no protection over 6" high and the 4 foot high proposed safety rails will protect children and adults.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The loss of the Upper Trestle in Canaan Village would pose a significant impediment to unfettered use of the Northern Rail Trail. It would require that users re-direct their travel to public roadways in a busy central village on US Route 4. This trestle, is essential to connectivity on the 69 mile Northern Rail Trail between Concord, NH and White River, VT.

The specific location of the trestle is in Canaan Village. It is at a location that has two community parks that are very busy in Spring, Summer and Fall. The larger park is busy with team activities for more than 90 days a year with a minimum of fifty people an evening in attendance. The rail trail in these months is regularly used daily by walkers, runners, bicyclists, dog walkers, bird and animal watchers, and horse riders. In the winter time, it is used by cross country skiers, people snowshoeing, dog sledders and snowmobilers. This area is also the core area of Canaan Village and offers three food establishments within very short distances of the rail trail, a picnic area, a horseshoe competition area and a children's play area. In addition, Indian River is used by kayakers and canoeists and there are clear water areas for swimming.

There is a pedestrian bridge that accesses Graceville Road on the south, Depot Street with a large parking area owned by the Town immediately adjacent to the Rail Trail and US Route 4 parallels the Rail Trail and Indian River.

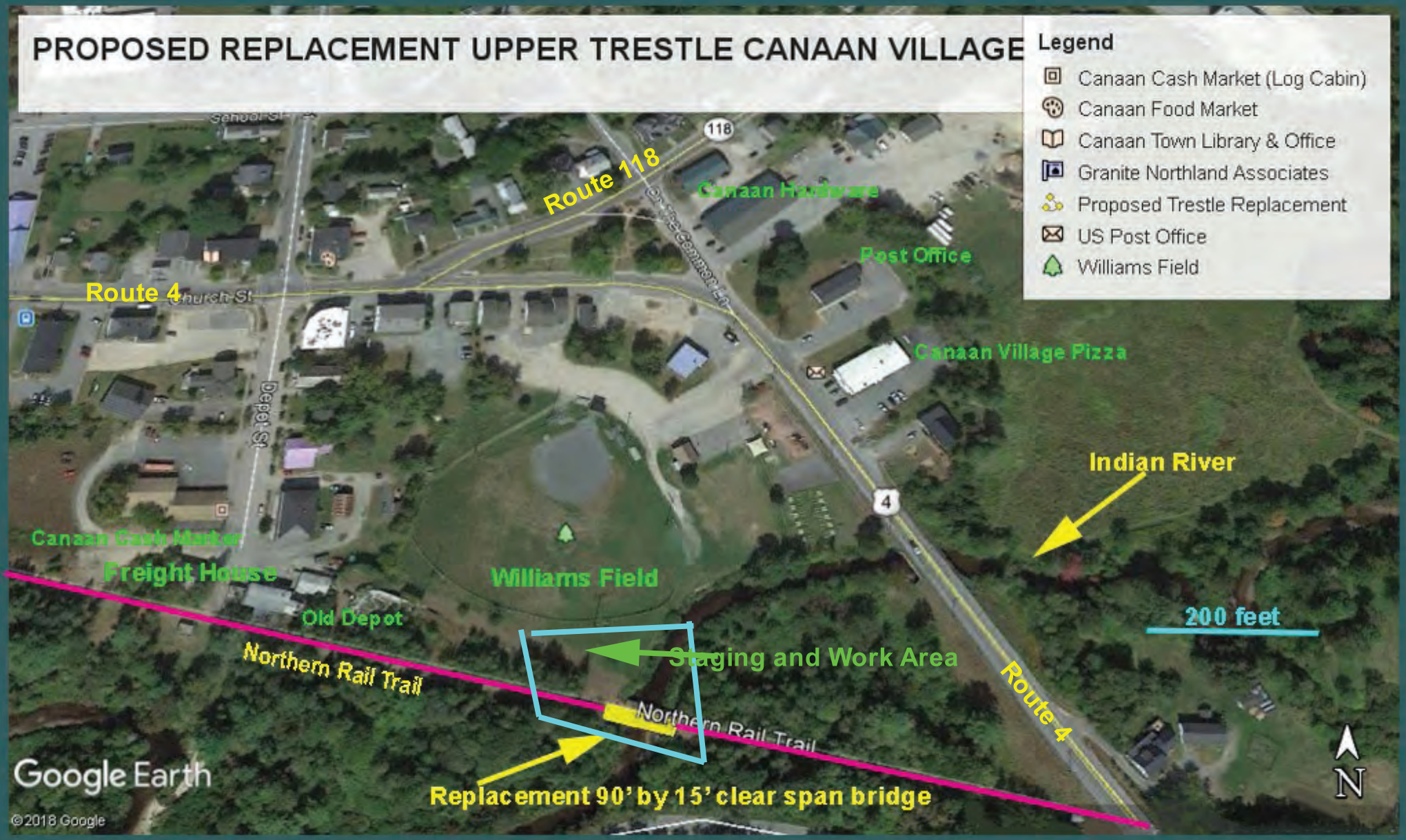
The modes of travel include cars, kayaks, snowmobiles, canoes, skiers, snow shoe, dog sled, pedestrians, and horse.

The proposed improvement will replace a deteriorated structure with a structure that will be safe from flooding and have protective railings.

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


PROPOSED REPLACEMENT UPPER TRESTLE CANAAN VILLAGE
Legend
Canaan Cash Market (Log Cabin)
Canaan Food Market
Canaan Town Library & Office
Granite Northland Associates
Proposed Trestle Replacement
US Post Office
Williams Field
Route 118
Route 4
Church St
Depot St
Canaan Hardware
Post Office
Canaan Village Pizza
Indian River
Canaan Cash Market
Freight House
Old Depot
Williams Field
Northern Rail Trail
Staging and Work Area
Northern Rail Trail
Route 4
200 feet
Replacement 90' by 15' clear span bridge
N
Google Earth
©2018 Google

STATE OF NEW HAMPSHIRE DEPARTMENT OF REVENUE ADMINISTRATION

Williams Field Trestle Owners

MOSAIC PARCEL MAP
SHARING POOL

This map was compiled using data believed to be accurate; however, a degree of error is inherent in all maps. This map was distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of the maps to define the limits or jurisdiction of any federal, state, or local government. Detailed on-the-ground surveys and historical analyses of sites may differ from the maps.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Claremont
18-21TAP	City of Claremont	

RPC Upper Valley - Lake Sunapee Regional Planning Comm Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Main Street, NH Route 12
State Routes	New Hampshire Route 12-103
Other	N/A
RailRoad	Claremont Electric Railroad
SurfaceType	Asphalt pavement with granite curbing
Length	Approximately 6,500 Linear Feet of Sidewalk
Width	5 Foot Wide Sidewalk
Ownership	City of Claremont

PE$	$120,000.00	ROW$	$80,000.00	CON$	$690,000.00	CON Eng$	$110,000.00
Total$	$1,000,000.00	Fed$	$800,000.00	Match$	$200,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$1,000,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose of this project is to provide a safe environment for pedestrian mobility to and from the heart of the downtown area for users who require the link for commuting purposes and those who access these amenities for promoting healthy lifestyles. This project will also provide a continuous connection between two current NHDOT projects - Main Street Reconstruction (NHDOT 23677) in the heart of downtown Claremont, and North and Main Street (NHDOT 13248) just beyond the Citizens Street Bridge.

The need for the project is the inadequate sidewalk panel for pedestrians who choose to commute by foot to downtown Claremont for community activities and amenities. While some sidewalk does exist, it is in need of repair and/or replacement to provide a safe means of travel between surrounding neighborhoods and downtown Claremont.

The "Main Street Connectivity Improvement Project" is a pedestrian based infrastructure improvement project designed to increase connectivity and safety on and around the downtown area of the city. The goal of this project is to link pedestrian access via new sidewalks on both sides of the street from Main Street in the City Center at Elm Street to the

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Beauregard Village neighborhood at the Citizens Street Bridge. This project will create a user friendly setting for schoolchildren, residents, and the labor force who use it as a commuter link, as well as seniors and recreational users who access it for healthy family lifestyle usage. Creating a safer route to Claremont's Downtown/City Center, offers a chance to access more readily stores for basic grocery needs, award winning restaurants, Claremont's Historic Opera House, the Fiske Free Library, and additional stores and services, which are not currently easy to reach on foot.

This project will extend the sidewalk on the north side of Main Street from beyond the Coca-Cola Plant and utilize an abandoned rail corridor to the Citizen Street Bridge. The sidewalk on the south side of Main Street will also be replaced and extended to West Side Avenue. Advance roadway crossing signs, pavement striping and manually activated flashing beacons will be installed at both crossing. For a visual representation of the project area, please refer to the Main Street map (Exhibit 1) and the Sidewalk Project Map (Exhibit 2) at the end of this document.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The southeastern section of this project is located within the downtown Claremont Historic District. This includes the first 1,375 feet of roadway along Main Street from Elm Street to just before West Terrace Street. Though there are no buildings along this route that are registered individually in the National Historic Register, the district itself is registered nationally. The project area would be included in the NEPA documentation which will be completed by a qualified consultant in the Engineering Study Phase of the project. Consultation meetings will be held with the appropriate state agencies to solicit input on any effect the project may have on neighborhood cultural resources. The City is not aware of any cultural, archaeological or natural resources with the project limits.

The project area is located within the right-of-way owned by the City of Claremont, and the section of this project that will utilize an abandoned rail corridor is also on city-owned land. This proposed project was presented to the Claremont City Council on June 27th, 2018 and received a motion of support. A copy of the Council meeting minutes (Exhibit 3), as well as the motion in support of this project (Exhibit 4) have been included as part of this application.

City staff entered the Project location into the New Hampshire Department of Environmental Services "One Stop" website to check for registered or know hazardous material sites. There appears to be no know hazardous material sites, spills or underground storage tanks within the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Neighborhood Connectivity and Rail trail Improvement Project advances a number of infrastructure upgrades called for in the City of Claremont's Master Plan and by the Upper Valley Lake Sunapee Regional Planning Commission. In Chapter 10 of the City's Master Plan (Transportation), under Recommendation 4 ("Provide for a walkable community"), are listed the following objectives:

- Include connections/crosswalks for continuous network of sidewalks with a priority on streets within a one-mile radius of public schools.
- Build sidewalks on at least one side of every City street within the developed portion of the community.
- Provide sidewalks and bicycle routes between City Parks.

The construction of sidewalks along Main Street advance all these critical goals. These sidewalks would connect the Beauregard neighborhood with a cluster of important City and school resources, including the Fiske Free Library, Claremont Opera House/City Hall, the central business and historic districts, which provides a multitude of shopping and dining options. The existing sidewalk does not extend fully to the Citizen's Street Bridge. Constructing a sidewalk along this route is critical for the safety of children in this neighborhood and to all pedestrians that use Main Street to access the resources noted above. In addition, as part of the formulation of the 2017 Master Plan, public forum polling results showed that more than 75% of respondents stated that the current sidewalk network either does not work well, or needs to be expanded. The results of this public forum polling have been included as Exhibit 5 in this application. Furthermore, the Master Plan also identified a number of sidewalks that are in critical need of service, including Main Street. Chapter 10 (Transportation) of the Master Plan has been included as Exhibit 6, as well as Table B (Exhibit 7) from that chapter, which identifies sidewalks in critical need, have been included as part of this application.

In addition, this project supports regional priorities and goals as identified in the 2015 Upper Valley Lake Sunapee Regional Planning Council's Regional Plan, including providing safe bicycling and walking routes. This project will address a critical gap in the safety of Claremont's neighborhood transportation facilities and further encourage non-motorized travel. A letter of support from the Upper Valley Lake Sunapee Regional Planning Commission is included as an exhibit in this application as Exhibit 8.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The project description and scope of work was presented to the Claremont City Council on Wednesday, June 27th, 2018. The City Council made a motion to support the project and commit funding if the project was accepted into the Transportation Alternatives Program (motion included as Exhibit 4). The City of Claremont will gross appropriate one hundred percent of the project costs. The City will enter into an agreement with the New Hampshire Department of Transportation where the State will reimburse the City up to eighty percent of the total project costs. The City has experience with reimbursement type programs (including TAP and SRTS) through various State and Federal Agencies and

has successfully completed many projects by this type of contract. A detailed construction budget has been included as part of this application as Exhibit 9.

The City anticipates it will take the New Hampshire Department of Transportation approximately three months to select projects to be funded, make the recommendation to Governors Council, execute a municipal agreement and hold a scoping meeting. The City would then solicit for a Request For Qualification for Engineering Services. The City anticipates that the Design, Right of Way and permitting phase will take approximately eighteen months with an additional twelve months of Construction. The City estimates the project will be completed by June of 2021.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The City does not anticipate delays due to adverse impacts to Natural or Cultural Resources. The project will be constructed on land that has a well documented singular use. A majority of the work for this project will fall within the City-owned Right of Way, which should reduce the need for temporary and permanent easements. A portion of the sidewalk that does not currently exist will be constructed on the abandoned Claremont Electric Railway, the ownership of which was granted to the City of Claremont in 1990.

Approximately 2,000 linear feet of sidewalk (both sides of Main Street) for this project falls within the Claremont Historic District. There are no recognized historic properties on the National Historic Register in that section, but the district is registered. Since the vast majority of the work for this project falls within the City-owned Right of Way, we anticipate that there will be minimal impact on structures along the path of the project.

The city is not aware of any environmental issues or potential contamination areas along this project route.

The City is committed to spending resources necessary to maintain the Sidewalk facilities. The City has an annual maintenance budget which would include maintenance and upkeep of the new sidewalks and includes plowing and routine maintenance.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The major stress factors on pedestrian and bicyclists that will be corrected as a result of the project are inadequate and uneven sidewalk along Main Street, and the total lack of sidewalk on the northern 2,000 feet of Main Street leading to the Citizen's Street Bridge and Beauregard Village.

Current Stress Level: D/E
- Main Street, as mentioned above, is a major pedestrian thoroughfare, and serves as one of the major gateways to entering the city of Claremont. Currently, the existing sidewalks on Main Street have deteriorated into disrepair. In addition, the existing pedestrian facilities do not provide safe pedestrian crosswalks. As a result, pedestrians are forced to walk along the street at same grade as vehicular traffic, and cross the street at unsafe intersections.
- The section of this project (the northern 2,000 feet leading to the Citizen's Street Bridge)along the abandoned rail corridor lacks sidewalks on either side of the roadway, and the shoulder is either narrow, or non-existent in sections. This is a significant safety hazard, because pedestrians are forced to walk into the roadway. In addition, because this section of the roadway lacks sidewalks, there are also no crosswalks provided either. This is also a significant safety hazard, as traffic along this route commonly exceeds posted speed limits.
- Claremont Police Department records show that there have been 3 pedestrian accidents and two bicycle accidents in this project area since 2008.

Future Stress Level: A
- By constructing and repairing these sidewalk gaps on Main Street, the Project will significantly reduce the risk currently posed to pedestrians, and reduce the likelihood of pedestrian and bicycle related accidents. A sidewalk and curb will create a barrier between pedestrians and vehicle traffic, and will put pedestrians at a different level than vehicular traffic. Children in particular, who may not be aware of best practices when walking directly on a street, will benefit by having a clear right of way on a sidewalk. Clearly marked crosswalks will further increase pedestrian safety.
- Extending the sidewalk along the abandoned railroad corridor will increase pedestrian safety by moving them off the lanes of traffic. In addition, by installing manually activated warning signs at designated crossings, the project will give pedestrians and bicyclists the ability to communicate to motor vehicle traffic that they intend to cross the street. Flashing lights on the signs will offset the strained visibility situation resulting from the nearby steep grades.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

As explained in the “Stress Analysis” section, this project features multiple improvements that will dramatically increase pedestrian and biker safety:
- The addition of an ADA sidewalk with curb on Main Street will give pedestrians – especially school-aged children – a barrier between them and motor vehicles and situate them on a different plane than the vehicular traffic; A detail of

sidewalks and ramps have been included in this application as Exhibits 10 and 11, respectively.
- The extension of sidewalks on Main Street also give children, who might not be familiar with best practices for walking on a street, a clear right of way;
- The addition of manually operated warning signage with LED flashing lights on the northern end of Main Street crossing at the Citizens Street Bridge will allow pedestrians and cyclists to alert cars to their intention to cross the street. This is especially important as this crossing is located at one of the major entrances into the City where the speed limit changes and vehicles travel at a high rate of speed.
- The addition of manually operated warning signage with LED flashing lights at either the Banks Street/Lafayette Street or the West Side Avenue intersections will increase pedestrian safety by allowing pedestrians and cyclists to alert cars to their intention to cross the street. An example of an RRFB and Specification sheet has been included in this application as Exhibit 12.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This Project enhances pedestrian mobility in multiple neighborhoods by providing safe connections between important community resources and continuous pedestrian sidewalks from the Beauregard Village neighborhood to downtown Claremont. This project will also provide a continuous connection between two current NHDOT projects - Main Street Reconstruction (NHDOT 23677) in the heart of downtown Claremont, and North and Main Street (NHDOT 13248) just beyond the Citizens Street Bridge.

Main Street serves as a major thoroughfare for not only vehicles, but also pedestrians and bikers moving from the neighborhoods on the northwest side of Claremont's downtown to important resources in the downtown area. These resources include:

- Claremont Opera House
- Claremont City Hall Offices;
- Fiske Free Library
- Broad Street Park
- Visitor's Center Green
- Award Winning Restaurants
-Shopping and Retail Opportunities

Currently, almost all of the streets in the City's downtown have at least one sidewalk. Main Street's sidewalks are intermittent and in a condition of disrepair and in need of replacement. Providing sidewalks on both sides of Main Street will allow for pedestrians from all over the City Center to complete a walk to any of these locations without having to walk on a street. In addition, extending the sidewalk along the abandoned rail corridor and installing warning signage at the crossings will provide a sustainable connector to and from these neighborhoods. The 2017 Claremont Master Plan has identified Main Street as an area in the city in CRITICAL NEED of service for new sidewalks. Table B of Chapter 10 of the Claremont 2017 Master Plan has been included as part of this application as Exhibit 8.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

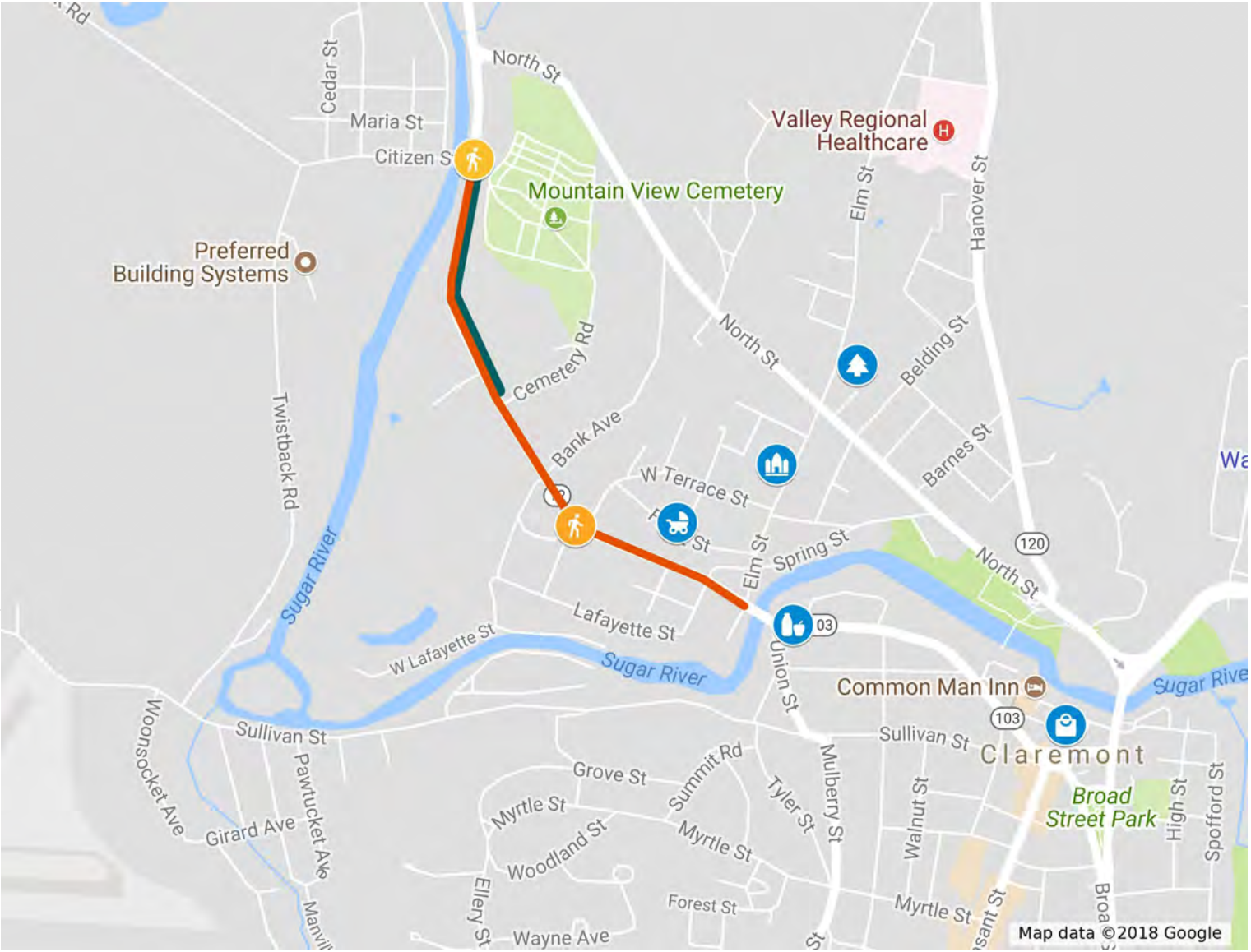
E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Claremont Main Street Sidewalk Project

Main Street Sidewalk Neighborhood Improvements

- Main Street Sidewalk Project
- Abandoned Rail Corridor
- West Terrace Crossing Indicator
- Citizens Street Crossing Indicator
- Leo's Market
- Childcare Facility
- Barnes Park
- St. Joseph Church
- Downtown Claremont

Proposed route of new sidewalks along Main Street utilizing the abandoned rail corridor to Citizens Street



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Conway
18-07TAP	Town of Conway	

RPC North Country Council Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Hemlock Lane, US Route 302 (Eastman Road), Mountain Street, Bolton Hill Road, East Conway Road, Meetinghouse Hill Road
State Routes	US Route 302 Eastman Road
Other	Beginning at Hemlock Lane in North Conway, ending at Smith-Eastman Park, Redstone
RailRoad	Mountain Division Rail Line (formerly Maine Central line - Redstone, NH)
SurfaceType	Paved
Length	1.75 miles
Width	The Project will be constructed within a 12 foot wide corridor with a 10 foot wide paved travel surface.
Ownership	Town of Conway & State of NH

PE$	$171,000.00	ROW$	$20,000.00	CON$	$990,660.00	CON Eng$	$110,000.00
Total$	$1,291,660.00	Fed$	$800,000.00	Match$	$491,660.00	Percent Fed$	62
NonPar$	$0.00	Total$	$1,291,660.00	Overmatch			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The proposed project described in this grant application (The Project) is a 1.75 mile section of The Conway Recreation Trail Phase 2 (Appendices A & B - Maps) that extends the 2.9 mile Phase 1 project (currently under development) from Hemlock Lane to Smith-Eastman Park on Meetinghouse Hill Road. This Project will serve as the second phase of a larger and more comprehensive effort to construct a dedicated multi-use, off road "Linear Parkway", intended to eventually connect to the Mountain Division Trail in Fryeburg, Maine and run through the Town of Conway into Bartlett, NH (Appendix C - Vision Map).

This 1.75 mile second phase of development is an important segment in a larger valley-wide Recreation Path. This project section will connect the Mount Cranmore Resort and the highly utilized trail systems within the Conway Town Forest Pudding Pond parcel and The Nature Conservancy's Green Hills Preserve in North Conway to the village of Redstone, the Kennett High School, and the MWV Tech village to the south.

The Project will connect the southern terminus of the North Conway Rec Path currently in the design and construction stage to the public parking area at the Smith-Eastman bridge site. The 1.75 mile route will be located

primarily within the state-owned Mountain Division rail right-of-way. Non-motorized recreational uses shall include: running, walking, bicycling, roller blading, snowshoeing and cross-country skiing. Seasonal use by snow machines may access a portion of this trail to maintain connectivity of the existing snowmobile trail network.

The Project will be constructed within a 12 foot wide corridor with a 10 foot wide paved travel surface suitable for novice cyclists, strollers, wheel chairs, and other forms of human powered recreation. It would be built according to AASHTO (American Association of State Highway and Transportation Officials/Americans with Disability Act) standards and/or consideration of ADA accessibility.

As outlined in the Conway Master Plan, Chapter 6-A Trails Plan (Appendix D), and the draft Greenway/Trailway/Multi-modal Trail Plan called for in the Master Plan, the Conway Recreational Trail will serve as the backbone and central access corridor for a larger trail network radiating throughout the Mount Washington Valley. This network will consist of existing and planned trails of various types to accommodate all user groups over 4 seasons of recreational activity and enjoyment.

Civil Solutions LLC, a local independent engineering firm, has provided a cost estimate for The Project of $1,291,660, of which the Town is requesting $800,000 in federal funds to be matched with $200,000 in local funds (a 20% match) with an additional $291,660 in over matching funding to complete the Project. The Town Board of Selectmen have approved a warrant article to allow the Town to manage cash flow, and raise and appropriate the funds required for The Project (Appendix F - Conway LOS). In turn, the Town and the Mount Washington Valley Trails Association (MWV Trails) will secure the necessary funding from local charitable organizations, foundations, and private contributions. The MWV Trails has a proven track record of securing grant support to underwrite the entire local match required for this Project.

In planning and developing this trail, the Town will work with a variety of local user groups and stakeholders. The trail will be designed, constructed, and maintained by the Mount Washington Valley Trails Association, a 501(c)(3) New Hampshire non-profit corporation whose mission is to create a non-motorized trail network in the Mount Washington Valley. MWV Trails has a Memorandum of Agreement with the Town and currently assumes responsibility for maintaining the recreational trails under the jurisdiction of the Town.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known cultural, archeological, or significant natural resources within the project area.

There are no known hazardous materials located within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

PROJECT READINESS

MWV Trails and its members have been working on The Conway Recreation Path project for over a decade, building community support. Relative to right of way, The NH Bureau of Railroads has conditionally acknowledged the construction of the trail along a portion of the Mountain Division rail line. MWV Trails, the Town, and Civil Solutions LLC have identified a preliminarily and approximate siting of The Project within the railroad right of way pending approval of the NHDOT.

Project construction will be overseen by Conway's Public Works Director, a licensed professional engineer with 25 years' experience in construction design and management. The accounting and financial management will be conducted by Town staff, also a highly capable group with significant relevant experience. MWV Trails will also be involved in project design and oversight.

MWV Trails, has retained the independent engineering firm, Civil Solutions LLC who has experience and expertise in the area, having been involved in similar projects in Fryeburg, Maine and Laconia, New Hampshire (similar materials markets). Using NHDOT and Federal requirements for TAP grant budgeting, the engineer has created cost estimates and a budget specific for this grant application. The engineer's total budget for The Project is $1,291,660.

PROJECT SUPPORT

This project is supported by four planning studies:

1. As identified in The Town of Conway Master Plan (Chapter 6, Pt. 5): "The most outstanding needs and foremost recreation goals that emerged from numerous public meetings during the master plan process were related to greenways and multipurpose recreational trails." The plan called for a bikeway/greenway/multi-modal plan that connects public spaces and accommodates both roadside and off-road bikeway trails throughout Conway.

A Trailways Plan and a Trailways Map prepared by the Mount Washington Valley Trails Association has been adopted as an amendment to the Town of Conway Master Plan by the Conway Planning Board (Appendix D). The proposed Project is listed as the central backbone of the trail network in this document which is targeted to complete a valley wide trail network by 2025.

2. The 2015 North Country Council Regional Transportation Plan noted that one of the primary responses to the 2014 survey regarding Conway area transportation was that the town was "not pedestrian friendly" and residents "had to drive from place to place" (www.nccouncil.org). The same plan noted that Routes 16 & 302 had some of the highest volume counts in the region with AADT in excess of 7500 cars from Conway to Bartlett with some of the worst accident statistics in the North Country (Appendix E).
3. The Plan for New Hampshire's North Country, prepared by The North Country Council, determined that 84% of respondents in regional communities thought that "Promoting Safe Places to Walk or Bike" should be encouraged and 70% felt that "Increasing Access to Forests and Trails" should be encouraged.
4. The Mount Washington Valley Vision 2020 Attitude Survey prepared for the Mount Washington Valley Economic Council by Plymouth State University determined that "A majority of respondents strongly favor efforts to preserve and expand open spaces, recreation areas (especially municipal), trails, and historic sites".

The Project has the dedicated support of MWV Trails. In addition to its Board, MWV Trails includes a Recreation Path Committee of 15 members dedicated to developing the Conway Recreation Path, and separate subcommittees for fund raising and community relations. The Recreation Path Committee has evolved from the Conway Recreational Advisory Committee created in the 1990s, which has been building community support for The Conway Recreation Path since that time, and still has many of the same members.

In addition to long-time recreational advocates, the Board of MWV Trails and its dedicated Recreation Path Committee

constitutes a cross section of the Mount Washington Valley community, and includes the professional expertise necessary to ensure that the MWV Trail's vision becomes a reality: a civil engineer, a land use attorney, a cartographer (from the Appalachian Mountain Club), the executive director of the local land trust (Upper Saco Valley Land Trust), grant writers, and various local business leaders.

The Project has tremendous broad-based community support. The overall trail planning effort and the current project have been endorsed and supported by the Conway Board of Selectmen (Appendix F) and the Conway Conservation Commission, North Country Council (Appendix G), Mt. Washington Valley Chamber of Commerce, Mt Washington Valley Economic Council as well has a host of other organizations, clubs and businesses as listed below.

- Conway Conservation Commission
- Mount Washington Valley Chamber of Commerce
- Mount Washington Valley Economic Council
- North Country Council
- White Mountain Board of Realtors
- Mount Washington Valley Bicycling Club
- White Mountain Milers Running Club
- Mount Washington Valley Ski Touring & Snowshoe Foundation
- New England Mountain Bike Association
- Cranmore Mountain Resort
- The Memorial Hospital
- White Mountain Community Health Alliance
- White Mountain Community Health Center
- Mountain View Montessori School
- The Gibson Center for Senior Services

In addition to the support described above, public hearings have been conducted relative to The Project before both the Conway Board of Selectmen and the Conway Conservation Commission. These hearings included public comment from various constituencies. Leading the efforts, MWV Trails has worked successfully to obtain the support of the various interest groups in the area that will benefit from The Project.

On August 23, 2018, the MWV Trails sponsored a "Rock the Rec" event hosted by Cranmore Mountain Resort which was attended by 500 people.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

FINANCIAL READINESS

The Town of Conway has committed to managing the cash flow and accounting for The Project, including outlay of project expenses and costs prior to reimbursement. The Conway Board of Selectmen has authorized and supported The Project, including agreeing to place a warrant article on the 2019 Town Warrant authorizing the Town to raise and appropriate all necessary funds for The Project (Appendix F - Conway BOS LoS).

It is anticipated that all of these funds will come through public and private grants, and to that end, the Town and MWV Trails will secure the necessary funding from charitable organizations. The MWV Trails has successfully concluded a $2.3 million dollar capital campaign for the Phase 1 project, and is confident - based on the overwhelming positive response of foundations, businesses, and individuals - that they will be able to secure local support to underwrite the local match and the remaining project costs required for The Project estimated to be $491,660.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

FEASIBILITY

The proposed trail alignment consists of approximately 1.75 miles of fairly even and consistent terrain mostly within the Mountain Division rail line right of way with the remainder alongside a public town road right of way.

To our knowledge, there are no known environmental issues or cultural/historical resources that would be impacted by The Project. As part of the application process, all necessary permits will be secured.

Town staff including the Town Public Works Director, Town Inspectors, and Town Manager will be directly involved in managing The Project.

It is anticipated that The Project, if funded, will be initiated in 2020 or 2021.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

STRESS ANALYIS - CURRENT CONDITIONS: "D"

There is no safe means of transportation for pedestrians and cyclists in this area of North Conway and Redstone. Children cannot navigate the streets in this area without close supervision and guidance by an adult. Seniors and the physically challenged have particularly difficulties navigating this area as there are few shoulders on the roadways in this area, and most of the residential streets have no sidewalks. Use of wheelchairs or walkers in this environment is not easy or safe. Many of the residential streets are dead ends which are not amenable for commuter throughways, therefore putting pedestrian and cyclist commuters alongside the main roads (Route 302 and the North/South Road) with the cars and trucks.

Although an experienced cyclist or adult pedestrian might navigate though the community, extreme care is required due to the need to share the road with vehicles in a busy commercial district. Traffic in this area is a serious problem particularly during the tourist season when a huge influx of visitors arrives. Walking or cycling on the edge of the road, particularly in the evening, during bad weather or low light situations, is particularly dangerous. With the increase in distracted drivers on the roads, it is not safe or enjoyable to be on the roadside. Tragically, 2 cyclists died in the summer of 2016 on Conway roads. It is time for the community to have an alternative route for cyclists and pedestrians that is separate from the traffic.

Because of the unfriendly conditions for pedestrians and cyclists of all ages, the community is not amenable for walks, runs or recreational cycling, and does not provide safe routes to schools for children or a low traffic route for commuters. The current road and traffic conditions hinder the enjoyment of a pleasant walk in an otherwise friendly, convenient neighborhood located close to village amenities.

STRESS ANALYIS - CONDITIONS AFTER THE PROJECT IS COMPLETED: "A"

The Project will create the only off-road, paved travel way for recreational use and for commuters to connect the East Conway Road in Redstone to the Hemlock Lane trailhead which is the southern terminus of the North Conway Rec Path Phase 1 project now in the design and construction stage. The Phase 1 project is a 2.9 mile paved, multi-use path that will allow riders and walkers to access Cranmore Mountain Resort and residential roads in North Conway village.

This Phase 2 Project will provide off-road connectivity from Redstone to North Conway by avoiding the highly congested intersection of US Route 302 Eastman Road and the North-South Road, Walmart with its' high-volume turning and merging traffic, and two round-abouts which are disastrous for pedestrians and cyclists.

Along the 1.75 mile route of the proposed Project there are 3 road crossings, 2 of which are at very quiet, low traffic residential roads. This travelway will be off road, away from traffic, quiet and safe for children to run, cycle and play without fear of traffic. The paved surface will be amenable for use by seniors and can be comfortably traveled by persons in wheelchairs or using walkers.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The Project will create a safe means for pedestrian travel to and from areas adjacent to the Smith-Eastman Park and a commercial district including the Walmart store and grocery markets. Currently pedestrian transportation and recreation opportunities exist only on a dirt single track, a double track of varying conditions for experienced, technical skill level riders, or existing streets and state highways with much higher risks and a frequently hazardous riding or pedestrian environment.

In total the Project when connected to the Phase 1 Rec Path (under development) will complete a nearly 4.2 mile multi-use trail from Smith-Eastman Park to the North Conway village business district which includes a broad range of businesses, a major recreational resort property, and two separate parcels of Conway Conservation land very popular with a wide variety of users. The trail will provide a paved, off-road travel way, protected from traffic, amenable to use by families with children as well as seniors with walkers, pedestrians and bicyclists, a substantial improvement over the present circumstance.

This project fills an existing gap in our transportation system in that there is currently no safe, accessible way for recreationists or non-motorized commuters to travel conveniently to North Conway Village without sharing the streets with heavy traffic along main thoroughfares. Recreationists are forced to travel on the very heavily used Route 302 well recognized as a high traffic volume corridor, or the busy North/South Road and adjacent side streets which have narrow shoulders.

The 2015 North Country Council Regional Transportation Plan on page 114, noted that portions of NH 16 and US 302 between Fryeburg Maine, Albany and Harts Location has some of the highest reported accident rate per mile of road in the entire North Country. It further noted "that portions of NH 16, NH 112 and US 302 are of particular concern for the safe travel of logging trucks, freight, bicyclists and visitors..." (www.ncccouncil.org)
https://drive.google.com/a/conwaynh.org/file/d/0BxYcWmWiu4GtVDBSa25HWG1SNE0/view

As a trail that is dedicated to off road, non-motorized use, The Project would be a particularly important addition for the physically challenged and seniors that might be using walkers or need other assistance and has the support of the North Conway Gibson Senior Center for just such use. Travel around Redstone village is particularly difficult in the height of the tourist seasons, where the Route 302 corridors contain heavy traffic consisting of cars, camper/recreation vehicles and commercial truck traffic. The proposed project would create a pleasurable, quiet, relaxed recreational experience that is safe alternative for both residents and visitors of all ages and physical abilities.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The proposed Project will serve as the second phase and an important component of a larger, valley-wide trail project, The Conway Recreation Path.

As an extension of the Phase 1 North Conway Rec Path, this Project will provide access from the south to three high-use recreation areas with existing trails networks: Cranmore Mountain Resort, The Green Hills Preserve, and the Conway Town Forest Pudding Pond area. Furthermore, this phase will provide connectivity from the north to the existing Conway Rec Path along the Saco River, the Kennett High School, and the MWV Tech Village.

The Town-owned Smith-Eastman Park serves as a central node in this corridor with public parking. Future project sections are expected to extend to Conway village and Rt. 16 in the vicinity of Davis Park.

This combined corridor, envisioned as a “Linear Parkway” will eventually connect the 5 villages of the Town of Conway, residential neighborhoods, routes to schools, a hospital, post offices, libraries, visitor centers, and shopping centers, as well as cross country and alpine ski areas, mountain views, thick forests, ponds, and wetland habitat. The long term goal is a single continuous multi town trail with spur trails to link community amenities. Because of our unique beautiful valley, its waterways, mountains, farmlands and recreational opportunities, we believe that we would have one of the most beautiful and useful community recreational trail systems in the region.

The proposed Phase 2 Project is a critical link in a town-wide recreational corridor, eventually linking the five villages with neighborhoods, services, and amenities with a dedicated off-road travelway that is family-friendly and accessible for users of all abilities.

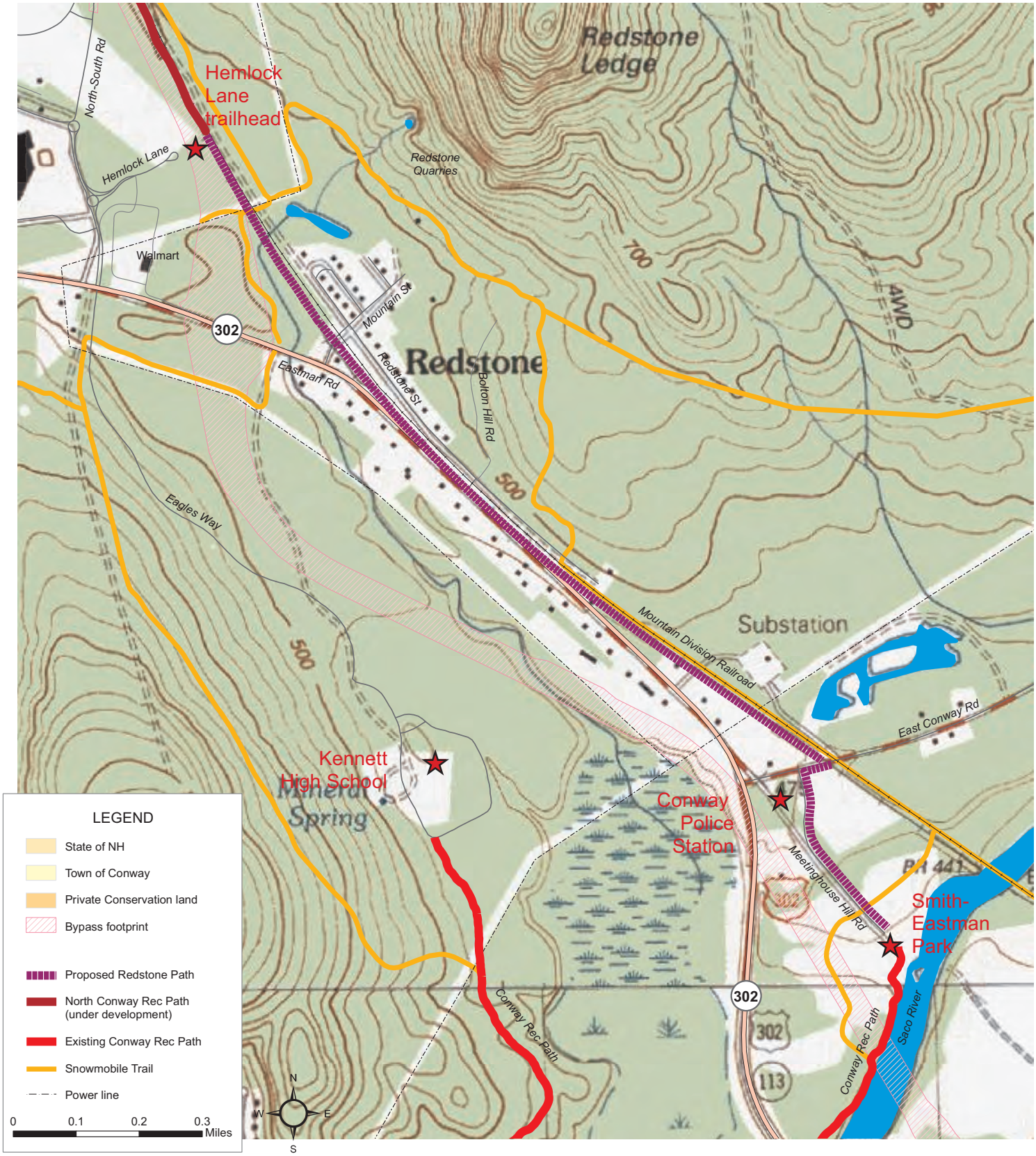
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Redstone Recreation Path
Hemlock Lane to Smith-Eastman Park



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Enfield
18-25TAP	Town of Enfield	

RPC Upper Valley - Lake Sunapee Regional Planning Comm Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- ☐ *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- ☑ *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- ☐ *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- ☑ *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	US Route 4, Main Street, Maple Street
State Routes	US Route 4
Other	N/A
RailRoad	NoA section of the Northern Rail Trial is a 220 yard walk from the south end on Main Street and 360 yards from the northeast end of project terminating at Baltic Street
SurfaceType	Bituminous Pavement
Length	Length is approximately 2,000 feet.
Width	The Sidewalks will be 5 feet wide
Ownership	The Town of Enfield owns the land location at 19 & 23 Main Street as well as 308 US Route 4. Consolidated Communications owns the land located at 13 Main Street. Mascoma Bank owns the land located at 13 Main Street. Liberty Utilities owns land at 5 Maple Street. Ms. Louise P Meyer owns the land at 17 Maple Street (where the US Post Office is located), the United Methodist Church owns the land located at 314 and 324 US Route 4. Mickeys Roadside Café owns the land at 330 US Route 4

PE$	$49,200.00	ROW$	$10,000.00	CON$	$492,000.00	CON Eng$	$59,040.00
Total$	$610,240.00	Fed$	$488,192.00	Match$	$120,048.00	Percent Fed$	80
NonPar$	$0.00	Total$	$610,240.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

This is a Town project to build and upgrade sidewalks along US Route 4 from the west end of Baltic Street to Main Street (approximately 750 feet) then from US Route 4 down Main Street to the Town Hall (approximately 575 feet), and, finally, a new sidewalk directly across the Main Street and US Route 4 intersection that extends up the east side of Maple Street to the Enfield Post Office (approximately 350 feet).

The proposed sidewalks will allow pedestrians to safely travel along US Route 4 from a popular family restaurant, past the United Methodist Church (which also operates a thrift store), as well as the Enfield Community Building and Huse Park (which includes highly used playground equipment, a ball field, and covered pavilion). Pedestrians will then be able

to travel safely down Main Street to a number of highly visited locations, including Mascoma Bank, the Enfield Police Station, Enfield Town Offices and Enfield Public Library. Furthermore, this work also will connect to the existing sidewalk leading to the Enfield Village School (the Town's K-4 elementary school) and another sidewalk that enables pedestrians to safely travel to and from the school from the Town Hall and Library.

The proposed project will include new sidewalk and upgrades to existing sidewalk, all of which will be located within the State right-of-way on Route 4 and Main Street and the Town's right of way on Maple Street. There would minimal shoreland or wetland impacts. The area to be served by the sidewalk would provide safe pedestrian routes for one of the most highly used locations within our Community.

See the attached project map for details.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The sidewalk project will run along US Route 4 parallel to, and approximately 300-400 feet from, the Mascoma River. The Huse Park recreation fields are located between the proposed sidewalk and the river. The Mascoma River in this area was once used as a mill pond for a now shuttered woolen mill dating from the mid 1800's. In the middle of the river is a small island which serves as an informal bird and wildlife sanctuary. Huse Park has been in existence since 1897. The park encompasses a baseball field, basketball court, open air pavilion, recreation building and playground for younger children. A skating rink is set up in the park in winter. The Enfield Community Building is also located in the park and is extensively used for both Town and private events.

On the southeast corner of US Route 4 and Maple Street is the Hewitt House, which is on the National Historic Register.

The project area goes from a highly successful family restaurant, past the United Methodist Church which holds weekly dinners and houses a small second hand shop, past the Community Building, then turns down the east side of Main Street. Here it would offer a connection to a local bank, the Enfield Police Station, and end at the Town Hall and Library which are housed in historic Whitney Hall. Whitney Hall was built in 1901 and is eligible for listing on the National Historic Register. The building houses not only the Town Offices and Library, but a non-profit, privately operated food pantry and an auditorium which is home to Shaker Bridge Theatre Company (a professional theater) and used for state and local election voting.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project is part of a local and regional plan. The regional bus service, Advance Transit has a Bus Stop in the middle of the work area. The Enfield Village School (grades K thru 4) brings students to the Town Library along the existing Main Street part of this walk. The Church uses it for access to the thrift shop, Towns people use it to access the Community Building and the Post Office as well as going to and from the restaurant at the east end of the work area, and a soon to be operational convenience store (Jake's Market) that we anticipate will be heavily frequented by Enfield residents and visitors on the west end of the project site.

The proposed sidewalk improvements have been endorsed by a number of local and regional advocacy groups including Advance Transit , (the regional bus service), the Upper Valley Lake Sunapee Regional Planning Commission, the Conservation Commission, Planning Board, United Methodist Church, the Transportation Management Association (an Upper Valley Transit Advocacy Group), the local business group Enfield Village Association, and local businesses.

Sidewalks and the invaluable pedestrian access they provide are an important focus of the current planned updates to the Town's Master Plan.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Enfield has two options to supply the necessary funding of the project.

The Capital Improvement Program Capital Reserve Fund may be used. The Enfield Board of Selectmen are authorized agents to expend from this fund, and as such additional approval would not be needed at a Town Meeting. Tax Increment Finance (TIF) District Funds could also be used for funding. Sidewalks are an approved project in the Town's TIF District Plan. The TIF District Fund has a balance sufficient to fund the Town's share of this project.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The work zone is within the National Historic Register District. There are two Historic Buildings in the work zone. The United Methodist Church and Whitney Hall, which houses Town Hall, Friends of Mascoma Food Pantry, Public Library, and the Shaker Bridge Theatre. Both buildings are in constant use, and are over 100 years old.

Work would be coordinated with abutters to minimize impact of construction operations. There would be no activity on the buildings themselves. No blasting or large scale excavation or any other major impacts would be part of the work.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The Town of Enfield would be responsible for sidewalk maintenance. The Public Works Department has equipment to keep the sidewalks clean and clear, including a sidewalk tractor with brush and blower attachment. Any nominal increase in maintenance and labor costs associated with properly maintaining additional segments of sidewalk throughout the year will be seamlessly absorbed into the Public Works Department annual operating budget without issue.

Given that construction would not directly impact any residences in the area, we are not anticipating public opposition to this project. Any short-term inconveniences as a result of construction will be quickly surpassed by public use and enjoyment once the project is complete.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The Town would presently rate the existing stress level to be a D. "Facility requiring an advanced level of skill and knowledge of traffic to use." Young students and residents must walk on the shoulder of Maple Street to get to the Post Office. Access between Huse Park and the Community Building and the Town Hall and Library require crossing the street twice in order to use existing sidewalks. Many pedestrians instead walk along the narrow shoulder of Main Street in front of Mascoma Bank and the Police Station to get to the Town Hall and Library.

Once the proposed work is completed, the Town anticipates that this route would rate as a B. "Facility would accommodate users with basic skills and knowledge of traffic." The basic skills necessary would be in crossing US Route 4 and watching out for traffic going in and out of the drive entrances of the businesses along Main Street, Maple Street and US Route 4.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The improved safety conditions are the creation of new sidewalks on the east side of Main Street and the west side of Maple Street. This gives pedestrians a new sidewalk to utilize when traveling to the Post Office, as well as new sidewalk along the east side of Main Street that would enable pedestrians to walk to and from the Enfield Community Building, Police Station, Town Hall and Public Library without needing to cross Main Street twice if they are on their way to or from the United Methodist Church or Mickey's Roadside Café (or points beyond).

A road safety audit from July of 2012 - which has data on the intersection of US Route 4, Maple Street and Main Street - is included in this application. Information from a February 2007 Corridor Management Study of US Route 4 is also included with this application.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The project fills vital gaps in an existing transportation network.

At the present time there is no safe pedestrian access to the Post Office from either US Route 4 or Main Street. The new sidewalk along Maple Street will rectify that.

Also, at the present time there is no sidewalk along the east side of Main Street from the Town Hall to US Route 4 and the Community Building. Pedestrians must walk along the road, or through the business front lots to go from the Town Hall, Library and Food Pantry or walk on the opposite side of the street, which has sidewalks. They would need to cross Main Street twice to have access to these buildings.

This project will link pedestrians to The Town Hall, the Library, the Shaker Bridge Theatre, the Mascoma Bank, the Community Building, the new convenience store (Jake's Market), the Post Office, to the sidewalk at Main Street and US Route 4 to the Enfield Village School. The sidewalk to be rebuilt will enable pedestrians safe access to the United Methodist Church, the Church Thrift shop, Mickey's Roadside Café (a popular family restaurant), and the regional bus stop, which is across the street from the Church and Community Building.

This work will fit very well into future plans of rezoning for more dense residential units in the area. This work represents an initial of the future re-zoning.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

3

Town of Enfield TAP Funding Application

Main St - US Route 4 - Baltic St

Project Area

960 Feet

260 Meters

Data Sources:
USDA-FSA Aerial Photography 2014
Points Designated by Committee

Map Created by UVLSRPC

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Exeter
18-24TAP	Town of Exeter	

RPC Rockingham Planning Commission Population 5,000 - 200,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Epping Road
State Routes	NH Route 27
Other	N/A
RailRoad	N/A
SurfaceType	Asphalt and granite curbing (where curbing would be needed)
Length	4,170 feet
Width	5 feet
Ownership	Town of Exeter New Hampshire

PE$	$141,150.01	ROW$	$15,000.00	CON$	$666,350.00	CON Eng$	$117,500.00
Total$	$940,000.01	Fed$	$752,000.00	Match$	$188,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$940,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The proposed sidewalk on Epping Road will connect an existing sidewalk on the western side of Epping Road to a sidewalk that was required as part of a site plan approval of the Planning Board (and also connects to a sidewalk that will be constructed through a prior TAP round) to an existing sidewalk on the easterly side of Epping Road approximately 4,000 feet to the north. This northerly connection will connect to a sidewalk that was built as part of the Route 101 Exit 9 project that extends for approximately 3,700 feet over NH Route 101 and terminates at Beech Hill Road in Exeter.

The first approximately 3,000 feet of sidewalk will be located on the easterly side of Epping Road before crossing at a lighted intersection that is currently under construction then traveling along the westerly side to the existing sidewalk south of the All Town convenience store. See Attachment # 1 enclosed that provides a map of the project area and identifies roadways and other key features mentioned in the application.

The need for the project is that there is currently no sidewalk along a major corridor in Exeter that contains a host of commercial and residential uses. There are numerous wide curb cuts that pose safety issues along the corridor for all

modes of travel within the project limits that range from 50 feet to 370 feet wide where it is unclear where vehicles can enter or exit the roadway. There is also a lack of paved shoulder along the roadway where there is between 1-3 feet of with between the fog line and edge of pavement making which does not promote use by pedestrians.

Epping Road is a busy State route with approximately 12,000 - 14,000 ADT according to NHDOT and Regional Planning Commission counts as well as a recent traffic study completed in August 2017. The corridor has seen recent growth with several new commercial and residential projects in the past two years and a goal of the proposed sidewalk will be to provide a direct connection between the commercial and residential growth on Epping Road to the Train Station and downtown Exeter. A new public roadway is being constructed on the easterly side of Epping Road where a 116 unit residential project is currently being constructed. As part of this project's approval, the Planning Board required the installation of a sidewalk along the new public street that will connect the development to Epping Road.

This proposal will connect into the proposed sidewalk and provide safe pedestrian access for the new residents to Epping Road businesses and recreational opportunities. The sidewalk will either be raised with granite curbing where it abuts the paved shoulder or, in places where feasible and adequate right-of-way exists, will be an at grade sidewalk with an appropriate width grass panel separating the sidewalk from the edge of pavement to insure user safety.

As part of a continuing town wide pedestrian improvement project, Exeter is seeking to connect existing sidewalks on Epping Road (NH 27). The general goal and objective of this project is to eliminate a significant gap in existing the sidewalk network on a major roadway in Exeter that contains numerous businesses and residential uses that will enhance and promote pedestrian use and safety in the corridor. The project will also address the existing non-compliant curb cuts and seek to limit access in an out of properties along the corridor by reducing curb cuts to Town standards. For example, an existing 370' curb cut will be modified through sidewalk design to allow for one or two curb cuts that meet Town standards which is generally 40 feet wide for commercial uses thereby eliminating approximately 300 feet of open access at this curb cut.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Cultural and archeological resources: There are no known cultural or archeological resources within the project limits.

Natural resources: Wetlands are known to exist in the area identified on the enclosed map (Attachment # 1). However, it is unclear at this time that any direct wetland impacts will be required to complete the project. At the same time, any direct wetland impacts will be limited along the edge of the roadway and no wetlands crossing will be needed as there are no culverts or stream crossings known to be within the project limits.

Hazardous materials: There are no known hazardous materials within the project limits..

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project has broad support from the Town and is listed in Town planning documents. The project is specifically listed in the Master Plan, the 2019-2024 Capital Improvement Program and in the Epping Road Access Management Study conducted by the Regional Planning Commission in 2012.

The Master Plan (page 51 #6a) states “Prioritize public improvements based on the Epping Road Access Management Plan and develop a 6-year schedule to be included in the CIP. Keep apprised of NHDOT (TAP) and other sources to augment CIP funding.” The Epping Road Access Management Study completed by the Rockingham Planning Commission (Included as Attachment # 2) states on page 5 that "Currently shoulders are limited in width and sidewalks only extend a short distance into the study area, ending just north of the intersection with NH 111A. Improvements along the corridor should look to include pedestrian and bicycle improvements as appropriate".

This project is included in the 2019-2024 Capital Improvement Program (Attachment # 3) and has been endorsed by the Planning Board and their letter of support is included with this application as Attachment # 4.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The project will be funded through the General Fund. A warrant article will be created and placed on the March 2019 Election Ballot. There is a letter of support (Attachment # 5) from the governing body attached to this application that shows their commitment to bring the warrant article forward. There are no funds already raised/appropriated at this time. The project is also listed in the 2019-2024 Capital Improvement Plan. Exeter routinely supports sidewalk projects as evidenced by the residents voting to complete a downtown sidewalk rehabilitation project a couple of years ago, support a recent TAP grant to install sidewalks, and voted to expend another earlier TAP project to include sidewalks beyond the widened shoulder that was initially proposed.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There are not any known areas of contamination or other related issues that may impact the project's ability to succeed.

As mentioned above, the section along the easterly side of Epping Road in the northern part of the project limits does have wetlands adjacent to it. Without a design, it is unclear on the impact, if any, the proposed sidewalk will have on the wetlands and if any direct impacts will be needed. However, to the extent there is impact, we would expect the design engineer to propose a plan with the least amount of disturbance and secure a Wetlands Permit from NHDES, if applicable.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Since a survey of the ROW has not been completed at this time, there is the possibility that acquisition may be needed somewhere in the project although our best information at this point doesn't show this to be the case as the right-of way varies in width from 57 feet to over 100 feet wide throughout the project area. However, until a survey is completed we cannot be certain. To the extent acquisition and/or temporary easements are needed, we will go through the proper process which can delay the project and extend the timeline. However, we would expect to start the design in the spring/summer of 2019 which should allow time to secure any needed easements/property prior to the 2020 construction season.

Winter maintenance can always be a challenge for sidewalks. However, the Town does recognize the fact that these improvements would need to be maintained on a year round basis. The Town has also been committed to ongoing maintenance of existing sidewalks as evidenced by at least $120,000 annually being placed in the CIP that establishes a sidewalk program. Due to this established commitment, long term maintenance of these improvements does not appear to be an issue for Exeter and the Department of Public Works has already acknowledged and committed to maintaining the sidewalk when constructed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing conditions of this section is a two lane road with approximately a 12,000 ADT count and a posted speed limit of 30 mph. There are no sidewalks within the project limits. Starting from the southern end of the proposed project, there are limited shoulders and wide curb cuts with commercial uses on both sides of the roadway. The roadway then sweeps to the right where residential uses abut the west side and commercial uses to the right. This section does not have any large curb cuts but is located on a curve in the road. the roadway then straightens out and commercial uses dominate both sides of the roadway and several extremely wide curb cuts are consistent along the easterly side. There is undeveloped land on the west side in the northerly section of the project limits but staff is in discussions with developers and expect commercial development to occur along this side in the near future.

Based on the project area characteristics described above, the stress level of the existing roadway for pedestrians is at best a C and likely a D in several places where narrow shoulders and non-compliant curb cuts exist. Approximately 14,000 ADT along this section of roadway underscores the fact that traffic is constant on this roadway during times pedestrians would likely utilize the corridor. This was evident by a recent traffic study completed as part of a recent development proposal on Continental Drive by Stephen Pernaw, a licensed traffic engineer, that provided data on Epping Road within the project limits. One chart on Hourly Traffic Variations (Attachment # 6) showed the overwhelming majority of the ADT traveled the roadway between 6am and 7pm.

Anticipated stress level after project is completed with a raised sidewalk with vertical granite curb in areas that are close or immediately adjacent to the travel lane or an at grade sidewalk that is a safe distance away from the edge of pavement is at least a B. A sidewalk will provide a clear travel way for pedestrians and provide separation from the existing roadway and will accommodate all users with basic skill and knowledge of traffic during the busier peak times and be reasonable safe for all users including children the remainder. Raised sidewalks adjacent to a roadway or an at grade sidewalk a safe distance away from the travel lane provides a prominent separation between the vehicles and pedestrians.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

A sidewalk does not exist at this time and this project will create a connection between existing sidewalks on Epping Road. The specific action that will be taken is to provide a sidewalk along a well traveled road that will result in improved safety for pedestrians over existing conditions where a sidewalk does not exist. This is highlighted in the Epping Road Access Management Plan (Attachment # 2) mentioned earlier and included with this application. Another specific action that will be taken is to install a crosswalk at the proposed traffic signal on Epping Road that will provide a safe crossing in order to connect to the existing sidewalk to the north that is on the east side of the roadway.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

An examination of the NHDOT Crash Data from 2002 - 2017 reveals that there were a total of 95 accidents within the project area. The majority of accidents were vehicular and none involved pedestrians and three involved bicyclists. As compared to other major roads in Exeter such as Water Street and Portsmouth Avenue with comparable ADT, this section of Epping Road does not appear to be any less safe based on the NHDOT data. However, The Epping Road Access Management Study does state: "as development continues, and traffic increases, the control and geometry deficiencies on Epping Road will likely result in more and more accidents.

As discussed in the Description of work being proposed section, wide curb cuts exist throughout the project area and decrease safety for all users. This is further highlighted in The Epping Road Access Management Study that states: "Many driveways along the corridor are poorly defined allowing for access and egress at many points along the parcel frontage. Other drives have poor access angles or other geometric issues that create turning movement difficulties, safety issues, and other inefficiencies." This project will address these issues by limited curb cutes through the sidewalk design to create a safer corridor for all users by reducing turning movements and curb cut widths.

The Epping Road Access Management Study also highlights an issue with driveways being too close to intersections. Through the design process, this project will seek all opportunities to relocate driveways to side roads off Epping Road where feasible through the use of sidewalk design. As a specific example, there appears to be this opportunity at 150 Epping Road.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This section will fill a vital gap in the existing sidewalk network and connect residential and commercial uses in the Epping Road corridor to the Lincoln Street train station that is a stop for the Downeaster trains. It will also provide a direct and continuous connection to downtown Exeter.

Both sides of this section of Epping road have been experiencing recent growth with a 116 unit residential project being constructed adjacent to the project area. Several large commercial projects have been recently approved on Continental Drive that intersects with Epping Road in the northerly portion of the project that include a 30,000 square foot commercial building and a 116,000 commercial building complex. These recently approved projects are in addition to an expansion of the FW Webb building and the new 107,000 square foot Gourmet Gift Baskets that recently opened. An expansion of the Rinks facility on Industrial Drive (that also connects with Epping Road within the project limits) that includes additional commercial space and dormitories for visitors to the facility. A new 13,000 square foot manufacturing facility (C3i) also recently opened at the end of Commerce Way which connects to Industrial Drive. As part of this project, the owner allowed public access to the Henderson Swazey Town forest that abuts his property. All of these new and existing commercial and residential uses will be provided a pedestrian connection to the services, recreational areas and businesses along this corridor and are shown on the enclosed map (Attachment # 1).

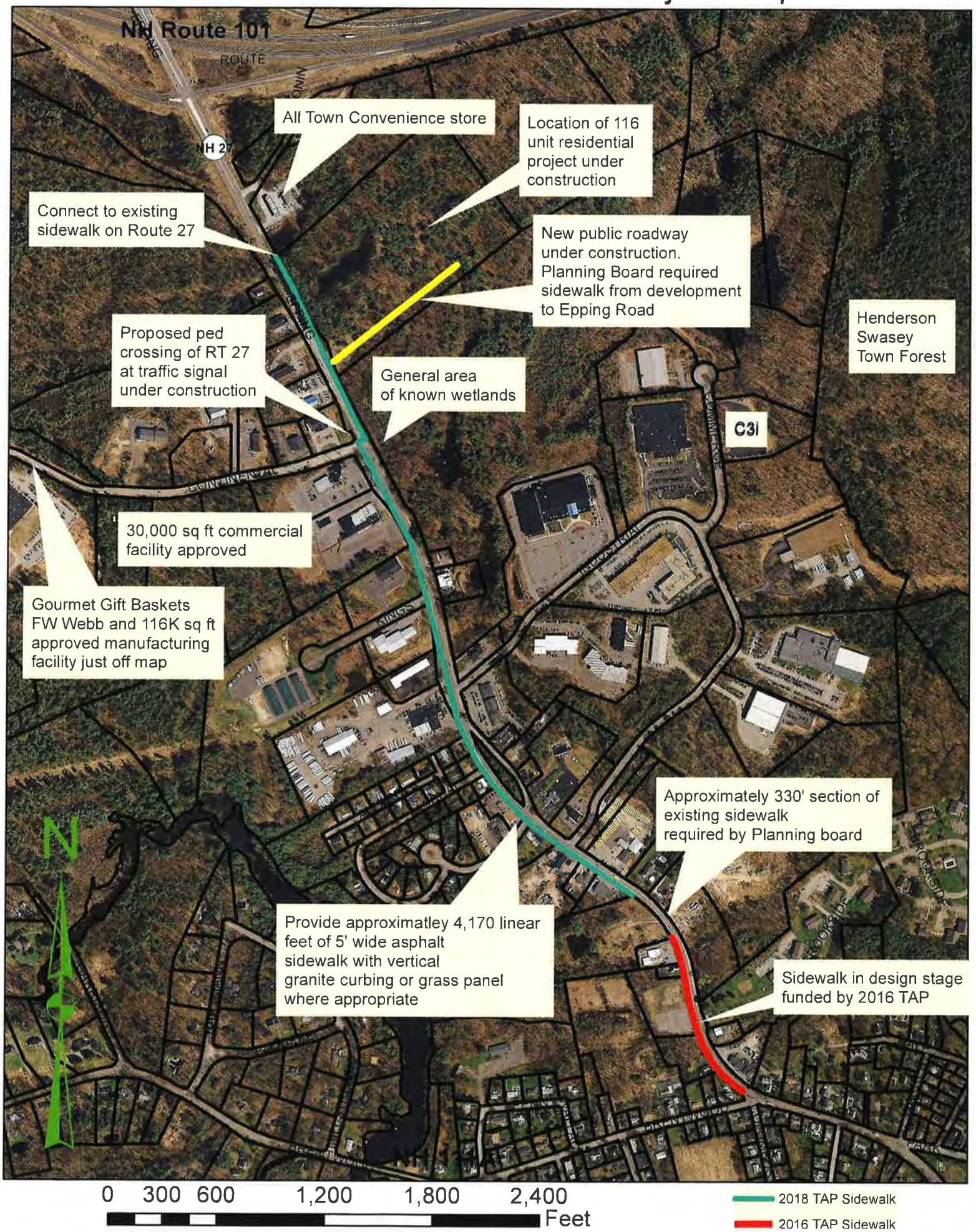
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Exeter TAP 2018 Sidewalk Project Map



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Farmington
18-04TAP	Town of Farmington	

RPC Strafford Regional Planning Commission Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Main Street and Central Avenue
State Routes	State Route 153 and State Route 75
Other	N/A
RailRoad	850 ft.
SurfaceType	Concrete and brick
Length	850 ft.
Width	60 ft. including sidewalks
Ownership	Town of Farmington

PE$	$60,000.00	ROW$	$0.00	CON$	$340,000.00	CON Eng$	$40,000.00
Total$	$440,000.00	Fed$	$352,000.00	Match$	$88,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$440,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Main Street (State Route 153) includes the The Village Center of Farmington. Main street is a highly used thoroughfare that includes heavy truck traffic, automobile as well as pedestrian traffic. It is adjacent to the Farmington School Complex on which students within a 1.5 mile radius have no bus transportation and either walk, bicycle, or rely on other modes of transportation. In addition, those citizens who use Main Street for their shopping needs, worship and cultural activities increasingly have to navigate difficult intersection crossings and deteriorating infrastructure.

The goal and objective of this project request is to develop as series of traffic calming and safety elements that will provide the pedestrian that allows the pedestrian to navigate one direction of traffic at a time, slow through traffic, and provide the basis for infrastructure revitalization of the Town Center.

The proposed project includes the development of three crossing islands at the intersections of Commerce and Main Streets (Route 75 and 153), instituting "bump outs" at determined intersections along Main Street, improvement of sidewalks and lighting in those areas of improvements and the development of a "welcome arch" that announces the

entrance into the Town Center so autos know that traffic calming is warranted.

The project will also include the "Tiger's Paw" route. a safe rout to school for Farmington's children. This project was instituted with a "Safe Route to School" and its development will continue with this grant.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The proposed project includes significant traffic calming and safer pedestrian access within the Village Center of the Town of Farmington. Civic amenities within a five minute walk include the Farmington School Complex, recreational facilities, the 1st Congregational Church, which was recently listed in the National Register of Historic Places as well as other paces of worship, the Farmington Library, Farmington Recreational Center and Opera House, Town Park, and US Post Office. It is also part of the Moose Mountain Scenic Byway.

Also, the Village Center is the home of the former Firehouse which is the subject of a PLAN NH grant exploring the reuse and redevelopment of the property using SMART GROWTH principles.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project is part of the 2008 Town of Farmington Master Plan approved by its Planning Board and Board of Selectmen. Its elements are also part of a PLAN NH Charette that was adopted in the Master Plan.
The proposed project has support from the Board of Selectmen as well as the Economic Development Committee.
Currently, a Revitalization Steering Committee, through a PLAN NH grant is developing a Plan for the redevelopment of the former Firehouse located in the Town Center. This development is consistent with the project proposal.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Board of Selectmen of the Town of Farmington is in full support of this project and is committed to bring the project forward at the March, 2019 Town Meeting. Reimbursable funds will be come through the Town of Farmington's General Fund.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

This is a very important project to the Town of Farmington. Supported by the Board of Selectmen and its Economic Development Committee, as well as its citizens, this is a highly awaited project that had its genesis in the 1998 Master Plan.
The Town Center is an important part of the Farmington community that includes the library, opera house (Home of Farmington Players), Recreational facilities as well as the center of the Town's pedestrian activities. It is also the center of most of the Town's historic resources and buildings. It is also an integral part of the proposed Moose Mountain Scenic Byway.

The Town is not aware of any environmental or contaminated areas in the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The current stress letter is D. It is difficult for pedestrians, both adults and children, those on bicycles or disabilities to traverse Main Street or Central St. School buses do not collect children within 1.5 miles of the School complex requiring two-thirds of its residents and school children to either walk, bicycle, or use other modes of transportation.

Crash data from 2007 through 2016 show 119 crashes in the project area showing 155 occupants that include 2 pedestrian injuries and 1 pedal cycle injury (Source: NH DMV)

The implementation of the proposed project will raise the stress level to B. It will provide safe harbor crossing islands whereby pedestrians need to look one-way while crossing busy Main street and bump outs that provide greater visibility and shorten walking distances. Sidewalk and lighting will improve property values and help create a more viable center.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

It's major emphasis is the improvement over safety conditions in the Town Center. the specific actions that are to be taken include the following;
-The development of three crossing islands placed in the center of main Street and Commerce Street.
- The development of three bump outs at critical intersections allowing pedestrians to easier cross as well as to provide a traffic calming affect.
- Improvement of side walks and lighting to that allow,in particular, disabled citizens to traverse the sidewalks as well as school children.
- A gateway that will telegraph and communicate that a driver is entering an area that is more dense, has increased traffic, and has the need to slow down because it is entering a special place.
- The continued improvement of Tiger's Paw, a Safe Streets to School project that includes Spring St. to Memorial Drive to School Street.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The project fills a vital gap in a phased plan to not only provide safe transportation alternatives to residents and visitors but will contribute to the ongoing revitalization of the Town Center which is in an Economic Revitalization Zone (ERZ). It is part of a phased infrastructure development that will contribute to the commitment by the Town to continue the Town Center as a focus of the community, Connections to cultural, civic, and recreational activities are all focused in this area. The proposed improvements link pedestrian activities while slowing automobile traffic. It also links COAST transit and connects the river walk and Tiger's Paw, allowing safer access to the school complex for children.

The proposed Gateway will alert the automobile driver that they are entering a more densely populated area and will caution them to slow.

Over two-thirds of the population live within the Town Center. Many are of lower income. Connections through mid - block crossings and bump outs will give the pedestrian some comfort of safety.

Once this project is completed, a pedestrian can walk from school to the Town Center more safely, access cultural and recreational opportunities and provide residents, many of which are lower income to access these rich services without an automobile.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

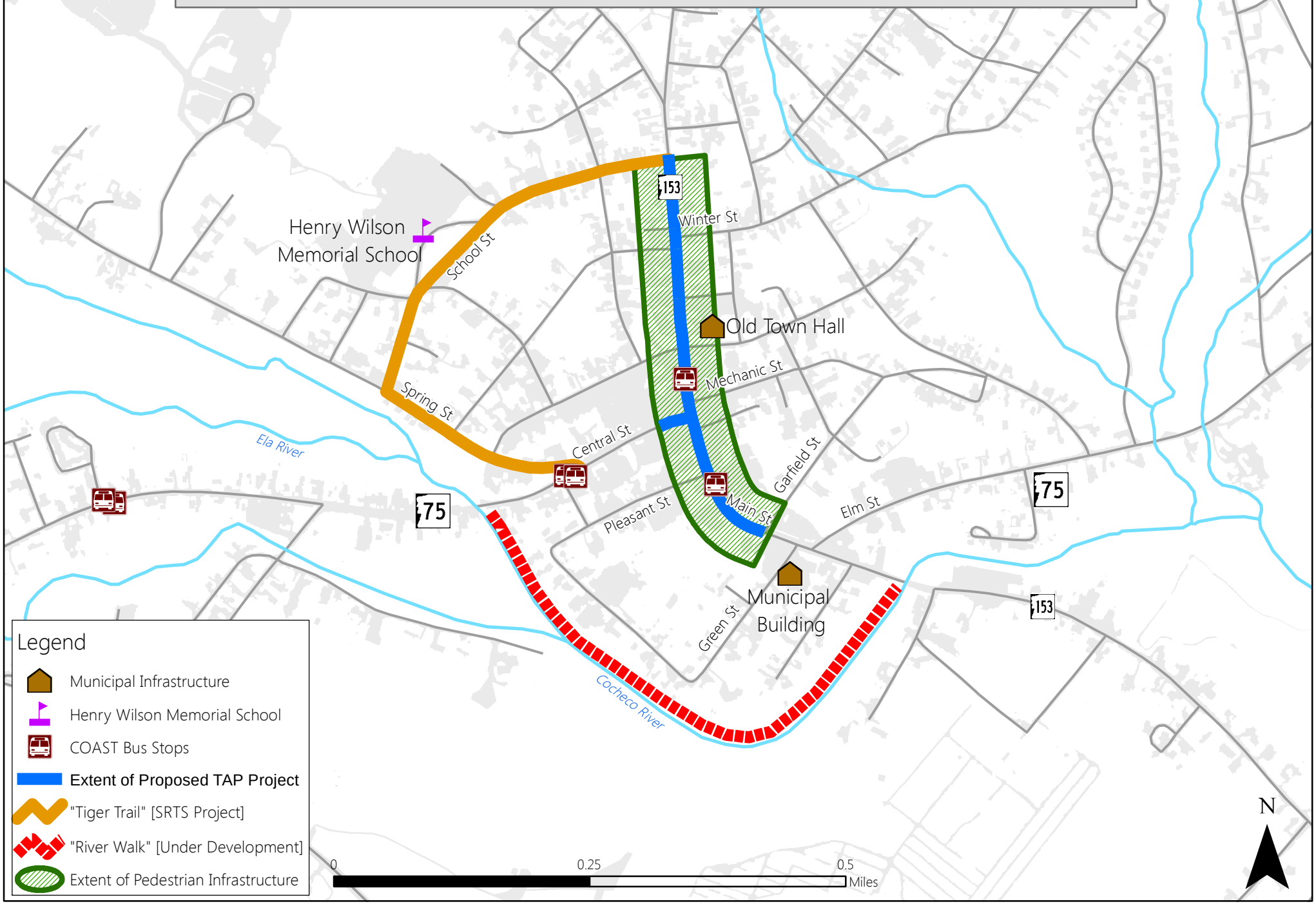
D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

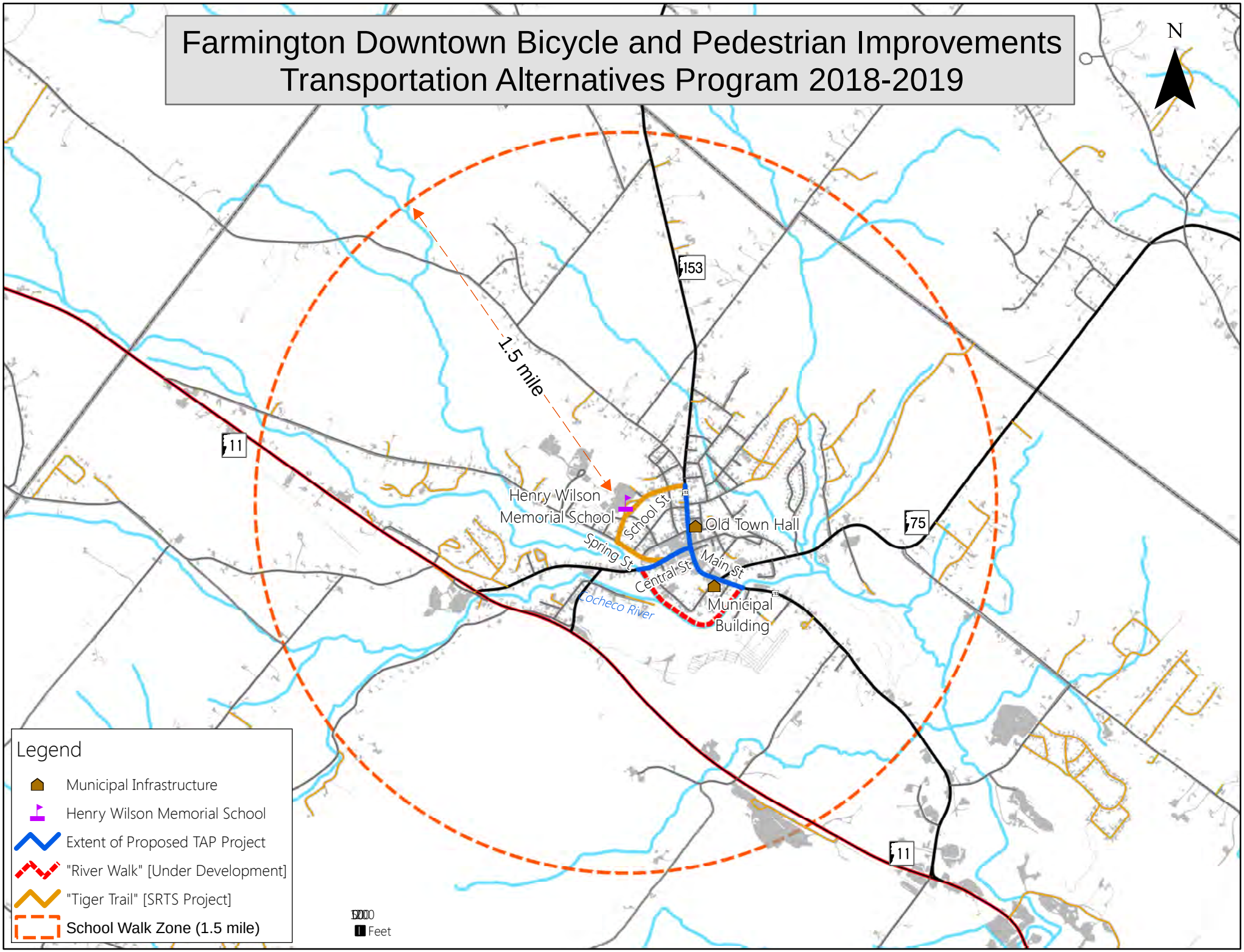
1

Farmington Downtown Bicycle and Pedestrian Improvements
Transportation Alternatives Program 2018-2019



Farmington Downtown Bicycle and Pedestrian Improvements
Transportation Alternatives Program 2018-2019

Farmington Downtown Bicycle and Pedestrian Improvements
Transportation Alternatives Program 2018-2019



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Franconia
18-05TAP	Town of Franconia	

RPC North Country Council Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [ ] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Route 116
State Routes	Route 116
Other	N/A
RailRoad	N/A
SurfaceType	Bituminous pavement, granite curbing, concrete sidewalk for tip-downs.
Length	Approximately 0.82 miles (4,300 feet).
Width	Approximately 12 feet (3 foot pavement widening for bike lane, 8 foot pathway, 1 foot for work on either side e.g sawcut, excavation, etc.).
Ownership	Proposed project is anticipated to be within the NHDOT right-of-way.

PE$	$99,600.00	ROW$	$0.00	CON$	$664,000.00	CON Eng$	$132,800.00
Total$	$896,400.00	Fed$	$672,300.00	Match$	$224,100.00	Percent Fed$	75
NonPar$	$0.00	Total$	$896,400.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Introduction

Franconia is a small town with a fully functional town center including a grocery store, hardware store, post office, library, restaurants, café, playground, sports fields, an elementary school, recreational trails, bus service to large cities, and a trail linking our town center to our middle and high school and neighboring town. There are currently no means for pedestrians and cyclists to safely and conveniently access the town center from the west of town, where the majority of the town's residents live. As a result, the town center has traditionally been accessed via single-occupancy vehicles. In recent years this reliance on single occupancy vehicles has created congestion issues and worries about maintaining community character, and accessibility. Project funds will be used to extend the existing sidewalk west from Harvard Street to Bickford Hill Road as well as widen the existing roadway.

Purpose

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

This proposed sidewalk and widening of roadway would provide safe, easy, and convenient non-motorized transportation to town residents who work in the town center, students attending the elementary school, shoppers, diners, recreation enthusiasts and more. The project would also safely connect a large network of National Forrest hiking and biking trails (accessed near the Franconia Inn) to the town center as well as safely link Franconia residents to the Profile Trail, a currently under construction trail from the town center to Profile Middle and High School and the neighboring town of Bethlehem. Moreover, this project will help reduce vehicle use, reduce emissions, and reduce congestion in the town center at peak hours. The existing town owned parking lot located on Bickford Hill Road near Route 116 can be utilized for those living farther outside of town and in neighboring Easton to "park and ride/walk" to town to drop off children at school and access town services.

This project can be built upon in the future as well. Expanding the parking area at Bickford Hill Road will make the sidewalk more viable as use increases. Currently this parking lot can accommodate seven to ten cars. A storage shed could be constructed at the parking area to store residents' bicycles to assist travel into the town center via the sidewalk and wider roadway.

Need

There is currently no safe means for pedestrians and cyclists to enter the town center from the west where the majority of Franconia residents live. The .82 mile (4,300 foot) stretch of Route 116 between Harvard Street and Bickford Hill Road is unsafe due to the narrowness of the road, blind corners, rolling hills, and a lack of sidewalk (please see attached 'Photos for TAP Application'). Residents and visitors, even those living within a mile or two of town, opt to exclusively use motor vehicles due to the lack of safe and convenient alternatives to access our town center. The project would also provide much needed access to the transportation and recreation options available from our town center which include a twice a day bus to Concord and Boston, a trail to our local middle and high school and neighboring town of Bethlehem, a River Walk walking and biking trail along Main Street, and a planned off road trail from town center to Franconia Notch State Park.

The reliance on single occupancy vehicles has created congestion issues especially at peak use times around school pick-up and drop-off, and during the different seasonal recreational opportunities. Increased vehicle activity puts pressure on physical infrastructure and affects perceptions of the town itself.

Strategic Goals

There are a number of strategic goals which guide this project. These have been developed by North Country Council in its Regional Plan from 2015, the Town of Franconia in its Master Plan developed in 2008, and the Franconia Regional Trail Master Plan (Draft, 2018). These documents are included in this application.
- "Shoulders of less than 4 feet are found on many high priority highways in Littleton LMA travelshed. Those on Arterials and NH 116 are of particular concern for safe travel of logging trucks, freight, bicycles, and visitors." (North Country Council's Regional Transportation Plan 2015)
-Develop safe bike and pedestrian facilities along Route 116 and Route 18 (Franconia Master Plan 2008)
-Enhance walkability of Franconia downtown and surrounding areas (Franconia Master Plan 2008)
-Increase the opportunity to live within walking distance of jobs and services (North Country Council Regional Plan 2014)
-Increase access to alternative modes of transportation (North Country Council Regional Plan 2014)
- Route 116 Bike Path (Franconia Regional Trail Master Plan (Draft, 2018)

Objectives

>Create safe bicycle and pedestrian pathway into town center (including the elementary school).
>Provide link between residents/visitors to the west of town and the transportation and recreation options available from our town center (including a trail to our local middle and high school and neighboring town of Bethlehem, a River Walk walking and biking trail along Main Street, a twice a day bus to Concord and Boston, and a planned off road trail from town center to Franconia Notch State Park).

>Increase the health and wellness of our residents, especially school aged children.
>Provide link between Town Center and extensive biking and walking trails in National Forest west of town via Ridge Road and Lafayette Road (see Franconia - Map).
>Reduce strain on infrastructure by motor vehicles, especially single occupancy vehicles.
>Increase bicycle and pedestrian travel into Franconia town center and reduce the number of single occupant vehicles on our roads.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

None at this time.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The project addresses a problem specifically mentioned in the Town of Franconia's most recent Master Plan as well as North Country Council's 2015 Transportation Plan and the Franconia Regional Trail Master Plan (all three documents included in this application). Also attached to this application you will find letters of support for this project from the following groups, organizations, and representatives: North Country Council, Franconia Board of Selectmen, Franconia Planning Board, Franconia Conservation Commission, Franconia Recreation Committee, Lafayette Regional School Parent Teacher Organization, Representative Skylar Boutin, Friends of Profile Trails, and Ammonoosuc Regional Energy Team. Please see 'Letters of Support'.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

If the Town of Franconia is selected for the Transportation Alternatives Program the Selectboard will put forth the following Warrant Article for the March 2019 Town Meeting. As you can see from our many and varied letters of support, much community excitement and momentum exists for this project and we foresee the passing of this Warrant Article at Town Meeting:

ARTICLE X. To see if the Town will vote to raise and appropriate the sum of eight hundred ninety six thousand and four hundred dollars ($896,400) for the extension of sidewalk and widening of road between Harvard Street and Bickford Hill Road, with six hundred seventy two thousand three hundred dollars ($672,300) of said sum to come from the New Hampshire Department of Transportation's Transportation Alternatives Program, and the remaining two hundred twenty four thousand one hundred dollars ($224,100) to [come from unreserved fund balance OR be raised through taxation]. This is to be a non-lapsing appropriation, valid for a period of five years.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Building and Grounds currently maintains town side walks. Snow clearing on sidewalks is done by a John Deere tractor owned by the town and operated by Buildings and Grounds. The Town of Franconia would increase its annual budget as needed to maintain and upkeep the sidewalk between Harvard Street and Bickford Hill Road.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing Stress Level E - Currently the facility is generally not suitable for pedestrians or bicyclists. Route 116 between Harvard Street and Bickford Hill Road is characterized by narrow shoulders as well as limited visibility due to sharp curves and rolling hills. The photos included in this application demonstrate this characterization (please see 'Photos for TAP Application'). Route 116 has a speed limit of 40 miles per hour and is heavily traveled by commuters, visitors, and many commercial vehicles including large construction and logging trucks during school commuting times. Many large construction companies as well as the transfer station are located on Route 116 to the west of town. Logging trucks frequent this section Route 116 in order to access Interstate 93.

Anticipated Post-Project Stress Level A - After the completion of the project the facility is reasonably safe for all children. The 8-foot wide sidewalk with granite curb would accommodate safe walking for children and adults as well as safe two way bicycling for children. The widening of the roadway would provide increased safety for adult road cyclists.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Both the extension of the sidewalk from Harvard Street to Bickford Hill Road as well as the widening of the roadway would greatly improve the safety of pedestrians and cyclists of all ages. The sidewalk will greatly improve safety by allowing pedestrians and children on bicycles to safely navigate this .82 mile (4,300 foot) stretch of roadway and access Franconia's town center and all of its services, the elementary school, the middle and high school, and the town of Bethlehem. The widened roadway will allow for increased safety for adult cyclists as they navigate this section of Route 116 that is heavily traveled by vehicles including large trucks.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project would fulfill all three of these objectives: fill a vital gap in an existing transportation network, provide a standalone new facility, and be part of a larger phased plan.

In our existing transportation network, pedestrians and cyclists can safely travel the length of Main Street, accessing all the Main Street businesses and services as well as the elementary school, on the River Walk Trail. From town, individuals can also access the town owned Fox Hill Park which includes 99 acres of woodlands, 1430 feet of river frontage and miles of trails for hiking, biking, cross country skiing and snowshoeing. Two miles west of town center is a vastly extensive trail network in the White Mountain National Forest that extends all the way from behind the Franconia Inn to the base of Mittersill and Cannon Mountain. The proposed project would fulfill a vital gap in an existing transportation network by connecting these existing services, networks and trails. The proposed sidewalk/widened road, in combination with Ridge Road, a quiet, safe, dirt road, would provide a safe transportation corridor between these points and beyond.

As previously noted, our town center is fully functional and this project would provide a stand alone new facility allowing residents and visitors safe access to our town center from the west. According to Census data included in our most recent Master Plan, 40% of Franconia residents work in Franconia and, of workers 16 years of age and older, 79.4% commute to work in single occupant vehicles (car/truck/van). There are no public transportation options for accessing town center from local stops on Route 116. A 2008 survey of Lafayette Regional School parents found 65% of students live within two miles of school. 74% travel to and/or from school in a family vehicle while only 6% bike. When parents were asked why their children don't walk or bike to school, the lack of walkways and pathways was the number one answer. Independent of linking existing networks, this project would, on its own, provide essential safe access to town for our residents, safe access that currently does not exist.

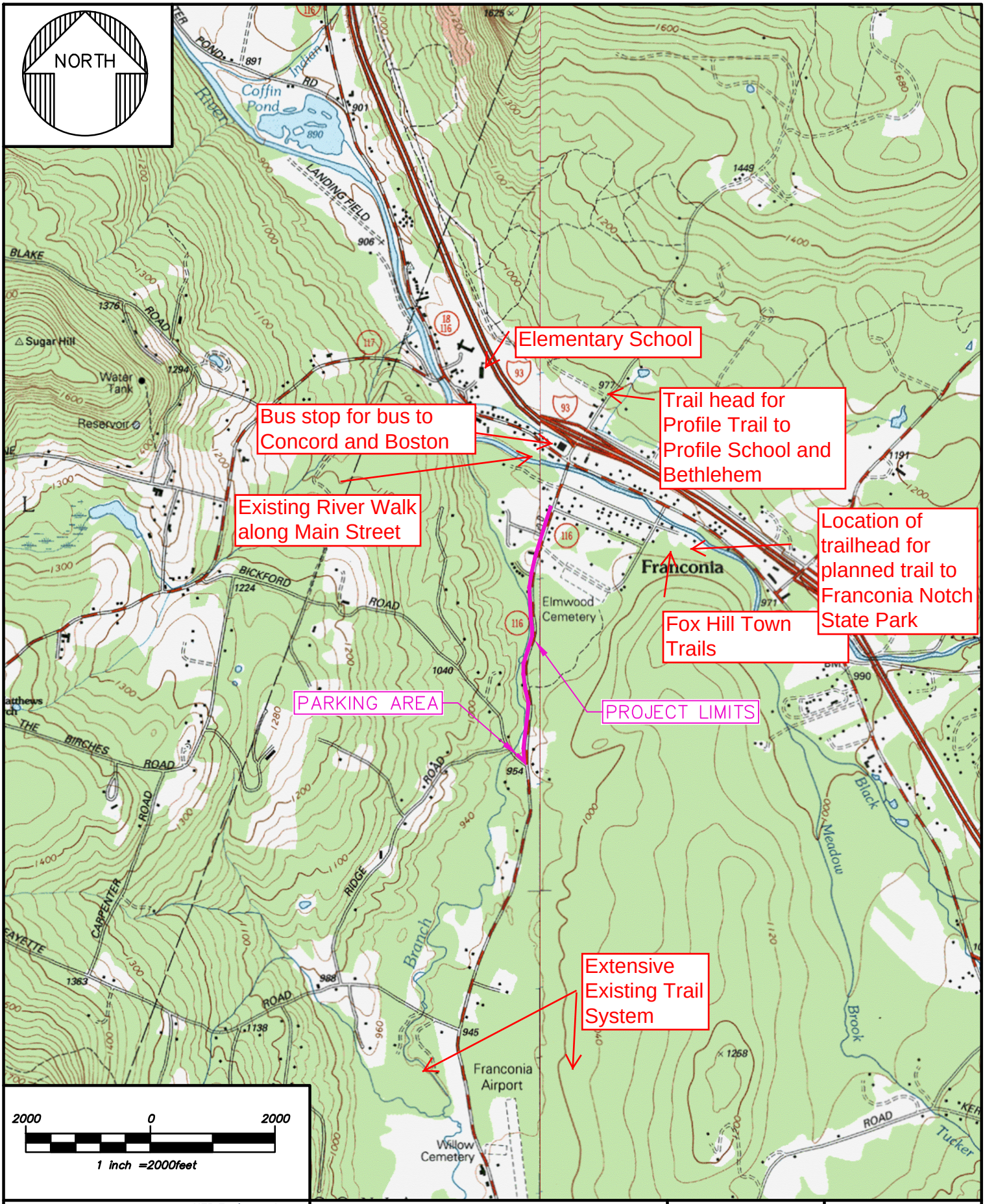
Finally, the project is part of a larger phased plan. Currently, a trail is being constructed from the Town of Franconia to Profile School and then on to the town of Bethlehem. This project is funded by a Title IV-A grant to Profile School from the Department of Education. The project proposed in this application, therefore, would connect our residents not only to our local middle and high school, but also a neighboring town. In addition, the larger phased plan includes constructing a safe, non-motorized transportation corridor from our town center to Franconia Notch State Park to allow residents and tourists non motorized access to a world class recreation area (and maybe even help with the Franconia Notch parking limitations and challenges!). This project is an essential part of this larger phased plan to connect residents and visitors to services and recreation through non-motorized transportation corridors.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.



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USGS Map
for the
Ham Branch Riverwalk
located in and prepared for the
Town of Franconia, New Hampshire

Figure 1	PROJECT	
DESIGNED BY	—	REVISION —
DRAWN BY	AH	DATE 07/10/2018
CHECKED BY	CRF	SCALE 1" = 2,000'

P:\Marketing\NH Proposals\Sidewalks\Franconia\Academy Street and Rt 116\USGS.dwg, Layout1, 7/10/2018 10:21:38 AM, aharris

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Franklin
18-33TAP	City of Franklin	

RPC Lakes Region Planning Commission Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [ ] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Central Street; Willow Street
State Routes	Central Street is NH Route 11 [and US Route 3]; Willow Street is N/A as it is a city road.
Other	N/A
RailRoad	Former Boston and Maine Rail Line
SurfaceType	The pathway over the top of the Trestle Bridge will be a planked surface, and the switchback ramp will be a stone-dust or bank-run gravel surface.
Length	The drossing over the top of the Trestle Bridge will be 500 feet in length, and the switchback ramp connecting the upper bridge elevation to the elevation of the Winnipesaukee River Trail will be approximately 350 feet in length.
Width	The width of the pathway over the top of the bridge will be approximately 8 feet as this corresponds to the bed of the former rail line. The switchback ramp that connects to the entrance to the WRT will also be 6 feet in width.
Ownership	City of Franklin

PE$	$75,000.00	ROW$	$0.00	CON$	$510,000.00	CON Eng$	$55,000.00
Total$	$640,000.00	Fed$	$512,000.00	Match$	$128,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$640,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

There are multiple ways to address the question of the project purpose, needs, goals and objectives. Some are focused, and some look at the broader issues that impact the character, the vitality, and the socio-economic issues of the City of Franklin.

1. The City proposes to construct a pedestrian walkway over the Trestle Bridge (formerly part of the Boston and Maine Railroad right-of-way) that spans the Winnipesaukee River, located just up-gradient from the Sanborn Bridge and Central Street. This walkway will establish a connection between the Winnipesaukee River Trail (WRT) that runs along the south side of the River [from downtown Franklin to Tilton] and the proposed Mill City Park (MCP) located on the

north side of the River. This walkway will create safe connectivity between the two sides of the River and allow for enhanced recreational opportunities for both residents and visitors. Improved recreational opportunities are important for the City as both the WRT and the MCP are located within the more densely and urbanized areas of the City, and the residents need and deserve the ability to access and enjoy the benefits that come from spending time in these wonderful outdoor settings. The proposed work will also result in an improved pedestrian crossing area between Trestle View Park and the entrance to the WRT, which is directly across the Central Street.

2. MCP is the land-based component associated with the creation of the White Water Park on the Winnipesaukee River. It contains 12.99 acres of land, 9.84 of which are owned by the City. The MCP was the focus of an application submitted in January, 2018 for a grant through the Land and Water Conservation Fund (LWCF). Funds will be used to construct public amenities such as a parking area, picnic sites, a timber frame pavilion, and the multi-use path being developed on the former Boston and Main rail bed [now owned by the City]. The LWCF application is now undergoing review by the State and it will soon be submitted to the US Department of Interior for final funding determinations. The City's application received the highest scoring of all the applications submitted to the State and is likely to receive Federal approval within the next 6 – 8 weeks. At the present time, there is active design, engineering, and permitting work occurring for Phase 1 of the White Water Park (WWP). The funding for this work was obtained through a grant to the City from the Federal Economic Development Administration. Meetings have been held with NH DES staff on the environmental issues [wetlands, shorelands, etc.] and discussions with a full range of state and federal agencies are ongoing. Full permitting is expected to be approved by May 1, 2019 and construction of improvements will likely commence within 6 months thereafter.

3. The WWP is an innovative development that is gathering significant support. Making the Winnipesaukee River an economic engine for community revitalization is an important component of the broader economic redevelopment and revitalization project taking place in downtown Franklin. These efforts have resulted from a partnership between the City, the Franklin Business and Industrial Development Corp., Mill City Park, and PermaCityLife [the latter two have received, or are in the process of obtaining, 501(c)(3) non-profit status]. Collectively these entities have been supported by grants from the USDA Rural Development Agency, $400,000 in Community Development Finance Authority tax credits, $500,000 in grants and/or loans from the NH Business and Finance Authority, and the aforementioned federal EDA grant. Additionally, the WWP was awarded a $250,000 unrestricted gift from the Franklin Savings Bank. The economic revitalization team is working to achieve the benefits from "the rising tide lifts all boats" effect. This approach is felt to be a positive solution to the historic economic ills that have plagued the City for too many years.

4. The City recognizes that the important socio-economic data will be investigated and reviewed by the internal review committee, but the City strongly feels that some data points need to be highlighted to put the goals and objectives for this TAP project into the proper perspective:
a) In 2016, 18.4% of Franklin residents lived below the poverty level. This compares to 8.6% for Merrimack County.
b) Again in 2016, 100% of female heads of households with children under the age of 5 lived in poverty.
c) In 2016, Franklin's median family income was $56,563, or 67.7% of the State level of $80,812. Moreover, the median family income grew by only 0.23% between 2010 and 2016. During the same period, the statewide median family income grew by 9.5%.
d) Population growth is basically stagnant, and grew only 2.3% since 2000, while the population for Merrimack County grew 40%.
e) Franklin's total assessed value per capita is $58,556, or about 46% of the values surveyed for 5 similar sized communities. The equalized assessed value actually decreased by 11.9% between 2009 and 2015.
f) The New Hampshire Community Development Finance Authority ranks the states 269 municipalities on the basis of economic distress and special needs indicated by various criteria. CDFA ranks Franklin as the third neediest community in the State.

Clearly, the economic lives of many of the City's residents need to be lifted by a stronger and enhanced economic tide. One mechanism for the creation of a lifting tide is to implement both the work proposed under this TAP application and the general economic revitalization efforts for the downtown business district, including the creation of the White Water Park. A 2015 study by Outdoor New England and the NH Office of Travel and Tourism indicated that the establishment of the WWP would attract 161,000 new visitors to the City annually, and would create $6.83 million of

new net spending, and $4.6 million in indirect spending.

5. Focusing on the specifics of the work proposed for this TAP funding, the following items need to highlighted:
a) The pedestrian walkway will be constructed on the top of the Trestle Bridge and will connect to the Mill City Park (MCP) Multi-Use Trail and the Winnipesaukee River Trail (WRT). The walkway will follow ADA Guidelines; it will incorporate all of the appropriate railings to insure public safety where the bridge is elevated above the river. Please see Appendix 1, Project Map, Appendix 4, Other Project Maps & Plans, and Appendix 3, Pictures for critical information and perspectives on the project area. The work will also involve the installation of a new and improved cross-walk signage and signal [a Rapid Rectangular Flashing Beacon] to better alert vehicles traveling westerly down the hill on Central Street for approach to the only cross-walk that connects Trestle View Park and the entrance to the WRT.
b) A Master Plan is being prepared for the MCP, which was the focus of the Land and Water Conservation Fund application submitted this past January. As noted above, the grant application was rated very highly by the State and the City is very optimistic for its success when final decisions on funding are made in Washington. MCP will be, importantly, a key component for the proposed White Water Park referenced above. The MCP Project Elements Plan and the Concept Plan are included in Appendix 4, other Project Maps and Plans.
c) This TAP project will enhance connectivity between the two sides of the river, and create an important link between MCP and the WRT. The WRT is a well-used trail that helps to bring residents and visitors closer to the natural world. The trail contains historical markers that tell the story of the industrial activity that existed along this section of the Winnipesaukee River; there were 5 paper mills and 4 dams located here. This is part of the industrial history of the City that positioned Franklin as an important economic and cultural center in the Lakes Region. When the last mills in the City closed in the 1960s and 70s, the economic lifeblood of the City vanished and hard economic times followed. The establishment of the MCP, the White Water Park, the general re-development activity in the downtown, and the link between the WRT and MCP are all critical components in the revitalization of the City.
d) The connectivity being created by this TAP project will be further enhanced by the pedestrian pathway over the Sulphite Railroad Bridge, which is located approximately 1,900 linear feet upriver from the Trestle Bridge. That pathway will also connect the components of the MCP and the WRT. The funding for the Sulphite Bridge pathway will be considered as a Phase 2 project under a future Tax Increment Financing [TIF] bond.
e) The proposed TAP project, along with the creation of MCP, will provide educational opportunities on the power and importance of the natural resources which are available within such close proximity to downtown and the more urbanized sections of the City. It is believed that by exposing children and adults to the outdoor environment we can create more understanding of the need to protect, and enjoy, the environment, and that stronger bonds can be created between the people that take advantage of these resources. Creating stronger bonds between people is what helps make the community feel better about itself and works to create that “rising tide” for all individuals.
f) The Trestle Bridge connection between the WRT and MCP provides safe and appropriate access to this broader trail system. As was mentioned in the LWCF application for funding for MCP, these trails will incorporate a recognition of the history of the industrial facilities that once existed in this section of the river. This helps to create an educational component to the overall trail network envisioned for this project.
g) The establishment of the Mill City Park is a component of the creation of the White Water Park that is currently undergoing the permitting and engineering work necessary for the transition to the construction ready plans for Phase I of the project. The work proposed under this TAP application will admittedly contribute to the City's capacity to accommodate the estimated 161,000 visitors coming to the area to take advantage of the White Water Park and the associated recreational opportunities. The economic revitalization efforts in the downtown and mill district area of the City involve many moving parts that will in the end fit together in such a manner so as to bring new economic life to the City.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The Trestle Bridge is located within the Franklin Falls Historic District that was placed on the National Register through approval by the US Department of the Interior, National Park Service in July, 1982. The Bridge is also located within the City's Historic District; the City's Heritage Commission oversees work [signage, facade improvements, other exterior improvements, etc.] within this District.

The cultural resources are also important to the project area. The planning for MCP calls for a historical archaeologist to perform a review of the project area to insure that all related issues are properly addressed. The planning also calls for the installation of historical signage and visual displays that will help educate visitors and bring to life the look and character of the now-gone industrial age.

The overall MCP site was reviewed by Nobis Engineering for a Phase 1 Environmental Site Assessment. The funding for this work came through the Lakes Region Planning Commission EPA grant program. The conclusions of the report indicate that the proposed future uses the potential impacts are considered to be of relatively low risk.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

There are multiple avenues to approach this TAP criteria:
a)Please see Appendix 1, Letters of Support, from the Mayor addressing the City's commitment to this TAP project.
b)The letters below are included in Appendix 5, Other Letters of Support
- Franklin Business and industrial Development Corporation;
- Franklin Savings Bank;
- The Board of Directors of Mill City Park;
- Chinburg Properties; and,
- PermaCityLife.

Individually and collectively these groups have all played a significant role in the revitalization and re-development efforts made to date. Without their ongoing support and commitment, the City would not have made the progress achieved so far.

c) The work proposed under this TAP grant, together with the creation of MCP and the general downtown revitalization efforts, are consistent with the goals and objectives of several local, regional, and state plans. In general, these plans include:
i) The 2018 update to the Franklin Master Plan calls for the expansion and retention of businesses in the downtown and to help make the area a destination for a mix of commercial, residential, and recreation-based activities. Further, the plan promoted the utilization of the natural resources to create "added value" for all citizens, and it specifically mentions the Winnipesaukee River as being a future recreational venue. Please see Appendix 6, Consistency with Local, Regional, and State Planning Documents.
ii) The Comprehensive Economic Development Strategy [CEDS] Plan, prepared by the Lakes Region Planning Commission, contains several references to downtown Franklin, and the importance of overall economic re-development activities. The revitalization of the downtown was a priority project for the entire LCPC region. This proposed TAP project helps to fulfill 3 key goals of the CEDS plan: Create suitable well-paying jobs, consistent with the stewardship of the region's natural resources; Strengthen the social networks and build engaged communities through planning and the creation of opportunities for economic growth; and, Support projects that make the Lakes Region a more attractive, inviting, and affordable place for young people to live, work, and play. The City strongly believes that the work proposed under this TAP application helps to fulfill these CEDS goals, which are important for the region and the City of Franklin. Please see Appendix 6, cited above.
iii) The TAP project, and the overall work for the establishment of the Mill City Park, satisfies three of the priorities outlined in Chapter 3 of the Statewide Comprehensive Outdoor Recreation Plan [SCORP]. First, the work will connect people to the outdoors by hiking/waking trails with easy public access. Second, it will provide consistent stewardship and conservation through the linkages to the Mill City Park non-profit organization, that will rely partly on volunteers to help manage and maintain the Park and the proposed pedestrian pathway. Third, the project will contribute to economic vitality by encouraging the establishment and retention of a new outdoor recreation-based economy in the core downtown area. This brings in new opportunities for jobs and helps to raise the tide for all individuals.

The City believes that there is substantial evidence of support, and ample evidence for the recreational, cultural, and socio-economic benefits, for this TAP project.

Financial Readiness:

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

Financial readiness has been demonstrated through the following commitments or actions:
1. The letters from Mill City Park Board and Franklin Business and Industrial Development Corporation (FBIDC) [included in Appendix 5, Other Letters of Support] collectively commit to the contribution of $128,000 for the required match for the work performed under this TAP project.
2. The readiness, and willingness, of the community for the overall economic revitalization efforts, and specifically the White Water Park (WWP) is demonstrated by the gift of $250,000 from the Franklin Savings Bank. This was an unrestricted gift to be used for the establishment of the WWP. The Bank's Letter is included in Appendix 5, cited above.
3. The application for the Land and Water Conservation Fund grant includes a commitment to designate both the City land along the river and the private lots to be acquired for the creation of WWP as "6F" property meaning, that these lands will forever be protected as park land. This action shows the City's interest and commitment for this project, a part of which is the work proposed under this TAP application.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There are several key factors for the consideration of this project feasibility criteria:

1. There are no known or recognized historic or cultural factors that will adversely impact the project. As mentioned in the general project description, there are existing historic / cultural makers or signage along the Winnipesaukee River Trail, and the multi-use pathway proposed for Mill City Park will also include additional signage and visual displays. The City believes that these project components will enhance the project and will help create a welcoming and successful recreation feature for the downtown and the City as a whole.
2. As noted in the section above on "Resources within project limits", the general project area has been evaluated through a Phase I Environmental Site Assessment. The City is of the opinion that it has a thorough understanding of any sensitive environmental issues and can address any future issues in a comprehensive and appropriate fashion by care being taken for overall site design. We do not feel that this will impact the forward progress on this project.
3. It is important to recognize that the actual work proposed under this TAP application does not significantly involve site work that will trigger environmental concerns. The construction of the pathway over the Trestle Bridge will almost entirely involve structural issues. The creation of a pathway from the top elevation of the bridge to the intersection of the Winnipesaukee River Trail will involve some grading and related site work, but this area was distant and apart from the historical industrial activities that directly abutted the river corridor.
4. As noted above, the funding for the LWCF grant includes historic assessment functions so any and all sensitive historic issues can be adequately addressed and dealt with through this assessment work, which is separate from the requested TAP funding.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

There are a few things to keep in mind for this criterion when looking at the existing conditions. First, is the fact that there is no sidewalk on the up-river side of Central Street that allows for safe and appropriate passageway between the north and south sides of the Winnipesaukee River. Pedestrians would need to either cross Central Street in a painted cross walk but without new crossing technology, or walk down the side of Central Street to access the cross-walk that runs between Trestle View Park and the entrance to the River Trail. The traffic count on Central Street is approximately 16,000 vehicle trips a day, so public safety is of a critical concern.

Second, people today cross over the top of the Trestle Bridge, without any reliable foot platform, and without any safety rails or guards. This is a very dangerous situation.

In the opinion of the City, this existing condition should be given a "D" on the Stress Analysis scale. Please refer to Appendix 4, Other Project Maps and Plans, for a highlighted map that shows the existing crossing areas and identifies the down-hill slope for the west-bound traffic on Central Street.

The proposed pedestrian pathway over the Trestle Bridge will allow for safe and appropriate passageway over the river and through this connection between the north and south sides of the river. The pathway will allow for connectivity between the River Tail and future Mill City Park. This connection will be safe, appropriate for all ages. In the opinion of the City, the post-project conditions would be eligible for a letter grade of "B".

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The specific actions for the work proposed under this TAP application will, as discussed above, improve the safety conditions for the general public. In summary the actions [the constructed improvements] are as follows:
1. The design, engineering, and installation of a pathway over the top of the Trestle Bridge.
2. The design and installation of a switchback connection between the elevation of the bridge and the intersection with the Winnipesaukee River Trail (WRT).
3. The design and installation of improved cross-walk signage and signals [Rapid Rectangular Flashing Beacon] between Trestle View Park and the entrance to the WRT.

As indicated above, completion of the WWP will attract 161,000 visitors annually to Franklin. On some competition weekends the City may have as 5,000 visitors. Many of these visitors will elect to camp out at MCP. In addition, many will be scrambling for vantage points from which to view the rapids. Unfamiliarity with local traffic patterns will likely create unsafe conditions of pedestrian/vehicular conflict. The proposed project alleviates that problem.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The construction of the pathway over the Trestle Bridge will provide residents and visitors alike with an excellent viewing point from which to enjoy the vista over the river and the rapids. Creating this new viewing point will help nurture an appreciation for the river and the related natural resources. Increasing this appreciation increases the sense of community that that helps to build a more stable and vibrant community

The design for the pathway over the bridge and the switchback ramp connecting to the entrance to the WRT will be designed compliant with ASA Guidelines.

There are no specific studies relating to the project. That being said, the clear goals and objectives of the project speak clearly in support of the project: (1) Creating new, enhanced, and safe recreational opportunities in order to help create and sustain a vibrant and healthy community which is strongly connected to the out-of-doors thus helping to build a strong and healthy community and character; and (2) Supporting and catalyzing the economic revitalization and re-development of the City through visitor spending and private investment. Thus, more individuals will have improved job options and the City can realize a downtown economy that once again serves the needs of the community and the region.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Again, there are several ways to address this connectivity criteria:

i) This project does fill a gap in the phased project for improved and active utilization of the Winnipesaukee River, which is an important, valuable, and historic resource for the City. It allows for safe and appropriate connections between the north and south side of the river without crossing Central Street. The connection is important for the enhancement of the public use of the Winnipesaukee River Trail (WRT) and the improvements (including additional trails) planned for Mill City Park (MCP).
ii) The proposed work will also fill a gap by creating a safer route for pedestrians across Central Street via the cross-walk between Trestle View Park and the entrance to the WRT.
iii) Both the WRT and MCP are important components of the broader goal of revitalizing the economy of downtown Franklin. Without a vibrant downtown, the character of the City suffers, and the lack of new job opportunities adversely impacts all of the residents in the densely urbanized portion of the downtown.
iv) In some ways, the connectivity being created is not of a linear transportation perspective, but instead is a connection to the recent past. When the mills throughout Franklin were operational, the City hummed with commerce and culture, with available jobs and happy shoppers. The City was a center for the smaller communities in the area. It contained all of the shopping and cultural needs of many. The re-development activity that has been underway for about 2 1/2 years is working towards connecting to that past by utilizing the river, which was once no more than an industrial dumping ground, in such a manner as to bring new life, sense of community, and economic recovery efforts to the downtown and the City as a whole.
v) The work proposed under this TAP application is part of a larger phased redevelopment project. The establishment of MCP can be seen as Phase II, and part of this would be the construction of a pedestrian pathway over the Sulphite Bridge, located about 1900 linear fee upriver from the Trestle Bridge. Creating the pathway over the Sulphite Bridge would create a complete interconnected trail system between the WRT [and the Towns of Northfield and Tilton], and downtown Franklin. This connected trail system would be of benefit for the establishment of the White Water Park, which, as noted above in the general project description section, is undergoing initial engineering and permitting work right now through federal Economic Development Agency funding. As is also noted, the City has an active Land and Water Conservation Fund application. We are very optimistic, based on the application receiving the highest points when scored on the State level, about our chances for success when it is reviewed on the federal level.
vi) It is also important to note the WRT and MCP trail systems can be expanded to create additional connectivity to the Northern Rail Trail [running from Lebanon, through Franklin, to Concord], and the mountain bike trails system at the Army Corps Flood Control Dam in Franklin

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

1

Franklin TAP Project Map

Franklin, NH

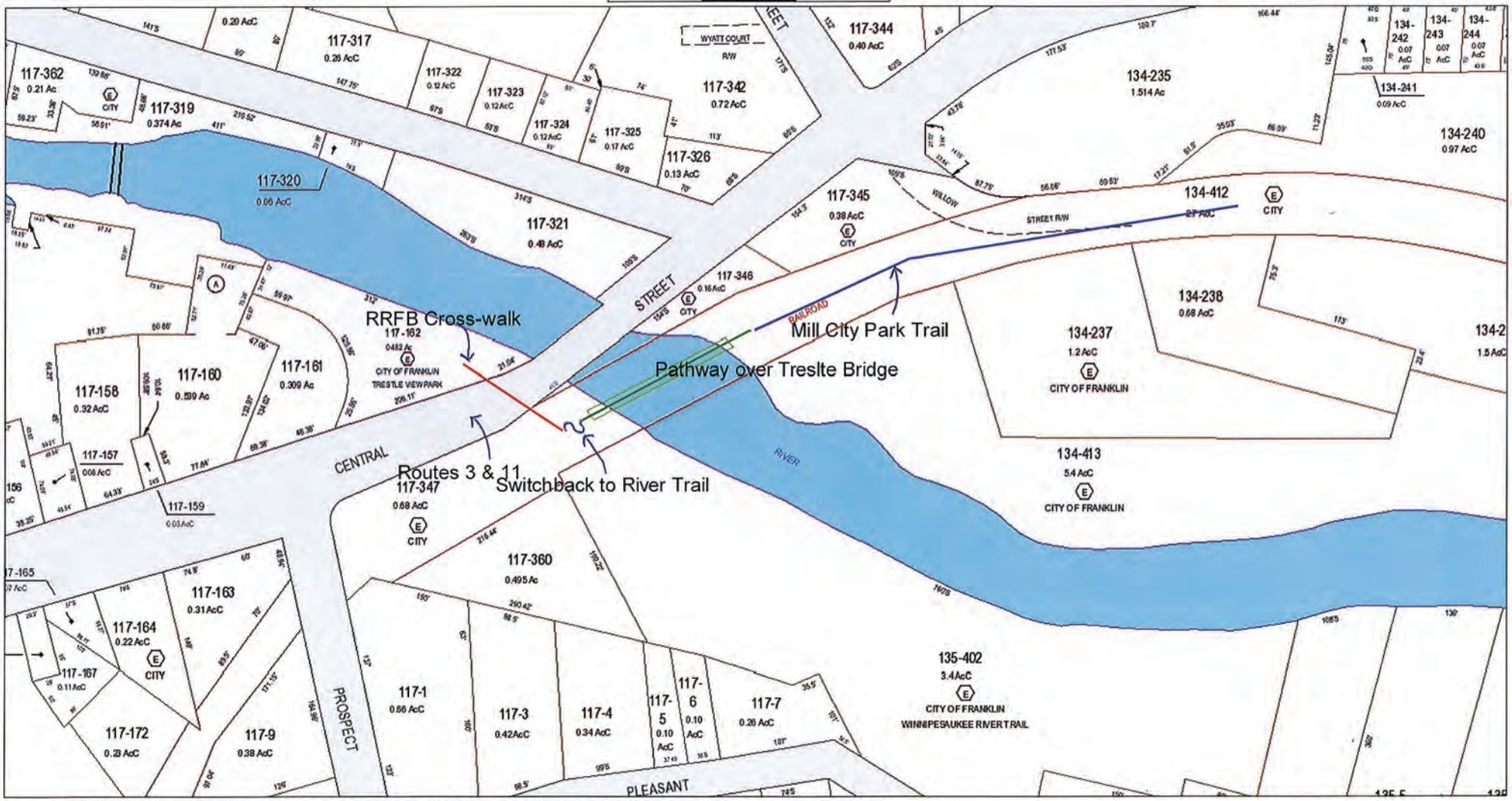
1 inch = 100 Feet

0 100 200 300

August 29, 2018

CAI Technologies

www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Goffstown
18-03TAP	Town of Goffstown	

RPC Southern NH Planning Commission Population 5,000 - 200,000 Airport

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	From W-to-E: Mast Rd, Tatro Dr, Henry Bridge Rd, Denis Park Rd, Lynchville Park Rd, Moose Club Park Rd, East Union St, and Factory St.
State Routes	NH-114, NH-114A, and NH-13 (at the Western termination of the trail on Main St/114/13) - John Stark Scenic Byway
Other	N/A
RailRoad	Former Boston & Maine Corporation rail line
SurfaceType	Town rail trail development specifications require a Stone Dust tread.
Length	Project length is 1.93 miles (individual sections are: 0.16, 0.16, 0.19, 0.14, 0.52, 0.68, and 0.08 miles long).
Width	Specifications require a 10-ft wide tread and 3-ft wide grass shoulders
Ownership	Town of Goffstown (mostly by fee, several short sections by ROW easements.)

PE$	$62,158.00	ROW$	$0.00	CON$	$345,320.00	CON Eng$	$35,000.00
Total$	$442,478.00	Fed$	$353,982.00	Match$	$88,496.00	Percent Fed$	80
NonPar$	$0.00	Total$	$442,478.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose of the project is to complete the remaining 35% of the 5.54-mile long Goffstown Rail Trail, specifically 1.93-miles (in 7 sections) which have not been improved to
meet the Town specifications (see project map - attachment #1). While these sections are somewhat passable, pedestrians and bicyclist need to be cautious for exposed roots, sandy areas, poor storm water drainage, and undulating, eroded surfaces. The goal is have a professionally-designed and constructed pedestrian and bicycle trail as called for in the Master Plan.

The Boston and Maine Rail Road Corporation removed the rails in the early 1980's. The former rail road corridor was purchased by the town in 2004 with the exception of a few previously sold parcels, which nevertheless have ROW easements benefiting the town.

Through a series of TE, RTP, and private grants from 2007 to 2018, 65% of the trail length has been completed or is approved for completion, addressing major challenges including abandoned road sections, intersections with State Route 114 and significant restoration of rail embankments. Improved sections of the trail now consist of a 10-foot-wide compacted nitpack tread surface, appropriate culverts and swales to handle storm water, and public road crossings with signage, crosswalks and appropriate traffic control devices. The trail also includes 6 ADA-compliant parking locations to accommodate over 100 vehicles.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The rail corridor was a spur line from a main north-south line running along the eastern side of the Merrimack River in Manchester. At the height of operations the spur extended to Hillsborough with side branches to Bedford and New Boston. The existence of the rail line was a significant factor in the relocation of Hillsborough County medical, farm and administrative complex to Goffstown in 1898. After 1938 storm damage, the spur ended in Goffstown Village. The line continued for passenger and freight transport until the mid 1970's. The rail line runs parallel to the Piscataquog River and today provides many scenic views of the Piscataquog River, Namaske Lake, Glen Lake and the Goffstown Mill Pond from its elevated location.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The construction of the Goffstown Rail Trail is listed as an "objective" in the town's current Master Plan as a Recreation Goal to provide additional opportunities in Goffstown for walking and bicycling. The Board of Selectmen, Parks & Recreation Commission, Planning Board, Conservation Commission, Manchester Marathon Association, NH Bike/Walk Alliance, Goffstown Rotary Club, Goffstown Main Street Program, and Friends of the Goffstown Rail Trail have wholeheartedly endorsed this project (see attachments #2a-2i).

Previous federal FHWA Transportation Enhancement grants for the trail were favorably endorsed by the Southern NH Planning Commission thereby demonstrating that organization's continued regional support for the completion of the Goffstown trail.

The town has received 8 federal Recreational Trails Program grants (administered by the NH Bureau of Trails) thereby demonstrating that State organization's continued support for completion of the rail trail. Due to the limited size of such grants, on the average each of these grants allowed construction of about one-quarter mile of trail.

The Regional Trails Coordinating Council Strategic Plan of 2013 includes improved connectivity between networks, and in particular the Goffstown Rail Trail (see attachment #3). The rail corridor outside this project area extends another 2.1 miles into the city of Manchester. The Manchester rail corridor has been 100% developed as a pedestrian and bicycle trail called the Piscataquog Trail. It features major trail bridges over the Piscataquog and Merrimack Rivers. Upon completion of this project, there would be 7.5 miles of connected and improved trail between the two communities.

The Southern NH and the Central Regional Planning Commissions (RPC) have incorporated the Goffstown Rail Trail as the #2 recreational priority in their Regional Comprehensive Economic Development Strategy (CEDS), a program established by the US Department of Commerce Economic Development Administration. The RPC consider the Goffstown Rail Trail a positive influence on regional economic development, as it connects the center of Goffstown (population about 18,000) and the center of Manchester (population about 110,000) (see attachment #4).

NH DOT (Bureau of Planning and Community Assistance) has entertained discussion of a road connection between the Goffstown and New Boston rail trails, utilizing a portion of NH route 114. The combination of the two projects would bring the total length of the trail network to 13.4 miles from downtown Manchester to New Boston.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Goffstown Board of Selectmen, Friends of the Goffstown Rail Trail, and the Hadley Falls Development Group have endorsed the project with commitment letters for $50,000 (56.5%) funding toward the Local portion from a combination of available impact fees and private contribution, which require no taxpayer votes to expend (see attachments #2a-2c, and #5).

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

To satisfy the NH Municipal Budget Act, a 2019 warrant article will be included to gross-appropriate the entire project with the 80% Federal share and remaining $38,496 of the Local match from the Town's healthy unassigned fund balance.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There have been 8 construction contracts accomplished to date on the Goffstown Rail Trail using federal funds. None of the previous projects have been inhibited by issues related to historic, cultural, environmental contamination, or concerns about endangered plants or animals. The Town of Goffstown has demonstrated an ability to manage and complete projects when given the opportunity.

Embankment materials for the former rail line are relatively known, and the fact that the project area lies entirely within the existing right-of-way further reduces the potential financial impact. The trail sections to be completed by this grant have had no on-site or abutting development (present or historical) which are any different than the sections already completed.

The Friends of the Goffstown Rail Trail is an extremely active volunteer organization which provides regular maintenance, and assists the Parks and Recreation Department with larger projects. Overall maintenance responsibility lies with the Goffstown Parks and Recreation Department.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Currently the majority of pedestrian/bicycle trail sections to be constructed by this grant are at Stress Level B, due to the unexpected presence of roots, stubs of cut trees, sandy areas, and severely eroded tread surfaces due to poor drainage. The area near the service station at Tatro Dr is a level C, as the easement is not well-defined and often users resort to negotiating the traffic in and around the driveway and fuel pumps. It would be unwise for parents to allow young children to ride beyond the parents' ability to detect unsafe conditions and provide warning instructions (see attachment #6).

By comparison, without access to the Rail Trail, bicyclists or pedestrians would be forced to contend with Route 114 for 5.54 miles. Daily traffic volumes on this section of roadway approach 20,000 vehicles per day, with sporadic sections of sidewalk and varying shoulder conditions (see attachments #7-9).

The goal is for the sections constructed by this grant to meet Stress Level A. This would be a 10-foot wide tread that is consistent in grade, smoothness, and width; and with grassed shoulders 3-feet wide should one, in error, drift off of the improved tread (see attachments #10-11).

As a testament to the improved stress level of the Rail Trail sections which have been upgraded, the Goffstown Parks and Recreation and Library Departments hold joint walking events targeted toward senior citizens and persons with disabilities. Manchester Transit Authority has assisted to coordinate shuttle transportation to and from these events for those who cannot drive. The Manchester Police Department also utilizes a section of the Goffstown Rail Trail for a senior citizen walking program (see attachments #12-13).

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The Transportation chapter of the Goffstown Master Plan identifies both pedestrian and bicycle transportation as in need of improvement from a connectivity and safety standpoint. Specifically, Transportation action item #16 relates to conversion of the railroad bed to a shared use path for bicycles and pedestrians (see attachment #14).

The Goffstown 114/114A Corridor Study highlights that the quality and safety of travel are greatly influenced by the overall lack of travel alternatives along the corridor. Bicycle accommodations are provided for intermediate to experienced skill level with discontinuous shoulders. Pedestrian accommodations are moderate to poor outside the village area. The development of the Rail to Trail is identified as a unique opportunity to provide a high-quality and safe transportation and recreation facility to link the two villages and other community assets along the corridor (see attachment #15).

In particular, some of the safety-related goals of this project are:
A. To provide a viable and fully-connected alternative transportation path away from NH-114 (see attachments #1 and #7-9).

B. To lessen the risk of trail users inadvertently passing through an unsignalized intersection, gas station pump area, and convenience store (an area very busy with vehicle movements) the trail will be visibly routed to the rear of the station utilizing a trail easement outside of the existing asphalt (see attachments #6 and #16).

C. To lessen exposure to vehicles on NH-114 operating next to, and parallel to the trail, a barrier will be added to separate the trail from the road in section #4 (see attachment #10). At other sections, raised plant berms and split rail fencing has been found to very effective.

D. Signage will be installed warning trail users (particularly bicyclists) about passing across private driveways, especially where nearby buildings limit line-of-sight to approaching vehicles.

E. A 100-ft long section of trail remains a pool of storm water after a storm (by water flowing from an undeveloped hillside) as swales and the elevation of the old rail bed have been lost by neglect. The design will restore safe passage so trail users no longer have to divert off the trail.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

A recent pedestrian count survey by the Southern NH Planning Commission showed 5,956 trail users over a 20 day period (298 daily average / 593 peak). Significant increases are anticipated with trail completion (see attachment #17).

Sections of the Rail Trail to be completed for this project are within short distances from several important Town facilities or assets such as the Town Hall, Main Street village shopping area, Goffstown High School, Barnard Park and Playground, the Parks and Recreation Facility, a public boat access on Glen Lake, and Sarette Park athletic fields. In Pinardville, the existing sidewalk network provides easy access to Bartlett Elementary School, shopping, restaurants, Roy Park and Playground, and St. Anselm College. The Trail ends in the Goffstown Village at NH-114/13, which is part of the General John Stark Scenic Byway (see attachment #1 and #18).

This project would represent the final phase of the Goffstown Rail Trail buildout plan. A completed Goffstown Rail Trail will facilitate increased commuting, by bicycle, into Manchester. Conversely the trail offers opportunities for Manchester residents to bike into a rural town for events, restaurants, shopping, cultural and recreational opportunities.

The Manchester portion of the rail corridor (2.1 miles) has already been built as a safe and well-engineered bicycle trail. It terminates 0.1 miles from the Northeast Delta Dental Baseball Stadium (a popular destination) and 1.0 miles from the center of Manchester (the city hall on Elm Street).

The west end of the Goffstown Rail Trail terminates 150 feet from Main St. The Town is currently rebuilding the urban compact section of NH route 114 (Main St and N. Mast St). The travel lanes in both directions to the west will have painted bicycle sharrows designating 0.7 miles as shared vehicle/bicycle lanes.

At the request of the Southern NH Planning Commission, NHDOT is investigating a demonstration project to provide an on-road bicycle connection to the New Boston Rail Trail, utilizing 1.2 miles of NH route 114.

Several other modes of transportation are connected to the Goffstown Rail Trail:
-Vehicular access via multiple ADA public parking facilities.
-Swimming and boating on the Piscataquog River, Glen Lake, and Namaske Lake
-Bus transit within Goffstown and Manchester, including the on-demand Goffstown shuttle, the Shopper Shuttle, and the MTA #6 route
-Rail transportation via the Amtrak station in downtown Manchester
-Bike Share/Manchester Connect bike stations near the trail in Manchester (see attachment #19a-19b)
-Hiking trails on Uncanoonuc Mountain are within 2 miles from the end of The Rail Trail (see attachment #20)
-Air travel through Manchester airport via MTA

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

3

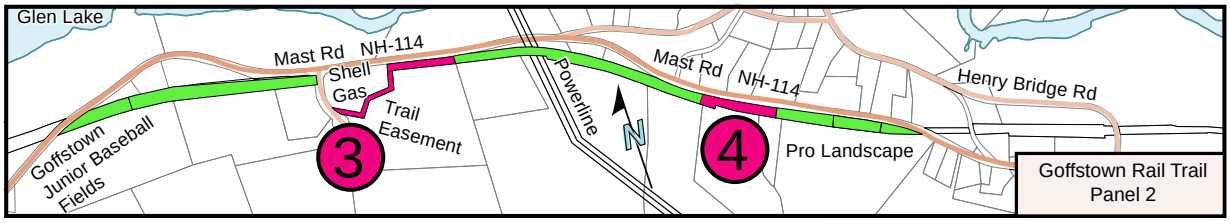
Goffstown Rail Trail -- 5.54 miles

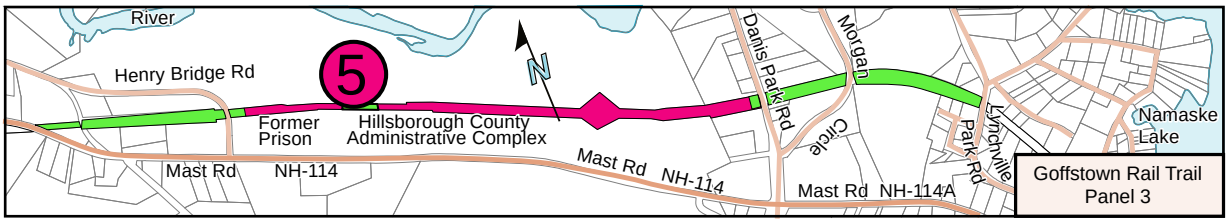
Trail Lengths shown as: 3.61 miles of trail (65%) upgraded or under commitments to upgrade.

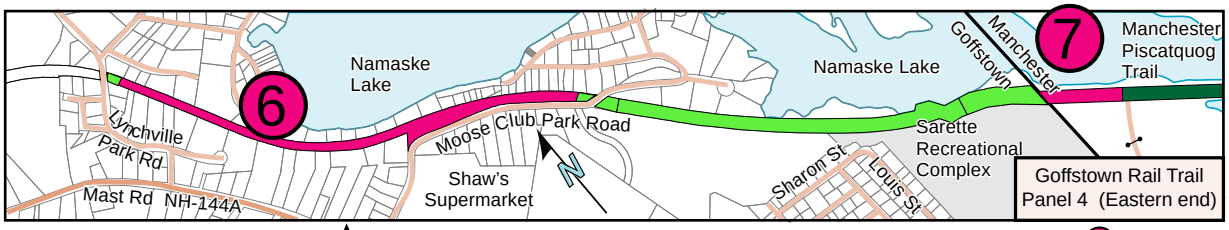
Trail Lengths shown as: 1.93 miles of trail (35%) not improved over when rails were removed.

LENGTHS OF SECTIONS TO DO

1	0.16
2	0.16
3	0.19
4	0.14
5	0.52
6	0.68
7	0.08
	1.93 MILES



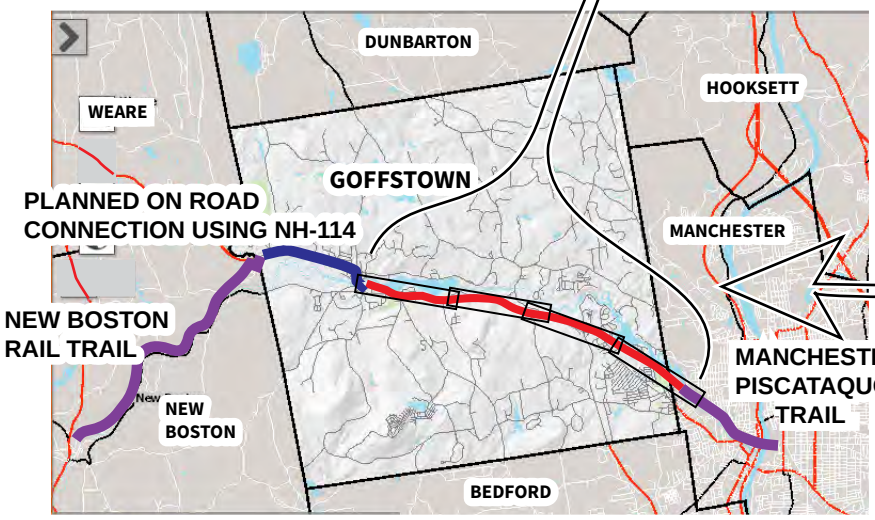




GOFFSTOWN RAIL TRAIL DETAIL

0.1 0.2 0.3 0.4 0.5 MILES

Note: Section 7 is owned by Goffstown by a Jan 2003 deed.



LOCATION OF RAIL TRAIL WITHIN GOFFSTOWN AND CONNECTIONS TO REGIONAL TRAILS

LOCATION OF GOFFSTOWN WITHIN NEW HAMPSHIRE

Sections Done

Miles	Funding Source
0.25	2007 RTP Grant
0.52	2008 RTP Grant
0.07	2009 RTP Grant
0.10	2010 RTP Grant
0.60	2010 TE Grant
0.28	2010 GSW Grant
0.06	2010 Trail Abutter
0.31	2011 RTP Grant
0.08	2012 RTP Grant
0.35	2018 RTP Grant
0.15	2018 CDFA
0.42	2019 RTP Grant
0.42	n/a - on public road
3.61	(65% of 5.54)

TAP Application Map (Sep 1, 2018)

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Henniker
18-15TAP	Town of Henniker	

RPC Central NH Planning Commission Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [ ] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Western Avenue and Bridge Street(114)
State Routes	114
Other	N/A
RailRoad	N/A
SurfaceType	Paved
Length	2,340 feet
Width	5'-6"
Ownership	Town of Henniker

PE$	$67,591.00	ROW$	$5,000.00	CON$	$422,444.00	CON Eng$	$67,591.00
Total$	$562,626.00	Fed$	$450,101.00	Match$	$112,525.00	Percent Fed$	80
NonPar$	$0.00	Total$	$562,626.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Henniker has the need to provide safe and adequate pedestrian facilities for students to walk to The Henniker Community School, New England College facilities, White Birch Center and for citizens to walk from their neighborhoods to businesses on Main Street, Western Avenue, and Bridge Street. Consequently, a Travel Plan was prepared during 2012 to establish prioritized routes for pedestrian traffic to the schools. The plan identified the areas in this proposed project as top priorities for both the construction of new sidewalks where none currently exist or the replacement of existing dilapidated sidewalks. Approximately 20% of the Henniker Community School and New England College student population will be served by these sidewalks. The area also serves as the bus terminal for the John Stark Regional High School (at the Grange) so students would walk from their homes along this sidewalk to pick up the bus.

The goal is to improve pedestrian access to the community school, college facilities and businesses. If funded, the town plans to build approximately 2,340 of paved 5'-6" wide sidewalks, in the most vital part of the village.

Proposed sidewalks will replace existing sidewalks that have poor surface condition and are functionally inadequate.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The safety of pedestrians along these sidewalks is compromised by a lack of curbing which provides clear separation between vehicular and pedestrian traffic. The goal of this project is to provide a new sidewalk that is ADA compliant, provides clear separation between the roadway and pedestrian areas and improves safety. This sidewalk is the primary access for students walking to Henniker Community School, New England College and the White Birch Center from the west side of the village. New College Students walk from the dorms, dining hall and administrative buildings to their Library and other buildings with classrooms. Proposed improvements include new bituminous concrete sidewalks, ADA compliant curb ramps, granite curbing and required drainage improvements.

The proposed project will be inside existing Town right of ways. There will be no permanent impacts on private or historic property, three is the potential for temporary construction easements to match existing private sidewalks or driveway elevations.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are two pipe culverts that cross Western Avenue within the project limits that may be affected by the proposed construction. It is possible that a wetlands permit may be required. There are also several old buildings within the project area, however there are no buildings listed on the National Register of Historic Places within the project limits.

There are no known hazardous material sites within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The proposed project is consistent with Goals and Objectives of Henniker's Master Plan as outlined below in the Henniker Master Plan Excerpt:

Goal: To create a pedestrian infrastructure that would allow and facilitate safe, efficient, reliable, and continuous travel through Town.

Recommendations: Identify and prioritize areas with existing pedestrian facilities for regular maintenance and propose new areas for facilities that will extend and connect the existing infrastructure, if needed.

The project wasl also listed in the Safe Routes to School Travel Plan completed in 2012 as follows:

14. Western Avenue Safety Improvements
a. Design and reconstruct approximately 550linear feet of granite curbing and sidewalk from the SAU building (#255 Western Avenue) to Fairview Avenue to ensure sidewalk is ADA compliant and curb is extended into SAU parking lot.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Henniker as well as the citizens and downtown businesses, as noted in the SRTS Travel Plan, are very committed to completing this project as proven by the acceptance of the TAP Round 1 matching funds at the 2015 Town Meeting. The Town match of 20% or $112,525 will be placed on the Warrant for the 2019 Town Meeting making the funds available by mid March 2019.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There are two culvert crossings within the project limits. Each crossing will require work that may result in the need for a wetlands application (Minor or Minimum Impacts). There are also a number of buildings within the project area that appear to be over 100 years old. However, there are no properties listed on the National Register of Historic Places. Any impacts to these properties will be minor and most limited to the public right-of-way (50' wide right of way on Western Ave). There are no known areas of contamination within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing Stress Level C - Current sidewalks contain the following unsafe conditions; 1. There are no curbs or the curbs do not conform to current standards thereby resulting in poor vehicle and pedestrian separation. 2. The widths of many of the current sidewalks are 4 feet or less. 3. The paved surface is badly cracked and countless tripping hazards exist.

Proposed Condition Stress Level will be A - This project will correct all of these problems by doing the following; 1. New granite curbs with 6 inches of reveal will be installed where none currently exists. 2. All sidewalks will be 5 feet wide and will replace those that are 4 feet wide and less. 3. All tripping hazards will be removed and replace with new asphalt placed on the adequate base to prevent abnormal and premature cracking.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Current sidewalks contain the following unsafe conditions; 1. There are no curbs or the curbs do not conform to current standards thereby resulting in poor vehicle and pedestrian separation. 2. The widths of many of the current sidewalks are 4 feet or less. 3. The paved surface is badly cracked and countless tripping hazards exist.

This project will correct all of these problems by doing the following; 1. New granite curbs with 6 inches of reveal will be installed where none currently exist. 2. All sidewalks will be 5'-6" wide and will replace those that are 4 feet wide and less. 3. All tripping hazards will be removed and replaced with new asphalt place on an adequate base to prevent abnormal and premature cracking.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The project will complete the safe connection between residential areas on the west end of the village with the Henniker Community School, New England College and businesses downtown,as well as safe access to the tennis courts and ball fields. The project will also complete the safe connection between various college buildings that a large portion of the college population use daily from August to May, as well as access to the Town Hall/Town services and the Town Hall Ball Field. The existing sidewalks are inadequate to provide safe travel for area residents and students at the schools noted above. Construction of these sidewalks will create a safe pedestrian travel way thereby creating connectivity between these areas. This project is a continuation of the work completed as part of the SRTS program and the TAP application and will complete this final phase of sidewalks in the western side of the downtown area and the downtown area itself.

This project is also described in the Henniker Safe Routes to School Travel Plan.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

3

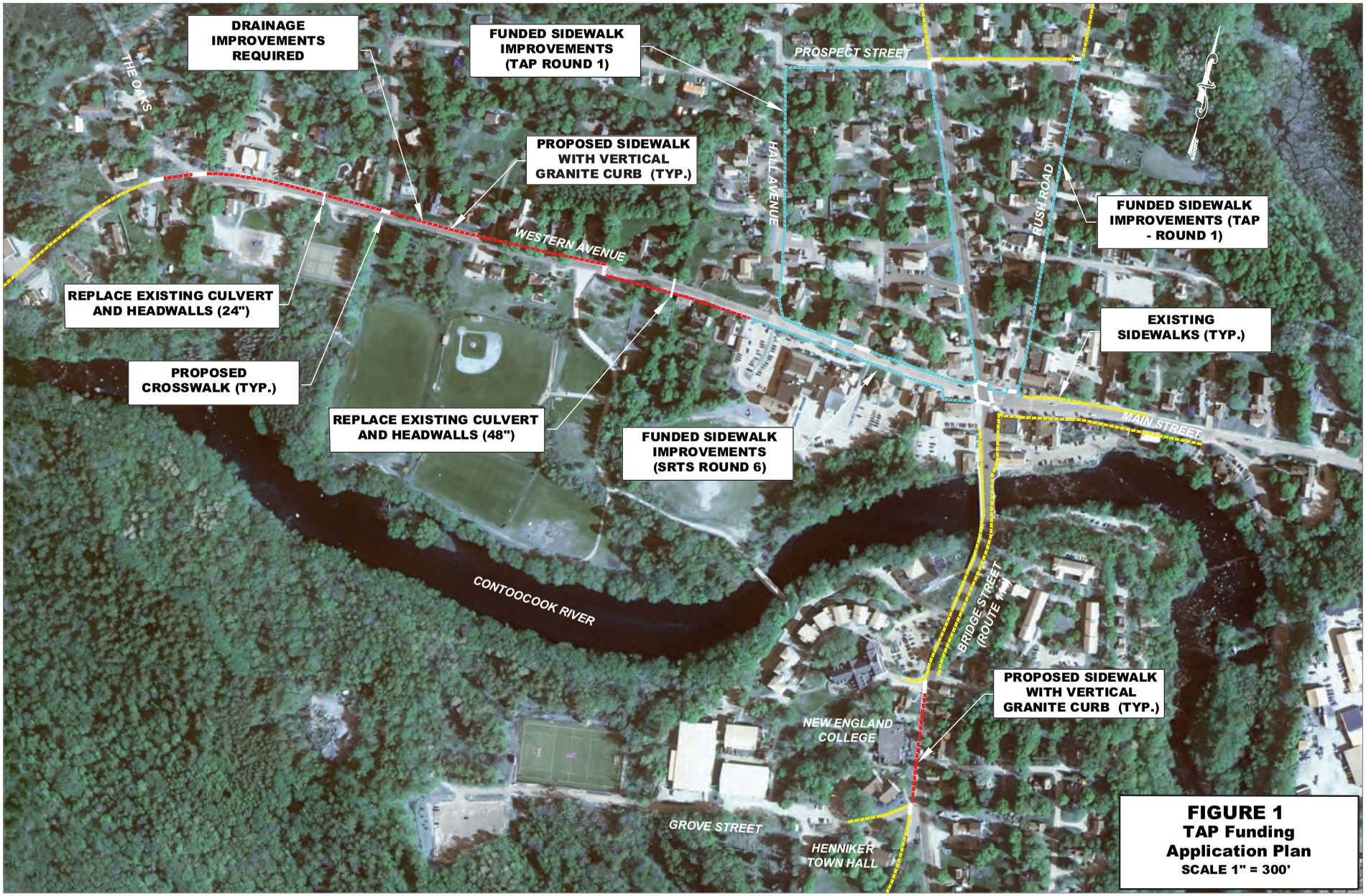


FIGURE 1
TAP Funding Application Plan
SCALE 1" = 300'

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Hinsdale
18-20TAP	Town of Hinsdale	

RPC Southwest Region Planning Commission Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Route 119 (Brattleboro Rd); School Street; Prospect St.
State Routes	Route 119 (Brattleboro Rd).
Other	N/A
RailRoad	N/A
SurfaceType	Project elements include the road (paved with granite curbs), sidewalks (concrete), raised pedestrian islands (concrete), loam and seed, plantings and fencing.
Length	The length of the project is approximately 1/2 mile.
Width	Average width of the project is approximately 35 feet.
Ownership	The Town of Hinsdale owns and maintains School Street and the abutting park located on the easterly side. Hinsdale School District owns the campus adjacent to School Street, including the parking lots associated with the campus.

PE$	$120,700.00	ROW$	$794,240.00	CON$	$754,431.00	CON Eng$	$120,700.00
Total$	$995,831.00	Fed$	$796,664.00	Match$	$199,167.00	Percent Fed$	80
NonPar$	$0.00	Total$	$995,831.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

chool Street, a class V street has long been a peak hour safety and mobility issue in Hinsdale. The street is the main thoroughfare through the Town's school district campus and connects the various buildings of the campus to Route 119 (Brattleboro Road) and Prospect Street.

The purpose of the project is to reduce access issues associated with School Street in Hinsdale, one of the most congested areas of the community.

The need to alleviate safety and mobility issues caused by a disorderly overcrowded traffic flow on School Street was

identified in two Safe Routes to School Action Plans prepared by the Hinsdale Elementary School and Hinsdale Middle/High School with technical assistance from Southwest Region Planning Commission in 2016. In the plans, School Street is identified as having a safety and mobility issues creating an unsafe and unhealthy environment for daily commuters to the schools. Travel surveys documenting mode of travel arrival and departure trends found that between 37 and 42% of the Middle and High School students are driven to and from school and between 48 and 50% of Elementary School students are driven to and from school. The result is that the proportion of people driving to and from school exceeds the proportion of bus riders, walkers, or bicyclists (the schools'preferred modes of travel). The Plan suggested that School Street is currently designed for drivers rather than walkers and bicyclists, pointing to the need for a street retrofit in order to address the access problems. Walking or bicycling on the road is uncomfortable, unsafe and unhealthy.

In an effort to reverse this trend, the Town of Hinsdale and Hinsdale Schools are seeking to change School Street (along with other streets in the community) into a "Complete Street". Hinsdale was one of the first communities in New Hampshire to adopt a complete street policy and has determined that School Street, a destination for all of Hinsdale's youth is a priority location for a complete streets retrofit. Not only is it appropriate for a retrofit because of all of the students (many of whom cannot drive), but because the street is connected to a project that is programmed to be completed in 2019 that will improve pedestrian accommodations on NH 119 (Brattleboro Road). Brattleboro Road is the most important/popular route from residential neighborhoods to School Street and the Hinsdale schools.

The project's goals are to 1) lower the number of parents, school faculty and staff, and high school students driving to school, 2) encourage students, faculty and staff to walk and bike to school, and 3) create safer and more orderly designated drop off points for parents that must drop off children at school.

The Town of Hinsdale proposes to improve School Street by creating a street that promotes safety and mobility by encouraging walking, biking and school bus transportation, delineating school bus and family vehicle pick up and drop off zones that do not conflict with pedestrian and bicycle routes, and to reduce confusion for all travelers. Project elements include introducing curbs to dissuade parking along School Street, introducing sidewalks, crosswalks, pedestrian islands, fencing and street trees to improve pedestrian and bicyclists safety and comfort, and introducing new limited pickup and drop off areas off of School Street.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The project is not expected to impact any historical properties because there are no anticipated property impacts. The Town currently maintains School Street; the adjacent sidewalks; and plows the school parking lots in the winter.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Attached you will find letters of support from the Hinsdale Board of Selectmen, the Hinsdale School Board, Planning Board, and MAST (Monadnock Alliance for Sustainable Transportation.

Jill Collins, Town Administrator is LPA Certified - #1782. Kathryn Lynch, Community Development Coordinator is LPA Certified -#1853.

The proposed work is identified in two Safe Routes to School Action Plans: The Hinsdale Elementary School Action Plan and the Hinsdale Middle/High School Action Plan. The project incorporates the Hinsdale's Complete Streets Plan; Town's Master Plan; and the Town's Capital Improvement Plan.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The School Street Improvement Project is on the radar of the of the Town's Capital Improvement Plan. In 2018, the voters approved an appropriation of $50,000 to begin an expendable trust for School Street improvements.

The Town's match for this project will be $199,167.

If the application is approved for funding, the Town will place on the 2019 Town Meeting Warrant an article to raise and appropriate the sum of $149,167 for the remaining match

In the past, warrant articles of this nature have been very successful with the voters. The project has been discussed at several public meetings - Selectmen's Meeting; School Board Meeting; and the Planning Board Meeting and was well accepted.

Attached is a letter of commitment by the Board of Selectmen.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Very limited impact is expected.

The Town of Hinsdale has a fully staffed public works department. On an annual basis an average of $145,120 is placed in the Streets and Highway Budget of which $100,000 is for resealing and surfacing of Town Roads. Additional funds are

budgeted for drainage; sidewalks; and winter maintenance.

Furthermore, the Highway Operating Budget averages $411,300 for salaries; building maintenance; equipment maintenance, etc.

Most highway maintenance is performed in-house, including line painting; snow removal; sanding and salting; etc.

School Street is and will continue to be placed on the maintenance plan for routine and rotating maintenance.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

D - Facility Requires An Advance Level of Skill and Knowledge of Traffic to use & E - Facility is generally not suitable for pedestrians or bicyclists.

The need to alleviate the congestion and improving the safety caused by the disorderly access to School Street was identified in the two Safe Routes to School Action Plans prepared by the Hinsdale Elementary School and Hinsdale Middle/High School with technical assistance from Southwest Region Planning Commission in 2016. In the plans, School Street is identified as having congestion creating an unsafe environment for daily commuters to the schools. The plan suggested that School Street is currently designed for drivers rather than walkers and bicyclists, pointing out the need for street retrofit is in order to address the congestions and safety problem. Walking or bicycling on the street is uncomfortable and unsafe.

Parents often park their cars for long periods of time while saying goodbye and waiting for their children to be dismissed from school blocking the travel lanes. Furthermore, the adjacent sports fields in Heritage Park hosts sports games, which many spectators will park on School Street and stay in their cars to observe the games.

During certain hours of the school day, the road is posted for one way traffic which is confusing to motorist and delivery trucks.

In an effort to reverse this trend, the Town of Hinsdale and Hinsdale Schools are seeking to change School Street (along with other streets in the community) into a "Complete Street".
Hinsdale was one of the first communities in New Hampshire to adopt a complete street policy and has determined that School Street, as destination for all of Hinsdale's youth is a priority location for a complete street retrofit. Not only is it appropriate for a retrofit because of all the students (many of whom cannot drive), but because the street is connected to a project that is programmed to be completed in 2019 that will improve pedestrian accommodations on NH 119 (Brattleboro Road). Brattleboro Road is the most important/popular route from residential neighborhoods to School Street and the Hinsdale Schools.

The Town of Hinsdale proposes to improve School Street by creating a street that promotes safety and mobility by encouraging walking, biking and school bus transportation, delineating school bus and family vehicle pick up and drop off zones that do not conflict with pedestrian and bicycle routes, and to reduce confusion for all travelers. Project elements include introducing curbs to dissuade parking along School Street, introducing sidewalks, crosswalks, pedestrian islands, fencing and street trees to improve pedestrian and bicyclists safety and comfort, and introducing new limited pickup and drop off areas off of School Street.

The proposed project will discourage parking along School Street by reducing the road to travel lanes only and encouraging parking in the new designated areas in the school parking lots. Spectators of sports games will be encourage to park in the nearby parking lots.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

In the early fall of 2017, with the assistance of the School District, the Town engaged its engineer to do a preliminary concept design for project and develop a cost estimate for the project.

By using Travel Plans the proposed School Street Project is designed to encourage safe, healthy and sustainable multi-travel options. By reducing car travel and encouraging pedestrian and bicycle traffic, the proposed project can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment.

The Town proposes to improve School Street by creating a street that encourages walking, biking and school bus transportation, delineating school and family vehicle pick up and drop off zones that do not conflict with pedestrian and bicycle routes. Project elements include introducing curbs to dissuade parking along School Street, introducing sidewalks, crosswalks, pedestrian islands, fencing and street trees to improve pedestrian and bicyclists safety and comfort, and introducing new limited pick up and drop off areas off of School Street.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

School Street is a vital part of the community. It connects the Municipal Government with the School District. We work together as a team and share facilities as needed for recreation; town meeting; dances; etc. School Street is within a short walking distance surrounding residential neighborhoods. It is a short walking distance from the downtown area which houses the town hall; community center; police station; and small area businesses. Along the northern walk from Main Street to School Street, you travel along Brattleboro Road (Route 119) where there is senior housing; a family practitioner; the library; and Heritage Park - which abuts School Street.

Heritage Park is the center of many activities for all residents. The Hinsdale Parks & Recreation offers a summer camp program. The program is located on School Street. The program shares services with the school, such as lunch program and the Before and After School Program. Heritage Park is home to the municipal pool; sports activities such as baseball and soccer; tennis courts and a basketball court; and special events. The Pavilion located within the Park is used for weddings; anniversaries; and reunions.

This project encourages and enhances alternative modes of transportation because it will link residential areas with municipal services (Town Offices), educational facilities, the River Walk and Farmers' Market, an elderly care facility, the town library, Heritage Park with its recreational facilities, businesses located on Main Street, access to public transportation from Hinsdale to Brattleboro, and will provide safe, direct and convenient access to these destinations for all to use.

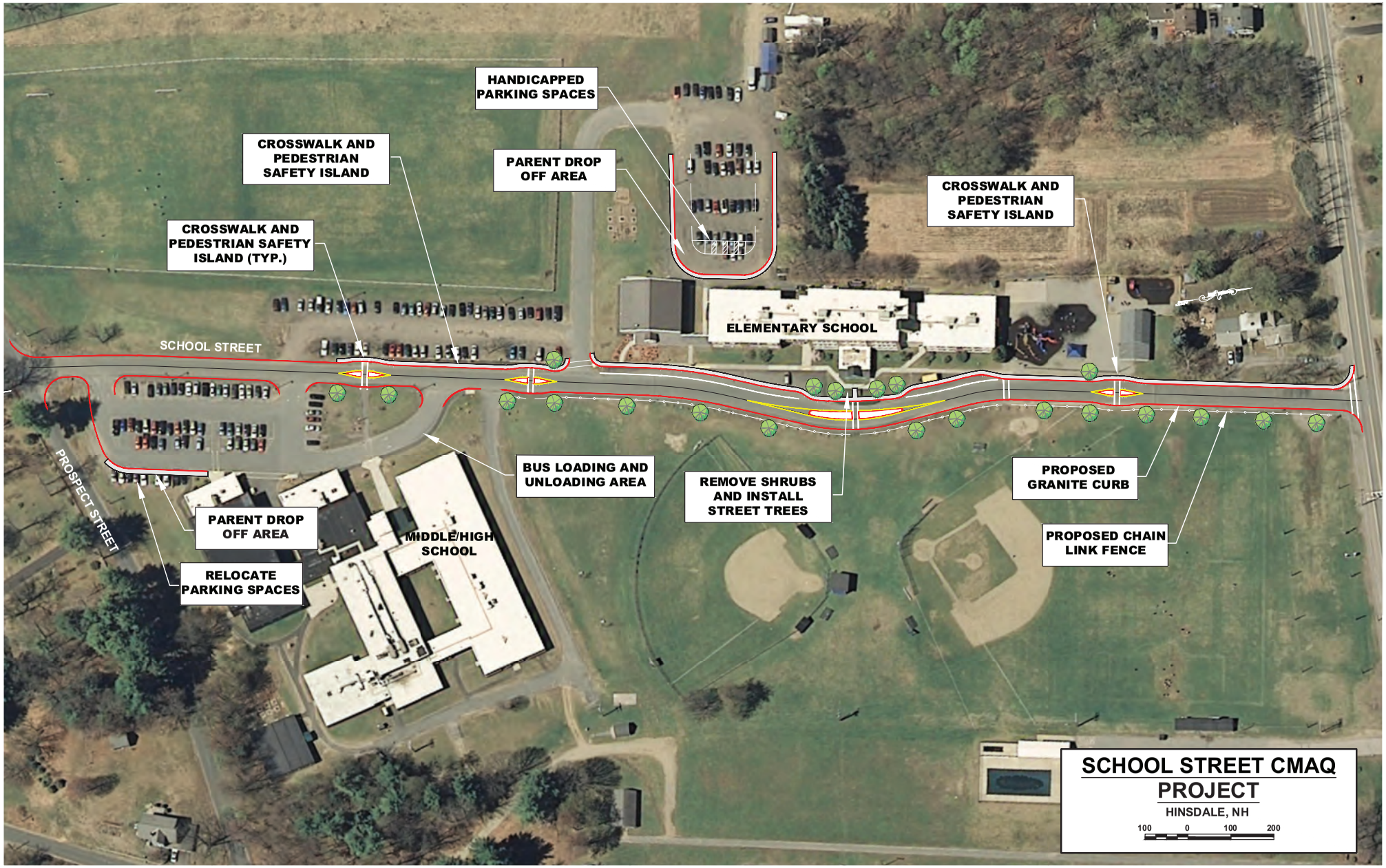
Furthermore, the project is a continuation of TAP funds that were used for Main Street Sidewalk Improvements; Brattleboro Road Sidewalk Improvements; and currently the proposed Main Street Complete Street Project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

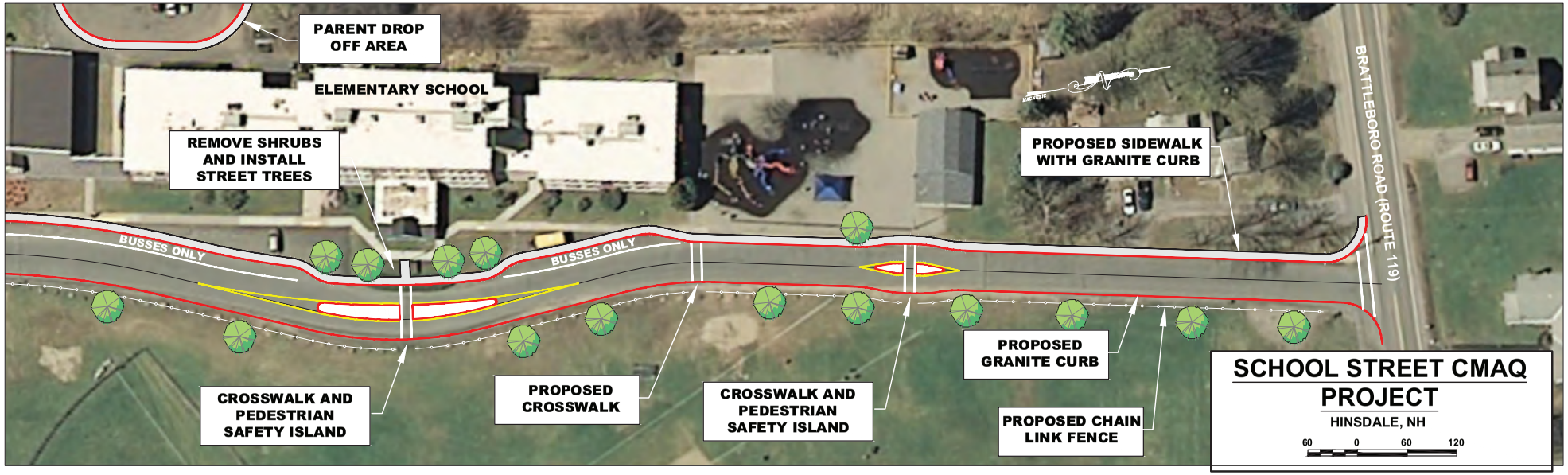
D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


HANDICAPPED PARKING SPACES
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
PARENT DROP OFF AREA
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
CROSSWALK AND PEDESTRIAN SAFETY ISLAND (TYP.)
ELEMENTARY SCHOOL
SCHOOL STREET
PROSPECT STREET
BUS LOADING AND UNLOADING AREA
REMOVE SHRUBS AND INSTALL STREET TREES
PROPOSED GRANITE CURB
PARENT DROP OFF AREA
MIDDLE/HIGH SCHOOL
PROPOSED CHAIN LINK FENCE
RELOCATE PARKING SPACES
SCHOOL STREET CMAQ PROJECT
HINSDALE, NH
100 0 100 200

PROSPECT STREET
PROPOSED GRANITE CURB
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
PROPOSED SIDEWALK WITH GRANITE CURB
BUS LOADING AND UNLOADING AREA
SCHOOL STREET
BUSSES ONLY
PARENT DROP OFF AREA
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
PROPOSED GRANITE CURB
BUS LOADING AND UNLOADING AREA
PROPOSED CHAIN LINK FENCE
RELOCATE PARKING SPACES
MIDDLE/HIGH SCHOOL


PARENT DROP OFF AREA
ELEMENTARY SCHOOL
REMOVE SHRUBS AND INSTALL STREET TREES
PROPOSED SIDEWALK WITH GRANITE CURB
BRATTLEBORO ROAD (ROUTE 119)
BUSSES ONLY
BUSSES ONLY
PROPOSED GRANITE CURB
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
PROPOSED CROSSWALK
CROSSWALK AND PEDESTRIAN SAFETY ISLAND
PROPOSED CHAIN LINK FENCE
SCHOOL STREET CMAQ PROJECT
HINSDALE, NH
60 0 60 120

Brattleboro Rd
B Line Dr
Butler Ave
Highland Ave
Spring St
Indian Acres Dr
Cottage St
Highland St
Plain Rd
Hinsdale
Cecil Dr
119
Brattleboro Rd
63
Prospect St
Strawberry Ln
Hinsdale High School
Prospect St
Map data ©2018 Google

Area Map

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Hooksett
18-23TAP	Town of Hooksett	

RPC Southern NH Planning Commission Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- ☐ *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- ☐ *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- ☑ *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- ☐ *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Between Routes 3 and 3A, in Hooksett, 15 minutes from downtown Manchester, running parallel to Merrimack St.
State Routes	Less than two miles from Exit 11 on I-93
Other	Begins just north of the Hooksett District Courthouse, and ends at the Allenstown border, within a half-mile of both Suncook and Hooksett Village,
RailRoad	The Hookset trail system uses two abandoned 19th Century railroad corridors: the Suncook Branch near the Merrimack and running the length of the property and the Concord-Portsmouth Branch on the eastern side.
SurfaceType	Crushed gravel and boardwalk
Length	3,780 linear feet (connects to 1/2- mile already completed trail)
Width	Trail width is 12 feet
Ownership	Town of Hooksett owns the land

PE$	$0.00	ROW$	$0.00	CON$	$851,706.00	CON Eng$	$75,040.00
Total$	$926,746.00	Fed$	$726,746.00	Match$	$200,000.00	Percent Fed$	78
NonPar$	$0.00	Total$	$926,746.00	Math doesn't work on estimate. Too totals don't match. See application			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Phase II of the Hooksett Riverwalk Trail completes a critical step towards the long-term vision of a regional trail connector from Salem to Concord, being an indispensable link in the Hooksett to Garvins Falls segment of that trail.The strategic placement of our project in Hooksett was recognized as an essential but then undefined connector from Hooksett through Allenstown and Pembroke in the 2012 Regional Trails Plan published by the Regional Trails Coordinating Council.

Most significantly, this connector is an integral part of one of only eight non-motorized trails identified in the “Rail-Trail Prioritization & Improved Network Connectivity” section of the Department of Transportation’s 2018 Master Plan. The Plan has already been approved by the House and Senate and is awaiting signature by Governor Sununu.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The "Priority Rail Trail Projects", prepared in part by DOT, ranks this segment as the third highest priority for "Privately Owned … Projects". As such, our project is a critical next-step in the Regional Trail System's systematic connectivity and lies in one of the most densely populated areas in NH. (within a half-mile of both Suncook and Hooksett Village, between Routes 3 and 3A, less than two miles from Exit 11 on I-93), and only 15 minutes from downtown Manchester.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Culturally and historically, this property is the site of the old E.S. Head & Son Brickyard (1850-1930) and Head RR Station. Bricks made of Hooksett clay were shipped south by river barge and railroad cars of the old Suncook Valley RR—filling up to 25 cars a day—and used to build the Amoskeag and Lowell Millyards and other 19th Century mills in southern New England. This part of history is depicted on our Town Seal.

Natural resources on this site are abundant, including some of the last remaining undeveloped portions of the Merrimack River in southern NH, 65 acres of significant agricultural soil and 25 acres of prime river-bottom soils (the highest quality soils (SPI=100) in NH), 44 acres of riverine wetlands and flood plain forest rated "Best in Bioregion" by the Wildlife Action Plan, and a 2+ acre vegetated island.

The wildlife habitat on the property is ranked 10% Tier 1, 37% Tier 2 and 26% Tier 3 according to the Wildlife Action Plan (WAP) Tiers. It is an ideal habitat for the nearby state endangered Blandings turtle. The N.H. Natural Heritage Bureau reports five state-listed animal species and seven state-listed plant species within a mile of the property. Over 50 species of birds have been documented on the property, including wild turkey and numerous migratory songbirds. Multiple bald eagle sightings and roosting sites have been documented on the property since at least 2003.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Over the past decade, the Hooksett Conservation Commission (HCC) acquired 130 acres, including 3,900 feet of scenic frontage along the Merrimack River. In collaboration with the New Hampshire Forest Society who owns the conservation easement, the HCC completed the first phase of almost two miles of trails with scenic overlooks to the Merrimack River, including:

*Completed planning stages and engineering trail design in 2015, and secured all permitting needed for Phase I and II

*Constructed ½-mile of 12-foot wide crushed-gravel trail (Phase I) finished with stone dust for walkability, safety, and accessibility, and epitomizes a “shared use” path (bicycles, wheelchairs, youth, and elderly) in 2016

*Installed a 40-foot pedestrian bridge spanning Brown’s Brook to enter the property (Figure 2)

*Incorporated elevated walkway over wetlands (Figure 3)

*Purchased and installed park benches placed in 3 locations along the trail (Figure 6)

We have already incurred virtually all of the ancillary costs and accomplished all of the preliminary steps.
In short, we are " shovel ready",

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The HCC is seeking funding for the next phase of this project, as follows:

* 3,780 linear feet of 8- and 12-foot wide trail construction to the Allenstown border

* 12-foot farm bridge, providing agricultural access to the existing farm fields

* 579-linear foot, 8-foot wide boardwalk

Total projected cost of: $926,746.00
(includes contingencies and engineering)

We have committed a 20-percent match,$200,000, to this project, though $500,000 of additional funds are available through our Conservation fund.

Feasibility:

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

This project directly benefits our community and the greater Granite State Trail System for NH, and has seen broad interest, such as Governor Hassan's Earth Day visit in 2015 (Figure 7). Because we are past the planning, design, and permitting stages, funding for Phase II will go directly to construction of the final phase.

Our vision is to see through a connector from Salem to Concord through Derry, Londonderry, Manchester, Hooksett, Allenstown, and Pembroke. Our volunteers our motivated, our residents are enthusiastic, our educators have already taken advantage of the prime value that this property provides, and the broader state trail vision is depending on this essential, integral link.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Our project project meets a stress analysis of A and is safe for children, elderly, and handicapped individuals of all abilities.

Since its opening in the fall of 2016, the Riverwalk Trail has already seen interest and participation from the community and beyond, including:
• A 3-year bio-control program initiated by the Department of Resources and Economic Development (DRED)
• Construction of our kiosk at the trail entrance for an Eagle Scout project by Boy Scout Troop 292 (Figure 1)
• A major educational research project completed this year by Hooksett Memorial School's 5th graders, resulting in QR codes placed along the trail allowing public access to student research regarding the property and environment (Figure 6)
* A Hike sponsored by the Hooksett Library on August 4

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Please reference the attached maps produced by SNHPC which show the location of all reported vehicle accidents in Hooksett in 2015. A large percentage of traffic accidents occur along the Route 3 corridor. The proposed project provides a safe transportation alternative which potentially alleviates traffic congestion along this busy thoroughfare.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Phase II of the Hooksett Riverwalk Trail completes a critical step towards the long-term vision of a regional trail connector from Salem to Concord, being an indispensable link in the Hooksett to Garvins Falls segment of that trail. The strategic placement of our project in Hooksett was recognized as an essential but then undefined connector from Hooksett through Allenstown and Pembroke in the 2012 Regional Trails Plan published by the Regional Trails Coordinating Council.

Most significantly, this connector is an integral part of one of only eight non-motorized trails identified in the "Rail-Trail Prioritization & Improved Network Connectivity" section of the Department of Transportation's 2018 Master Plan. The Plan has already been approved by the House and Senate and is awaiting signature by Governor Sununu.

The "Priority Rail Trail Projects", prepared in part by the staff of the Department of Transportation, ranks this segment as the third highest priority for "Privately Owned … Projects". As such, our project is a critical next-step in the Regional Trail System's systematic connectivity and lies in one of the most densely populated areas in NH. (within a half-mile of both Suncook and Hooksett Village, between Routes 3 and 3A, less than two miles from Exit 11 on I-93), and only 15 minutes from downtown Manchester.

Furthermore, we have already identifed the next connector (Phase III) through the Town of Hooksett Village to the Manchester Town Line, a N-S trail essentially owned by only four entities - Manchester Sand & Gravel, SNHU, Manchester Water Works, and various Hooksett Town entities and the State. The R.C. Diocese of Manchester owns several others, and only a handful are owned by private parties - Hampshire Ventures Inc. (two), CMI Leasing Corporation (two), Oldcastle Lawn & Garden, and John G. MacLellan.

We have begun approaching these entities regarding easements to allow a pedestrian trail to cross these properties. Atty Dave Campbell of Manchester Sand & Gravel is quite receptive to this project, as well as contacts at SNHU and Manchester Water Works

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

HOOKSETT CONSERVATION COMMISSION
HOOKSETT RIVERWALK TRAIL

Stantec

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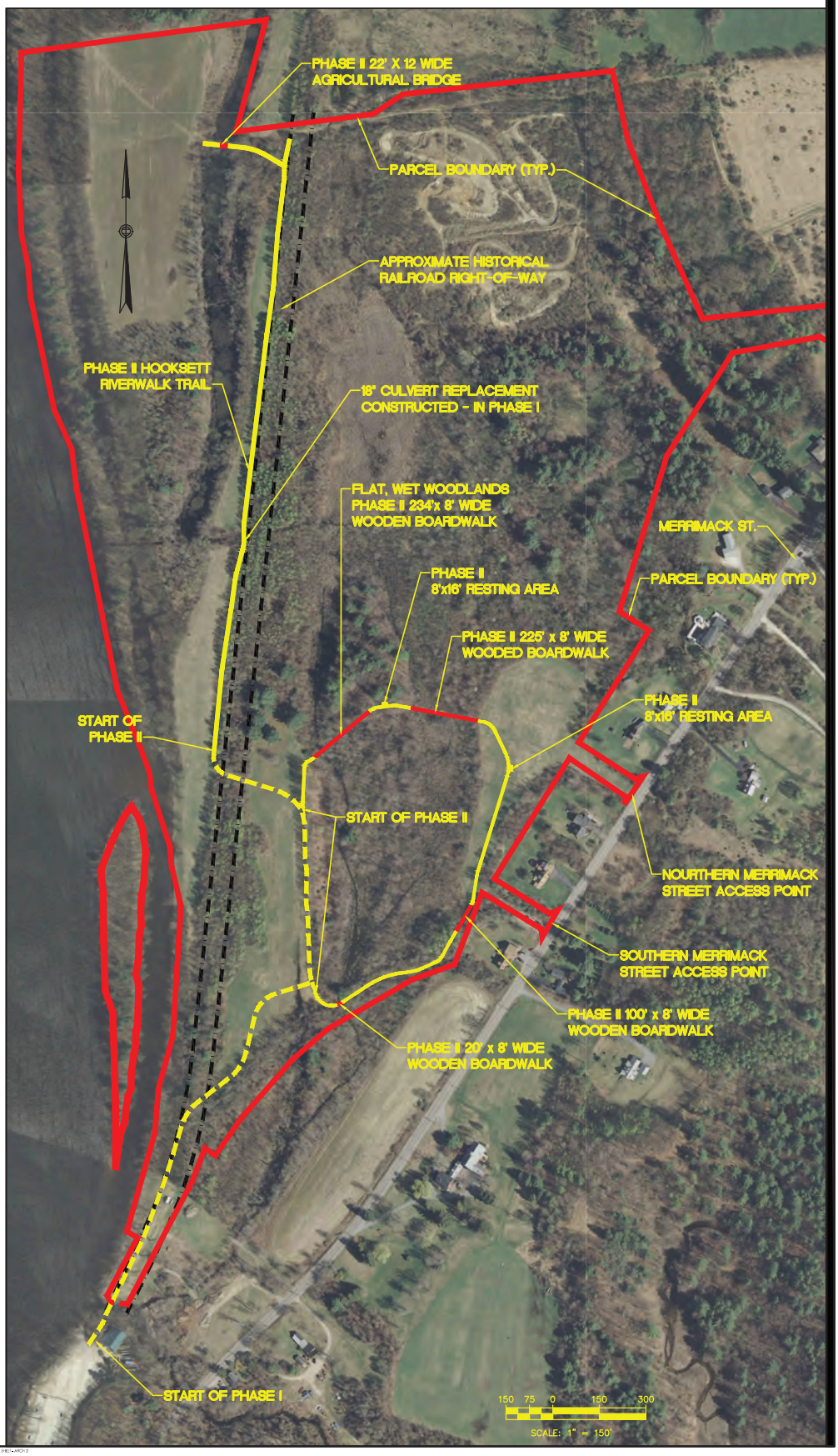
Consultants

Legend

Notes



Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

File Name: Merrimack Riverfront Trail System Plan.dwg	Dwn.	Chkd.	Dsgn.	YY.MM.DD
	JL		KM	18.06.22

Permit-Seal

Client/Project
HOOKSETT CONSERVATION COMMISSION
HOOKSETT, NH

MERRIMACK RIVERFRONT
TRAIL DESIGN

PHSAE II TRAIL OVERVIEW PLAN

Title
HOOKSETT RIVERWALK TRAIL
BRICK KILN HISTORIC TRAIL LOOP

Project No.	Scale
195113093	1" = 150'

Drawing No.	Sheet	Revision
C-101	1 of 1	0

ORIGINAL SHEET - ARCH D

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Jaffrey
18-13TAP	Town of Jaffrey	

RPC Southwest Region Planning Commission Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Stratton Road, Peterborough Street
State Routes	Stratton Road - N/A; Peterborough Street - U.S. Rt. 202
Other	N/A
RailRoad	N/A
SurfaceType	Paved sidewalks with concrete tipdowns, paved bicycle lanes.
Length	Stratton Road project length = 1,200 feet; Peterborough Street project length = 3,000 feet.
Width	Five foot wide sidewalks with curbing. Bicycle lane widths will vary, majority will be four feet.
Ownership	Stratton Road project ownership = Town of Jaffrey. Peterborough Street project ownership = State of New Hampshire. Some temporary construction easements may be required at driveway aprons. No permanent Right-of-Way purchases/takings are anticipated.

PE$	$106,916.00	ROW$	$18,250.00	CON$	$581,350.00	CON Eng$	$97,101.00
Total$	$803,617.00	Fed$	$642,894.00	Match$	$160,723.00	Percent Fed$	80
NonPar$	$803,617.00	Total$	$0.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose of this project is to create safe and accessible pedestrian and bicycle travelways on Stratton Road and Peterborough Street to improve connectivity to downtown Jaffrey. The Town of Jaffrey is creating a friendly village hub that connects residents and visitors to the civic organizations, businesses, schools and recreational activities in Jaffrey's downtown. Our success hinges on improving pedestrian safety and bicycle access in the project area and this objective has been identified as a priority in the Master Plan, Transportation Plan, Downtown Plan, and Complete Streets Policy and Guidelines. This project completes the first phase of planned bike & pedestrian improvements in downtown Jaffrey. Phase 2, the extension of the rail trail from Webster Street to Ridgecrest Road, will be subject to a grant application through the Recreational Trails Program in the spring of 2019.

At present there are no bike lanes along the major roads into downtown. Sidewalks, where available, are narrow, poorly constructed, and do not complete the route to desired destinations. Crosswalks within the project area are not ADA-

compliant and lack motorist visibility.

The project goal is to construct and reconstruct sidewalks, crosswalks, and bike lanes on Stratton Road and Peterborough Street to provide this missing and/or compliance-deficient connectivity with downtown Jaffrey. The proposed project will be consistent with Title II of the Americans with Disabilities Act, and with the Safe Routes to School Program's premise of providing safe walking and bicycling to and from schools.

The design of this project funded through TIFD funds and contracted through Fuss & O'Neill complies with NHDOT and federal procurement policies and procedures.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Portions of both the Stratton Road and Peterborough Street project areas are located within the East Jaffrey Historic District (also known as the Downtown Jaffrey National Register Historic District). The project is not proposing any impacts to the properties within this District, nor to any other properties within the project limits. A records check was performed at the Division of Historical Resources (DHR) office, and Request for Project Review (RPR) documents have been prepared for this project and will be forwarded to the DHR once a positive funding decision has been made. All sidewalk work is proposed to be performed within the Town and State Rights-of-Way.

This project falls within the Jaffrey Census Data Place (CDP), is economically stressed and characterized by mixed use and multi-family units; 47% of housing units in the CDP are rentals. The Median Household Income is $40,192 overall in the CDP, and $19,798 for those in rental units. The CDP holds about half of Jaffrey's total population at 2,757 persons. With improved access, 657 school age children could walk or bicycle safely to school, the library, the rail trail and the Community Field recreation area. (US Census 2010, American Community Survey 2016)

There are no known natural resources within the project limits. There are no known hazardous materials within the Stratton Road or Peterborough Street project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Regarding project readiness, the Town of Jaffrey has substantially or fully completed the following coordination and design tasks in preparation for this project:
Site Survey and Development of Existing Conditions Plans
Held meetings for public input and preferred alternative presentations
Feasibility Study
Records check at NH Division of Historical Resouces (DHR)
DHR Request for Project Review
Resource impact coordination with State and Federal agencies

Multiple civic and governmental groups have expressed their support for the proposed Jaffrey Pedestrian Improvements project. Endorsements from the following organizations are enclosed with this application:
Town of Jaffrey Select Board
TEAM Jaffrey
Town of Jaffrey Planning Board/Complete Streets Committee
Monadnock Alliance for Sustainable Transportation (MAST)
Town of Jaffrey Conservation Commission
Town of Jaffrey Historic District Commission

In addition to those endorsements, the components of the project have been identified in various local and regional planning documents. The relevant portions of these documents are enclosed with this application and a summary of their stated goals and objectives is below:
2017 Jaffrey Master Plan - Vision and Community Character
2017 Town of Jaffrey Complete Streets Planning & Design Guidelines
Town of Jaffrey Select Board Resolution, dated July 24, 2017
Monadnock Region Future: A Plan for Southwest New Hampshire, prepared by the Southwest Region Planning Commission, 2015
Town of Jaffrey Downtown Plan, adopted by the Planning Board December 8, 2009

The enclosed 2017 Vision and Community Character section of the Jaffrey Master Plan includes as core principles improved pedestrian and vehicular design. On page 2 of this document these related principles are highlighted:

"Promote improvement and business development in the downtown: Improve and enhance the downtown district through better pedestrian access and vehicular management. Promote establishment of businesses in the downtown and support the improvements to existing property and businesses. Encourage new development in and around the downtown district."

"Increase transportation choice and walkability: Improve walkability and pedestrian comfort and safety with easy access to and within the downtown. Promote a Complete Street approach to roadway design and walkable neighborhoods including bike routes and lanes."

This project is a component of the implementation of the Town of Jaffrey's Complete Streets Planning & Design Guidelines, 2017, as noted below. Jaffrey's Select Board resolution and Complete Streets Policy are attached as supporting

documents.

"To support this vision, it is the intent of the Town, through this Resolution, to ensure that the safety of all users - including motorists, pedestrians of all ages and abilities, bicyclists, emergency responders, freight providers, and all other users - is considered in all municipally and state managed transportation projects and project phases." (page 1 of Town of Jaffrey Complete Streets Resolution)

"Slow Streets are streets located in Jaffrey's historic downtown. This are contains a mix of land uses and destinations, including, but not limited to, municipal buildings, community institutions, historical buildings, schools, the town square, retain, businesses, restaurants, and multi-family and residential homes. Greater attention should be given to accommodating all modes of transportation, with special attention given to pedestrian safety and convenience. Traffic speeds should be slow to facilitate safe walking and bicycling, and road crossings should be safe and highly visible to motorists." (page 10 of Complete Streets Planning & Design Guidelines)

The Southwest Region Planning Commission, in their 2015 Monadnock Region Future: A Plan for Southwest New Hamsphire, points to goals of:

"Increase Non-Motorized Transportation Options. Depending on where you live and where you need to go, non-motorized transportation options in the Region are limited...Integrate Mobility Considerations in Land Use Planning. Local governments have the authority to create policies that can have an impact on mobility and accessibility...Communities can adopt Complete Streets policies to improve walking, biking and transit conditions as part of new capital improvement projects or even road maintenance activities. A Complete Streets policy provides a framework for ensuring that local decision makers, planners, engineers, and others involved with community development consistently design and operate the entire roadway and streetscape with all users in mind - including motorists, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities." (page 25 of SWRCP Monadnock Region Future: A Plan for Southwest New Hamsphire)

The Town of Jaffrey Downtown Plan was originally prepared by the Southwest Region Planning Commission with significant contributions from the Downtown Advisory Committee, the Jaffrey Planning Board, and TEAM Jaffrey. This document highlights some of the needs and opportunities for improvement to bicycle and pedestrian facilities within the project area:

“US 202, north of Main St., has an inconsistent system of sidewalks, which is not conducive to pedestrian traffic. This inconsistency, along with higher travel speeds, a lack of buffer, and wider, more frequent curb cuts, makes pedestrian and bicycle activity more challenging in this corridor. There is, however, an opportunity to access the US 202 corridor from the rail-trail. On the eastern side of US 202, sidewalks exist only in front of Rite-Aid and Athens Pizza. Foot tracks are apparent in front of the apartment buildings between these two sections, but the trail is precipitously close to the road. There are no sidewalks leading to the Monadnock Plaza, and the curb cuts into the auto parts store and gas station are wide, with lots of vehicular traffic.” (page 13 of Town of Jaffrey Downtown Plan)

“There are currently three marked crosswalks on US 202 north of downtown. Additional crosswalks could be installed across from the public information gazebo to the Rail-Trail. Currently, crosswalks in this area are ignored by motorists. Possible solutions to this problem include creating crosswalks that are better delineated or the establishment of median islands.” (page 14 of Town of Jaffrey Downtown Plan)

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The majority of this project falls within a Tax Increment Financing District for the Town of Jaffrey. The TIF District will

support the majority of the Federal required 20% match costs. Additional cash resources for the Stratton Road project area outside of the TIF District will be appropriated through Town Meeting.

The Town of Jaffrey has had numerous successes with State and Federal loan and grant programs for achieving a wide array of community development goals such as housing rehabilitation, water and sewer facility upgrades, recreational facilities, land acquisition and transportation projects. The Town has demonstrated its capacity to manage multiple funding sources, successfully document progress and provide accurate and reliable record keeping for project accounts and cash match. Prior audits have met compliance requirements.

The Town of Jaffrey is well prepared to undertake this grant program. Experienced project staff include: Jon Frederick, Town Manager; Randall Heglin, Director of Public Works; Douglas Starr, P.E., Town Engineer; Linda Landgille, Finance Director; and Jo Anne Carr, Director of Planning and Economic Development.

Randall Heglin and Douglas Starr have completed Local Public Agency certification, and Jo Anne Carr will complete training in October, 2018.

For tracking and measuring progress, the Town customarily reports on a quarterly basis, provides internal audits on grant funds, and has the capacity to manage and direct grant funded projects. Milestones identified in the project plan will be monitored and progress will be determined based on compliance with the project plan.

It is important to note that the Town of Jaffrey, working with a TAP and LPA project-experienced consultant, has already completed several preliminary engineering tasks for this project via Town funding. Site surveying and generation of Existing Conditions plans have been completed. Project resource impact coordination with various local, state and federal agencies has been performed. Public meetings have been held to solicit project input and present preferred alternatives. A draft Feasibility Study has been completed. A records check was performed at the Division of Historical Resources (DHR) office, and Request for Project Review (RPR) documents have been prepared for this project and will be forwarded to the DHR, following a positive funding decision, municipal agreement, and approval to move forward with design. This project is poised and ready to move forward in an expeditious manner.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Portions of both the Stratton Road and Peterborough Street project areas are located within the East Jaffrey Historic District (also known as the Downtown Jaffrey National Register Historic District). The project is not proposing any impacts to the properties within this District, nor to any other properties within the project limits. A records check was performed at the Division of Historical Resources (DHR) office, and Request for Project Review (RPR) documents have been prepared for this project and will be forwarded to the DHR once a positive funding decision has been made.

A project review with the New Hampshire Natural Heritage Bureau has indicated that there are no recorded occurrences of sensitive plant species near the project area. In coordination with the US Department of the Interior Fish and Wildlife Service there is one possible threatened species (the Northern Long-eared Bat) and no critical habitats within the proposed project area. Further consultation with the US Fish and Wildlife Service will be performed to ensure compliance with all Regulations.

There are no known hazardous materials within the Stratton Road or Peterborough Street project limits.

The New Hampshire Department of Resources and Economic Development has noted that there should be no impacts to any 6(f)(3) designated property assisted by the National Park Service's Land and Water Conservation Fund State and Local Assistance Program within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

An EJ Population Analysis for the project area was performed by the New Hampshire Department of Transportation. Recommendations for outreach to protected groups were provided, and special considerations for ADA-compliant pedestrian accessibility were noted as required. As this project intends to provide ADA-compliant crosswalks and sidewalks to replace non-ADA-compliant or non-existing pedestrian accessible features, we feel this project strongly improves upon the issues identified in this population analysis.

All sidewalk work is proposed to be performed within the Town and State Rights-of-Way. Temporary construction easements may need to be obtained from individual property owners to allow for driveway apron construction/slope adjustments at the edge of the Rights-of-Way. No permanent easements are anticipated at this time.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Stratton Road has existing intermittent sidewalks from the busy five-way intersection at Peterborough Street (US Rt. 202), Main Street, Turnpike Road (NH Rt. 124), and Blake Street at the center of town to the Jaffrey-Rindge middle/high school complex. These sidewalks are located along the southwest side of the road. There are no existing sidewalks along the northeast side of Stratton Road in this corridor, which is the side of the road where the school complex is located and which receives considerable student pedestrian traffic. There are no bike lanes on either side of the road. Existing Stratton Road crosswalks are not ADA-compliant. We believe the Stratton Road project area provides a C ranking for pedestrians and a D ranking for bicyclists. On project completion we expect this roadway to achieve an A ranking. Project design and construction will be in coordination with NHDOT project #16307 (detailed later).

Peterborough Street has existing sidewalks along approximately two-thirds of the north side of the road, from the five-way intersection to the Dollar General Store. The sidewalk does not extend to the proposed project limit at Ridgecrest Road. This is also the terminus of the Phase 2 rail trail extension project. The south side of Peterborough Street has intermittent sidewalks extending from the five way intersection for approximately one-third of the proposed project length. The existing sidewalks on both sides of Peterborough Street are crossed by driveways of varying definition and slope. Existing Peterborough Street crosswalks are not ADA-compliant. There are no existing bike lanes on either side of Peterborough Street. We believe the Peterborough Street project area provides a C ranking for pedestrians and a D ranking for bicyclists. On project completion we expect this roadway to achieve an A ranking.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The most significant proposed safety improvements for the Stratton Road portion of the project are the construction of sidewalks along the northeast side of the street and the installation of ADA-compliant crosswalks. In the Jaffrey Master Plan Update of January 2007 the Stratton Road traffic/pedestrian concentration was identified as a problem with a 'High' priority in the Transportation Problem Matrix (see enclosed Table 23/page 71). The Master Plan Update recommended constructing sidewalks on both sides of the street as a possible solution to this problem.

On Peterborough Street, the concentration of traffic between Main Street and McDonalds was identified as a significant safety problem in the Jaffrey Master Plan Update (see enclosed Table 23/page 72). Proposed solutions to this problem recommended in the Master Plan Update include constructing sidewalks on both sides of the street and relocating/adding crosswalks. The safety improvements proposed for the project include sidewalk construction on both sides of the street and installation of ADA-compliant crosswalks.

Most of the existing crosswalks within the project areas on Stratton Road and Peterborough Street are not compliant with ADA Regulations.

The proposed project will rebuild these with sidewalks and tipdowns with integrated detectable warning devices. New signage and painted markings also will be provided that will improve motorist/pedestrian recognition at these locations.

Neither Stratton Road nor Peterborough Street currently have bike lanes. Bicyclists either ride in the shoulders, on the sidewalks, or avoid using these roads altogether. The proposed project will create dedicated bike lanes on both sides of Peterborough Street and shared use lanes on Stratton Road, creating more bike-friendly accessibility to downtown Jaffrey.

The project is consistent with Jaffrey's Complete Streets Policy and Guidelines.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Stratton Road and Peterborough Street provide critical access to the downtown which should be factored into the comprehensive transportation planning for the community. The addition of bicycle and pedestrian friendly amenities to these approaches to downtown are at the heart of our community revitalization plans. By providing adequate pedestrian and bicycle access along the proposed routes, connectivity is created from the commercial sector through residential, service and educational institutions.

When constructed, the Jaffrey Pedestrian Improvements project will be the first phase of a larger downtown safety and accessibility improvement effort. This project compliments the planned traffic improvement Project #16307 on the New Hampshire Department of Transportation's 2019-2028 10-Year Plan for the 5-way intersection at Peterborough Street (US Rt. 202), Turnpike Road (NH Rt. 124), Stratton Road, Blake Street, and Main Street (US Rt. 202) dogleg reconfiguration. Sidewalks proposed for the Jaffrey Pedestrian Improvements project will be coordinated with planned pedestrian and safety improvements that are part of Project #16307 at this busy intersection. The limits of the Jaffrey Pedestrian Improvements project have been set to match the limits of Project #16307, and exact locations of project terminus will be closely coordinated as both projects develop to ensure the seamless integration of the proposed improvements.

Pedestrians and bicyclists will be able to safely navigate from the downtown and the proposed new roundabouts northeasterly through to the edge of the commercial district. This commercial area includes the Dartmouth-Hitchcock Medical Center satellite facility, the County Courthouse, restaurants, shopping, and other services. Moving to the west and south along Peterborough Street to Stratton Road, students will be able to safely access the Jaffrey-Rindge middle/high school complex and athletic fields. Improved access to the community athletic field at Union Street and Stratton Road will be a feature of this project as well.

Project features along with adjacent community facilities and resources are detailed on the project area map enclosed with this application.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

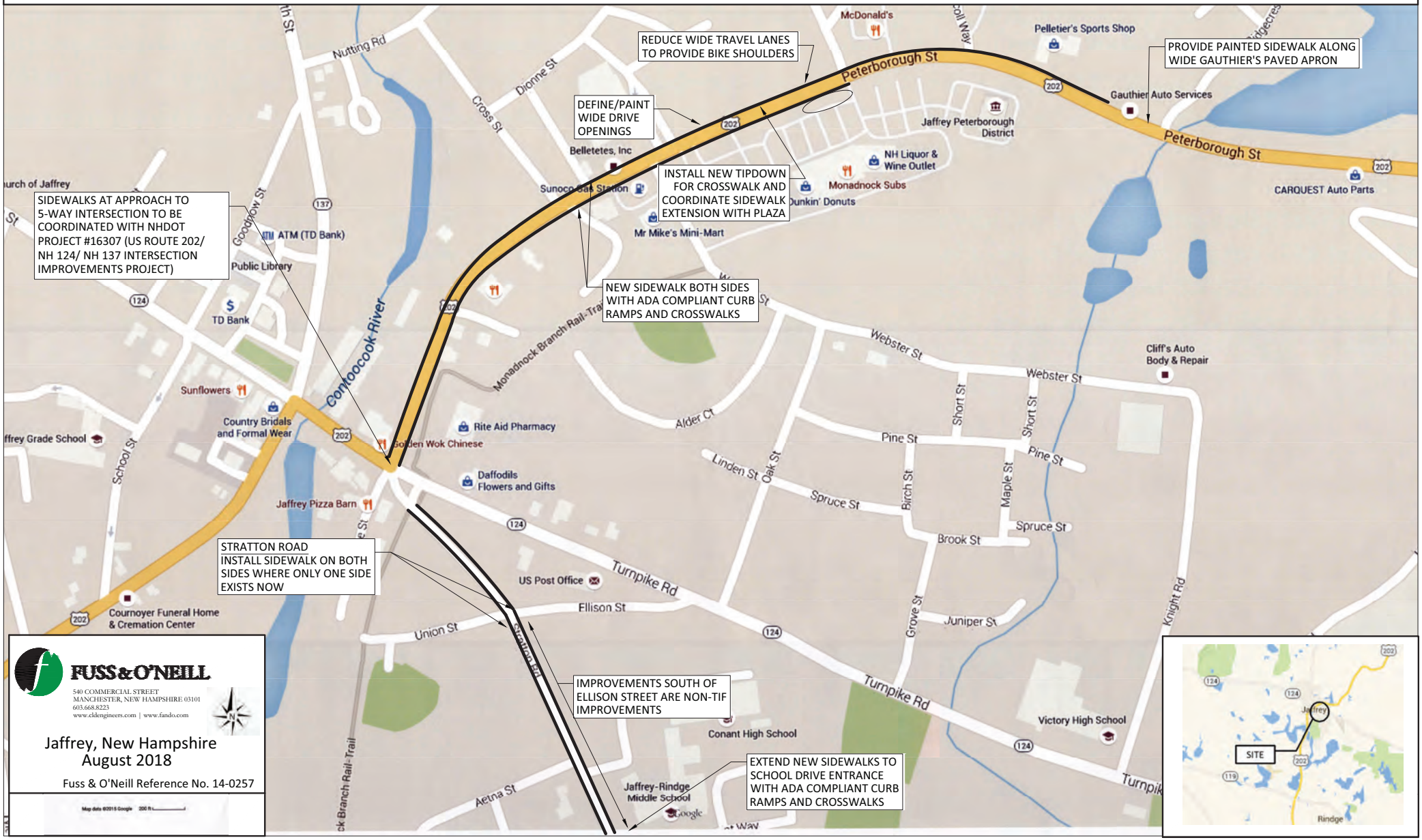
D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Jaffrey Pedestrian Improvements

PROJECT AREA



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August 2018

Fuss & O'Neill Reference No. 14-0257

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Keene
18-16TAP	City of Keene	

RPC Southwest Region Planning Commission Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Bartholomew CourtMarlboro Street and Bartholomew Court
State Routes	N/A
Other	N/A
RailRoad	Cheshire BranchCheshire Rail Trail (this segment of the rail trail is known as the Keene Industrial Heritage Trail)
SurfaceType	Bituminous Pavement and concrete for improvements along Marlboro St and Bartholomew Court; Stone dust for ramp connection to the Rail Trail
Length	1 total project miles (includes 0.8 mile segment on Marlboro Street and 0.2 mile segment along Bartholomew Court connecting to the Cheshire Rail Trail)
Width	Average width of 65-feet for the majority of improvements
Ownership	City of Keene (all work is within City of Keene right-of-way or on City owned property)

PE$	$0.00	ROW$	$0.00	CON$	$544,000.00	CON Eng$	$54,000.00
Total$	$598,000.00	Fed$	$478,400.00	Match$	$119,600.00	Percent Fed$	80
NonPar$	$76,400.00	Total$	$674,400.00				

The City is proposing to pay for the engineering design work outside of these grant funds while still submitting the design documents in a prearranged schedule with NHDOT for NHDOT and FHWA review to meet NEPA and LPA standards. Please see "Financial Readiness" response for more details.

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

This project will transform Marlboro Street, a gateway corridor to Keene's downtown, by making roadway and streetscape improvements that promote improved bicycle, pedestrian, and transit circulation and safety, provide a safe connection to the City's expansive rail trail network, and create a safe route to school for elementary school students. For many years, the City has sought to strengthen this corridor and adjacent neighborhoods as a more liveable and accessible area, and to create a friendlier and safer place for people of all ages and abilities to walk and ride bicycles.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

This project proposes to reconstruct a 0.8± mile segment of Marlboro Street to enhance multimodal access, connectivity, and mobility options for all users. It will make it easier for residents living nearby and employees working along this corridor to connect with essential services, such as employment and education, and destinations, such as the City's downtown and rail trail network. In addition, the improved streetscape and enhanced mobility will help facilitate redevelopment and increase the potential for economic development in this area of Keene.

The project involves the installation of buffered and standard bicycle lanes at street grade on both sides of the roadway, sidewalk improvements, traffic calming features such as chicanes and narrowed travel lanes, a new transit pull-out, and wayfinding along the length of the project area (see Project Map). The project also includes the creation of pedestrian nodes at the intersections of Marlboro St/Adams St/Grove St (Node 1) and the intersection of Marlboro St/Baker St/Bartholomew Ct (Node 2), which are located in areas where a combination of uses leads to higher levels of pedestrian activity.

Both Nodes will contain curb extensions, new painted crosswalks, pedestrian scale LED lighting, low impact development, and delineated on-street parking where feasible. Node specific improvements include a pedestrian refuge island at Node 1, which is a designated school crossing location for the neighborhood elementary school, and reconstruction of the entrance to a neighborhood park and new transit stop at Node 2. Additional funds are being sought to further increase safety at both Nodes through a regional complete streets grant.

In addition, this project will create a well-defined and safe path of travel (0.2 ± mile) for bicyclists and pedestrians seeking to access the Cheshire Rail Trail (Industrial Heritage section) from Marlboro Street. This project will install a six foot wide concrete multi-use sidewalk along the length of Bartholomew Court and create a connection to the existing sidewalk in front of the City's Public Works Department. The existing ramp that connects this sidewalk to the rail trail will be regraded and resurfaced to meet ADA standards. A transit pull off will also be installed in the vicinity of Node 2 and Home Healthcare, Hospice and Community Services (HCS), who manages and runs the City Express bus service that have bike racks on all buses. HCS is proposing a new route through east Keene and this stop will be a cornerstone of the new route.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Identified natural resources in this area include Beaver Brook, which crosses under Marlboro Street, and the Beaver Brook flood plain; however, no impacts are proposed to these resources.

There are no significant historic resources identified in the project limits, though many of the houses are over 50 years old and were built and inhabited by workers in the industries located in the project area. Old industrial properties line the corridor as well; some have been re-purposed into commercial properties but many are in need of redevelopment, a secondary goal to the implementation of this proposal.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

There is well documented community support for this project, which incorporates and builds upon recommendations to improve the safety and circulation of bicyclists/pedestrians along Marlboro Street included in the City's Marlboro Street Re-Zoning (2017), Complete Streets Guidelines (2016), Land Use Study (2015), Comprehensive Master Plan (2010), and the Transportation Master Plan (2002). The Marlboro Street Corridor Project has been included in the City's Bicycle Pedestrian Path Advisory Committee's draft master plan as a Medium/High priority project for completion (2018). Letters of support from eight City, business, and community groups are included in the supporting documentation.

Each of these plans involved extensive community input to develop goals, recommendations, and priority strategies. In addition, the Wheelock Elementary School Safe Routes to School Action Plan (2015) includes specific recommendations for improving safety for students who walk or bike to school along this corridor. Excerpts from these plans are included in the supporting documentation to highlight the specific recommendations included for Marlboro Street.

For a number of years, the City has been actively working with the community to raise awareness and gauge support for Complete Streets. In 2015, the City adopted a Complete Streets Policy and developed City-specific Complete Streets design guidelines. These guidelines identify Marlboro Street as a Gateway Street, which warrants special consideration for bicyclists, pedestrians, and traffic calming, as well as a Transit Overlay Street, which calls for special consideration of transit stops, transit stop amenities, and pedestrian crossings near transit stops.

Recently, the City completed the Marlboro Street Zoning and Land Use Study, which explored innovative approaches to encourage redevelopment along Marlboro Street and the Southeast Keene neighborhood. The study recommends changes to land use regulations that would promote reuse and redevelopment of underutilized properties and would strengthen the area as a vibrant, walkable, mixed-use district. The City has since implemented the proposed amendments to its zoning that reflect these recommendations (see project map and p. 8 of supporting documentation). The proposed project incorporates many of the transportation recommendations included in this study.

In 2015, the City collaborated with SWRPC to implement a one-day demonstration of the Complete Streets concepts and transportation safety improvements proposed for the area of Marlboro Street at its intersection with Grove St and Adams St (Node 1 in this project). This event offered the community a chance to experience first-hand how space within the public right-of-way could be reallocated to promote safety and enhance sense of place. Hundreds of individuals participated in this demonstration and many provided comments on their experience. Excerpts from a report on the event can be found in the supporting documentation. Two videos of the event are available for viewing online at: www.mastnh.org/keene-complete-streets-demonstration/.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City of Keene has over two decades' worth of experience in successfully managing and completing federal and state

grant-funded projects. The City has allocated $196,000 to support transportation infrastructure improvements to the Marlboro Street corridor in its FY 2017-2022 Capital Improvement Program (CIP). The CIP states that these funds are intended to "construct the interim Complete Streets design concepts included in the [2015 Marlboro Street Zoning and Land Use Study." An excerpt from the City's FY 2017-2022 CIP is included in the supporting documentation along with a detailed budget.

Of the $196,000 allocated for Marlboro Street, $119,600 will be used for the project match and $76,400 will be non-participating funds used for the project design and construction easements. The City of Keene is currently planning a major rehabilitation of water and sewer utilities along Marlboro Street for the 2019 Construction Season. Design for that project is already underway and the project is expected to be advertised for construction in March of 2019. Given the expected timing of TAP Grant award notifications, it will not be possible to incorporate the proposed TAP project into the planned utility contract. Therefore, we anticipate that the streetscape improvements will be advertised for construction separately, in late spring or early summer 2019.

Nevertheless, significant benefits can be realized by conducting the public outreach, design and review process for both projects concurrently. Should the City be selected for this award, we intend to negotiate the design services with the previously selected consultant. Since our prior selection process was not a Qualifications-based process, we understand that the design costs will not be eligible for federal participation. We also understand that the design work will need to comply with the normal state and federal requirements (e.g., NEPA review, ROW process, etc.). The scope of services for the design of the TAP funded project will be prepared to satisfy these requirements, even though the costs are non-participating.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The work proposed will occur entirely within areas of the City's right-of-way and City-owned land that are currently paved and/or disturbed. No known historic or cultural resources of significance exist within the project area. However, the project anticipates the potential loss of a few on-street parking spaces on Marlboro Street (near its intersection with Adams Street), for which there may be some hesitation from businesses. The City will actively communicate and work with business owners and residents in this area to finalize a design that is embraced by the community during the engineering / design phase for the project. In the event that the proposal to remove some on-street parking spaces in this area is met with strong resistance, the City will modify its design to maintain these spaces.

Beaver Brook, a highly urbanized third-order stream, crosses under Marlboro Street in the area to the west of Dartmouth Street (see Project Map). In this same area, a portion of the Brook's 100-year floodplain is adjacent to the northern side of Marlboro Street. No impacts are anticipated to the Brook or the floodplain, as work will occur entirely within the existing paved roadway and roadside area.

Within proximity of the project area is the site of the former Kingsbury Corporation, a tool manufacturer. This property, which is currently vacant, is a known brownfield and is currently undergoing a Phase 1 assessment through the EPA Brownfields Assessment Program. As the proposed work does not directly involve this property, there is no concern for impacts to this site.

As stated in the FY 2017-2022 CIP, the City will adjust the operating budget to cover the annual cost of maintaining the pavement markings and other improvements after project implementation. Additional sidewalk plowing will be required along the proposed rail trail connector, and street plowing will be impacted by the proposed curb extensions, pedestrian refuge island, and chicanes. The Public Works Department is aware of these impacts and is committed to maintaining these facilities for safe access year-round.

Given the strong community support for this project and history of citizen engagement and planning for transportation

improvements along this corridor, as well as the minimal environmental/historic resources present in the project area, we do not anticipate impacts to the project's ability to succeed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing Level of Stress is determined to be Level D.

Marlboro St is a well-traveled roadway with an AADT of 5,700 vehicles in 2013. It has travel lanes which vary in width from 12 to 16+ feet (one in each direction), parallel on-street parking on both sides of the road in most areas, and paved shoulders along the eastern end. Bicyclists are directed to share the travel lane with motorized vehicles with shared lane markings (i.e. “sharrows”). The posted travel speed is 30 mph, however concerns about speeding have been raised by various community stakeholders including Wheelock Elementary School parents and staff.

Existing conditions along Marlboro Street currently favor motorized traffic with modest considerations and facilities that support pedestrians and bicyclists. Although there are 5-foot wide sidewalks along the length of the corridor, several sections of the sidewalk are in poor or fair structural condition and there is only one crosswalk at the intersection with Grove Street near Wheelock Elementary School. This intersection is not safe for children crossing the street unless a crossing guard is present due to the high volume of turning movements, poor sight lines for drivers turning from Grove St. onto Marlboro St., and driver noncompliance with the pedestrian yield law, which was observed during a Safe Routes to School turning movement study. In addition, there are a disproportionate number of driveway curb cuts which threaten pedestrian comfort and safety and make the sidewalk an inconsistent and unpleasant place to walk.

Anticipated Level of Stress Post-Project Construction: Level B

Proposed project improvements include rebuilding sections of the 5-foot sidewalks, installing new crosswalks with curb extensions, traffic calming in advance of the crosswalks, and the creation of at-grade buffered bike lane where ROW allows and standard bike lanes where space is constrained on both sides of the road. By creating designated travel space for bicyclists, installing highly visible and safe opportunities for pedestrian crossings, and implementing traffic calming measures such as narrowing the travel lanes and installing chicanes, this project will make the Marlboro Street corridor reasonably safe for all users including children who use the sidewalk. However, it will not be as safe as an off-street trail or path where pedestrians and bicyclists are completely separated from motorized traffic.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

This project will install buffered bicycle lanes where space allows and standard bicycle lanes where space is constrained, creating a separated space for bicyclists to travel along the corridor. This action was recommended as an interim measure by Nelson Nygaard in a 2015 study they conducted of this corridor as part of the Marlboro Street Zoning and Land Use Study. Excerpts from this study are included in the supporting documentation.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The 2002 Keene Transportation Plan indicates there is concern for safe pedestrian crossings at the Grove and Adams Street intersections due to Wheelock Elementary School. A recommendation included in this plan is to install a safe pedestrian crossing at this intersection. This project proposes to install a new crosswalk at this location, and install curb extensions and pedestrian scale lighting to increase visibility of pedestrians entering the crossing. In addition, the travel lanes will be reduced and chicanes installed in advance of the crossing to slow travel speeds and alert motorists. Excerpts from this study are included in the supporting documentation.

In 2015, Southwest Region Planning Commission conducted a study of the walking/biking travel conditions to and from Wheelock Elementary School. As part of this study they surveyed parents of students at the school. Of the 44 households that participated (representing 70 students), 54% indicated they are not comfortable with their child walking or biking to school at any age. The predominant factors influencing this decision are the speed and amount of traffic along the route to school, and the safety of intersections and crossing. This project proposes to enhance the safety and visibility of the intersection and install a new crosswalk in the direct vicinity of the School, and also proposes to reduce travel speeds at these crossing locations. Excerpts from this study are included in the supporting documentation.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Marlboro Street is well-traveled roadway that contains a mix of uses including residential, commercial, institutional, and industrial, and connects Keene's southeast neighborhoods to the downtown. A number of the Region's largest employers are located at or near the eastern end of this corridor. At its western end, the corridor connects to the Keene State College Campus, a major employer and educational/cultural institution. Along the length of the corridor, there are diverse community destinations including the Wheelock Elementary School, Home Healthcare Hospice and Community Services (HCS), the Keene Municipal Complex, the Keene Ice Arena, a neighborhood park, local banks, fitness centers, small retail businesses, and offices. Single- and multi-family residences are located along the corridor and the adjacent residential side streets. There is also a concentration of college students that live off-campus in this area of the community.

Although there are a number of destinations in and around the project area, it can be difficult and discouraging for individuals traveling on foot or via bicycle to safely access destinations along and across Marlboro Street. There is just one marked crosswalk near Wheelock Elementary School, and its wide, paved travel lanes and shoulders encourage fast travel speeds. While the Cheshire Rail Trail (Industrial Heritage section - a paved multi-use rail trail) runs parallel to the corridor, there is limited access to this pathway for bicyclists and pedestrians. Currently, the only formal entrance to the trail from Marlboro Street is a ramp made of crushed stone at the City's municipal complex. This access point is not well-marked and can only be accessed by traveling through a busy parking lot with no clear path of travel for pedestrians and bicyclists.

The project will create a safer environment for all users by installing buffered bicycle lanes where space allows, standard bicycle lanes elsewhere, and new sidewalk on both sides of Marlboro Street from its intersection with Bartholomew Court and 0.2 miles to the east of its intersection with Grove Street. In addition, chicanes and narrowed travel lanes will slow traffic and improve overall safety. Currently, there are painted sharrows along Marlboro Street; however, bicyclists have to contend with fast travel speeds and vehicles traveling in and out of multiple access points. The buffered and standard bicycle lanes will create a comfortable and safe space for cyclists to ride, with lesser concern for conflict with vehicles. Appropriate and safe transitions into and out of the bike lanes will be considered in the design of this project.

Currently, employees from the major businesses and manufacturers at the east end of the corridor walk along Marlboro Street and the Cheshire Rail Trail (accessing it via the ramp at the Public Works Department) on their lunch or fitness breaks. To connect the on-street facilities to the Cheshire Rail Trail, the at grade bicycle lanes and adjacent sidewalk will transition into a multi-use six foot wide concrete sidewalk extended along Bartholomew Court to the existing sidewalk at the Public Works Department (350 Marlboro Street). A ramp connecting to the Cheshire Rail Trail will be reconstructed to improve accessibility and meet ADA standards. Wayfinding signs will be installed along Marlboro Street drawing attention and directing users to the location of this improved rail trail connection.

The creation of pedestrian nodes at two pivotal intersections will provide space for pedestrians to safely cross Marlboro Street and create a streetscape environment that is accommodating and attractive to pedestrians. These nodes will contain landscaped curb extensions that frame new painted crosswalks, benches, pedestrian scale LED lighting and street island features. Node 1 is adjacent to Wheelock Elementary School at Marlboro/Grove/Adams Streets, flanked by a small commercial block, and the Savings Bank of Walpole. Node 2 is at the entrance to a neighborhood pocket park (the Butterfly Park), next to the new HCS transit stop and the Keene Public Works Department at Bartholomew Court, which connects to the Cheshire Rail Trail. The nodes are located in areas where a combination of uses leads to higher levels of pedestrian activity and where neighborhoods on the southern side of the corridor currently have limited safe access to facilities on the north side of Marlboro Street due to a lack of formalized crossings.

Since the early Spring of 2016, the City Planning and Public Works Departments have been working to develop conceptual

drawings and plans for roadway/streetscape improvements along the Marlboro Street corridor and adjacent roadways. This work is part of a larger initiative to redevelop Keene's east side neighborhoods and to revitalize Marlboro Street. This TAP grant would provide the necessary financial support to leverage the City's current funding of $196,000 to refine and implement these designs. This project would serve as phase I of a larger effort to improve the infrastructure in this area of the community and along the adjacent roadway network. The City is pursuing other sources of funding to support future phases of this project and to develop an interconnected network of complete streets, multi-use pathways, destinations, and neighborhoods.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

KEENE, NH: MARLBORO STREET TAP PROJECT - 2018

Zoning Map

Other nearby districts

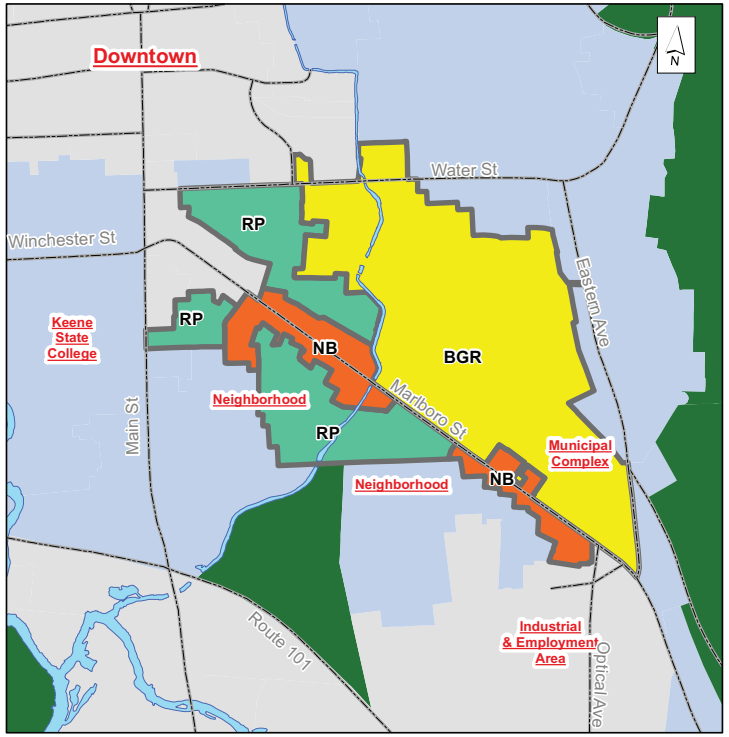
- Conservation/Rural
- Commerce/Corporate/Industrial
- Residential

BGR - A downtown district to enhance economic vitality by re-developing new tech. companies as well as clean manufacturing, processing, assembling and wholesaling within walkable and human scale places. Includes height, density and mixed-use incentives.

NB - A downtown district to allow for mixed-use development of small businesses to support the adjacent neighborhoods and workplaces. Focus is on enhancing visual character as well as multi-use circulation throughout the corridor and area, same structure mixed-use and limited parking.

RP - A downtown district to provide or re-create a neighborhood of residential properties that prioritize family units. Mix of small to large residential housing types with shallow front setbacks and moderate to low side and rear setbacks that create a walkable district with shade trees and medium to large blocks.

Marlboro Street Rezoning Districts and surounding landuses



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Lebanon
18-06TAP	City of Lebanon	

RPC Upper Valley - Lake Sunapee Regional Planning Comm Population 5,000 - 200,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Miracle Mile (US Route 4) between the Terri Dudley Bridge, which crosses the Mascoma River, and Poverty Lane.
State Routes	US4. The project ties into existing pedestrian infrastructure on US4 at the Dudley Bridge and is otherwise located along the Miracle Mile section of US4.
Other	N/A
RailRoad	N/A
SurfaceType	Concrete or asphalt sidewalk with granite curbs. Thermoplastic painted crosswalk surfacing.
Length	Approximately 2,800 linear feet on the north side of the Miracle Mile and up to 350 feet on the south side.
Width	Approximately 5.5 feet for the sidewalks, including 0.5-foot curbs; and 50-60 feet anticipated for the crosswalk lengths.
Ownership	City of Lebanon and State of NH. The project limits are within Lebanon's Urban Compact Boundary. Several entities own properties adjacent to the right-of way; please refer to the attached "Ownership" map.

PE$	$150,000.00	ROW$	$10,000.00	CON$	$707,000.00	CON Eng$	$133,000.00
Total$	$1,000,000.00	Fed$	$800,000.00	Match$	$200,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$1,000,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The City of Lebanon proposes to add pedestrian facilities along US Route 4 on the approximately 0.5-mile Miracle Mile segment located between Seminary Hill Road and Poverty Lane. The project includes the addition of a sidewalk, 2 crosswalks and 2 transit stop improvements. As shown on the attached "Area" and "Location" maps, the project connects the neighborhoods of West Lebanon with the planned NHDOT and City roadway improvements along Mechanic Street, which leads to downtown Lebanon. The complete lack of sidewalks and crosswalks on the Miracle Mile, between Lebanon's population centers, represents a significant gap for pedestrians, and a dangerous scenario for anyone trying to cross US4, including for Advance Transit (AT) bus stop access. As described in the attached "Plan

References", the City's 2012 Master Plan highlights the need for a multimodal network. The project location is an area of increasing pedestrian and transit rider activity, reinforcing Master Plan goals to provide a safe, well-connected system with accessibility to residents of all abilities and modes. Our objectives are to: coordinate with AT on their proposed bus stop improvements per an FTA5339 funding application; improve pedestrian and transit facilities for safety; reduce dependence on vehicle travel; support the 30 or so Miracle Mile operations shown on the application's attached "Businesses" map and attract revitalization of this older commercial area; and connect our community centers to critical services, including the new LISTEN thrift store and social service agency, and Price Chopper, the only grocery store within several miles of downtown Lebanon.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known cultural, archaeological or natural resources, or any known hazardous materials within the project limits. The Mascoma River lies to the west and outside of the project limits, and during construction of the sidewalks, standard erosion and sediment controls would be practiced.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The need for pedestrian facilities, and the integration of sidewalks and crosswalks with safer transit stop locations, is clearly reflected by current data and the 2010 Lebanon Bus Stop Design Study. The study notes continued growth of Advance Transit (AT) bus ridership in Lebanon, especially on the red route along the Miracle Mile, where there is Very High traffic volume (14,000 AADT, 2014), no shelter, no sidewalks or crossings, and poor accessibility overall. The Study recommends a crosswalk and better circulation in general for pedestrians.

When the Lebanon Pedestrian & Bicyclist Advisory Committee met in July 2018 to review a long list of candidate TAP projects, the Miracle Mile was identified as an area of priority need and high readiness based on understanding of the roadway's conditions and its significant role in addressing accessibility for Lebanon's citizens as well as regional visitors. City staff then brought the project to the Planning Board's Capital Improvements Program sub-committee in August, when it was recommended for final review by City Council as part of the 2019 capital improvement budget to be voted on in December 2018.

Both Advance Transit and LISTEN have endorsed the project, and of their own accord, a citizen recently wrote of safety and the need for pedestrian infrastructure in a Valley News letter to the editor (attached). The project also has support from City Administration, Upper Valley Lake Sunapee Regional Planning Commission, Upper Valley Transportation Management Association, and Lebanon Area Chamber of Commerce (which includes several property and business owners within the Miracle Mile corridor), and numerous directly related statements within the City's 2012 Master Plan. Please review the attached "Support Letters" and "Plan References" for details.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City Manager's office has authorized inclusion of this project under 2019 in the City's pending 2019-2024 Capital Improvements Program (CIP) portfolio to support the 20% local match requirement for TAP funding. Also as part of the local match, multiple existing developments in the project area have existing funds that were required as original conditions of approval and which must be used toward pedestrian/bicyclist improvements on the route or they will expire and need to be returned. Approval of a CIP allocation for the subject project would be finalized before January 2019, which corresponds with the 2018 TAP schedule for project awards. The City would be able to initiate scoping, bids, IGE costs, contract and study in Spring 2019.

While not part of the anticipated local match, Advance Transit has applied for an FTA Section 5339 Bus & Facilities program grant, which supports nonprofit organizations like AT that operate public transportation in NH and associated public transit services that benefit pedestrian and bicyclist access. Their application is for the materials and site improvements necessary for relocation and build-out of the two Miracle Mile bus stops identified in the City's proposed TAP project limits. The City's TAP scope includes bus stop re-location and design tasks, a crosswalk, and activated signal improvements to complement AT's proposed project for bus stop pads and shelters, and both parties will continue

coordination if their respective projects are funded.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

As a value proposition, there is strong certainty of feasibility and positive impact for the proposed infrastructure investment. The scope and timeline are fairly straightforward to implement in that the proposed project is in a fully developed area that lacks the complexity of locations with significant grading, resources, or ongoing/planned construction activity, and it is comprised of standard design elements for sidewalks, crosswalks and bus stops. There are no known historic, cultural, maintenance, or possible areas of contamination that would impact the project's ability to succeed. It also appears that the proposed improvements can be achieved primarily within the existing City right-of-way, as illustrated by the attached "Sample ROW" survey map.

In terms of project continuity, the City of Lebanon has three (3) staff members with active LPA certification statuses that do not expire until 2020-2022.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing route along Miracle Mile between Dudley Bridge and Poverty Lane is a 3-lane road that serves one of Lebanon's primary commercial nodes. Without sidewalks or crosswalks to move between the businesses or to serve bus riders who need to get to the opposite side of the road for their transit stop, the Miracle Mile is a facility that is generally not suitable for pedestrians, which warrants an 'E' stress level for that user type. There are worn foot-paths alongside the road where there is room and an even grade, demonstrating the need for an off-road option, particularly during the winter months when the ability to walk in the grass off of the shoulder is restricted by snow banks. While bicyclists may use bike lanes on both sides of the road, this section of the Statewide Bicycle Route is rated as "caution advised"; some parts are narrow and there are several high-volume traffic accesses, suggesting a C-D for that user type. Overall, the existing stress level is at D. For additional reference, please see the attached "Support Letters", including "Playing Chicken Crossing the Roads", as demonstration of current stress levels.

The proposed project would provide a 5-foot wide sidewalk on the north side of the Miracle Mile, and on a short segment of the south side adjacent to the bus stop, that is separated from vehicles by curbing. The existing bus stops would be relocated to safer spots, allowing the north and south portions of sidewalk, between the transit stops, to be connected by a new signalized crosswalk; there would also be a new crosswalk at the intersection of Miracle Mile and Poverty Lane to address future connections from Mechanic Street. These facility improvements will help make some portions of the pedestrian-cyclist network less stressful for area school children, shoppers, and local employee-commuters, reducing stress to a level B for the foreseeable future, until adjacent connections and a sidewalk facility on the south side of the Miracle Mile can be completed.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

While Lebanon is proud of its robust safety record, we are aware of opportunities for improvement, especially in locations that have never had the benefit of basic pedestrian facilities in the first place. There are no pedestrian facilities on either side of the Miracle Mile's 0.5-mile length. The northern side of the road has only minimal walkways covering less than 50 feet in front of one business. There are bicycle lanes, however pedestrian traffic currently resorts to using drainage ditches and private property frontage in lieu of sidewalks and as evidenced by worn footpaths. Refer to the attached "Plan References" which includes photos. At present there is not a single crosswalk between the top of Seminary Hill Road to the west, the Miracle Mile, or Mechanic Street to the east (until close to downtown) and there is poor driver visibility due to the road grading where the current AT bus stops are situated on the Miracle Mile. It is unsafe to cross Miracle Mile by foot at the current location, especially for transit riders. The Miracle Mile is 3 lanes, including a center turn lane. While the approved speed limit is 30mph, and we do not have average speed data for US4, velocitation due to proximity to Exit 19 and the road's straightaway nature is common. As noted by the 2010 Bus Stop Design Study, the Miracle Mile is a High Volume Traffic area; the AADT on US Route 4 just west of Poverty Lane was 14,000 vehicles per day in 2013 (counter

#254021), which was the maximum AADT on US 4 in Lebanon that year.

As activity in the project area increases due to growth in the location's bus ridership, dependence on the Price Chopper grocery store, and relocation of the LISTEN thrift store and social services agency, in particular, risks of pedestrian and motorist conflicts specific to the Miracle Mile could increase. Such conflicts are on the rise in the U.S.; according to a recent Detroit Free Press article citing USDOT National Highway Traffic Safety Administration data, (https://www.nhtsa.gov/press-releases/usdot-releases-2016-fatal-traffic-crash-data) "Pedestrians are not seeing the benefits of the lifesaving safety improvements that have helped reduce total traffic fatalities. Pedestrians represent 16 percent of those killed in traffic crashes in 2016, a steady increase over the past decade," and "Almost 6,000 pedestrians died on or along U.S. roads in 2016 alone". According to UVLSRPC analysis of NHDOT data for Miracle Mile crashes between 2002-2015, as shown in the attached "Reported Crashes" map, two (2) incidents adjacent to the roadway resulted in incapacitating injuries, 31 were non-incapacitating, and over 130 other incidents occurred along and adjacent to the Miracle Mile.

The proposed transit improvements, crosswalks, signalization and 5-foot sidewalk with curb are critical to enabling more non-vehicle mobility and ensuring the safety of pedestrians in this busy area, with corollary health, social, and environmental benefits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

As shown on the attached Area Map, there is a bicycle lane/shoulder along the northern side of the Miracle Mile, however no pedestrian facilities exist. This inhibits safe transit ride and foot access to over 30 destinations of significant commerce, services and employment, as shown on the attached Businesses Map. The Mascoma River Greenway (MRG) rail trail recently opened an east-west shared use corridor located along the rear of properties situated on the Miracle Mile, however there is not currently legal MRG access to any of the properties. The long-term goal is to connect all such routes near the Miracle Mile; in the meantime, while the proposed project is not part of a phased plan two nearby projects would mesh with it. First, the approved Iron Horse development would complete the MRG with pedestrian and bicyclist facilities between Glen Road (on the opposite side of the Dudley Bridge) and West Lebanon's Main Street. Second, City and state officials, per the NH Ten-Year Transportation Plan, intend to rebuild Route 4/Mechanic Street between downtown and I-89 Exit 19, widen it, and add bike lanes with a sidewalk; one phase has been approved along the roughly 1¼-mile route which is located just to the east of the subject TAP project limits. The addition of more complete streets infrastructure through these projects and along the Miracle Mile would close a vital gap between Downtown and West Lebanon pedestrian connectivity.

The proposed five-foot wide sidewalk with curb would be added to approximately 2,800 linear feet on the north side of the Miracle Mile, and link to a relocated Miracle Mile Plaza bus stop. An additional 350 feet of sidewalk would be added to the south side, adjacent to the public transit stop located in the vicinity of the AutoZone shop and forthcoming LISTEN store. AT is a fare-free bus service that provides mobility for a broad spectrum of demographics and travel purposes in the region, including complementary paratransit for persons with disabilities. Six communities including Lebanon, Hartford (VT), Hanover, Norwich (VT), Canaan, and Enfield are served directly by AT and its red line is one of the most intensely used routes in the state of NH; according to AT, boardings at the Miracle Mile location have more than doubled since the 2010 Bus Stop Design Study. AT's 2017 Passenger Survey further notes that the red line has about 60% ridership from Lebanon residents but the remaining 40% hails from other communities, underscoring this project's potential for regional impact. Finally, 58% of AT respondents said they had no car available.

Improving AT's accessibility and pedestrian access overall on the Miracle Mile will connect fragmented sections of Lebanon, support the transit network, build capacity for constituents of all abilities and resources to thrive in this region, and help keep cars off the road.

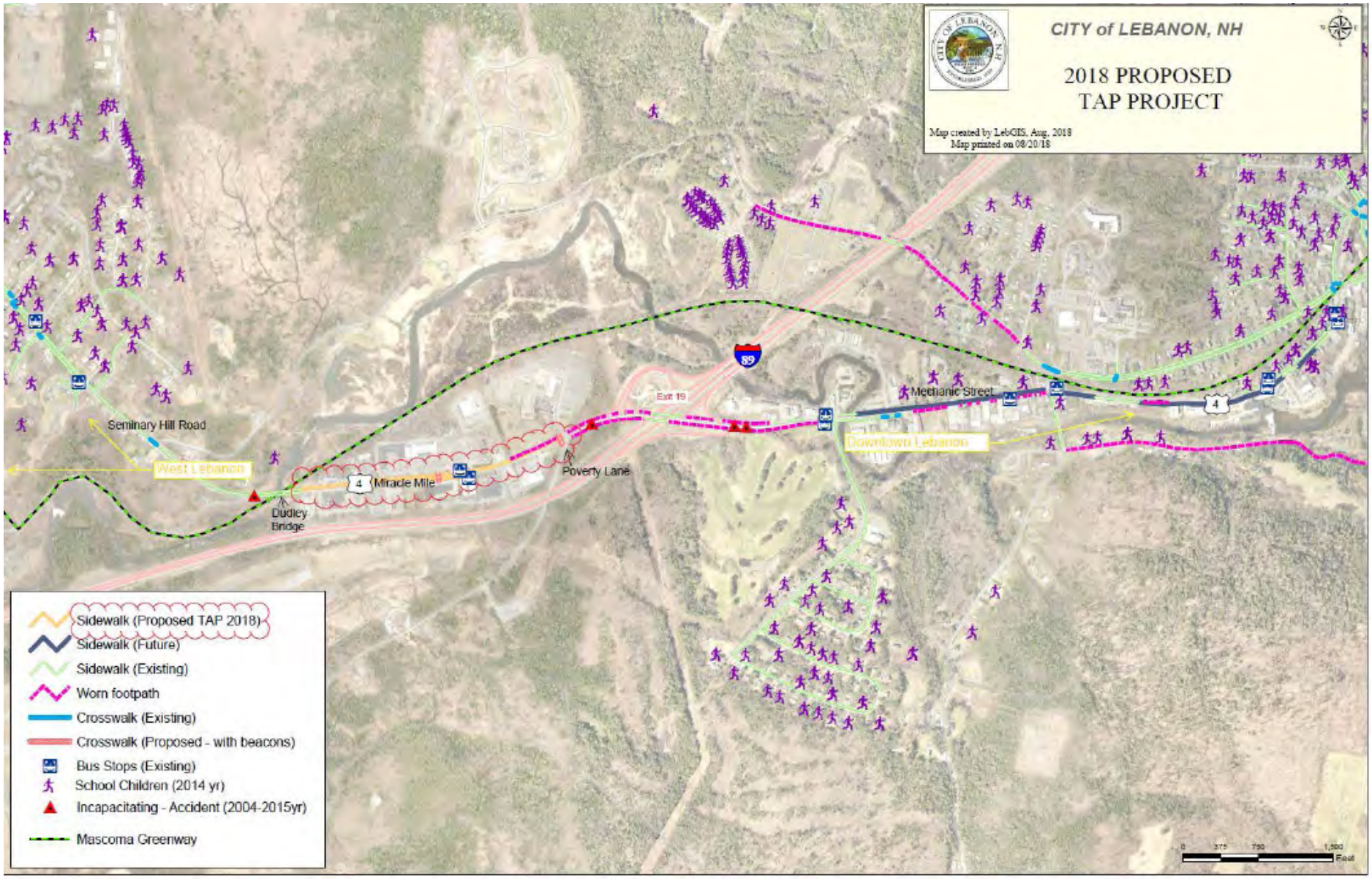
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

1


CITY of LEBANON, NH
2018 PROPOSED
TAP PROJECT
Map created by LebGIS, Aug. 2018
Map printed on 08/20/18
Seminary Hill Road
West Lebanon
Dudley
Bridge
4
Miracle Mile
Poverty Lane
Exit 19
89
Mechanic Street
Downtown Lebanon
4
Sidewalk (Proposed TAP 2018)
Sidewalk (Future)
Sidewalk (Existing)
Worn footpath
Crosswalk (Existing)
Crosswalk (Proposed - with beacons)
Bus Stops (Existing)
School Children (2014 yr)
Incapacitating - Accident (2004-2015yr)
Mascoma Greenway
0
375
750
1,500
Feet

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Londonderry
18-02TAP	Town of Londonderry	

RPC Southern NH Planning Commission Population >200,000 Airport Manchester Airport

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Harvey Road, Webster Road, Grenier Field Road
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	Paved
Length	1.0 miles
Width	10 foot wide multi-use path
Ownership	The right of way is owned by the Town of Londonderry.

PE$	$115,000.00	ROW$	$30,000.00	CON$	$765,000.00	CON Eng$	$90,000.00
Total$	$1,000,000.00	Fed$	$800,000.00	Match$	$200,000.00	Percent Fed$	80
NonPar$	$200,000.00	Total$	$1,200,000.00	Construction is expected to have a total cost of $965,000.			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The proposed project is to construct a 1 mile multi-use path along the side of Harvey Road, Webster Road, and Grenier Field Road in North Londonderry which will extend the existing 4.25 miles of the Londonderry Rail Trail to the Manchester city line (see exhibit 1 – Londonderry Project Area Map). This section (known as phase 6) must leave the old rail bed corridor and be built adjacent to the above mentioned roads in order to go safely around the Manchester Airport property. This entire corridor, in Londonderry and connecting to Manchester, is a vital segment of the larger Granite State Rail Trail, a 125 mile trail connecting Salem to Manchester to Lebanon.

The goal of this project is to provide a safe way for pedestrians of all modes to continue traveling north from Londonderry along the (future) Granite State Rail Trail to the municipal border with Manchester and beyond. This proposed phase 6 will connect the south Manchester rail trail network to the Londonderry Rail Trail with a 1 mile long multi-use path parallel to Harvey Road, allowing pedestrians a direct connection to Manchester through Londonderry. This important corridor route through Londonderry, once completed, will also connect southward all the way to the completed Derry, Windham and Salem Rail Trails bringing the southern end of the regionally important Granite State

Rail Trail to fruition (see exhibit 2 - Alternative Transportation Corridor Region 2018 map).

The project will provide multiple benefits to the community including providing access to jobs, bus service, recreational fields, and schools while also introducing walkability to the growth centers targeted in the Londonderry Master Plan. It will provide a safe connection for pedestrians and bicyclist to the Manchester Transit Authority's bus system via their Brown Ave/Manchester-Boston Regional Airport route that runs along Harvey Rd and around the Manchester Boston Regional Airport. This connection will allow for potential workers from both southern Manchester and Londonderry alternative transportation routes to safely reach their jobs in both municipalities, especially the areas surrounding the airport where industry has continued to grow and demands more jobs from the community.

The preliminary design is done for the route. This project will entail final engineering and construction of 1 mile of multi-use path, increasing the overall statewide rail trail connection. With every section that is complete recreational use value increases by creating a longer linear park for pedestrians and bicyclist to safely travel independently or with their families in a more inviting setting.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The Little Cohas Brook runs adjacent to the existing rail corridor, on one end of this proposed 1 mile project known as phase 6. Currently Londonderry Public Works and Engineering Department is in the design and permitting phase of improving an existing 96-inch culvert located at the Harvey Road end of this proposed project. Improvements shall include the extension of the culvert to accommodate the future rail trail crossing of Little Cohas Brook.

The proposed route travels close to a wetland along Harvey Road just south of Akira Way. The Town intends to address any wetland issues appropriately during the design and construction of the project to be consistent with the Town's conservation principals and goals. A letter of support from the Londonderry Conservation Commission is attached (exhibit 3).

There are no anticipated impacts to cultural or archaeological resources however the project area is located close to the Aviation Museum of New Hampshire, which provides a history of the state when it comes to aeronautics and the pursuit of flight. The rail trail's future connections with Manchester will increase the potential for access to this importance resource.

We are not aware of any hazardous materials within the project area which is located along an existing roadway. A Natural Heritage Bureau Landowner Report (see attached exhibit 4) was completed and has shown no hits for rare or endangered species within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Completion of the rail trail is an essential part of the Londonderry Master Plan. The town since its update of the Master Plan in 2013 has stressed the need to expand connectivity and provide more inclusive infrastructure than simply building/expanding more roads. Town leaders have viewed it as a way to increase alternative transportation, social interaction and connection to a town wide community. The Master Plan points out the benefits of a project of this caliber stating on page 56 (see attached exhibit 5) "As a travel mode and recreation activity, walking [and biking] offers the potential to reduce traffic congestion, improve air quality, and contribute to healthier citizens". In the 2012 Regional Trails Plan created by Central New Hampshire Regional Planning Commission and Southern New Hampshire Planning Commission under the direction of the Regional Trails Coordinating Council, states on page 45 (see attached exhibit 6) "In June of 2011, the Londonderry Town Council voted to support the rail trail concept and to support Londonderry Trailways efforts to secure grant funding for the trail." Since that time the citizen volunteer group Londonderry Trailways has secured funding for and/or constructed approximately 4.6 miles of the 6.1 miles of the Londonderry portion of the "Granite State Rail Trail".

This project is also part of the Salem to Concord, New Hampshire Bikeway Feasibility Study on page 28 (see attached exhibit 7) where it talks about the need to move the proposed trail around the Manchester Boston Regional Airport. In the 2011 Manchester-Boston Regional Airport Master Plan Update Executive Summary comments on page 8, (see attached exhibit 8), "The Airport supports a new community bike path adjacent to airport property. From north to south, the identified bike path connects an old, abandoned railroad corridor/community path around the east side of the airport to New Airport Access Road." See attached letter of support from the Manchester Boston Regional Airport (attached exhibit 9).

The project has received immense support from the community see the attached letters of support from the Town Manager (exhibit 10), the Londonderry Town Council (exhibit 11), State Senator Sharon M. Carson (exhibit 12), as well as letter from many town departments, and committees, like the Planning and Economic Development Department (exhibit 13), the Public Works and Engineering Department (exhibit 14), the Londonderry Planning Board (exhibit 15), the Londonderry Conservation Commission (exhibit 3), The Londonderry School District (exhibit 16), The Principal of North Londonderry Elementary School (exhibit 17) that is located along the rail trail, and the Londonderry Senior Center (exhibit 18). In 2013 and 2017 the citizens of Londonderry successfully passed warrant articles in the amounts of $227,000 and $144,000 respectively to help fund phase 1 and 4 of the rail trail.

Londonderry Trailways has been the driving force in getting the first 5 phases of the rail trail funded and constructed through public and private partnerships. They primarily focus on expanding and maintaining the access to trails across the town and connecting citizens to both nature and other destinations by way of alternative transportation infrastructure. They are as committed to seeing and helping with this phase of the rail trail as they have all the others, see attached letter of support (exhibit 19). They have worked with The Town of Londonderry Public Works and Engineering Department, Manchester Boston Regional Airport and Manchester Moves to develop a route that works for all.

Organizations like Stay, Work, Play NH comment that "Rail Trails like Londonderry's are critical amenities needed to attract and retain more young people here in New Hampshire. As the second oldest state in the country that also has one of the lowest unemployment rates in the country, New Hampshire needs all of the recreational amenities we can get to bolster our work force retention efforts. And this is especially true in Londonderry, one of the fastest growing municipalities in the state, both in terms of residential and commercial growth." see the attached letter of support from

Executive Director Will Stewart (exhibit 20). Bike-Walk Alliance of NH Director David Topham stated in their letter of support (exhibit 21) "The work already accomplished in Londonderry is very impressive and is part of the overall Granite State Rail Trail development reaching from Salem to Lebanon, NH". In the letter of support from Derry Rail Trail Alliance President Mark Conners (exhibit 22), he says "Given that the Londonderry Rail Trail will connect the existing southern towns to the city of Manchester with an alternative transportation corridor makes it one of the most important pieces of the larger envisioned Granite State Rail Trail project- running from Salem NH to Manchester to Concord and to the VT border in Lebanon NH. The completion of the section of trail proposed in this grant by Londonderry is also the keystone to making multi-modal transportation a reality in our state – as the trail will also connect directly to Manchester-Boston Regional Airport and the surrounding businesses and industrial park, creating opportunities for the thousands of workers and visitors that frequent that area." Please also see letters from Granite State Rail Trail President Jeff Latimer (exhibit 23), and Author of the guide book New Hampshire Rail Trails, Charles F. Martin (exhibit 24).

The Greater Derry-Londonderry Chamber of Commerce (exhibit 25) and many Businesses in the community such as Electronics for Imaging (EFI) (exhibit 26), The Angus Group Insurance (exhibit 27), Better Homes and Gardens Real Estate The Masiello Group (exhibit 28), Derry Medical Center (exhibit 29), Spindel Eye Associates (exhibit 30), and Insurance Solutions Corporation (exhibit 31) have also offered letters of support for the project citing the many benefits it'll bring to the community. Please note the letter of support from Elizabeth LaRocca, Community Relations Specialist for Eversource Energy (exhibit 32) who wrote "Eversouce has contributed to the Londonderry Rail Trail project on several occasions, most recently in February to assist with Phase 5. We believe that the Rail Trail is an important amenity which contributes to the high quality of life for those residing and working in this heavily-populated part of New Hampshire. With New Hampshire's low unemployment rate and aging population, it is critical that we invest in key infrastructure initiatives like this which are attractive to younger workers."

The Town of Londonderry and The Londonderry Trailways are extremely ready, and excited to take on this project.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

As you can see by the attached financial statement of Londonderry Trailways (exhibit 33), a portion of the matching funds that will be needed are in place for this grant. The majority of the match will come from the Town of Londonderry through a warrant article. The Town of Londonderry and its citizens have supported the Rail Trail in the past with two successful warrant articles in 2013 for $227,000 and in 2017 for $144,000 for Phases 1 and 4 of the Rail Trail, respectively.

Also in 2005 the Town and its citizens supported a warrant article for $100,000 to fund the match needed for a CMAQ grant that was awarded to the Town of Londonderry for a center of town - school connections multiuse path, (unrelated to the rail trail). This long competed school pathway has been enjoyed and in heavy use for many years.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The proposed route has been reviewed in detail by the Londonderry Department of Public Works and Engineering and Londonderry Trailways. The intent is to construct a 10 foot wide multi-use path alongside the existing road. Since this route is planned along the existing road and within a developed area we do not anticipate disturbance of any historic resources, cultural resources, or possible areas of contamination.

The route does provide access via side streets with wide shoulders or sidewalks to the Aviation Museum of New Hampshire, a unique cultural experience and wonderful look into the history of aviation in the New Hampshire Region.

We do anticipate the need for some slope and right of way easements along the route and have made allowance for them in the budget. There are utility poles that run adjacent to the exiting route and whenever possible the multi-use path will work around them.

We expect to encounter a wetland and steep slope area just north of Akira Way on Harvey Road. We will go through the proper design and permitting to reduce the impact on the wetland and slopes and follow proper procedure for this process.

The route is planned to use existing infrastructure when possible and has been laid out to cross Grenier Field Road at the existing signaled crossing at Webster Road. The signal will be upgraded to one that is pedestrian and bicycle friendly. All side streets and driveways will have cross walk markings making the crossing visible to drivers and increasing the safety of the pedestrians and cyclists.

As stated in the letter of support from the Londonderry Department of Public Works and Engineering (exhibit 14) "Currently PW&E is in the design and permitting phase of improving an existing 96-inch culvert located at the Harvey Road end of the rail trail. Improvements shall include the extension of the culvert to accommodate the future rail trail crossing of Little Cohas Brook."

Londonderry Trailways has committed to maintaining the trail.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The area surrounding the route is zoned and developed as industrial businesses. The average daily traffic volume from the Southern NH Planning Commission along the route are as follows: Harvey Road at Manchester City Line in 2015 is 6,300 vehicles per day, Harvey Road at Railroad Crossing south of Webster Rd in 2016 is 7,900 vehicles per day, and Webster Road east of Harvey Rd in 2014 is 4,600 vehicles per day (see attached map – exhibit 34).

There are limited shoulders along the route, and the speed limit is posted at 30 and 35 mph through the area with the prevailing speed between 38 – 45 mph, please see the attached Londonderry Police Department "Combined Direction Groups of Speed for 08/27/2018 to 09/04/2018" report (exhibit 35). The type of traffic along the route is a mix of car, and truck traffic. The ability to share the road with trucks requires and advanced level of skill and knowledge to handle the air drafts that happen as they pass by. Peter G. Furth a professor of Civil and Environmental Engineering at Northeastern University did a study on level of traffic stress and developed a model for assigning level of stress (see attached descriptions - exhibit 36, and table "Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2007" – exhibit 37). Based on his model, a 1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline) with and effective annual daily traffic of 3000+ cars and a prevailing speed of 40 mph, this proposed project route would have a level of traffic stress of 4 out of 4 and is described as acceptable only for the strong and fearless.

Based on all these conditions the stress score for this proposed project route is a D.

By building a multi-use path the pedestrians and bicyclist will be separated from the traffic, removing the above stresses. It will open this route up not just to individuals with an advanced level of skills but will make it reasonably safe for all as a means to get to work at the area businesses, to individuals who are looking for a safe friendly route to travel, and to families with kids to move safely along a longer route.

By completing this project it would bring the stress score from a D to an A.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

This project will improve safety conditions by separating pedestrians and bicyclist away from areas of high stress streets that currently have limited to no shoulder. The average speed in the area is 38 – 45 mph (please see the attached Londonderry Police Department "Combined Direction Groups of Speed for 08/27/2018 to 09/04/2018" report – exhibit 35). The proposed project creates a clear separation from the roads around the airport and therefore a safe connection through Londonderry to destinations in Manchester and specifically to the Manchester Transit Bus system. It also provides for active transportation connections to business around the airport like Wire Belt (See attached letter of support from Wire Belt CEO David L. Greer – exhibit 38).

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Our specific improvement is the separation of pedestrians and bicycles from high stress streets through a dedicated multi-use trail route.

Installation of Crash Modification Factor Countermeasures are a proven way to improve safety. At road crossings and driveway crossings improvements such as "High Visibility Crosswalks" will be installed. An FHWA study (exhibit 39) found "the continental marking was detected at about twice the distance upstream as the transverse marking during daytime conditions. This increase in distance reflects 8 s(econds) of increased awareness of the crossing for a 30 mi/h operating speed." See page 5, second bullet under conclusions of attached "Crosswalk Marking Field Visibility Study Tech Brief ".

Another safety improvement will include upgrading the existing light at the intersection of Webster Rd and Grenier Field Rd to allow for pedestrian and bicycle crossing.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This proposed section of the Londonderry rail trail fills a vital gap in the existing & growing alternative transportation network that, through phased projects, is creating regional connectivity in connecting Salem, Windham, Derry, Londonderry and Manchester. Its position connects residents to jobs, restaurants, Manchester Transit Authority (MTA) bus service, museums, and Manchester (once completed).

This 1 mile section will complete the northern part of the Londonderry rail trail and once completed will leave only one final section of trail at the south/eastern end in the area of the I-93 exit 4A expansion. Once complete this trail will provide direct connection from Manchester to Derry/Windham/Salem providing access to business around the airport, restaurants in the exit 5 area, and scenic views along the route. The Londonderry Rail Trail is also a vital link in the larger Granite State Rail Trail network that when complete will cover 125 miles and connect from the Massachusetts border in Salem to the Vermont border in Lebanon with branches through Goffstown to New Boston, and out the Rockingham Rail Trail from Manchester to Newfields, creating a wonderful network of linear parks and connections throughout the state.

One of the key connections this trail will provide is a safe connection to the MTA bus system please see the letter of support from Laurie Makarawicz, Regional Service Coordinator for the Manchester Transit Authority (exhibit 40) who wrote "Once passengers access Route #3, they can ride to Downtown Manchester and there connect with our entire system, opening up connections not just throughout Manchester but also Goffstown, Bedford, Hooksett, Nashua, and Concord." While MTA does have marked stops they also operate on a flag down policy, meaning if someone is waiting for a bus along the route and they wave at it, the bus will stop somewhere safe to pick them up. Access to the bus system is available to pedestrians and bicyclist as most MTA buses can accommodate at least 2 bicycles.

The connection to Manchester Transit Authority's Bus Route #3 provides service along Harvey Road, Pettengill Road, Industrial Drive, Commerce Drive, and to the Manchester Boston Regional Airport (See attached exhibit 41 - route map diagram). An area that is growing rapidly and producing new jobs and creating economic development benefits that will help the region not just Londonderry.

We fully expect this project to add significant value to the Town of Londonderry and the surrounding southern NH region.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

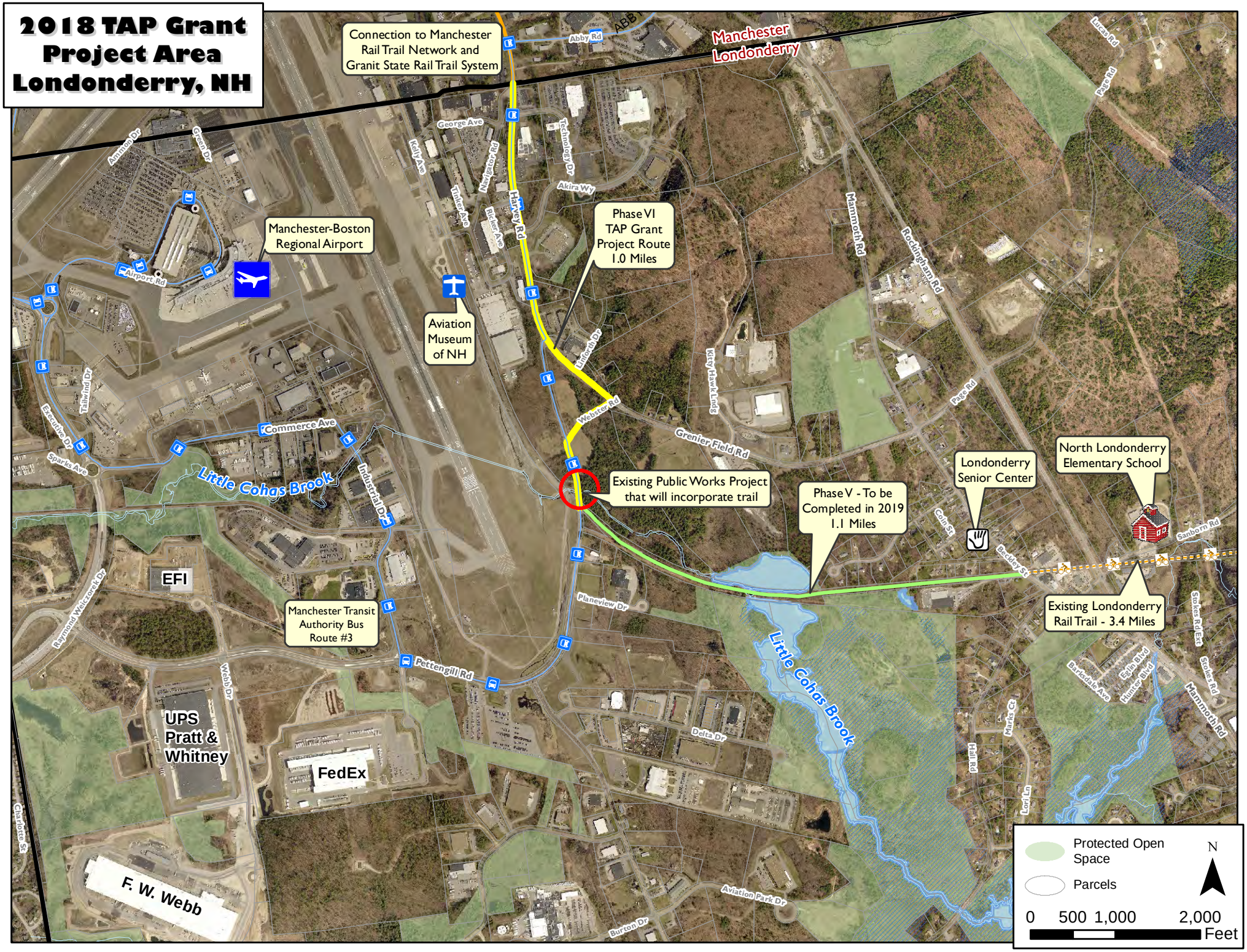
D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

1

2018 TAP Grant Project Area Londonderry, NH



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Manchester
18-27TAP	City of Manchester	

RPC Southern NH Planning Commission Population 5,000 - 200,000 Airport Manchester Regional Airport

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Perimeter Road, South Willow Street (State Route 28), Harvey Road
State Routes	State Route 28 (South Willow Street)
Other	N/A
RailRoad	The project will begin at the Pan Am rail crossing at the northern end of the project where the rail line crosses Perimeter Road.
SurfaceType	Asphalt Paved
Length	8,100'
Width	Average width is about 8'. The width of sidewalks on Perimeter Road and Harvey Road will be 6'. The sidewalk along South Willow Street will be 10'.
Ownership	All permanent work is within the City of Manchester Right-of-Way, however, sidewalks will be installed that may require temporary construction easements to match into front lawns.

PE$	$150,000.00	ROW$	$25,000.00	CON$	$675,000.00	CON Eng$	$150,000.00
Total$	$1,000,000.00	Fed$	$800,000.00	Match$	$200,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$1,000,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose of this project is to construct an ADA compliant pedestrian/bicycle trail starting from the southerly end of the South Manchester Rail Trail Project, then along Perimeter Road, South Willow Street and Harvey Road. The project will include a rapid flash beacon and high visibility cross walk on Perimeter Road at the rail crossing, new sidewalks (or widened sidewalks) and sharrows along Perimeter Road, a widened sidewalk that will serve as a pedestrian and bike path along the curved portion of South Willow Street (Route 28) along the end of the runway, and new sidewalks and bike lanes on Harvey Road from Perimeter Road to the Londonderry Town Line. Some drainage improvements including the relocation of catch basins, will be required along South Willow Street.

The goal of the project is to improve connectivity between the south side of the City to the Londonderry Trail system (some of which is proposed) and to areas east and west of the City.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The ultimate objective of the City's bicycle and trail program is to provide connectivity to the south, east and west of the City. This Trail improvement will ultimately provide a major bicycling route to reach the south, east and west areas of the State.

The following plans are attached to define the project:

1. A Locus Map.
2. An Aerial photo.
3. A "Connectivity Plan" that shows how this project fits in in the regional area.
4. A plan that shows the proposed ADA Ramps, drainage improvements that will be required (Drop Inlets), and the location of a proposed rapid flash beacon and visible crosswalk.
4. A plan that shows the proposed sidewalk locations.
5. A plan that shows the proposed curb locations.

In addition, a detailed estimate is attached.

As one can see be the attached plans, we have thought this project out and are prepared for it's implementation.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

We are aware of no cultural, archeological or natural resources within the project limits.

We are aware of no hazardous materials within the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project is part of our rail trail expansion plan and also part of both our City Master Plan and our bicycle route master plan. The project has an amazing level of community support. Letters of endorsement are attached from the Mayor's Office, the Board of Mayor and Aldermen, the Greater Manchester Chamber of Commerce, the Manchester Economic Development Office, the City's Health Department, Bike Manchester, the Manchester Transit Authority, the Manchester Connects organization, the Bike Walk Alliance Organization, the Manchester Office of Planning and Community Development, the City's Risk Management Safety Officer and the airport.

The City has been extremely successful with our trail building program. We have just successfully completed the Piscataquog Trail Project that included a bridge that connects Manchester's trail system to Goffstown's trails. We have the South Manchester Trail System under design, We have a TAP project Feasibility Study nearly completed to connect the South Manchester Rail Trail with the Riverwalk and the Hands Across the Merrimack Bridge and the Piscataquog Trail. Award of this current round of funding will help us to continue our record of successful projects.

In the course of creating a bicycle master plan for the City, this project and others has been presented at meetings and functions including, General Public Meetings, Bike Manchester meetings, Change the World Day, the Farmers Market, the Conservation Commission, a Cigna Road Race, Family First Day, and the Bike Collective Open House. In all of these meetings, this project and others have received overwhelming support from the community.

The following is quoted from the City's Master Plan:

This trail can be used both for recreational activities as well as alternative transportation. Residents ... can jog along the ... Trail to get to a soccer game at Precourt Park or take the Trail to get to a restaurant instead of taking a car. The trail system can also be part of a healthy lifestyle for the residents of the City. These trails... can provide a route for walkers, bikers, joggers and even the occasional Segway without mixing it up with automobile traffic. This system can be an attraction for the City and as such can assist in Manchester’s economic development.

The trails can connect various neighborhoods in the City with each other and major destinations such as Lake Massabesic, the Millyard, Piscataquog River and MerchantsAuto.com Stadium (now Delta Dental Stadium). The trails can connect more than just neighborhoods, however. The Rockingham Trail connects easterly all the way to Great Bay on the Seacoast; the Heritage trail will connect north and south
from Massachusetts to the Canadian border; the Piscataquog Trail will connect out to Goffstown and New Boston; and the South Manchester Rail Trail may connect to Salem at some point.

While it may take years to fully complete the system, having a common vision along with the support of neighborhood groups and individuals can make the Trails a reality. The trails can provide exercise, transportation and are another step towards making the City more sustainable.

This project was part of the State's Ten Year Project Plan until recently when it was removed.

In addition to the above, the Master Plan states that "Mixed use neighborhoods reduce the demand for vehicle travel by providing walkable neighborhoods where it is possible to walk or ride a bicycle to a corner store, barber, school or to work". This TAP project certainly moves the area of this project toward the City's goal of mixed use neighborhoods.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Please see the attached letter from Deputy Director of Planning and Zoning, Pamela Goucher for further comment.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City has made a firm commitment to provide our share of funding for this project. The City's share of funding for this project will be provided through our Capital Improvement Program (CIP). We have brought the project to the CIP Committee for permission to apply and will return to secure funding in early 2019. The CIP Committee approved the request and forwarded their recommendation for approval to the Mayor and Board of Aldermen. The BMA and the Aldermen approve of the project. A letter of support for the project from Mayor Joyce Craig is included with the application as well as a letter from the City Clerk's Office documenting the approval of the project by the Board of Mayor and Aldermen. The CIP process begins at the beginning of next year and funds are awarded on or about July 1st.

The City has participated in many NHDOT funded projects in the past and understands the process from project inception to project completion.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The City of Manchester is intimately familiar with NHDOT project requirements and management practices including the LPA process, environmental investigations, etc... and look forward to following the required processes in an efficient and effective manner during the course of this project. To that end:

We know of no historic, cultural, maintenance, possible areas of contamination or other related issues that may negatively impact the project's ability to succeed.

Regarding the historic and cultural issues, this project can only enhance these areas by providing connectivity to those who wish to visit the City's many cultural areas on foot or by bicycle.

The City is committed to maintaining these facilities once they have been constructed (including winter maintenance).

The following benefits are listed in the NHDOT's recently published "Your Guide to Promoting Walking and Bicycling Accommodations in New Hampshire".

- A person who walks or rides a bicycle may experience all kinds of health benefits, including: lower blood pressure, a healthier weight, a lower risk of chronic diseases, and improved mental health.
- A person who walks or rides a bicycle can save money on motor vehicle maintenance and gasoline.
- Walking and bicycling foster a greater sense of community by creating more opportunities for social interaction.
- Pedestrians and bicycles consume less roadway space than motor vehicles, leading to less congestion, which benefits those who are traveling by any mode and those who live near busy roads.
- Reduced motor vehicle emissions results in less air pollution and therefore a healthier community.
- Improved walking and bicycling infrastructure reduces the risk of crashes and injuries of people who walk, ride bicycles,

and drive.

- Improved walking and bicycling infrastructure gives people more transportation choices. This is especially important for children and others who do not drive.
- Homes in walkable neighborhoods are more likely to have higher property values than similar homes in car-dependent neighborhoods.
- Pedestrians and bicycles cause much less wear-and-tear to infrastructure than motor vehicles leading to reduced maintenance costs.

The Bicycle/Pedestrian trail proposed by the City of Manchester will satisfy all of these bullets. This, along with the other information supplied in this section make the project highly likely to succeed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

As part of the Bike Plan/Master Plan process, we have coordinated our efforts with the Bike Manchester advocacy group. The City is working to incorporate stress mapping compiled by Bike Manchester into the Master Plan.

Bicyclists (and pedestrians) have varying levels of tolerance for stress created by volume, speed, and proximity of automobile traffic. Their tolerance varies by age and bicycling experience. Perhaps the best way to address stress levels is to separate bicyclists and pedestrians from the automobile traffic. This is precisely what the Manchester trail project will do.

This project will obviously reduce overall stress levels by relocating bicyclists, pedestrians and joggers from the adjacent streets. The project is included in the City's bicycle master plan and is part of the City's efforts to reduce stress levels throughout the City.

Existing stress levels on adjacent streets, Perimeter Road and Harvey Road are likely at level B due to high levels of traffic and the truck traffic in the areas

The pedestrian route portion of the project should be reasonably safe for all children (A). The proposed trail will provide a safe route for people of all ages.

Installation of Crash Modification Factor Countermeasures are proven ways to improve safety. Where possible, we will incorporate these countermeasures. For example, "High Visibility Crosswalks" is a countermeasure that can be added to the Route 93 ramp crossing areas. A High Visibility Crosswalk aims to increase awareness of pedestrians at intersections by using highly visible marking patterns (much like the "piano key" crosswalks installed throughout Manchester).

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Perimeter Road has approximately 7,000 vehicles per day in the area near South Willow Street. South Willow Street in the project area has approximately 11,000 vehicles per day. Harvey Road has approximately 10,000 vehicles per day. The project will provide safe pedestrian routes along the moderately high traffic areas.

As stated in the previous section, installation of Crash Modification Factor Countermeasures are proven ways to improve safety. Where possible, we will incorporate these countermeasures. A specific example of an improvement is installation of, "High Visibility Crosswalks" and "Rapid Flash Beacons". These are countermeasures that can be added to street crossing areas, particularly on Perimeter Road at the rail trail crossing location. Both the High Visibility Crosswalk and the

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Rapid Flash Beacon will increase awareness of pedestrians at intersections by using highly visible marking patterns (much like the "piano key" crosswalks installed throughout Manchester) and "announcing the crossing to vehicles in the area.

Please see the attached letter from Kevin O'Neil the City's Safety Officer. In his letter, he states, "I believe that this project will significantly improve safety conditions and enhance the level of safety in the area. One specific improvement is the addition of sidewalks in an area of heavy truck traffic. In addition, the existing sidewalks on Perimeter Road are to narrow for the DPW to plow. Under this project, those sidewalks will be widened which will allow them to be plowed and ultimately provide safe passage for pedestrians."

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

his project provides for local neighborhood, City-wide, and Regional connectivity.

The project will provide connectivity to the surrounding residential neighborhoods including the homes throughout the area between South Willow Street and Brown Avenue. The project could also be viewed as a stand alone with direct and local benefits within the immediately surrounding neighborhoods.

This project will provide an additional link in a system that includes the South Manchester Rail Trail and the City's Riverwalk and the Piscataquog Rail Trail. Ultimately, it will be part of a system of trails that link the Piscataquog Trail (this trail includes the Hands Across the Merrimack Bridge and extends from the Riverwalk to the Biron Bridge), the Riverwalk (this trail runs along the east side of the Merrimack River, the South Manchester Rail trail (currently from Goffs Falls Road to South Beech Street).

While the physical improvements this project would make total less then a mile in length, their value is much greater in that that from the standpoint of satisfying some of the City's goals. The project is part of the City's proposed Bicycle Master Plan that provides connectivity to the entire City thus creating a true network of trails connecting various parts of the City to each other, and the City to surrounding towns as well.

This project connects the City to the the future Londonderry trail system and will ultimately provide a connection that will reach Salem and other southerly points at some point in the future....

The project is a major significant link in connecting Goffstown and points west to Londonderry and points south, and connections to the East via the Rockingham Rail Trail. No other project can boast of this level of connectivity.

It should be noted that this project fits within the City Planning Board's Master Plan perfectly. The Master Plan stresses "The encouragement and promotion of extending, completing, and interconnecting the rail trails that Manchester has already built and established. Doing so will provide more opportunities for the citizens of Manchester and nearby communities to walk, bike, exercise and, in general, to promote a healthier style of living".

Please note the letter of support from Laurie Makarawicz, Regional Service Coordinator of the Manchester Transit Authority who describes how the project will open up connections "not just throughout Manchester, but also to Goffstown, Bedford, Hooksett, Nashua and Concord'.

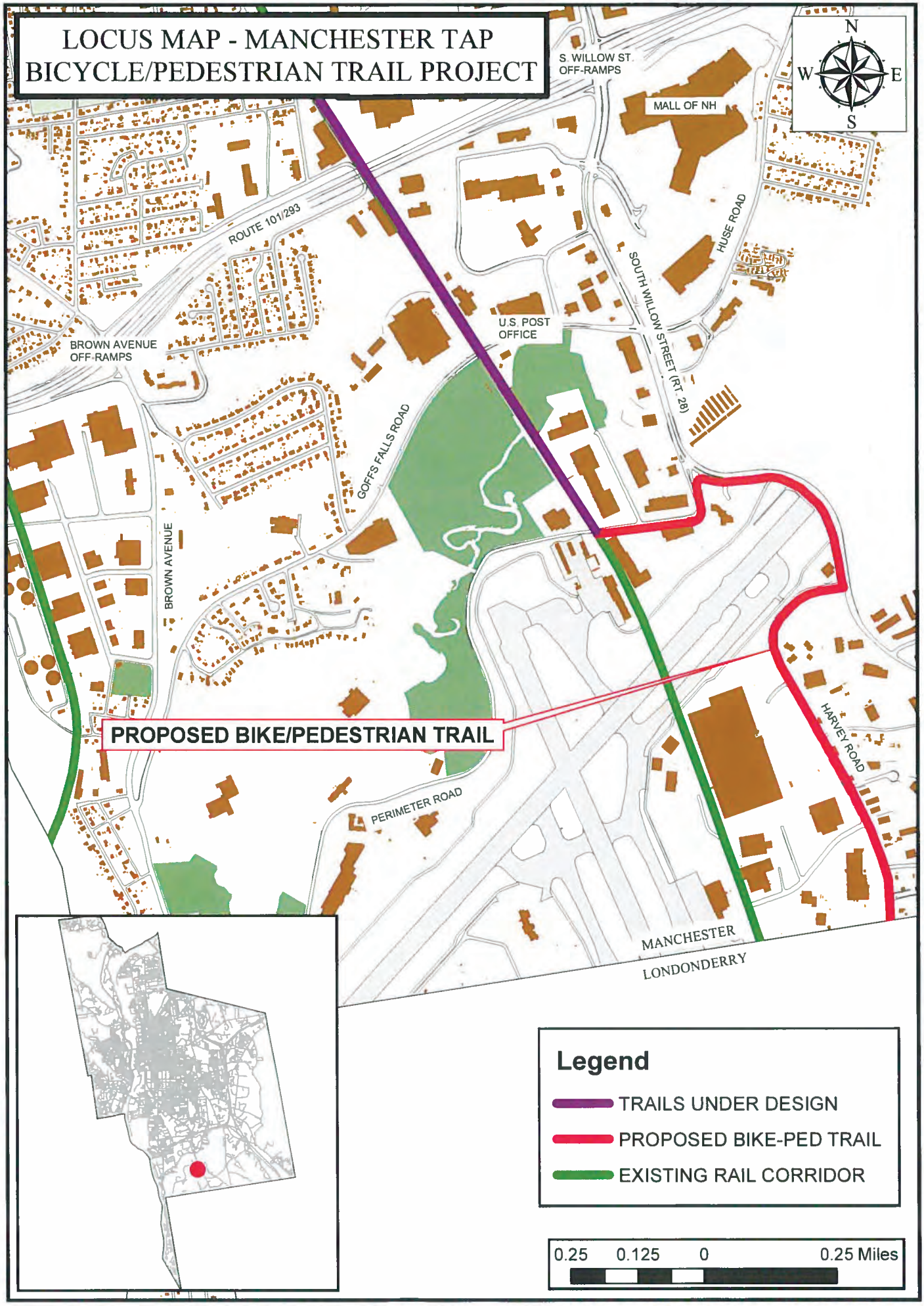
We expect that this project will add significant value to the City.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


LOCUS MAP - MANCHESTER TAP
BICYCLE/PEDESTRIAN TRAIL PROJECT
N
W
E
S
S. WILLOW ST.
OFF-RAMPS
MALL OF NH
ROUTE 101/293
HUSE ROAD
SOUTH WILLOW STREET (RT. 28)
U.S. POST
OFFICE
BROWN AVENUE
OFF-RAMPS
GOFFS FALLS ROAD
BROWN AVENUE
PROPOSED BIKE/PEDESTRIAN TRAIL
HARVEY ROAD
PERIMETER ROAD
MANCHESTER
LONDONDERRY
Legend
TRAILS UNDER DESIGN
PROPOSED BIKE-PED TRAIL
EXISTING RAIL CORRIDOR
0.25
0.125
0
0.25 Miles

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Merrimack
18-31TAP	Town of Merrimack	

RPC Nashua Regional Planning Commission Population >200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Woodbury Street between the intersecting McElwain Street and Daniel Webster Highway Baboosic Lake Road between O'Gara Drive and Daniel Webster Highway
State Routes	Intersecting with US Route 3 (Daniel Webster Highway)
Other	N/A
RailRoad	N/A
SurfaceType	The sidewalks are anticipated to be paved.
Length	2,700+/- feet of sidewalk will be construction
Width	The proposed sidewalks are expected to be five feet wide.
Ownership	The project area where the sidewalks will be constructed for Priority #6 along Woodbury Street is owned primarily by the Town of Merrimack and the Merrimack School District. Area was left for a sidewalk in front of the two privately owned parcels when they were subdivided, therefore no easements will need to be obtained if the sidewalk is on the south side of the street. Along the North side of Baboosic Lake Road for priority #7 the case is similar. There appears to be ample room for sidewalk construction based on preliminary investigation. Private parcels are owned by the Last Rest Cemetery Association and BLR Realty Trust (see attached photos Exhibit 8).

PE$	$98,000.00	ROW$	$30,000.00	CON$	$675,000.00	CON Eng$	$102,000.00
Total$	$905,000.00	Fed$	$724,000.00	Match$	$181,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$905,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

This TAP Grant project will make important connections between existing sidewalks and various facilities and businesses located in the Town Center. The proposed connections are clearly outlined and are part of the Town Center Pedestrian and Trail Master Plan (see attached exhibit 9). The 2009 plan was created by the Town Center Committee which is a subcommittee of the Town Council. The Pedestrian and Trail Master Plan was created with the assistance of NRPC to coordinate the further development of the "Town Center". The goal was to provide a safe and inviting access for the

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Town residents and visitors to patronize local business and key destinations in the Town Center area. This TAP Grant will allow the Town of Merrimack to achieve sidewalk priorities #6 and #7. The scope of work will be to construct a total of 2,700 linear feet of sidewalk along Woodbury Street (1,200 feet) as well as along the northern side of Baboosic Lake Road (1,500 feet) (see Plan Sheet 1 - Project Overview).

Overall the project will connect many Town facilities including the Town Library, O'Leary Community Center, Merrimack Congregational Church, Police Station, Lisa's Tippy Toes Daycare & Learning Center, the American Legion, and other commercial facilities to the "Town Center". The project will connect the High School with businesses and restaurants on Daniel Webster Highway. It will also finish the loop between Watson Park and the High School. The objective of the project is to have safe, adequate access for children, adults and the elderly alike.

The scope of the project listed under priority #6 is to construct a 1,200 +/- foot long sidewalk from Merrimack High School to Daniel Webster Highway and Watson Park (see plan sheets 2 & 3 Woodbury Street). This will help to complete the loop from the project that was started under the 2014 TAP Grant known as the Souhegan River Trail. The construction of this sidewalk will also connect into the existing sidewalks along Daniel Webster Highway. This section of sidewalk will provide better access for both the younger and the older residents in the McElwain Street area to the Park and businesses and restaurants along Daniel Webster Highway. Presently, pedestrians are required to walk within the street creating a very unsafe situation. Due to the topography in this area during the snowy, slippery winter months this could become a serious issue.

This portion of the project will start at the sidewalk at the intersection of McElwain Street and Woodbury Street near Merrimack High School. The proposed walk will then traverse down a steep section of Woodbury Street before tying into the existing paved side located along Daniel Webster Highway. The sidewalk will be paved and is planned to be 5 feet in width. The goal is to provide a much safer access along a very busy street especially during the school year. During the process the proposed sidewalk construction should be reviewed on both sides of the road for the best location.

The scope of the project listed under priority #7 is to construct 1,500+/- feet of sidewalk along the northern edge of Baboosic Lake Road (see plan sheets 4 & 5 Baboosic Lake Road). This will connect various town facilities to the residential areas west of the Everett Turnpike. The constructed sidewalk will begin by tying into the existing sidewalk along Baboosic Lake Road at the library and a portion of Daniel Webster Highway. The sidewalk will progress up past the cemetery and the police station. The sidewalk will end at the proposed future sidewalk that will be constructed as part of the FE Everett Turnpike Expansion Project. The new bridge will support sidewalks on both sides of the bridge and will connect the large residential area on the west side of the Everett Turnpike with the "Town Center" as proposed on the original Town Center Plan. The sidewalk is to be five feet wide and paved with granite curbing to protect the pedestrians. This project will provide pedestrians with much safer access to town facilities on the north side of Baboosic Lake Road (see Photos Exhibit 8).

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The Woodbury Street Sidewalk will connect both the Merrimack Elementary, Upper Elementary and High Schools with Watson Park and the Souhegan River Trail. The Souhegan River Trail is presently completing the Feasibility Study as part of the 2014 TAP and is anticipated to begin construction in 2019. The 2014 project will tie into the existing trail system that runs beside the Souhegn River and back up to the school. The existing trail system also connects to an extensive system on the west side of the FE Everett Turnpike.

The Baboosic Lake Road sidewalk will connect residents on the west side of the FE Everett Turnpike with the Library, the Senior Center, Church, Town Hall, Police Station and Kids Kove Playground that is beside Baboosic Brook.

There are no known hazardous materials along either sidewalk.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The project is a part of the Merrimack Town Center Pedestrian & Trail Master Plan prepared by the Town Center Committee in 2009, and adopted by the Merrimack Town Council. The Nashua Regional Planning Commission also helped with the preparation of the plan. The project is also outlined in the 2002 and the 2013 Town Master Plan.

The project has received support from the Town as provided in the attached support letter.

The project has also been supported by the Town Center Committee and the Merrimack Planning Board, see attached support letters.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

This project being part of the Merrimack Town Center Pedestrian & Trail Master Plan (created in part by NRPC) and as part of the 2013 Master Plan has been well vetted.

The project is listed on the Capital Improvement Program (CIP) (see attached CIP exhibit 6) as item 14. The title will be revised along with the funding amounts and time frames in upcoming CIP. The funding will be taken from the Town's Infrastructure Capital Reserve Fund (The Town currently has a sufficient balance in the CRF for this project). The Merrimack Town Council is the agent authorized to expend Capital Reserve Funds. The project will be included in the Budget for FY19.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

We do not anticipate any historic, cultural, or environmental obstacles for these projects.

The Town of Merrimack has previously completed two successful sidewalk projects through the Transportation Enhancements program on Daniel Webster Highway in the area of Woodbury Street as part of the Town Center Committee Plan. The Town of Merrimack is preparing for the finalized Souhegan Trail Project.

On Baboosic Lake Road the sidewalk should be contained within the existing Right of Way.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Woodbury Street:

The current condition is a D - Currently along Woodbury Street there is no sidewalk at all. All pedestrians are required to walk within the paved road. There is a section of this roadway that is very steep and in the winter when the roads are slippery and icy it is very hazardous to all pedestrians.

Baboosic Lake Road:

The current condition is a D/E - There is currently sidewalk along the south side of the road, however pedestrians frequently travel along the north side where there is no sidewalk and then proceed to cross the road where there is no crosswalk. Baboosic Lake Road is considered a minor Arterial Street and it intersects with Daniel Webster Highway (US Route 3 considered a major Arterial Street. Last year a pedestrian was struck by a motor vehicle as they were crossing Baboosic Lake Road near the Town Hall (see attached photos, exhibit 8).

The anticipated stress level for both areas would be A/B following the project. Sight distance will be improved and pedestrians will no longer be walking in the streets but will have access to a raised dedicated walkway and crosswalks.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Future condition for the entire project will be at a Level A/B: Once the sidewalks are complete there will be a connection to other sidewalks thus connecting more of the Town Center Area together.

Sidewalks will be raised from the existing road providing a safer pedestrian access out of the vehicular traffic pattern.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project will fill a vital gap in the existing 2009 Town Center Pedestrian & Trail Master Plan. Upon completion of this project phases #6 and #7 will be accomplished as part of the Master Plan. As shown on the attached map, Merrimack has a significant trail/sidewalk system in the Town Center area but improvements are required in some areas to make pedestrian travel more safe. The eastern part of the Town known as the Town Center is divided from the rest of the Town by the FE Everett Turnpike; the Town Center is divided north to south by the Souhegan River and the Baboosic Brook. Due to these physical features, sidewalks and trails are needed to make safe pedestrian passage over or under them.

The direct connections made as part of this project are:

The Woodbury Street sidewalk section will connect the 2014 TAP Souhegan River trail system and Watson Park area back up to the High School again. This will complete that loop that then connects into the larger trail system and continues the sidewalk construction work that was completed during the past two Transportation Enhancement Projects. (See Attached Photos Exhibit 7)

The Baboosic Lake Road sidewalk will make important connections to existing sidewalks in the area. The Merrimack Town Library, Congregational Church, O'Leary Community Center, Police Station, Daycare and Learning Center, as well as the American Legion, Town Hall and the schools will be connected for safe pedestrian access. Priority #7 will also connect to the future Everett Turnpike expansion which will provide a new sidewalk on both sides of the bridge going over the turnpike. This will also provide a direct connection between the Town Center and the residential areas on the west side of the Everett Turnpike.

The sidewalk will also connect the local restaurants and retail businesses to the Town Center Area on both sides of Baboosic Lake Road as there is already a pedestrian crossing on Daniel Webster Highway and Baboosic Lake Road. These connections will help to stimulate the growth and development of businesses creating a positive outlook for the area.

There are also presently sidewalks on the south edge of Baboosic Lake Road that tie directly into the Daniel Webster Highway sidewalk system. These sidewalks lead past the Merrimack Town Offices and Merrimack District Court, past the Upper Elementary School and the Police Station up over the FE Everett Turnpike to the sidewalk system in the western part of Merrimack. Sidewalks on the north edge of Baboosic Lake Road will provide pedestrian access from residential areas west of the Everett Turnpike all the way to Twin Bridge Park.

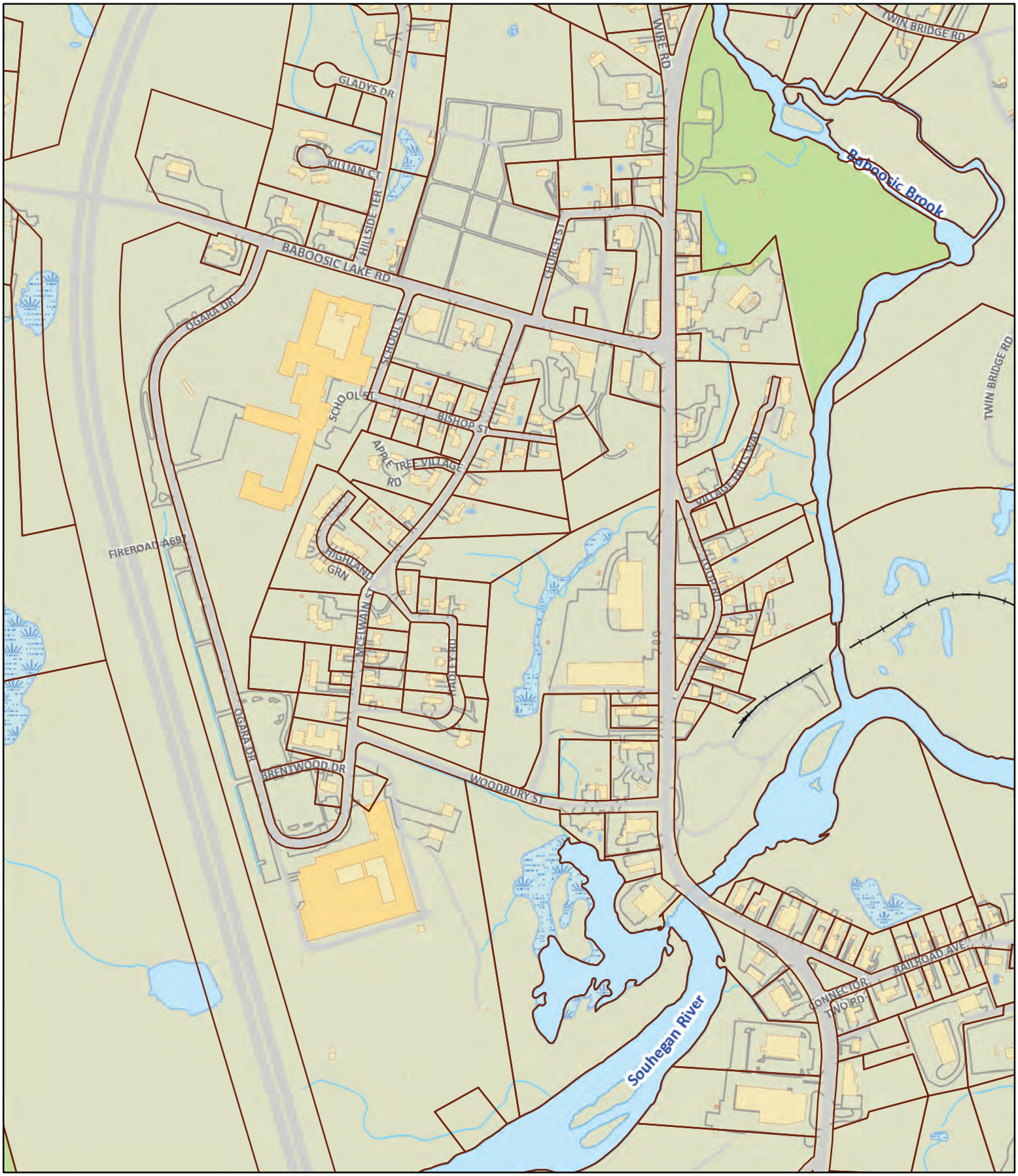
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

1



TAP 2018 - WOODBURY ST & BABOOSIC LAKE ROAD

N
W E
S

Feet
0 187.5 375 750

1 inch = 500 feet

TOWN OF MERRIMACK 1746 NEW HAMPSHIRE

SHEET 1

The Town of Merrimack, NH shall assume no liability for any errors,omissions, or inaccuracies in the information provided regardless of how caused or any decision made or action taken or not taken by reader in reliance upon any information or data furnished hereunder.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Milford
18-26TAP	Town of Milford	

RPC Nashua Regional Planning Commission Population >200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	North River Road, Elm Street
State Routes	N/A
Other	Internal maintenance roadway located along the northern perimeter of the Keyes Memorial Park and terminating at the rear of the property located at 127 Elm Street.
RailRoad	1,450 linear foot multi-purpose path, plus 180 foot and 25 foot pedestrian bridges
SurfaceType	Paved sidewalk or alternative materials to be determined; bridge surface to be determined
Length	1,450 linear foot multi-purpose path, plus 180 foot and 25 foot pedestrian bridges
Width	1) pedestrian bridges approximately 10 feet and 2) Multi-use path approximately 6 feet.
Ownership	Segment 1 - Town of Milford - 36 North River Road (Tax Map 8, Lot 11), Arbor Brookstone LTD Partnership / NEPSA Property Investors Inc. - 135 Elm Street (Tax Map 19, Lot 25-9) Segment 2 - Town of Milford - 36 North River Road (Tax Map 8, Lot 11), Arbor Brookstone LTD Partnership / NEPSA Property Investors Inc. - 135 Elm Street (Tax Map 19, Lot 25-9) Segment 3 - Town of Milford - 127 Elm Street (Tax Map 19, Lot 10) and 45 Elm Street (Tax Map 25, Lot 133)

PE$	$110,000.00	ROW$	$5,000.00	CON$	$550,000.00	CON Eng$	$80,000.00
Total$	$745,000.00	Fed$	$596,000.00	Match$	$149,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$745,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

In direct response to the growing community demand for safe pedestrian routes of travel to town-wide destinations, recreational resources/facilities, schools, and within existing and expanding neighborhoods, the Board of Selectmen, Planning Board, and Conservation Commission with the assistance of the Nashua Regional Planning Commission created the Milford Pedestrian, Bicycle, Trail & Recreation Connectivity Plan in 2014. (See Attachment 1). The Connectivity Plan mapped out current sidewalks, trails, and recreation resources/facilities and then prioritized the location of future

pedestrian and bicycle paths, trails and corridors where connectivity is needed to provide safe and reasonable access to existing and future areas to live, work, and recreate within the community. The Connectivity Plan was also to be utilized for long range and capital improvements planning. This included the location and construction of pedestrian bridge crossings and trail connections between the subject properties.

With the completion of the cleanup efforts on the former Fletcher Paints Superfund Site (2017) and purchase of the 127 Elm Street property (2015) adjacent to Keyes Memorial Park, the Board of Selectmen are currently assessing recreational needs of the community and evaluating opportunities to expand resources/facilities on this property. A report was subsequently completed by the Board of Selectmen appointed Keyes Memorial Park Expansion Committee in 2016 entitled 2016 Keyes Memorial Park Expansion Committee Report – Report to the Milford Board or Selectmen . (See Attachment 2). The report prioritized the need for a multi-use path around expanded Park and connection directly to the North River Road recreational fields. A conceptual master plan for Keyes Memorial Park with phased development approached was developed as part of the report (See Attachment 2, pg. 16).

The overall project goals and objectives are as follows:

1. Provide safe pedestrian and bicycle access and connectivity to municipal, recreational resources, and natural resources heavily used by the schools, residents, and general public for sports, practice fields, passive recreation opportunities.

2. Maintain and enhance a vital transportation corridor connection between Milford's downtown area, the adjacent established residential neighborhoods, and existing/future trail network system.

3. Develop a connection to other existing and future planned trails to encourage greater use of bicycles and other non-motorized transportation.

4. Implementation of pedestrian bridges to facilitate town-wide trail connections.

5. Ongoing improvement of parks and implementation of new parks/pocket parks, active/ passive recreation areas, playgrounds and/or facilities that connect to the town-wide plan.

The above would be achieved by the development and construction of the following.

"Segment 1" - Construct a 200 linear foot pedestrian bridge over the Souhegan River from the privately owned property located at 135 Elm Street to the Town owned property located at 34 North River Road. A pedestrian bridge would allow a large number of residents to then safely connect with the established network of sidewalks, trails, and recreation resources/programs.

"Segment 2" - Construct a 50 foot segment of a bicycle/pedestrian path located on the 135 Elm Street property to a 25 foot pedestrian foot bridge crossing the Souhegan River/drainage swale onto the Keyes Memorial Park property.

"Segment 3" - Construct a 1,400 foot multi-purpose path from the foot bridge extending to the property located at 127 Elm Street and along the northern border of Keys Memorial Park parallel to the Souhegan River and terminating at the Greg Pedestrian Bridge to the Boys & Girls Club.

The Town has a desire to build a new

and construct a 3,000 linear foot non-vehicular path/trail connecting to the adjacent Keyes Memorial Park and Milford Community Athletic Association (MCAA) fields. The project creates direct pedestrian linkages to the Souhegan River, existing trail network systems, Jacques Memorial Elementary School, Boys and Girls Club, two additional Town park, and downtown Milford. The project also includes the construction of a 20 linear foot pedestrian footbridge across a drainage swale between the Town owned property located at 127 Elm Street

and the property located at 13 5 Elm Street. The project would require an easement from the property owner of 13 5 Elm Street to construct/maintain the bridges and trail system.

This proposed project is intended to provide safe pedestrian and bicycle access and connectivity to municipal and private facilities, recreational programs, athletic fields/events, and natural resources heavily used by the schools, residents, and general public for sports, practice fields, passive recreation opportunities, and linkages to downtown Milford. The proposed project has been part of the Town's Capital Improvement Program since 2016 and has been identified in the Milford Master Plan and the 2014 Town-wide Connectivity Plan.

The overall project goals and objectives are as follows:

1. Provide safe pedestrian and bicycle access and connectivity to municipal, recreational resources, and natural resources heavily used by the schools, residents, and general public for sports, practice fields, passive recreation opportunities.

2. Maintain and enhance a vital transportation corridor connection between Milford's downtown area, the adjacent established residential neighborhoods, and existing/future trail network system.

3. Develop a connection to other existing and future planned trails to encourage greater use of bicycles and other non-motorized transportation.

4. Implementation of pedestrian bridges to facilitate town-wide trail connections.

5. Ongoing improvement of parks and implementation of new parks/pocket parks, active/ passive recreation areas, playgrounds and/or facilities that connect to the town-wide plan.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Cultural, Archeological, and Natural resources
1) Souhegan River
2) Keyes Memorial Park
3) North River Road Fields

Known Hazardous Materials in
We are not aware of any known hazardous materials in project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

2014 Milford Pedestrian, Bicycle, Trail & Recreation Connectivity Plan

In 2013-2014, the Planning Board received a NH Community Planning Grant and enlisted the services of the Nashua Regional Planning Commission (NRPC) to develop a Town-wide pedestrian, bicycle, trail and recreation connectivity plan that serves as a guide for prioritization and implementation of future pedestrian and bicycle paths, trails and corridors, and locations where connectivity is needed to provide safe and reasonable access to existing and future areas to live, work and play within the community. Said plan incorporates the goals of the Master Plan that relate to community character, economic development, transportation, housing, land use, public health, and open space and conservation. The Connectivity Plan also serves as a long-range and capital improvements planning.

The plan identified project segments one and two as Town priority proposed trails and connections points. Segment three located on the Keyes Memorial Park property was identified as a conceptual trail be further studied.

2016 Keyes Memorial Park Expansion Committee Report & Master Plan

The report identified the need to create a pedestrian connection directly between Keyes Memorial Park and the North River Road recreational fields. In addition, the report recommended construction of a number of internal pedestrian paths. Of most importance, involves the construction of a multi-purpose pedestrian path around the perimeter of the combined Keyes Memorial Park.

Milford Conservation Plan

The preservation of unique natural or historic areas such as the Swing Bridge and protection of the Town’s water sources remains a prominent goal cited in the Milford Conservation Plan. Chapter 4 Priorities For Natural Resource Management, Section A. General Principles states that a "...high priority should be given to protecting the Town's water resources because these resources provide multiple benefits, are unique and irreplaceable, and contribute tremendously to the quality of life. Especially important in Milford are the Souhegan River and surrounding lands. The large floodplains are the location of rich soils, and public access points and riverside greenbelts provide recreation and open space in the heart of the town. Access to this and other water resources are substantially responsible for Milford's appeal to residents and patrons of local businesses."

To demonstrate the high level of support, included is the required letter of support from the Milford Board of Selectmen and letters from the following:
1. Milford Planning Board
2. Milford Conservation Commission
3. Milford Economic Development Advisory Commission
4. Milford Recreation Commission

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve

funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Board of Selectmen is committed to place a specific warrant article on the March 2019 Town Vote to gross appropriate the entire proposed project costs and identify that 80% of the costs would be reimbursed by TAP funds. The Board's commitment to support and advocate for the passage of the warrant article is viewed as a critical factor in securing the Town's required match.

If this application is approved, the Town is committed beginning the project shortly after the March 2019 Town Vote. As such, the project would be engineered in 2019/2020 and completed during the first half of 2021.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

We are not aware of or anticipate any historic, cultural, or contamination issues in the area of the three Segments. Further, there are no documented threatened or endangered species in the project area.

Segments 1 and 2 will involve pedestrian bridges over the Souhegan River and Segment 3 entails construction of a multi-purpose path in close proximity to the River. As such, we will need to consider the impacts - or avoidance of impacts - around the river. A shoreland permit will be required for the proposed project development work is within 250 feet of the Souhegan River, and the Town intends to actively consult with the NH Department of Environmental Services, the NH Division of Historic Resources, the NH Natural Heritage Bureau, Milford Water Works and the Milford Conservation Commission to ensure all appropriate measures are incorporated into this project that will maintain the current status of the river.

One area of initial concern was the potential right of way limits and required access/maintenance easements on the privately owned property at 135 Elm Street. However, the Town has been working/communicating with property owner and they continue to provide strong support for the project.

We are anticipating several temporary construction and permanent access/maintenance easements would be sought from the property owner of 135 Elm Street for project Segments 1 and 2. Anticipated easement costs have been included in our estimate. We have also included sufficient funds in our estimate for the NEPA process.

The Town is committed to year around maintenance of the pedestrian bridges and trail system. The Department of Public Works has a sidewalk snowblower which is able to clear the Town's sidewalk network within a day of a snowstorm.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

"Segment 1" is currently rated a "E" as there is no viable option available to cross the Souhegan River and directly connect the subject properties. It would result in a Segment that would be rated an "A" and be reasonably safe for all children by removing pedestrians from the roadway, affording safe crossing of the river with the use of a pedestrian bridge and multi-use path. The bridge would be located in close proximity to the downtown and abuts a mixture of dense residential and commercial uses to the south/east and a combination of established neighborhoods, commercial, and industrial uses to the north and west. The absence of a pedestrian connection create a significant barrier for a large number of residents.

"Segment 2" is currently rated an "E" given lack of access and current state of the property being undeveloped. It would result in a Segment that would be rated an "A" and be reasonably safe for all children by removing pedestrians from the roadway, affording safe crossing of the river with the use of a pedestrian bridge and multi-use path. See response above.

"Segment 3" is currently rated an "B". This segment is currently utilized by the Town vehicles for access and maintenance of Keyes Memorial Park. It would result in the Segment rated an "A" and be reasonably safe for all children by removing them entirely from the maintenance roadway and creating a dedicated and safe multi-purpose and multi-generational path.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The project will remove current pedestrians and young bicyclists from the roadway and place them on dedicated sidewalks, multi-purpose paths, and pedestrian bridges.

The project will address limited parking opportunities on the North River Road fields and Keyes Memorial Park by promoting non-motorized transportation. Both locations are heavily utilized resources by the residents, schools, athletic programs, general public, and for numerous large scale events/venues. The addition of a pedestrian bridge connecting the two areas would allow residents and users to be able to safely ride or walk reducing the parking burden one location. The ability to combine the parking resources further reduces the stress on the Town's roadway network in proximity to the recreational facilities and trail system and downtown.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Construction of the project will:

- Serve as an important initial step in achieving the Town's 2014 Pedestrian, Bicycle, Trail & Recreation Connectivity Plan.

- Improves and creates new linkages to an underutilized and often unaccessible resource, the Souhegan River through the connection to the Souhegan River Trail and future expansion along the river towards the Milford Oval.

- Address limited parking opportunities on the North River Road fields and Keyes Memorial Park by promoting non-motorized transportation. Both locations are heavily utilized resources by the residents, schools, athletic programs, general public, and for numerous large scale events/venues. The addition of a pedestrian bridge connecting the two areas would allow residents and users to be able to safely ride or walk reducing the parking burden one location. The ability to combine the parking resources further reduces the stress on the Town's roadway network in proximity to the recreational facilities and trail system.

- The project will provide a direct connection to the Town's existing sidewalk network on Elm Street and North River and to the trail along the Souhegan River.

- The project will deliver residents from the points and established neighborhoods south and north project area by way of series of interconnected sidewalks and pedestrian paths.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

3

TOWN OF
MILFORD
NEW HAMPSHIRE
NH DOT Transportation Alternatives Program
PROJECT LOCATION MAP
Souhegan Pedestrian Bridge
&
Riverwalk Project
September 2018
MCAA Athletic Fields
Pedestrian Bridge
Foot Bridge
Proposed Path/Trail
Existing Trail Network
Souhegan River
135 Elm Street
Brookstone Manor
127 Elm Street
Town of Milford
Keyes Memorial Park
Boys & Girls Club
Jacquest Mem.
Elementary School
Emerson Park
NORTH RIVER RD
PERKINS ST
ADAMS ST
MONT VERNON RD
SUNSET CT
VFW WAY
WESTVIEW TER
MYRTLE ST
HIGHLAND AVE
BILLINGS ST
GRANITE ST
GROVE ST
ELM ST
CROSBY ST
ALDER ST
ALPINE ST
WILL ST
WEST ST
COLUMBUS AVE
KEYES FIELD RD
PRIVATE DR
UNION SQ
NORTH
1 inch = 300 feet

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Nashua
18-19TAP	City of Nashua	

RPC Nashua Regional Planning Commission Population >200,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- ☐ *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- ☑ *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- ☐ *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- ☑ *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Project is located on: Lock Street, Whitney Street, Lowell Street Project will intersect with: Main Street, Concord Street, Orange Street, Granite Street, Norton Street, Dow Street, Morrill Street, Grove Street, Kendrick Street, Cross Street, Salem Street, Tolles Street, Lucier Street, Lessard Street, Chandler Street, Lemon Street, Atwood Court, Pearson Street, Ridge Street
State Routes	-
Other	N/A
RailRoad	N/A
SurfaceType	The sidewalks will be concrete and the on-road bike lanes will be asphalt.
Length	Total Length: 0.83 miles Lock Street: 0.47 miles, between Lowell Street and Chandler Street Whitney Street: 0.33 miles (entire length), between Lock Street and Chandler Street Lowell Street: 0.03 miles, between Main Street and Lock Street
Width	Sidewalks will be an average of 5' wide and bike lanes will be 5' to 6' wide.
Ownership	The City of Nashua owns the right-of-way within which the project will be constructed.

PE$	$77,918.00	ROW$	$25,000.00	CON$	$779,179.00	CON Eng$	$116,877.00
Total$	$998,974.00	Fed$	$799,179.00	Match$	$199,795.00	Percent Fed$	80
NonPar$	$0.00	Total$	$998,974.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Lock Street and Whitney Street are predominant routes to Mount Pleasant Elementary School, a walking school located in Nashua's historic French Hill neighborhood where 73% of the students were eligible for free/reduced lunch in 2017. This project will improve these routes to school by widening existing sidewalks to a minimum of 5 feet to allow for strollers, wheelchairs and other mobility devices to comfortably use the sidewalks. The wider sidewalks will also accommodate the City's sidewalk plows, which is vitally important in a walking school neighborhood.

Striped bike lanes will also be added to these streets as part of Nashua's goal to expand and connect non-motorized

facilities throughout the City. To accomplish both the sidewalk widening and addition of bike lanes, both streets will be converted to one-way, with narrower travel lanes and traffic calming at busy intersections to improve safety.

The project is in the most densely populated Census Tract (#105) in the City, with 11.4% of households having no access to a vehicle and 13.2% of commuters either walking or biking to work, according 2016 American Community Survey estimates. Tract 105 has the third highest minority population rate in the City at 38.3% and the second highest poverty rate, with 29.2% of the population living below the poverty level. This project aims to improve walkability and bikeability through this diverse and disadvantaged neighborhood.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no cultural, archaeological or significant natural resources within the project limits, nor are there any known hazardous materials. While French Hill is a historic neighborhood and the western end of the project is in Nashua's Historic District, the limits of this project are within the existing right-of-way and will only disrupt areas that were previously disrupted when sidewalks and roadways were originally constructed

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Please see the attached Letters of Support from Mayor Jim Donchess, Ward 3 Alderwoman Patricia Klee, Mount Pleasant Elementary School Principal Richard Boardman, and Nashua Regional Planning Commission Executive Director Jay Minkarah (included as Attachment 5).

In 2016, the City hosted a community design charrette in the French Hill neighborhood and specifically looked at the Lock Street area to identify infrastructure improvements. Community members consistently identified poor sidewalks and unsafe pedestrian crossings as significant safety and mobility issues for the neighborhood. In addition to improving accommodations for pedestrians, the charrette team also recommended providing bicycle accommodations and implementing traffic calming measures (please see Attachment 6).

The goals of this project are consistent with the goals of the Nashua Regional Planning Commission's Regional Pedestrian and Bicycle Plan (July 2015). Specifically, this project supports the local pedestrian and bicycle network, integrates active transportation with public transit, makes it safer for citizens to be physically active, enhances walking and biking conditions, and decreases motor vehicle emissions (please see Attachment 7).

One of the transportation objectives stated in the City of Nashua 2000 Master Plan is to contribute to the quality of life by promoting alternatives to motorized transportation. Recommendations under this objective include developing bike lanes and/or sidewalks along roads according to the sidewalk priority list, which includes Lock Street and Whitney Street, and also to promote the use of bicycles as a form of transportation through the development of bike lanes (please see Attachment 8).

Finally, this project is on a draft list of fiscally constrained projects that will be included in the Nashua Metropolitan Planning Organization 2019 - 2045 Metropolitan Transportation Plan, scheduled for adoption in December 2018 (please see Attachment 9).

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City is financially able and ready to move this project forward. The City has a triple 'A' bond rating and very strong cash reserves on hand to support the project through the reimbursement process. The $199,795 in matching funds that the City is responsible for will be funded by a combination of existing sidewalk funds and general fund appropriation. The City will be able to fully fund the project within six months of the proposed January 2019 project award. The City's most recent financial audit has no negative comments or material weaknesses. Please see the attached FY17 Single Audit Report and Comprehensive Annual Financial Report (included as Attachment 10).

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may

impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The improved sidewalks and new bike lanes will be constructed within City-owned right-of-way and maintained by the City of Nashua, Division of Public Works. Temporary right-of-way easements will likely be required during the construction phase of this project and right-of-way funds have been estimated accordingly.

While this project will be constructed in a historic neighborhood and the western end of the project area is located in a Historic District zone, the construction activities will be constrained to areas that were previously disrupted when the existing sidewalks and roadways were originally built. For that reason, it is not anticipated that there will be any cultural or environmental issues that arise or areas of known contamination unearthed.

The following timeline is proposed for the project:

Bike/Ped Improvements on Lock and Whitney Streets	Start	Finish
Project Award	January 2019	January 2019
Municipal Agreement	March 2019	April 2019
RFP and Bidding	July 2019	August 2019
Consultant Selection	September 2019	November 2019
Preliminary Engineering, Public Information and Final Design	November 2019	July 2020
Site Preparation	July 2020	August 2020
Construction	August 2020	September 2020
Project Completion	October 2020	October 2020

The City has the expertise to manage the project, enter into and oversee subcontract awards, and move forward as indicated in the proposed timeline. The City has successfully overseen the design and installation of similar projects, including the recent Main Street sidewalk improvement project. In addition, the City has several staff who are LPA certified and who are familiar with the LPA process through their effective management of LPA projects.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing sidewalks along Lock Street and Whitney Street lack adequate curbing to prevent vehicles from parking on them which forces pedestrians into the street to pass by. Traffic volumes collected in August 2018 show an average of 3,290 vehicles per weekday on Lock Street and 1,200 vehicles per weekday on Whitney Street (please see Attachment 11 for traffic counts). According to the NHDOT crash data, between January 2002 and July 2017, there were eight crashes involving pedestrians and three involving bicyclists in the project area, all but one of which resulted in injuries.

The location of utility poles, hydrants, and signage prevents snow removal equipment from clearing the sidewalks, which is critical in a walking school neighborhood. The sidewalks are not ADA compliant and present significant challenges for those with mobility issues (please see Attachment 12 for photos of existing conditions). High volumes of commuter traffic and vehicle speeds result in elevated levels of stress for bicyclists and for pedestrians along the unnavigable portions of the existing sidewalks. With no signalized intersections along either road, crossing the busy intersections also presents a significant safety hazard.

For these reasons, the current stress level is a C for pedestrians and a D for bicyclists.

This project will improve curbing which will prevent vehicles from parking on sidewalks and blocking pedestrian access. Sidewalks without utility issues will be widened to at least 5 feet and tip downs will be added at intersections for compliance with the ADA. Lock Street and Whitney Street will be converted to one-way to allow for striped bike lanes. Narrower lanes will help slow traffic, as will the implementation of traffic calming at busy intersections.

With these improvements, the stress level for both pedestrians and bicyclists will be raised to an A.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Specific safety improvements that will be made on Lock Street and Whitney Street include:

Widening existing sidewalks to meet ADA standards and to accommodate strollers, wheelchairs and other mobility devices, and also to accommodate snow-removal equipment.

Adding ADA-compliant tip-downs at intersections.

Adding/resetting granite curbing to prevent vehicles from parking on sidewalks and forcing pedestrians into the street.

Resurfacing existing sidewalks to prevent trips and falls due to poor pavement conditions.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Adding a striped bike lane to separate bicycles and vehicles.

Limiting parking to the left side of the street throughout the majority of the project area to prevent "dooring" of bicyclists traveling in the bike lane on the right side of the street.

Calming traffic through the narrowing of travel lanes, the construction of bump-outs at busy intersections, and the addition of a raised median where one-way traffic ends and two-way traffic begins at Lock Street and Lowell Street.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project will greatly improve the walking route to the Mount Pleasant Elementary School. The sidewalks will provide improved access to a variety of community destinations including a tot lot and park, three churches and a cemetery, two funeral homes, and the Dental Connection, which offers low-cost dental services to those without insurance or benefits.

Nashua Transit System runs a fixed-route bus service along Chandler and Lock Street (NTS Route 1). There are five transit stops on Lock Street from which over 3,700 riders boarded the bus in 2017. There is also a stop at the church on Chandler Street, located within 100 feet of the Whitney Street/Chandler Street intersection, from which 2,670 riders boarded in 2017. Access to these stops will be improved by this project.

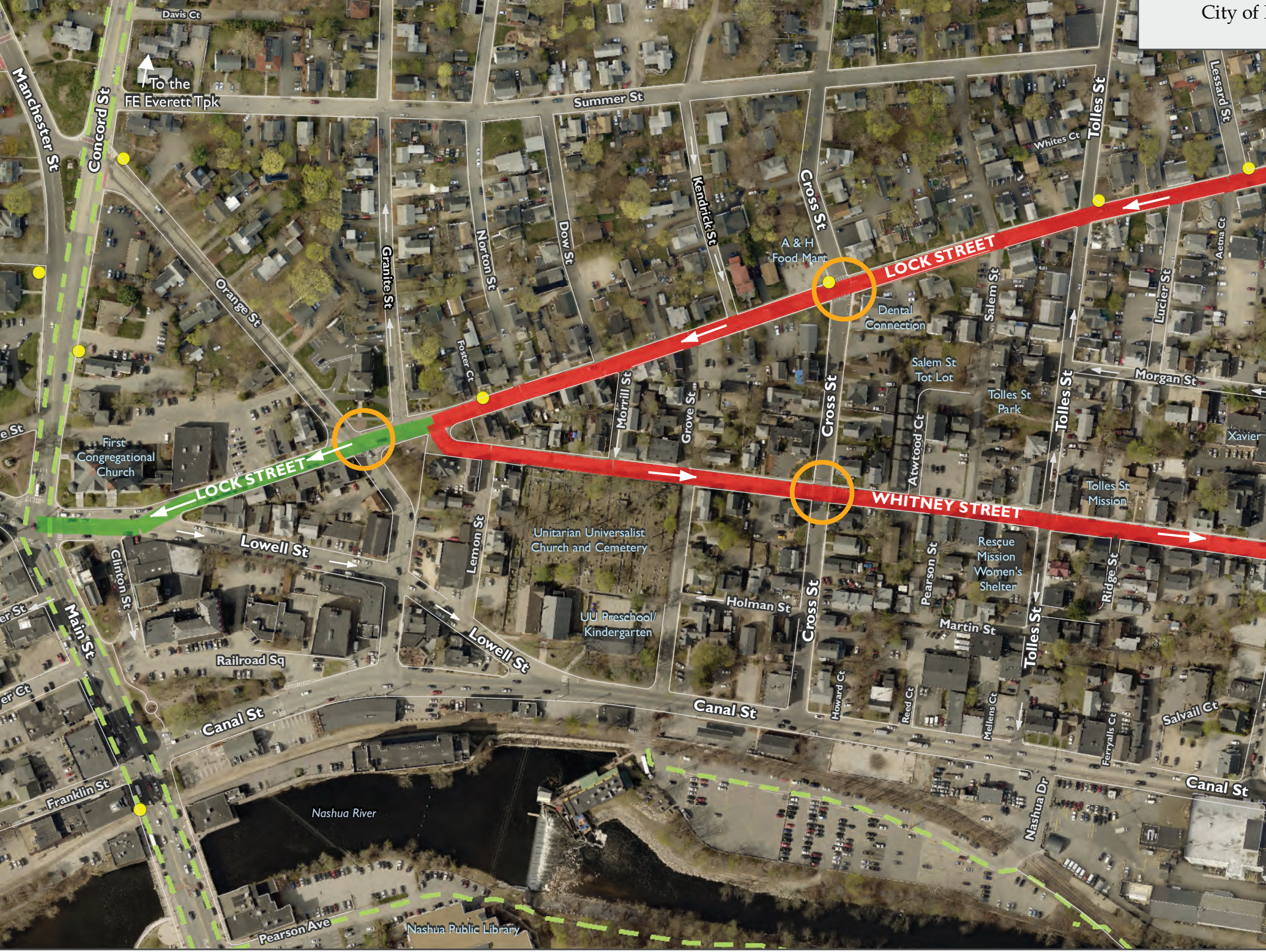
In 2018, the City launched a bike share program and is committed to expanding its bicycle infrastructure. The new bike lanes installed through this project will connect to bike routes extending southerly through the Downtown area, northerly to Greeley Park, and to Nashua's Heritage Rail Trail, providing an extensive system for bicyclists.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


City of
Davis Ct
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Concord St
Summer St
Whites Ct
Tolles St
Lessard St
Aetna Ct
Lucier St
Kendrick St
Cross St
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Norton St
Granite St
Orange St
Foster Ct
A & H
Food Mart
LOCK STREET
Dental
Connection
Salem St
Salem St
Tot Lot
Morgan St
Tolles St
Park
Morrill St
Grove St
Atwtood Ct
Xavier
First
Congregational
Church
LOCK STREET
WHITNEY STREET
Tolles St
Mission
Lowell St
Unitarian Universalist
Church and Cemetery
Lemon St
Clinton St
Rescue
Mission
Women's
Shelter
Pearson St
Ridge St
Main St
Holman St
UU Preschool/
Kindergarten
Martin St
Tolles St
Railroad Sq
Lowell St
Canal St
Canal St
Howard Ct
Reed Ct
Mellens Ct
Salvail Ct
Ferryalls Ct
Franklin St
Nashua River
Nashua Dr
Canal St
Pearson Ave
Nashua Public Library

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	New Castle
18-22TAP	Town of New Castle	

RPC Rockingham Planning Commission Population Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	The proposed project follows NH Route 1B. This segment of the state highway is also referred to as Wentworth Road.
State Routes	NH Route 1B
Other	N/A
RailRoad	N/A
SurfaceType	The proposed sidewalk and shoulder widening will be paved
Length	670 Linear Feet
Width	The proposed project will add approximately 2'-3' feet of shoulder width to achieve a width of 4'. In addition, the proposed sidewalk will add an additional 4' on the West side of NH Route 1B.
Ownership	Margaret Pesce, PO Box 352, 168 Wentworth Road, New Castle, NH 03854 Michael Meloon, 9321 Talisman Drive, Vienna, VA 22180 Thomas & Kathleen Conneen, 202 Oleary Place, Portsmouth, NH 03801 Lauren & Matthew Teeden, PO Box 153, 153 Wentworth Road, New Castle, NH 03854 Timothy & Beverly Kennedy, 1425 Northhampton Road, Holyoke, MA 01040 Ralph Lincoln, PO Box 162, 175 Wentworth Road, New Castle, NH 03854 Richard Williams, PO Box 637, 183 Wentworth Road, New Castle, NH 03854 Carol Hughes, PO Box 334, 5 Beach Hill Road, New Castle, NH 03854 Charlotte Casey, PO Box 689, 8 Beach Hill Road, New Castle, NH 03854 Town of New Castle - Town owned land

PE$	$54,000.00	ROW$	$20,000.00	CON$	$275,000.00	CON Eng$	$54,000.00
Total$	$403,000.00	Fed$	$322,400.00	Match$	$80,600.00	Percent Fed$	80
NonPar$	$0.00	Total$	$403,000.00	Looks like a gap between Wild Rose Lane and beginning of project			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

New Castle is unique in comparison to other communities in the State of New Hampshire. The only road that goes

through our small island community is a state owned highway, NH Route 1B. Our goal along this corridor is to improve safety for all users of the state highway and particularly vulnerable road users including the many people walking, running and riding bicycles along the corridor. We want to accomplish this with the use of shoulder widening and sidewalks to the extent possible.

The Town of New Castle is proposing to add a sidewalk with shoulder expansions through one of the most dangerous sections of US Route 1B within the Town of New Castle. The proposed segment would be approximately 670 Linear Feet in length from Beach Hill Road to Pit Lane. This segment will provide a connection to Pit Lane for children who live on the south side of the island to safely get to school.

NH Route 1B is designated by the NHDOT as a State Bicycle Route, U.S. Bicycle Route 1, the New Hampshire Coastal Byway, and the on-road route for the East Coast Greenway. It is also part of the "New Castle Loop" that is a very popular bicycling and walking route for Portsmouth , New Castle and Rye residents. Based on the StravaMetro data on bicycle and running/walking used purchased by NHDOT this is one of the most heavily traveled bicycle routes in New Hampshire, second only to adjoining segments of Route 1A in Rye, NH.

Previous TAP funding was utilized to construct a safe path that went from The Wentworth by the Sea Hotel to Wild Rose Lane (Phase 1).

The Safe Path Committee which is made up of New Castle residents and representation from the Rockingham Planning Commission have created and developed our next segment from Wild Rose Lane to Rogers Blvd (Phase 2). This segment is approximately 340 Linear Feet. Private donations of approximately $70,000.00 have been collected and will be utilized to complete this segment. Our engineering firm (CMA) is currently finalizing the proposal and contract with Rye Beach Landscaping. Our goal is to have this segment built within the fall of 2018.

The Town of New Castle and its residents are committed to improving the saftey conditions of NH Route 1B.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

We have identified a several project challenges. These include:

1) Limited right of way

2) Ledge removal will be needed at Shaw's Circle to achieve desired shoulder and sidewalk width. It will also improve line of sight.

Natural resources in the project area include the following:

3) Freshwater wetland area opposite the intersection of Wentworth Road and Pit Lane. NH DES applications and permits will be required. New Castle Conservation Commission has indicated full support in assisting with this process.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Widening shoulders along Route 1B is a recommendation of the 1996 and 2015 Corridor Management Plans for the NH Coastal Scenic Byway. Desire for better shoulders on both routes came across as a priority in an extensive community survey and series of community meetings completed in 2014 for the updated to the corridor management plan.

It is also a recommendation of the 2009 Conceptual Design and Implementation Plan for the New Hampshire Seacoast Greenway (NHSG), New Hampshire's segment of the East Coast Greenway. In 2008, Route 1B and 1A were designated by NHDOT and corridor communities as the on-road route for the NHSG.

As the governing body, the New Castle's Selectmen support the goal of increasing safety of the people bicycling and walking in the community.

Supporting Organizations:

New Castle Selectmen
New Castle Police
New Castle Conservation Commission
New Castle Safe Path Committee
Maude H. Trefethen Elementary School
NH Republican State Senator and resident Dan Innis
NH Democratic State Senator and resident Kate Murray
Seacoast Area Bicycle Riders (SABR)
New Hampshire Seacoast Greenway Committee (NHSG)
Dr. James Zuckerman
Brad Greeley

Supporting Plans:

NHDOT Transportation Data Management System
NH Coastal Byway Corridor Management Plan (2015)
Conceptual Design & Implementation Plan for the NH Seacoast Greenway (2009)
2040 Long Range Transportation Plan - Rockingham Planning Commission
NH Seacoast Greenway Conceptual Design & Implementation Plan

Supporting Organizations:

New Castle Selectmen
New Castle Police
New Castle Conservation Commission
New Castle Safe Path Committee
Maude H. Trefethen Elementary School
NH Republican State Senator and resident Dan Innis

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

NH Democratic State Senator and resident Kate Murray
Seacoast Area Bicycle Riders (SABR)
New Hampshire Seacoast Greenway Committee (NHSG)
Dr. James Zuckerman
Brad Greeley

Supporting Plans:

NHDOT Transportation Data Management System
NH Coastal Byway Corridor Management Plan (2015)
Conceptual Design & Implementation Plan for the NH Seacoast Greenway (2009)
2040 Long Range Transportation Plan - Rockingham Planning Commission
NH Seacoast Greenway Conceptual Design & Implementation Plan

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The New Castle Selectmen have committed to supporting a warrant article for the local funding needed to match Federal TAP dollars if the project is selected. The warrant article will gross appropriate the full project cost, with the anticipated 80% cost reimbursement under the project award.

If selected, the Warrant article will be proposed at the May 2019 Town Meeting.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

NH Route 1B is one of the oldest rights of way in the state, and is very narrow along most of its length. This proposed segment is not within the New Castle Historic District.

New Hampshire Department of Environmental Services (NHDES) permitting will likely be triggered by shoulder widening near Pitt Lane. The New Castle Conservation Commission supports the project and will assist with the permit and application process if needed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

A current level of Traffic Stress rating for Route 1B would likely be C/D. Route 1B has extremely narrow shoulders and narrow travel lanes. Only one permanent NHDOT traffic count location exists on Route 1B. This is at the Rye Town Line, (south of the Wentworth by the Sea Hotel) outside of the proposed project area, and has an AADT of 4,000 vehicles/day (2013). Peak summertime traffic levels are higher given the scenic nature of the road.

Following project completion we anticipate Level of Traffic Stress through the project area will be B, accommodating users with basic skills and knowledge of traffic.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The proposed shoulder widening will bring shoulder width throughout this section of NH Route 1B up to approximately four feet on each side from a current width of a foot or less in some areas.

With increased shoulder widening and the addition of a four foot sidewalk, it will eliminate many of the existing impediments that are experienced today:

These impediments are:

1) In many places, no shoulder
2) In many places no refuge
3) Limited line of sight, specifically at Shaw's Circle

The intention is to add as much shoulder width as possible to improve safety.

Attached to this application you will find the following supporting documentation:

1) NHDOT Transportation Data Management System. This document represents traffic volumes.
2) NH Coastal Byway Corridor Management Plan (2015). This document recommends widening shoulders on Route 1B.
3) NH Seacoast Greenway Conceptual Design & Implementation Plan. This document recommends shoulder widening to most of Route 1B through New Castle.
4) 2040 Long Range Transportation Plan - Rockingham Planning Commission. This document recommends a regional priority for improving specific on-road bicycle and pedestrian routes (NH1A & NH1B) that includes New Castle.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Route 1B is a key segment of the NH Coastal Scenic Byway and U.S. Bicycle Route 1, which extends on Route 1B and Route 1A from Portsmouth to Seabrook. The corridor management planning process conducted by Rockingham Planning Commission, UNH Department of Natural Resources and a regional advisory committee in 2014-2015 identified several segments of the Byway where shoulder improvements would improve safety, including along Route 1B.

Route 1B is also part of the "New Castle Loop", a very popular and heavily traveled walking, running and bicycling loop through New Castle, Rye and Portsmouth. Other key projects that have made safety improvements on the New Castle Loop include replacement of the old steel grid Sagamore Creed Bridge with a new structure solid decks, sidewalks and shoulder bicycling route, and pedestrian and bicycle accommodation improvements on the Sagamore Avenue segment of Route 1A extending from Middle Road to Sagamore Creek.

The Project area is already highly traveled by people walking and riding bicycles. Based on StravaMetro data on bicycling/running/walking activity purchased by NHDOT this is one of the most heavily traveled bicycle routes in New Hampshire, secondly only to adjoining segments of Route 1A in Rye. Strava data for bicycle usage shows between 750-1,000 unique riders using the project area.

As part of the Corridor Management Plan for the NH Coastal Scenic Byway, a series of counts of people walking and riding bicycles was taken at the entrance to New Castle Common on two weekdays and one Sunday in September 2014. These two hour samples found 89 and 106 users respectively on the two weekdays, and 166 users on the Sunday. Extrapolating using the model from the National Bicycle & Pedestrian Documentation Program developed by the Institute of Transportation Engineers and Alta Planning & Design, these result in monthly estimates for September of 20,750 bike/ped users to 26,206 bike/ped users. Extrapolated annually using the same model, this yields an estimated 162K-238K annual bicycle and pedestrian trips through the projected area.

With private donations currently totaling $70,000.00 the New Castle Selectmen have approved the extension of a three foot paved shoulder and a four foot paved granite curbed sidewalk (340') on the south-east side of NH Route 1B from Wild Rose Lane to Rodgers Blvd. We continue to work extensively with CMA Engineering and the State of NH in obtaining the necessary approvals. We anticipate installing this 340' section in the fall of 2018. We are currently acquiring a deeded right of way, once this has been acquired, we will receive final approval from NHDOT and the project will start.

Although the proposed segment (670') of sidewalk and shoulder widening will not connect to the above mentioned project, this segment was identified as one of the most dangerous sections in the Town of New Castle. The creation and implementation of this segment will allow for safer passage for walkers, runners and bicycles. In addition, it will give children walking along this section of NH Route 1B the ability to be on a sidewalk that will connect them to Pitt Lane. Pitt Lane is a dirt road with direct access that cuts through the center of the island coming out at the New Castle Elementary School.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Transportation Alternatives Program Application

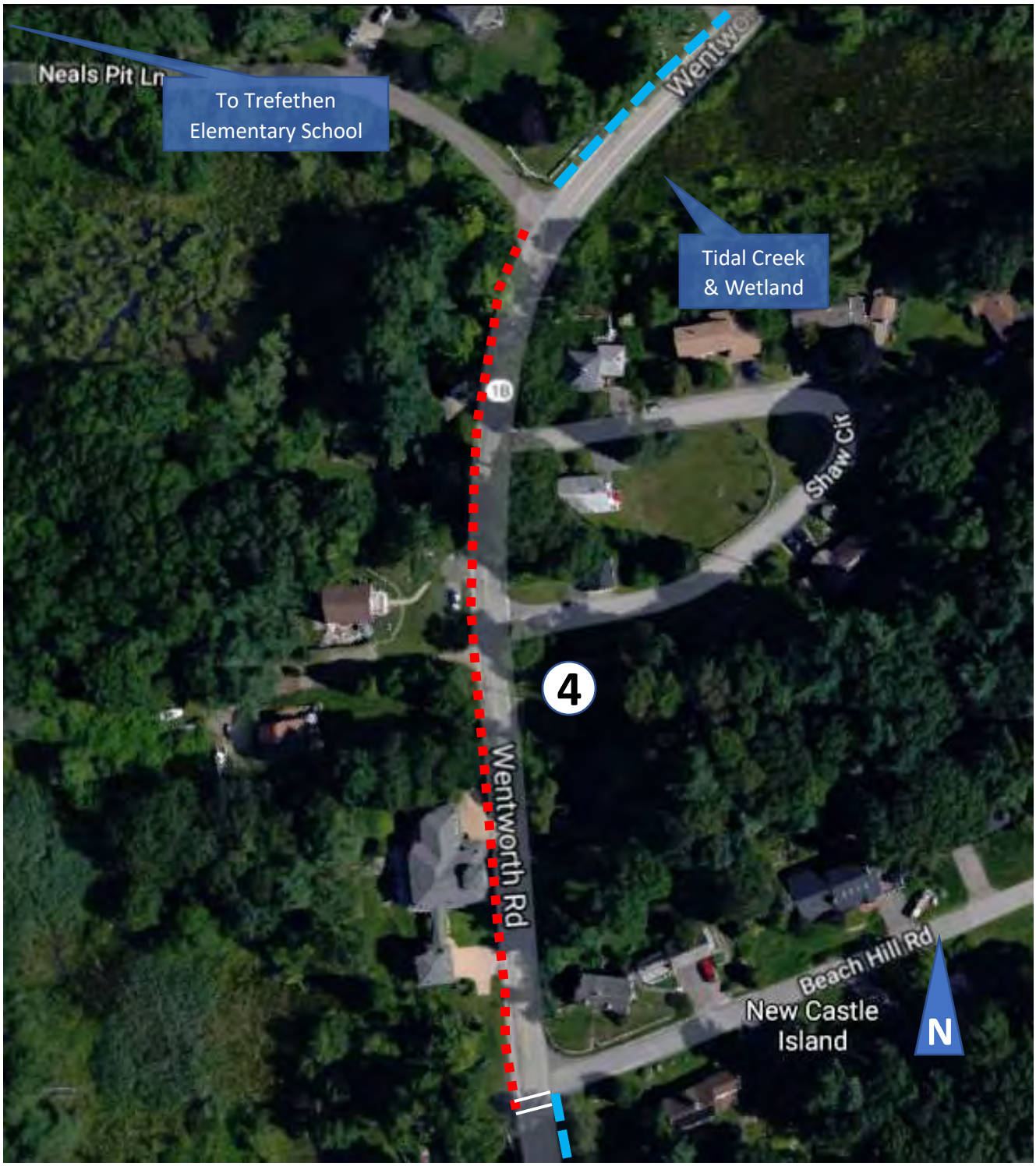
New Castle SafePath Construction Phases

The goal of the New Castle SafePath Initiative is to complete safe facilities for walking and bicycling across heavily traveled New Castle Island for use by residents as well as users from surrounding towns and the broader region. Phases of the project already constructed as well as planned are shown in the map below. Phase 4, highlighted in red, is proposed for funding in this application.

Transportation Alternatives Program Application

New Castle SafePath Phase 4

Phase 4 of the New Castle SafePath is proposed to extend from Beach Hill Road to Neals Pit Lane. It includes creating of four foot bicycle shoulders on both sides of Wentworth Road (Route 1B), and a four foot sidewalk on the west side of Wentworth Road. In additional to incrementally extending SafePath, Phase 4 will also connect to Neals Pit Lane, a minimally traveled local road that cuts across the island rejoining Route 1B at Maude Trefethen School. This will significant improve safety for school children from the west side of New Castle Island walking to the elementary school.



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	New Ipswich
18-35TAP	Town of New Ipswich	

RPC Southwest Region Planning Commission Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Boynton Middle School driveway, King Road, Turnpike Road (NH123/124), Temple Road, Playground Road
State Routes	NH 123/124 (Turnpike Road)
Other	N/A
RailRoad	N/A
SurfaceType	Sidewalks would be concrete with granite curbing.
Length	Total length of sidewalk = 1,555 feet, Total length of crosswalk = 48 feet.
Width	Sidewalks/crosswalks = 5 feet in width.
Ownership	State of NH DOT, Town of New Ipswich

PE$	$36,330.00	ROW$	$2,420.00	CON$	$353,254.00	CON Eng$	$15,180.00
Total$	$407,184.00	Fed$	$325,747.00	Match$	$81,437.00	Percent Fed$	80
NonPar$	$0.00	Total$	$407,184.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose of this project is to provide a safe walking route from Boynton Middle School to the Town's recreation area. This route passes through the center of New Ipswich where there is a moderately dense mix of business and housing. There is a need to safely separate students and other walkers from vehicle traffic on several portions of this heavily traveled walking route including a small portion of school property, a section of King Road, and a section of Temple Road. In addition, there is a need to provide a safe crossing on Turnpike Road (NH 123/124) to Temple Road and a need to slow drivers on Temple Road.

Our goal is to ensure that students and other walkers going to the recreational area are not walking in the road and can safely cross NH 123/124. The recreational area located in the center of New Ipswich is a 12.5 acre facility that hosts a swimming pool, 1 full size basketball court, 2 baseball fields, 4 soccer fields, 2 tennis courts, 1 volleyball court, a skate/bike park, and a large playground. Boynton Middle School's campus has limited athletic field space; therefore most school sponsored organized sports activities take place at the Town recreation area. Students are expected to

walk to the Town recreation area as there is no bus service from the school to there. For others going to the recreation center, parking is limited. Therefore students and other residents using the site are encouraged to walk or bicycle to the area.

This project provides safe walking accommodations along an existing travel route from the Boynton School driveway to King Road to Turnpike Road (NH 123/124) to Temple Road. The project envisions constructing 145 feet of sidewalk along the northerly side of the school's one-way driveway that links to King Road. At King Road, we propose building 515 feet of sidewalk on the east side of the road to NH 123/124 and then painting a crosswalk across King Road to link the King Road sidewalk to an existing sidewalk on the southerly side of NH 123/124. Since the curb cut for King Road is 70 feet, we propose tightening up the curb cut and squaring it off with NH 123/124. Approximately 1,500 feet to the west, we propose a painted crosswalk across NH 123/124 on the west side of the intersection of NH 123/124 and Temple Road. This crosswalk would be accompanied with a pedestrian actuated Rectangular Rapid Flash Beacon. At the intersection of Temple Road and NH 123/124, we propose a 950 foot sidewalk along the west side of Temple to the intersection of Playground Road. This may involve squaring off the intersection of Temple Road with NH 123/124 and tightening the Temple Road curb cut which is presently 133 feet wide. Temple Road and the proposed sidewalk cross Furnace Brook and will require a culvert extension and some fill in order to accommodate the sidewalk.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Within the project limits is Furnace Brook which crosses under Temple Road just south of the Town recreational area.

The proposed route also passes through the Town's historic district. There are approximately 20 residential properties, as well as stonewalls, that may need historic review.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

We had had an initial planning meeting for this project in 2016. Included were a Selectmen's representative, the Public Works Director, the Director of Plants and Grounds for the SAU, the Police Chief, Fire Chief, and the Transportation Principal Planner of SWRPC. The primary focus of the meeting was to discuss safety issues relating to the children now walking in the roads and crossing busy NH 123/124. We also investigated feasibility of the project with regard to right-of-way issues. The meeting consensus was that the current situation is hazardous for the children and that right-of-way issues will not be a problem.

Included are letters of support from the Fire Chief, Police Chief, Director of Facilities for the Mascenic School District, Superintendent of the Mascenic School District, MAST, and the Director of Parks and Recreation. These letters stress the importance of the project to improve student safety.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of New Ipswich Board of Selectmen have prepared a letter attached to this application that demonstrates its commitment to presenting a warrant article to raise the total gross amount of this project in our March 2019 town meeting if TAP funds are granted to the Town. If our TAP proposal is successful, we will hire engineers to design the project in 2019 and build and complete the project in 2020.

The Town has experience working with federal funds and was a successful recipient of the Safe Routes to School Project in 2010. The Town is financially ready to maintain the new proposed sidewalks and already has equipment and staff in place to plow the proposed facilities throughout the winter.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Because the proposed project is completely within the Town's right-of-way, there should be no impact to the historic district. The culvert extension on Furnace Brook will not adversely impact the stream. This project should not cause or create any environmental contamination.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

We consider the school driveway and King Road a "C". Here most of the traffic is school buses and parents picking up and dropping off children. The roads are also one-way, and there are not crossings proposed until students have to cross King Road and the intersection with NH 123/124. Drivers using the school driveway and King Road should be aware of students walking along the roadway, so it is perhaps a bit safer than other parts of the route where there is a mix of truck, commuter, and general traffic. However, when students walk this route, they are moving in the same direction of the traffic so their backs are to the traffic.

We consider the crossing of NH 123/124 (Turnpike Road) and Temple Road to be "E". There is no crosswalk for students and others trying to cross to Temple Road. NH 123/124 road is wide, carries over 5,000 vehicles daily, and there is a nearby popular store that relies on customers that park along NH 123/124 (see Appendix A: Photos). Walkers on Temple Road have no other choice but to literally share the road with vehicles (see Appendix A: Photos).

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The sidewalk proposed for the school driveway and King Road will separate vehicles from children already walking along this route. Children walking along this route currently have their back to traffic which is unsafe. The sidewalk with granite curbing will provide a safe, defined separation between walkers and vehicles. This proposed sidewalk will facilitate the school evacuation plan involving over 400 students and faculty.

The crosswalk on King Road will provide a visual cue to student pedestrians to cross at the intersection of King Road and NH 123/124 (Turnpike Road) instead of another location along King Road. It will also provide a visual cue for drivers exiting King Road to stop before the crosswalk before proceeding to make a left or right turn.

Currently, the only crosswalks for students are in very poor locations (see Appendix A: Photos). The crosswalk leads from the corner of King Road and NH 123/124 (Turnpike Road) across NH 123/124 from a sidewalk to a very narrow shoulder. If the crosswalk is used to reach the Town recreation area, which is not recommended, students would have to walk with their backs to traffic on a narrow shoulder down to Temple Road to reach the Town recreation area. The second existing crosswalk in front of a closed elementary school causes students to have to walk in front of the new Ipswich Market where cars are backing out onto NH 123/124. An alternative crosswalk on NH 123/124 (Turnpike Road) at the intersection of Temple Road will provide a visual cue to students and other pedestrians to cross the intersection to Temple Road at the safest point on the road. Currently, many students are crossing at unsafe locations near the store where vehicles pull in and back out of the store parking area directly into the road. The road currently hosts traffic at average speeds between 30 mph (posted speed) and 35 mph. According to the Federal Highway Administration, risk of pedestrian fatality is 1 out of 4 pedestrians hit at 32 mph. The Rectangular Rapid Flash Beacon (RRFB) at the cross location

will stop traffic to allow pedestrians to safely cross the busy road. The RRFB has been successfully implemented on other State roads for students including NH 101 in Marlborough.

The sidewalk proposed for Temple Road will separate vehicles from children and others currently walking in the road with vehicles. The sidewalk with granite curbing will provide a safe, defined separation between walkers and vehicles.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The project fills several vital gaps in pedestrian infrastructure. This project follows the actual path that students use today when traveling from Boynton Middle School to the Town recreation area. School officials report that 30 students walk the route on a typical weekday to reach organized sports activities or other after school activities. Additional students will pass this way on their walk home from school.

On school property, the school sidewalk stops short of King Road by 150 feet. An additional 150 feet of new sidewalk would connect the school to King Road, a Class V local road. King Road, which does not have a sidewalk, would connect the school driveway sidewalk to the existing sidewalk on NH 123/124 (Turnpike Road).

Along NH 123/124 (Turnpike Road) there are several destinations that would connect users of the proposed school driveway and King Road sidewalks as well as the proposed Temple Road sidewalk. This includes the New Ipswich Market, the Masonic Lodge, the Town library, the Mobil gas station, and TD Bank, as well as San-Ken Realty and the Short Stop and Pizza Haven II restaurants. These new sidewalks would tie into the existing sidewalk up Town Hill which provides access to the Town offices, Highway Department and Green Center, the local swap shop, as well as the Police station. Also along this sidewalk are a dentist, an insurance office and an office building.

As mentioned in other parts of the application, there currently is no suitable crosswalk for students to cross NH 123/124 (Turnpike Road). A crosswalk and RRFB would provide a safe connection from the southerly side of NH 123/124 (Turnpike Road) to Temple Road. Students currently cross in this location without a crosswalk.

The last link in this project which encompasses a sidewalk on the westerly side of Temple Road between NH 123/124 (Turnpike Road) to Playground Road, provides the last key connection for students and the village center population to reach the Town recreation area.

In a future phase of the project (not included in this project) we propose building a sidewalk on Playground Road on the northerly side of the Town recreation area in order to provide more direct pedestrian access to some of the features in the recreation area including the skate park and tennis court.

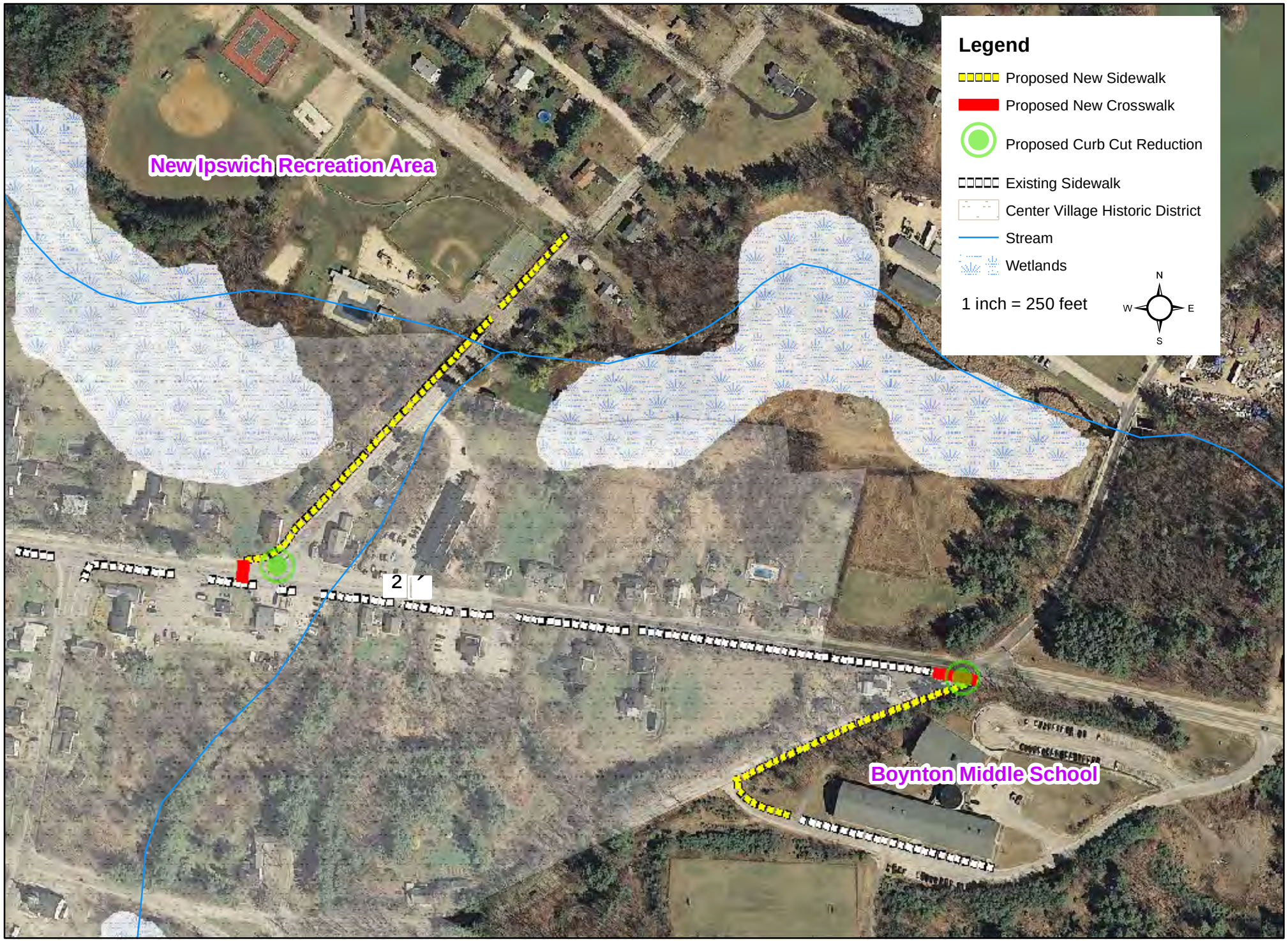
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

New Ipswich Transportation Alternatives Proposal 2014



2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	North Umberla
18-09TAP	Town of North Umberland	

RPC North Country Council Population <5,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- ☐ *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- ☑ *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- ☐ *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- ☑ *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Church Street , Main Street/NH Route 3, State Street/NH Route 3, Eames Street, School Street
State Routes	US (NH) Route 3
Other	N/A
RailRoad	N/A
SurfaceType	concrete sidewalk on crushed gravel, granite curbs, paved asphalt abutments and ramps
Length	~ 6300 linear feet
Width	average of 5.5 ft wide
Ownership	The existing sidewalks are maintained by the Town of Northumberland and presumed to be within the State's right-of-way. Forty-nine (49) parcels abut the proposed project; of these, five (5) are owned by the Town, two (2) by the School District, and two (2) by the Precinct. The remaining owners are residential and commercial (including three (3) exempt) title holders.

PE$	$185,950.00	ROW$	$12,000.00	CON$	$685,050.00	CON Eng$	$117,000.00
Total$	$1,000,000.00	Fed$	$800,000.00	Match$	$200,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$1,000,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The Groveton Village Safe Routes to School (SRTS) Walkway Project proposes renovation/replacement of approximately 6300 linear feet of village sidewalk. The proposed project replaces sidewalk on both sides of the road throughout the Church/Main/State Streets triangle circumlocating Groveton Village and Groveton Elementary School, then progresses to Groveton High School on Route 3N. The proposed route encompasses the primary pedestrian and bicycle ways to and from Groveton Elementary and High Schools as well as the business district.

As the majority of these sidewalks are unsafe because they are cracked, heaved, crumbled and salt-damaged, the goal of the Groveton Village SRTS Walkway Project is to provide safe and accessible areas for travel by pedestrians and wheelchairs/scooters by 1. rehabilitating or replacing existing sidewalks, and 2. installing curbs, ramps and sidewalks in designated areas with no existing sidewalk. Sidewalk renovation entails removal of old walkways and installation of ADA-compliant, 5.5-foot wide, <2% cross-sloped concrete sidewalk with granite curbing and 1:12 ramps. All improvements

will be installed to complement the North Country neighborhood context of the community.

By making the quality of the existing bicycle and pedestrian ways uniformly improved, the objective is to create safe and adequate access along the public roads within Groveton Village and the downtown area as well as links to critical facilities i.e. GES, GHS, recreation areas, and other important civic and service destinations, thereby encouraging usage of these ways. Given that users are more apt to use safer routes, it follows that users would be more likely to forgo vehicular travel to the downtown area which would 1. minimize Village-area parking, traffic congestion, transportation costs and the local carbon footprint, 2. attract customers for increased retail opportunities by elevating curb appeal, 3. increase health and fitness by reducing obesity and mental health rates through increased physical activity, 4. diminish crime rates and other socioeconomic issues via bolstered employment connections, and 5. strengthen social networks through expanded tourism, community involvement and volunteerism, fostering a livable, walkable community that preserves its resources for the next generation.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The Groveton Village area is not designated an historic district. No formal NEPA analysis has been conducted. There are no known cultural resources within the limits of the project, however, there are structures that host culturally-inspired community functions. The proposed walkway project primarily abuts residential and commercial properties. There are no known archeological or natural resources within the project limits.

NH DES has identified remediation sites within 1000 feet of the proposed walkway (see attached NHDES One-Stop Review map). Of these sites, 2 are defunct filling stations wherein leaking USTs were removed, 2 are on-premise fuel oil-containing facilities in the schools, one is a residential site with a leaking UST and the remainder are sites affiliated with the former Groveton paper mill. 5 of these sites abut the proposed project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Groveton Village SRTS Walkway Project is based on the Safe Routes to School Travel Plan developed for the Town of Northumberland in 2013 by North Country Council and a broad group of local representatives constituting the Safe Routes to School Task Force (see attached 2013 Northumberland Travel Plan). The Northumberland Planning Board incorporated the long-term goals of the 2013 Travel Plan into the updated Northumberland Master Plan in 2014 (see attached Master Plan sections on Sidewalks and Transportation). By adopting the Northumberland Planning Board's 2014 Master Plan, the Northumberland Board of Selectmen prioritized 1) improvements to existing roads, sidewalks and other infrastructure, 2) prevention of additional future costs from deferred maintenance, and 3) focus on added value to downtown commercial properties in order to enable development, all key guiding strategies consistent with the North Country Council's 2015 Regional Transportation Plan. Northumberland also has a Capital Improvement Plan ("CIP") committee whose goal is to draft a comprehensive capital investment strategic guideline based on asset management.

The Groveton Village SRTS Walkway Project is supported by not only the Northumberland Board of Selectmen, North Country Council, Congresswoman Ann McLane Kuster, District 2 State Representative Wayne Moynihan, District 7 State Representative Troy Merner, and local economic development non-profit organization Groveton Regional Economic Action Team (GREAT), but also other Town constituents such as SAU 58, Groveton Ambulance Corps, and the Northumberland Police Department as evidenced by their letters of support (see attached letters of support).

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Northumberland previously raised and appropriated $200,000 for a different project for which the funds were re-allocated. That $200,000 is available for re-purposing as match contribution for the Groveton Village SRTS Walkway Project and the Northumberland Board of Selectmen have voted to commit a capped 20% match to an award. The disposition of the Groveton Village SRTS Walkway Project is contingent upon an affirmative vote for both the operating budget, the warrant article gross appropriating the project, and a warrant article to re-purpose the $200,000 match appropriation at the Northumberland Town Meeting scheduled for Saturday, March 16th, 2019. After the bond and budget are passed, the Town will seek bridge/interim financing from regional banks. Interim financing will be in place approximately 60 days after Town Meeting. As an alternative, the Board may vote to extend the tax anticipation note (TAN) to temporarily bridge finance.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

Right-of-way procurement and design engineering would be slated for Spring/Summer of 2019 with construction commencing in Summer/Fall 2020 and finishing in 2021. As these have been maintained by the Town of Northumberland

since their installation, it is unlikely that there will be opposition to right-of-way procurement; the time-to-completion of procurement should not be affected.

The proposed new sidewalk along the Groveton Elementary School fence on Church Street will impact the town roadway (School Street). This section of sidewalk, as well as the short section on the island on Main Street, will also impact the State of NH railway that is leased by Ed Jefferey d/b/a NH Central Railroad. The railway is active and presents not only right of way issues for design, but significant safety concerns for users. First, because installation of new sidewalk along the school fence reduces the width of the street and no longer accommodates two-way traffic due to the railway ROW, School Street will either need to be converted to one-way northbound traffic only or be discontinued. Caution signage should also be installed. The conversion of the street from two-way to one-way traffic or discontinuation will require an affirmative vote by warrant article at the 2019 or 2020 Town Meeting. In the event that the warrant article is not passed, that section of sidewalk will be eliminated from the project; an alternate section will be included in the design. This should have neither impact on the timeline nor any additional financial impact because the alternate should be built into the design.

Due to the absence of known cultural or environmental resources within the project limits, there will be no impact from these resources on the project timeline or budget. In the event that the New Hampshire Division of Historical Resources requires an Area Form to determine the existence of an historical district, there is no anticipated impact on construction, however, it will affect the budget. Both the timeline and the budget will be affected if areas of contamination requiring remediation are located within project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Conditions of the existing sidewalks vary due to the age and kind of material used (see updated photographs and Pages 40-55 of the Travel Plan). Within any section of sidewalk i.e. p.40 from Spring Street to Summer Street (approximately 215 linear feet), the profile is inconsistent and conditions change from those that can accommodate users with basic skills and knowledge of traffic (B) to those that are both generally not suitable for pedestrians or wheelchairs (E) and require an advanced level of skill and knowledge of traffic use (D). In the portions that can accommodate users with basic skills and knowledge of traffic, the sidewalks are mildly eroding and are reasonably safely traveled by all users. Contiguous portions of sidewalk, however, contain deep cracks, potholes and missing curbs and are not navigable, especially by wheelchair. In some cases, the deterioration creates a physical barrier to travel; users will detour the obstacles and travel within the breakdown lane of the highway. These significantly damaged portions of sidewalk are especially dangerous to the disabled, elderly and children. Removal of the damaged areas and replacement with uniformly smooth concrete surfaces, and installation of granite curbing and ADA-compliant ramps will both enhance access and mobility for all users and change popular perception of the walkways. People would be more likely to use the improved walkways if they perceived the sidewalks as being reasonably safe for travel by all users, especially children, the disabled and the elderly (A, B).

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Of note are two crosswalks within the project limits that are hazardous due to limited sight distances for vehicular traffic. Visibility while traveling southbound on School Street to enter the northbound lane of traffic on Main Street is completely obstructed when vehicles are parked within the Elementary School drop-off/pick-up zone. This project proposes installation of a curbed sidewalk along the playground fence and conversion of the lane of traffic to a one-way northbound lane only, eliminating the southbound visibility hazard. The alternative is to discontinue School Street.

The second location with limited sight distance is at the convergence of Church and State Streets. Particularly in the winter when snow is piled up at that intersection, visibility on both sides of the point are completely obstructed. The 2017 NHDOT annual average daily traffic counts show that over 5900 vehicles cross the Route 3 Langley/Hersom Bridge to enter Groveton; of those 5,900 vehicles, 3,000 continue north through the potentially hazardous Church/State Street intersection (see attached traffic count data) and pass the High School. The Northumberland Board of Selectmen requested on August 20, 2018, a swap of ownership between town-owned Church Street and State-owned Main and State Streets so that the State would own Church Street, which is the designated truck route. (see attached letter from BOS to DOT). Commercial haulers (greater than 2-ton), accounting for roughly one third of the total traffic, will be more likely to use the Church Street bypass if it is a non-stop intersection. The Town of Northumberland will need to schedule a scoping meeting with DOT Bureau of Traffic to arrange a traffic study for diverting traffic patterns at that intersection to make non-stop the through traffic from northbound Church Street, yield and/or stop the merging traffic from State Street, and relocate the crosswalk(s).

The third location of concern is the portion of sidewalk on the Main Street island abutting the State of NH railway. This railway is active, aberrant and infrequent; the unpredictability of this schedule actually makes pedestrian travel over this section of road and sidewalk even more dangerous. The trains do blow the air horns in the downtown area when passing through, however, there are no accommodations for the deaf at these crosswalks. Caution signage will be installed to warn pedestrians at the crosswalks of the possibility of rail traffic.

Priority improvements slated for the next couple of years include crosswalk signs and speed trailers. Long-term improvements, as part of a 10-year downtown revitalization plan, include 1) Rectangular Rapid Flashing Beacon assemblies for each crosswalk, 3) realignment of crosswalks to possibly include bumpouts to shorten the crossings and improve sight distances, 3) addition of warning devices for both the hearing and visually impaired, 4) installation of bike channels, 5) extending the raised sidewalks to eliminate excessively wide curb cuts, and 6) repair and/or installation of all sidewalks throughout Northumberland. Small (<$10,000) deposits are made each year into various Capital Reserve Accounts to fund these projects. In addition to capital reserve funds, the Town submits in the regular operating budget a line item for salting, sanding, plowing and sweeping of sidewalks as annual maintenance.

Finally, sharing goals with the 2015 Regional Transportation Plan, the Board of Selectmen have appointed representatives to become involved with planning committees that focus on multimodal transportation options. As development and its associated commutershed expand along the Route 3 corridor, the need for mass transit/busing, taxi service, commuter rail and/or freight increases accordingly. These representatives advocate for availability of alternative modes of access in Northumberland.

The Town of Northumberland installed traffic calming devices in an effort to discourage non-local drivers from driving at excessive speeds through Groveton Village. Benches, lightpole banners, clearly marked crosswalks, dog waste/trash receptacles and flower pots have been placed along the streets as cues to slow for pedestrian traffic. The Town also leased and landscaped the corner lot of State and N. Main for a pocket park with a gazebo. Many of the areas containing traffic calming devices are paved sidewalks with no curbing. Installation of curbed sidewalks will not only provide a safer and more durable platform for pedestrian traffic, but will provide a physical buffer and clearly delineate the shoulder from the walkways. Further, parking needs to be diverted from the streets to the municipal parking lots; the street parking spots can be converted to bicycle lanes by adding sharrow paint markings.

Some of Northumberland's crosswalks within the proposed project are in non-stop conditions, e.g. in front of the High School and Recreation Center. The SAU 58 installed on its lawn a lighted 'activities and calendar' sign that warns drivers to slow down for students, caution lights were set on a timer to coincide with the morning entry and afternoon release at school (the Town of Northumberland hired crossing guards during these hours as well), and the Northumberland Police Department stations cruisers at the south (at the Groveton Covered Bridge) and north (at the former Emerson Outfitters) to monitor speeding into and out of the school zone.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

The Town of Northumberland anticipates that a phased, 10-year plan for revitalization of the downtown area and expansion of modes of access will connect the industrial district (the former paper mill area), the commercial downtown area and the high residential area on "The Hill." Comprehensive in nature, this 10-year plan is an amalgamation of the 2013 Travel Plan, the Northumberland 2014 Master Plan, the Water & Sewer Asset Management Plan, North Country CEDS, the US Route 3 Corridor Management Plan and Northumberland's draft Capital Improvement Plan. Other phased projects include the following: repair and upgrade of 1) the Groveton Covered Bridge, 2) the transfer station and recycling center, 3) the 2nd Phase water and sewer infrastructure on the east side of The Hill (residential high area), 4) the off-road pathway/trail from Groveton Village to the Big Ballfield at the junction of the Brown Road and NH Route 3N, 5) the Groveton Village roads for resurfacing, and 6) new well siting. Of all of these improvements, the Groveton Village SRTS Walkway Project is the nucleus and will kickstart the town-wide revitalization effort. The GVW Project dovetails both a large scale water/sewer renovation by the Groveton Covered Bridge and installation of infrastructure on the former paper mill site; both construction projects abut the Main Street portion of this project and were completed in August 2018.

Currently, with no available bus or taxi services serving Northumberland, options for travel to the downtown area are limited to motor vehicle transportation, bicycling and walking. In many situations, disabled, elderly, low-income and minority residents from nearby housing complexes do not even own vehicles yet cannot walk or wheel a couple of blocks to the downtown area due to 1. the lack of sidewalk(s) or 2. hazardous condition and inaccessibility (ADA-noncompliance) of the sidewalk(s). These obstacles effectively deny pedestrians to safe access of 86% of the Town's total commercial entities.

Safe and reliable sidewalks contribute to accessibility to the business district not only for residents but for tourists and those using the trail systems as well (both ATV and snowmachine). Groveton is the critical trail connector for Ride the Wilds north to Stark/Jericho and south to Lancaster. Riders are able to drive into the village and park, then walk to those portions of the business district that are not accessible to ATV, expanding the current mode of access. Also, collaborating with the owners of the former Groveton paper mill, the GVW will extrapolate from the mill's proposed Riverwalk at the Groveton Covered Bridge. The Riverwalk is anticipated to accommodate pedestrians, bicyclists, OHRVs, ATVs and other wheeled transports.

By addressing the gap in and the need for safe and reliable transportation infrastructure and opening up the option to use the sidewalks with confidence, people, by virtue of increased usage, mingle and engage in social interaction and exercise leading to obesity level reduction, mental health stability, and community involvement. All of these benefits enhance the quality of life with easy access to amenities for those in the community.

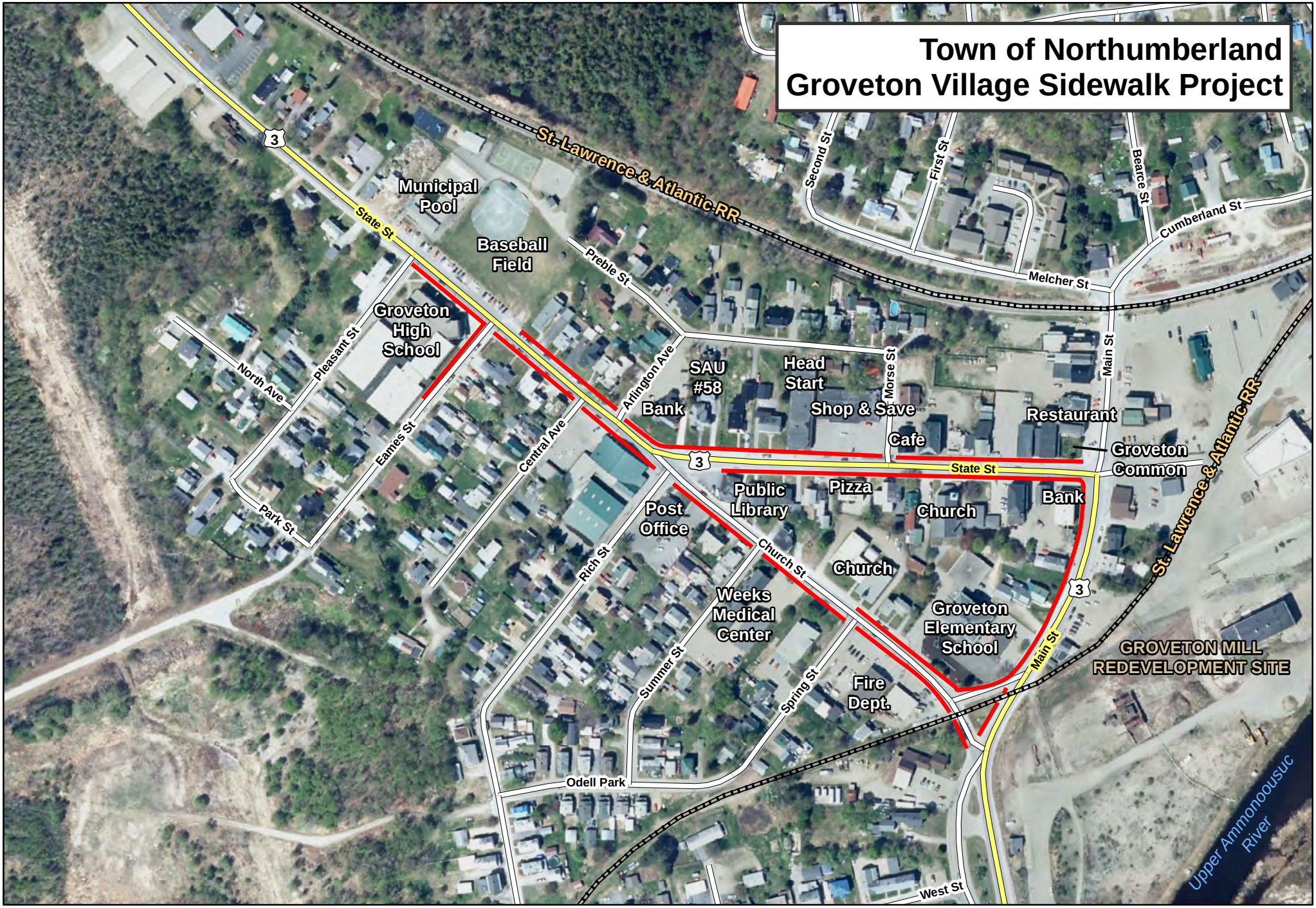
2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Town of Northumberland
Groveton Village Sidewalk Project



N

0 250 500 1,000 Feet

Project Area

Map prepared by North Country Council, August 2018
NHDOT Transportation Alternatives Program, Round 3

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Plymouth
18-08TAP	Town of Plymouth	

RPC Lakes Region Planning Commission Population <5,000 Airport n/a

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Highland Street: Main thoroughfare with Section I, II and III sidewalk intersection connectivity at Old Ward Bridge Road, Avery/Cummings Streets and Tenney Mountain Highway (NH Route 25/3A).
State Routes	Crosses NH Route 25/3A.
Other	n/a
RailRoad	n/a
SurfaceType	Paved- bituminous.
Length	The length of the project is 2,750 linear feet of 5 -foot wide, new construction bituminous sidewalk comprised of three sections of 250 feet, 1,500 feet and 1,000 feet.
Width	Five (5) feet in width with granite curbing.
Ownership	Town of Plymouth, NH

PE$	$69,500.00	ROW$	$5,000.00	CON$	$434,000.00	CON Eng$	$69,500.00
Total$	$578,000.00	Fed$	$433,500.00	Match$	$144,500.00	Percent Fed$	75
NonPar$	$0.00	Total$	$578,000.00	Overmatch			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The 'Plymouth Pedestrian Safety Sidewalk Initiative', being applied for under the 2018 cycle of the Transportation Alternatives Program, seeks to provide final linkage to the Highland Street Comprehensive Sidewalk System. In its current fragmentation it fails to address pedestrian safety needs along the school-hospital-commercial district alignment. Highland Street is a major collector road defined by its high traffic volume, mixed use development and status as a secondary access route from the downtown village area (NH Route 3) to points west.

The project consists of three separate segments of five (5') foot wide, granite-curbed bituminous sidewalk totaling 2,750 linear feet in aggregate along 1.5 miles of the 2.0 mile Highland Street alignment. In brief, the three segments, all originating on Highland, are as follows:

1). Section I: 250 feet of sidewalk rebuild to the school entrance at Old Ward Bridge Road and Highland Street for the

purpose of correcting unsafe, existing school sidewalk/intersection design with proper grade separation.
2). Section II: 1,500 feet of new sidewalk at Avery and Cummings Street off Highland in the vicinity of the Speare Memorial Hospital campus and half a mile from the downtown village and Plymouth Commons.
3). Section III: 1,000 feet of final sidewalk extension approaching the Tenney Mountain Highway commercial district signalized intersection at Riverside Landing Retail Plaza and Tenney Mtn Hwy (present-day NH Route 25/3A).

Historically, Highland Street is the original layout of NH Route 25 which was later rebuilt on a straight alignment with NH Route 3A several miles north. Reflecting the road design layouts of early eighteenth century Plymouth (c. 1763), Highland Street passes through densely developed residential neighborhoods which now include Plymouth regional secondary and elementary schools, a critical care access hospital and the Plymouth State University (PSU) campus. Additionally, the project area includes the intersection at Tenney Mountain Highway and Riverside Landing Plaza, an area of modern commercial development with an 85-room hotel, NH State Liquor Outlet and McDonald's.

The funding of the '2018 Plymouth Pedestrian Sidewalk Safety Initiative' will add a total of 2,750 feet of sidewalk in three dangerous locations, completing the vital and necessary 2.0 miles Highland pedestrian loop of 2.0 miles. The 2018 initiative aligns with the purpose of the Transportation Alternatives Program (TAP), 'to provide choices for non-motorized users that are safe, reliable, and convenient'. Its completion would have a positive impact on pedestrian safety, exponential for all ages and affiliations traveling the Highland corridor.

SECTION DESCRIPTIONS

SECTION I: The first goal of the project is to address critical student pedestrian needs leaving the school system campus on Old Ward Bridge Road and Highland Street. The 250 foot segment of proposed sidewalk is located approximately 3,700 feet southeast of Tenney Mtn Hwy and looks to rebuild part of the busy entrance to the Plymouth Elementary and Plymouth Regional High School campus. The existing sidewalk is located to the west of a poorly designed school access and misaligned intersection with Highland. Vehicles are required to execute overly wide turns, close to a sidewalk that lies almost at grade with no substantial curbing separation. The requested is for the 250 feet of the school access sidewalk to be rebuilt in a shifted location to provide enhanced safety through correct placement and grade separation. If awarded TAP funding, the Town would first fund the intersection realignment (separate estimate included), prior to the start of the 2019 construction season in preparation for the corrected, TAP funded sidewalk.

SECTION II: The second goal of the project is to address the pedestrian safety issue on the side street route of Avery and Cummings Streets. This key segment of final connectivity looks to construct 1,500 feet of new sidewalk in order to link surrounding side streets (over a dozen connected, residential neighborhoods) directly into to the Highland sidewalk system for purpose of pedestrian transport, primarily to school and downtown. Currently, children walking home from Old Ward Bridge half a mile away, fend for themselves when they reach the neighborhood at Avery and Cummings.

In addition, entrance to the Speare Memorial Hospital campus faces Avery Street and is heavily used, unsafely, by employees, patients and visitors alike. It is extremely hazardous for all pedestrians because the entrance to the Emergency Room is also on Avery Street, with connection to a medical heliport. Additionally, the hospital campus is only approximately 2,000 feet from the busy and walkable Plymouth downtown area, abutting the PSU campus on its south end where pedestrians also abound. For the benefit of all, the section II sidewalk would provide neighborhood residents and visitors with pedestrian access in both directions: eastward to the downtown village/Plymouth Commons (.5 mile) and northwest to the public school campus (.5 mile).

SECTION III: The third goal of the project is to complete 1,000 feet of new sidewalk construction from the existing western sidewalk alignment of Highland Street. Here it abruptly terminates right before the signalized intersection at Tenney Mtn Hwy and Riverside Landing Plaza. The Section III segment of missing sidewalk dangerously orphans pedestrians at the approach of this major intersection. Development in this area is particularly compact with two major shopping centers (Hatch Plaza in addition to Riverside Landing). Both plazas are accessed by Highland Street, as are a multitude of other businesses, an apartment complex, two churches and several commercial banks. In the immediate vicinity of the sidewalk terminus is a busy Burger King franchise.

The signalized intersection with Riverside Landing was designed for a pedestrian walk phase, and therefore has pre-existing internal pedestrian sidewalks. However, crosswalk connectivity across Tenney Mtn Hwy to Highland does not exist, nor does integration into the Highland Sidewalk System. As a key corridor in current and future economic development, safe crossing at this intersection is a community imperative.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

As this area of Plymouth has been quite developed for a long time, no known cultural, archaeological or natural resources are in evidence at present, nor are there any existing hazardous materials.

The Section I project area (Old Ward Bridge Road school campus entrance) does not appear to have any issue of conflict because school construction, completed long ago, would have unveiled any challenges to this area of the project.

Section II (Cummings and Avery Streets) has no indicators of the above, which would have been evident during the hospital's 2006 campus updates. A nearby cultural resource on Highland Street is PSU's Museum of the White Mountains, located just south of the hospital campus neighborhood heading towards downtown Plymouth.

The Museum is not in the proposed construction area. Next to the Museum and near the PSU campus bus stop is an historic plaque that denotes Highland Street, in its former incarnation as old NH Route 25, as originally part of the 1764 "Coos Road ". Some of the residences date back to the late 1700's and early 1800's, however, none of these historic residences are close enough to the proposed sidewalk project to be affected.

Contemporary development in the general vicinity of Section III (Intersection at Tenney Mtn Hwy, Riverside Landing and Highland) required extensive review by NHDES for Alteration of Terrain permits as did the nearby CVS pharmacy built in 2010. Any concerns, such as wetlands, are non-existent or have been mitigated to State of NH standards.

Overall, extensive due diligence has been exercised in the assessment of possible resource impacts. There are no foreseeable threats existing within project boundaries.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Plymouth is fully prepared and eager to implement the goals of this well-supported project. Initially developed for 2013, the revamped '2018 Plymouth Pedestrian Safety Sidewalk Initiative' has been endorsed by multiple advocates. Included are letters of support from key stakeholders. Participating in TAP Round One and Two (2014 & 2016 respectively), submission of similar project proposals for the Highland Comprehensive Sidewalk System were supported by the Plymouth community at large. Timing for announcement of this current funding round was ideal, as residents had recently re-expressed their prioritized interest. At the May 29, 2018 Selectboard meeting Brendan Hoch and Zach Johnson presented parental fears about student safety walking to/from the public school campus. With petition in hand, they discussed the importance of creating a walkable route in this area (*YouTube, #1).

Also in clear support of this initiative is the current Master Plan draft. It champions town-wide pedestrian access as a viable mode of alternative transportation in Plymouth. In Chapter Three, Implementation, the first Sidewalk Goal states: "Seek funding for sidewalk and pedestrian projects from NH DOT's Transportation Alternatives Program". Additionally, Goal #6 dictates the "incorporat[ion] of alternative transportation elements – including, but not limited to, sidewalks, transit stops, and bicycle racks – into the site design process to facilitate construction on 'missing links' in alternative transportation networks". As the Planning Board closes in on finalization of the Master Plan, they offer their support for the project. At the August 16, 2018 meeting, the 2018 Initiative was introduced to the Board for understanding and endorsement (*YouTube, #2).

In terms of Regional Plan support, Plymouth is in a unique situation. Transitioning Regional Planning Commissions this year, Plymouth is now a member of the Lakes Region Planning Commission (LRPC). Therefore, the Town is not specifically referenced on the transportation plans for the region with which we're a part. However, the vision of LRPC's '2012 Bicycling and Walking Plan; transportation choices for New Hampshire's Lakes Region' is as follows: "A purposefully connected network of trails, sidewalks, road shoulders, and markings promoting safe and enjoyable bicycle and pedestrian mobility. Design and maintenance of livable, complete streets that support transportation, recreation, health, and economic interests throughout the Lakes Region".

Previously a member of North Country Council (NCC), Plymouth is discussed at length in the NCC Regional Transportation Plan (2015 Update). Significant travel analysis occurred, providing pertinent data to guide transportation decision-making. The 'Plymouth Labor Market Area Commuter Travelshed' grew by 20% in the first decade of the 2000's (pg 189). Tenney Mtn Hwy and Highland are named as the busiest growth areas (pg 192).

Alongside supportive documentation, and political readiness, the infrastructure of the project site itself is ready for mobilization. Indicative of this is the example of a 2013 Planning Board decision, where the phased construction of Riverside Landing was approved in preparation for future development. Required in this phase was the inclusion of a traffic signal and an internal sidewalk system. At present, this infrastructure is ready for direct linkage to the Highland sidewalk system across Tenney Mtn Hwy.

The recent repaving of Highland Street is another example of readiness, concluding its current phase on August 31, 2018. State Senator Bob Guida declared at the July 9, 2018 Selectboard meeting that "the condition of Highland is deplorable, the worst in Plymouth" (*YouTube, #3). Completing this paving phase, it is an ideal time to lay sidewalk. While there will certainly be repair and rebuild projects in coming years, it would essentially complete the pedestrian infrastructural needs of Highland Street.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Not only is Plymouth fully prepared to implement this well-supported sidewalk initiative, the Town has experience advocating for and subsequently maintaining pedestrian facilities funded by State/Federal transportation dollars. The reconstruction of 'pedestrian-friendly' sidewalks and crossings in the downtown village area, less than 2,200 feet from the proposed project, was created with TE funding in the late 1990's. These amenities are still operational twenty years later, having been maintained by the Town for the transportation uses of 7,000 residents, over 6,000 college students and a growing number of tourists from around NH, New England and afar.

* YOUTUBE REFERENCES
1.) https://www.youtube.com/watch?v=aB5vkqU0uoE&index=15&t=0s&list=PLbPTWBdOlg4DZ pbc3FhtXbaAycrZpCmz6 (47:50 – 1:02:55 minutes).

2.) https://www.youtube.com/watch?v=jkECxzLeYiU (58:20 – 1:02:00 minutes).

3.) https://www.youtube.com/watch?v=susoFu12Amo

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Plymouth is prepared for participation in this reimbursement program through planning for the gross appropriation of project funds. The total reimbursement requested is $434,250 with commitment expressed as a $144,750 match (25%). Total project costs equal $579,000, with a breakdown included as an attached project estimate.

Like many municipalities Plymouth operates under perpetual budget restriction, working under the same approved budget for over a decade. Therefore, choice to overmatch at 25% does not reflect Plymouth's liquidity for efforts that, quite unfortunately, fit into the designation of 'enhancement projects'. Rather, decision to allocate funds for this key Town project (#1 Sidewalk Transportation Goal of the Master Plan) was made in the spirit of not wanting to miss out on the opportunity of right timing with Highland Street freshly paved near project Sections I and II. New pavement followed by an improved sidewalk system is ideal in a realm where aligned timelines are rare. Choice to overmatch also stems from a desire to communicate readiness, commitment and project importance to Town Meeting voters and the TAP Advisory Committee.

Included with this application package is a funding timeline, in accordance to the fiscal calendar of the State of NH. With TAP announcement of award in January, Plymouth plans to seek funding at the March 2019 Town Meeting. The match allocation would be earmarked from two Highway Department lines of the Annual Budget: the $20,000 Sidewalk Maintenance and Improvement Fund and the $125,000 Road Construction Fund. A warrant article would be crafted in the amount of reimbursement funds ($434,250) to go to Town vote March 2019. If the article passes as expected, all funds are to be set aside in a capital outlay account as is standard procedure for Town road projects. The Plymouth Sidewalk Initiative would be the project of focus for the 2019 construction season, commencing the Old Ward Bridge Road realignment at the start of FY19 in preparation for sidewalk construction.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

There are no anticipated negative issues associated with the project scope regarding potential historic, cultural and environmental impacts, possible areas of contamination and other related issues which would affect the project's ability to succeed. Today's new construction is assured continual upkeep for its lifespan, as sidewalk maintenance is an ongoing activity.

The Plymouth Highway Department and the Town Engineer are poised to implement this project, having initially participated in the creation of its scope of work (pro bono). There are no impacts anticipated or associated with this project which would cause problems with construction timelines or create financial difficulty for the Town.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

EXISTING STRESS LEVEL OF PROJECT AREA
The Highland Street sidewalk system as it exists today would reflect a Stress Level of "D" at all three sections of proposed construction.

Project Section I, sidewalk access to the school campus at Old Ward Bridge Road from Highland, is deemed a stress measure level "D" because existing sidewalks are practically at grade with the intersection. This risk is especially grave because of the offset from Highland which requires school buses and average-to-large vehicles swing wide to negotiate entrance (the Engineering Plan and a 'Turn Radius Diagram' are included for illustration). Drivers must utilize an advanced level of skill to remain in the school access travel way at Old Ward Bridge Road and not veer into the essentially at-grade sidewalk or off the pavement entirely.

With the complete absence of sidewalks on Avery Street, Section II is a 'D' because it necessitates pedestrians walk in the vehicle travel lane. Snow plowing and ambulance access to emergency services only add to pedestrian safety concerns. School children walking home to any of the residential neighborhoods in the area are put at risk once they step off the limited Highland sidewalk system onto Avery or Cummings Streets. Its lack of sidewalk connectivity to Highland Street effectively negates safe pedestrian access in Section II because of the potential for serious or fatal pedestrian injury in a high traffic area with no sidewalks.

At Section III of the project (Tenney Mtn Hwy/Riverside Landing), not only is the pedestrian abandoned to their own safety recourse at the intersection, but there is also no follow-through connection from the signalized intersection back to Highland once those pedestrians are at Riverside Landing and want to recross Tenney Mtn Hwy. A stress level 'D' is indicative of the fact that potential for serious or fatal pedestrian injury here is pronounced, requiring extreme vigilance by both drivers and pedestrians must exercise extreme vigilance.

ANTICIPATED STRESS LEVEL OF PROJECT AREA (Mitigated)
Sections I, II and III would all realize a Stress Level "A"/"B" upon construction of the proposed aggregate 2,750 linear feet of sidewalk. This would be achieved by the new sidewalk facilities in Sections II and III, previously non-existent and designed according to contemporary safety needs. After completion, these two new Sections and the Section I reconstruction would ensure that all users with basic skills and knowledge of traffic are accommodated. All Sections are designed with granite curbing which provides additional child safety for facilities, in terms of at-grade traffic separation.

Therefore, upon project completion all pedestrians, including children, are able to travel the Highland Sidewalk System with peace of mind, while 'travelshed' drivers of all levels are able to navigate one of the busiest streets in the region without advanced knowledge of traffic patterns.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety

audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Pedestrians traveling the fragmented Highland Street Sidewalk System encounter safety hazards in three distinct areas (Section I, II, & III). Amplified by high traffic volume, these missing links present the danger of injury or even fatality.

To be achieved with Section I and II construction is a key project objective: improvement to existing student safety conditions. In long-term disrepair and misalignment, the Old Ward Bridge sidewalk correction is unquestionably critical (Section I); ultimately any actions taken at this site would be an improvement. Section II provides students from the Speare Hospital neighborhood with safe passage to the school zone, connecting along Highland and securing transfer at the SAU campus. NH State Representative Suzanne Smith expresses in her endorsement letter that more parents would like to let their children walk to school by the Highland Street system but do not feel it is safe.

As for Section III, the 2013 Update to the original Access Management Plan for the Tenney Mountain Highway Corridor (2003) shows significant traffic increase around the intersection of Highland Street & Riverside Landing Plaza. This is validated by the fact that Highland & Riverside Landing is a high-crash location with the highest number of intersection collisions on Tenney Mtn Hwy (2002-2012). All improvements to Section III are enormously important in public safety mitigation. The 2013 Corridor Study draws attention to the strong need for safe pedestrian and bicyclist pathways throughout Plymouth in general (pg 10), specifically highlighting the need for sidewalk connection at the existing sidewalk terminus near Burger King (pgs 11 & 12). While a comparable study isn't available for Highland as an individual corridor, the 2013 Tenney Mtn Hwy Plan provides insight that, by extension, pertains to the state of the greater travelshed.

Discussion of improved safety prompts mention of one further consideration. Highland Street is home to the Bridge House Homeless Shelter and Whole Village Family Resource Center. Together they are located less than a half mile from Section III; 3,700 feet in the opposite direction of the school campus at Old Ward Bridge. Whole Village is an initiative of Lakes Region United Way, co-locating 14 social services agencies and serving as the primary referral resource for area support services. One such program at Whole Village is Transport Central, a volunteer driver program assisting those without vehicular mobility. In recent times, Plymouth increasingly serves the role of regional hub to rural neighboring communities, as it applies to at-risk groups like those impacted by homelessness and/or the drug crisis. Oftentimes those seeking services gain access to assistance facilities by foot, particularly with the dynamic of close proximity to primary and secondary State highways as well as Interstate 93. Application of a systems perspective enables clear understanding of how proposed safety improvements will, and should, benefit the ease of mind and well-being of all who travel Highland.

Overall, well-designed sidewalks contribute to community safety: the core motivation of this Initiative. After student safety, the next most critical safety improvement gained by completion of all project sections is the increased possibility for citizens, in transit to their daily activities, to simultaneously get exercise along a continually safe route. As Barbara McCahan, Director of the Center for Healthy Communities at Plymouth State University writes in her letter of support: "Completion of this project will make walking an easier, healthier choice for all". The interconnected relationship between public health and public safety is evident, positive improvements to either influence them both. Safe communities are composed of healthy citizens.

…..

Lastly, one safety-centric objective, that assures the Town's TAP project excels in improving existing conditions, is the inclusion of some minor community marketing. Effective in the promotion of public messaging, it is a free/low-cost resource available to the strained public sector which, when intentionally executed, acts like a project multiplier. Specific objectives would include: sharing project completion and route information by word-of-mouth, the placement of notification postings in local publications and by recorded project discussion at municipal Board meetings. The underlying message would aim at reminding and encouraging citizens to choose the new, walkable Highland Street Comprehensive Sidewalk System, a preferred mode of transportation as often as possible. In order for citizens to assimilate use of the sidewalk system into their daily lives, they need to know it's available and ideal. By bringing community-wide awareness to infrastructural updates, there is an increased likelihood that usage rates will reflect full actualization of project goals based on a high social return on sought-after investment dollars. The Town of Plymouth seeks to be highly efficient with expenditures especially when facing the unremitting challenge of improving transportation safety. Amplification through

communication is plausible and effective.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Originating in the downtown Plymouth village area, the route of the Highland Comprehensive Sidewalk System touches the PSU campus, moving through abutting residential side streets, the hospital neighborhood and the school system campus before meeting final destination at the intersection of Tenney Mtn Hwy. At present, Highland Street is missing pedestrian connectivity at three dangerous traffic areas along its length (Sections I, II and III). Unfortunately, these gaps impede it from accomplishing its goal of creating true connection throughout the Highland travelshed, from the downtown village to its major commercial district and terminus. Through the completion of the sidewalk system, pedestrians will be enabled to move freely along the corridor, converging with the larger transportation network in full connectivity.

To illustrate the above, picture the example of a resident living downtown without access to regular vehicular transportation. With the 2018 Initiative in place, this resident is able to walk from home, arrive safely at their medical appointment on the hospital campus, personally pick-up a child at school and/or run household errands all the way through to Tenney Mtn Hwy. All of these activities can now be pursued without reliance on other modalities. Rental properties dominate downtown housing, therefore this walkability is particularly attractive to student and other renter occupant demographic, as there is a greater likelihood for limited access to motorized transportation.

The pedestrian may, however, gain connection to other modes of transportation if they so wish. Concord Coach Lines has a bus stop in the downtown village that provides travelers with access to its Boston-Littleton, NH route. PSU also has a shuttle stop at the beginning of Highland that offers in-town service. At this origin, many pedestrian skateboarders from the University transition to meet final destination via shuttle. While skateboarding presents substantial safety risk, its affordability, sidewalk legality and attractiveness to the student demographic, lend it to being a type of transportation that is far more frequently utilized in Plymouth than in most municipalities. No steward of public safety could offer endorsement for skateboard transport, however, it is a reality of area transportation to be included in the full assessment of connective capacity.

“Creat[ing] connectivity throughout the Town’s sidewalk system along Tenney Mountain Highway, Main Street, Highland Street & abutting residential neighborhoods” is a requisite ambition of Plymouth’s Master Plan. The ‘2018 Plymouth Pedestrian Safety Sidewalk Initiative’ champions this goal by constructing the three sections of sidewalk necessary to finish the vital pedestrian network from origin to terminus. While not the flashiest of proposals, the importance and probability of its success are evident. Sidewalk construction that realizes connectivity in every sense of the word is simultaneously humble and valiant, especially when its community impact is cost-effective and far reaching.

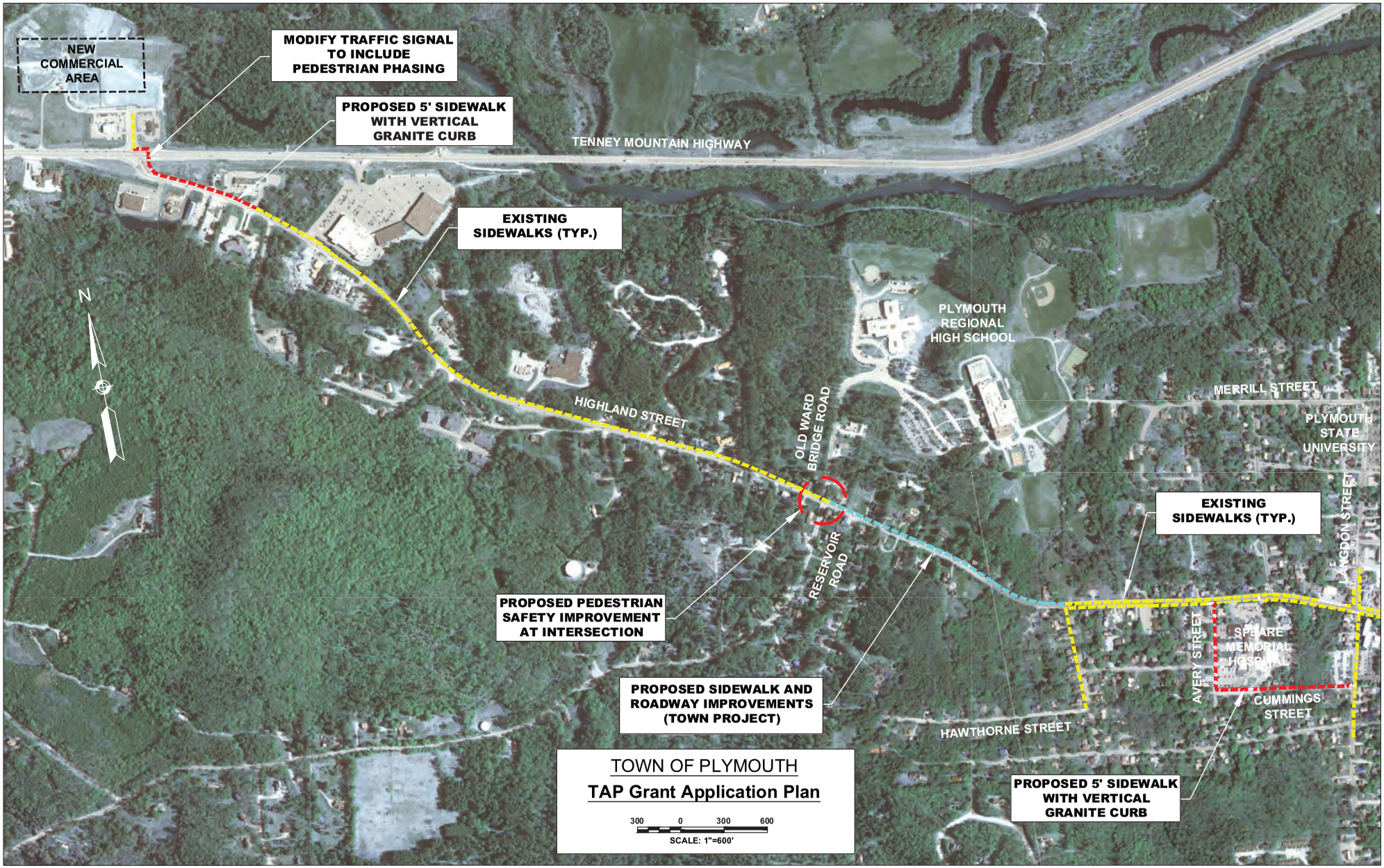
Final effort to connect a vibrant, walkable community to its major secondary service and school thoroughfare represents a great achievement for New Hampshire alternative transportation.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


NEW COMMERCIAL AREA
MODIFY TRAFFIC SIGNAL TO INCLUDE PEDESTRIAN PHASING
PROPOSED 5' SIDEWALK WITH VERTICAL GRANITE CURB
TENNEY MOUNTAIN HIGHWAY
EXISTING SIDEWALKS (TYP.)
N
PLYMOUTH REGIONAL HIGH SCHOOL
HIGHLAND STREET
OLD WARD BRIDGE ROAD
MERRILL STREET
PLYMOUTH STATE UNIVERSITY
EXISTING SIDEWALKS (TYP.)
LANGDON STREET
RESERVOIR ROAD
PROPOSED PEDESTRIAN SAFETY IMPROVEMENT AT INTERSECTION
AVERY STREET
SPEARE MEMORIAL HOSPITAL
CUMMINGS STREET
PROPOSED SIDEWALK AND ROADWAY IMPROVEMENTS (TOWN PROJECT)
HAWTHORNE STREET
TOWN OF PLYMOUTH
TAP Grant Application Plan
300 0 300 600
SCALE: 1"=600'
PROPOSED 5' SIDEWALK WITH VERTICAL GRANITE CURB

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Portsmouth
18-37TAP	City of Portsmouth	

RPC Rockingham Planning Commission Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [ ] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Wilson Rd, Taft Rd, McKinley Rd, Harding Rd, Van Buren Ave, Fillmore Rd, Adams Ave
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	Paved and grass
Length	2.27 miles
Width	50 feet
Ownership	City of Portsmouth

PE$	$80,000.00	ROW$	$0.00	CON$	$1,000,000.00	CON Eng$	$120,000.00
Total$	$1,200,000.00	Fed$	$800,000.00	Match$	$400,000.00	Percent Fed$	67
NonPar$	$0.00	Total$	$1,200,000.00	Providing More match 33%			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The City is planning to construct new sidewalks and introduce traffic calming throughout the Elwyn Park neighborhood, with an emphasis on providing safe bicycle and pedestrian connections to the Dondero Elementary School. This project was recommended in the City's 2010 Safe Routes to School Action Plan and identified as a priority project in the City's 2014 Bicycle and Pedestrian Plan.

Dondero Elementary School sits in the most suburban context of all the schools in Portsmouth. Elwyn Park is a 1970s-era subdivision that was built at a density much lower than most parts of Portsmouth and without sidewalks. While this is typically not conducive to walking, the 2010 Safe Routes to School Action Plan, identified great potential for a significant percentage of students who live in the area east of Lafayette Road (Route 1) and south of Elwyn Road to walk and bike to school with proper infrastructure improvements. The Plan called for locating sidewalks strategically along to give more parents in the immediate area confidence to encourage their children to walk or bike to school. The Plan also called for intersection safety improvements at key locations including bump-outs and highly visible and long lasting crosswalks. Finally, the Plan recommended traffic calming measures including narrowing of travel lanes to slow traffic

speeds and increase space for bicycles.

The City's Bicycle and Pedestrian Plan in 2014 also identified the Elwyn Park neighborhood as showing strong potential demand for bicycling and walking for general daily uses including access to shopping, school, and recreation. The plan reiterated the recommendations of the 2010 Action Plan, but also expanded the sidewalks to connect throughout Elwyn Park and to destinations to the west and north.

Priority roads being considered for sidewalks and traffic calming are Wilson Road, Taft Road, McKinley Road, Harding Road, Van Buren Ave, and Fillmore Road, and Adams Avenue. The public input process undertaken as part of preliminary engineering will help determine priorities.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known cultural, archeological, and natural resources or hazardous materials in the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

Letter of support from the City Manager, representing the City Council is attached. City Council and Planning Board have already indicated prior support for this project through adopting of the Capital Improvement Plan, excerpts of which are attached to this application.

Proposed work is identified in the following documents:

1) City of Portsmouth Capital Improvement Plan FY 2019-2024
2) Bicycle and Pedestrian Plan 2014 (see project #8)
3) Safe Routes to School Action Plan 2010 (see Dondero School improvements)

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City's Capital Improvement Plan for FY2019-2024 proposes funding for this project starting in Fiscal Year 2019 through a combination of General Funds and bonded funds for a total of $1,248,000. The General Fund portion is $268,000 ($40,000 in FY19, $78,000 in FY21, and $150,000 in FY22). As the City updates its CIP annually as part of the budget process, should the City be awarded funding through the TAP program, the CIP for FY20 will be adjusted to increase the General Fund portion to $360,000 for FY20 to meet the balance of funds required for the local match.

Letter of support from the City Manager, representing the City Council is enclosed.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There are no known significant historic, cultural, or environmental resources in this area or possible areas of contamination or other related issues. The City has capacity to undertake the required maintenance once the improvements are completed.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing level of stress is D -- While the traffic volume and speeds are generally typical of a suburban residential neighborhood, the street widths and lack of sidewalks create a level of traffic street that is generally uncomfortable for pedestrians and bicyclists that are not confident mixing with traffic.

Anticipated level of stress is A -- The separation of pedestrians from the traffic and the traffic calming measures will provide a network that is reasonably safe for all children.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The separation of pedestrians from the travel way by creation of sidewalks will have a huge safety benefit. The narrowing of travel lanes, intersection improvements, and introduction of traffic calming elements at key locations will improve safety for all road users.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project will fill a critical gap in the City's bicycle and pedestrian network as identified in the 2014 Bicycle and Pedestrian Plan. The connections to the Dondero Elementary School will greatly improve access for school children as part of their daily routine and the access throughout Elwyn Park will provide a network that connects people from their residences to nearby shopping and recreation. Future improvements are also planned on Elwyn Road and Route 1 that this project will connect to.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

PEVERLY HILL RD
LAFAYETTE RD
ELWYN RD
WILSON RD
TAFT RD
1
Elwyn Park
VAN BUREN AVE
HARDING RD
MCKINLEY RD
LAFAYETTE RD
FILLMORE RD
Dondero School
N
0.1 0.05 0 0.1 Miles

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Rochester
18-38TAP	City of Rochester	

RPC Strafford Regional Planning Commission Population 5,000 - 200,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Portland Street
State Routes	N/A
Other	N/A
RailRoad	N/A
SurfaceType	concrete sidewalk, paved driveway aprons
Length	6,400 feet
Width	5-foot wide sidewalk
Ownership	City of Rochester right-of-way

PE$	$100,000.00	ROW$	$10,000.00	CON$	$650,000.00	CON Eng$	$100,000.00
Total$	$860,000.00	Fed$	$688,000.00	Match$	$172,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$860,000.00	No Map			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

Portland Street is a heavily travelled residential road that connects the urbanized areas of Downtown Rochester and East Rochester. Just over a mile of that roadway has no delineated pedestrian walkway. Planned residential development will add density to an area that already has school students walking along Portland Street without the safety of a sidewalk. This project proposes to install new 5-foot wide concrete sidewalk in this gap between Chamberlain Street and Salmon Falls Road. The goals include safety for pedestrians, including school students, connectivity to existing and planned pedestrian facilities, and accessibility. Project objectives are to install approximately 6,400 linear feet of sidewalk that meets ADA accessibility standards, separated from the paved roadway edge to the greatest extent possible, connecting existing sidewalks and preparing for a connection to a planned future sidewalk on Franklin Street.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

There are no known hazardous materials within the project limits. There are also no known historical, cultural, archeological, environmental or natural resources that would be impacted by the construction of this project. The City's Master Plan does not call out this area as being sensitive for any of the aforementioned resources. Recent Planning Board projects in the area have only revealed native soils with no known previous uses.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The City's governing body, City Council, has supported this project as is expressed in the attached letter of support from the Mayor. The City has a map of sidewalk areas for urban, suburban, and rural (see attached document titled "Sidewalks_UrbanSuburban") that the Planning Board refers to when requiring developers to install sidewalks with their project (see attached document titled "Rochester_Subdivision_Regs_20061202" Section 5.15 Sidewalks). Those projects located in the Urban Area are required by the Planning Board to install sidewalks, as this area is planned for future sidewalks throughout. The project area contemplated in this application is within this Urban Area, and therefore part of the long term plan for sidewalks. The City has discussed this project with Strafford Regional Planning Commission (SRPC) in the past. SRPC is reviewing its planning documents for reference to this sidewalk project and intends to submit a letter of support for the project; however, this letter of support may not be available until after this application is submitted.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City Council is aware that this application is being submitted with an 80%/20% cost share split and that this is a reimbursement program. As such, the City Council voted at its September 4, 2018 regular monthly meeting to authorize an application for up to $860,000, $172,000 of which would be the City's 20% match. If the grant is awarded to the City of Rochester for this project, the City Council would vote at its next regular monthly meeting on a Supplemental Appropriation to the City's Capital Improvement Plan to fund this project. The City has adequate available Unassigned General Fund balance (audited fiscal year end 2017 balance was approximately $16 million). Given the fact that there was a unanimous vote in favor of applying for this grant, there seems to be significant support for this project.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

There are no known historic, cultural, environmental, or contamination concerns in the project area. Should any historic, cultural, environmental, or contamination issues be discovered during design or construction, they will be handled appropriately at that time. As far as winter maintenance is concerned, the City's sidewalk tractors travel this route already between disconnected sidewalks. Addition of sidewalks in the proposed area will result in sidewalk tractors actually performing valuable snow clearing operations, rather than slowing vehicular traffic in the travel lanes. Winter maintenance of the proposed new sidewalk will easily be absorbed into the City's current snow clearing operations. In addition to winter maintenance, summer maintenance of this new sidewalk will be absorbed into the City's current activities. On-going upkeep of the concrete structure will be added to the City's annual O&M budget line, and for the long

term this proposed sidewalk will be added to the City's Capital Improvement Plan for sidewalk replacement throughout the City. Financial impacts to the City's budget will be minimal on a percentage basis. The City currently maintains approximately 40 miles of sidewalk; this project would add just over 1 mile to that total.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Existing Stress Level: E - Facility is generally not suitable for pedestrians or bicyclists.

The existing roadway is not suitable for pedestrian travel. Portland Street is a heavily travelled road for motorized vehicles (traffic counts in the past 10 years have shown 5,400-5,700 AADT). The width of the paved roadway is generally 26-feet with two 11-foot travel lanes, which doesn't leave much paved shoulder on either side of the road. Although there are areas of landscaped grassy roadside, there is a cross-road culvert near the intersection of Flower Drive that currently has guardrail a few feet from the edge of paved roadway on both sides. At this location, pedestrian traffic is forced to walk at the very edge of the travel lane on either side. Where property owners are not maintaining lawns to the edge of roadway, roadside vegetation forces pedestrian traffic close to the travel lanes.

Anticipated Stress Level: A - Facility is reasonably safe for all children.

The anticipated sidewalk is a 5-foot wide concrete surface that is separated from the edge of paved roadway creating a buffer from the vehicular travel lane. Crosswalks are anticipated at all street crossings and ramps to those crosswalks will be constructed to meet ADA standards, including but not limited to slopes and installation of detectable warning panels.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The current condition is a lack of sidewalk along this stretch of Portland Street. Installation of a permanent sidewalk will be a significant safety improvement for pedestrian traffic in this area, especially school students walking to and from school. The Rochester School Department currently has a policy that bus transportation is not provided for Grade 1-3 students living within 1 mile of their school, Grade 4-5 students living within 1.5 miles of their school, and Grade 6-12 students living within 2 miles of their school. The School Department has confirmed that there are students of the East Rochester School, Chamberlain Street School, and the Spaulding High School that live within the project and are not provided bus transportation. This project will provide safer routes to school for these children; and, the project meets the eligibility requirement for The Safe Routes to School Program as there are multiple schools within 2 miles of the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project provides a new facility, a new sidewalk, where one did not exist previously, which links existing sidewalk on either end, filling a vital gap. As mentioned previously, the City's long term plan is to provide pedestrian facilities throughout the Urban Area indicated on the attached Sidewalks map (see attached document labeled "Sidewalks_UrbanSuburban"). This project is within this Urban Area. In a broader sense, this sidewalk will connect the urban areas of Downtown Rochester and East Rochester. An adjacent existing cul-de-sac named Brenda Lane was developed in 2006; at the time the Planning Board required a sidewalk be constructed along the roadway, however there is no existing sidewalk along Portland Street to connect this sidewalk to. This project will provide a connection to this sidewalk. There is a proposed 72-unit development planned along Portland Avenue; the Notice of Decision approving this subdivision requires a contribution to construction of an offsite sidewalk along Franklin Street (this offsite sidewalk is noted as a "Planned Future Sidewalk" on the attached Project Map). This project will prepare for connection to this planned future sidewalk on Franklin Street providing even greater connectivity for existing and future residents in this area. The attached Project Map shows not only schools in the area, but other destinations for which this project provides connectivity to, such as libraries, public offices, and the Rochester Opera House. There are many other destinations that this project connects pedestrians to in Downtown Rochester that are not called out specifically on the map, including restaurants, retailers, entertainment, and parks. Finally, as far as other modes of transportation, this project provides connectivity to public transportation in the form of COAST Buses; COAST Bus routes are shown on the attached Project Map.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

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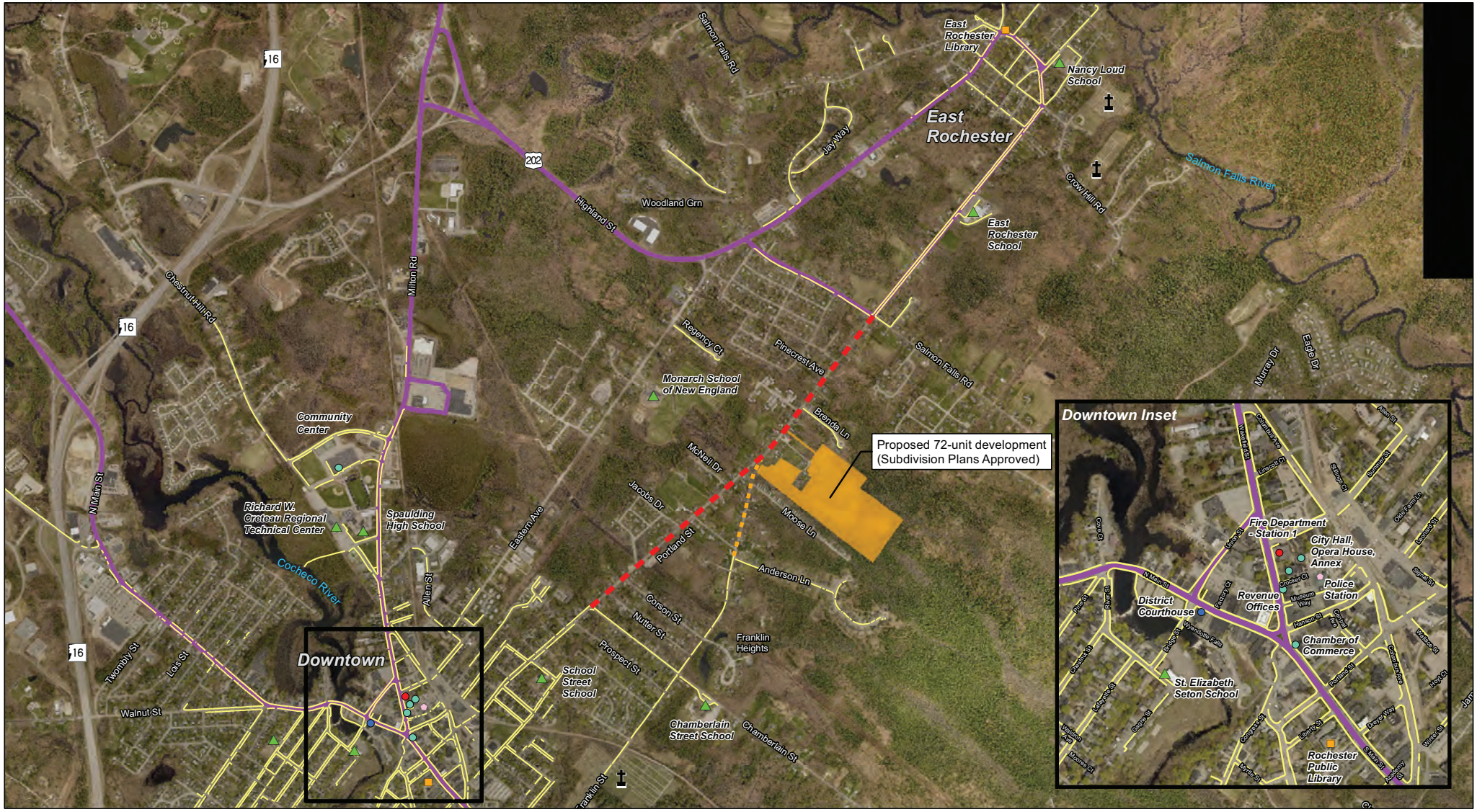


Legend

- Proposed Sidewalk
- Existing Sidewalk
- Planned Future Sidewalk
- Existing COAST Bus Route

Key Locations

- Cemetery
- Courthouse
- Fire Department
- Library
- Municipal Building
- Police Station
- School
- Approved Subdivision

0 1,000 2,000 Feet

2018 NHDOT TAP Grant Application Map
Proposed Sidewalk
Portland Street

Rochester, NH

This map is intended for planning purposes only.
All features shown should be considered approximate.
Date: 9/6/2018
Author: DC - DPW, Rochester
Source: NHGRANIT, City of Rochester

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Somersworth
18-29TAP	City of Somersworth	

RPC Strafford Regional Planning Commission Population 5,000 - 200,000 Airport N/A

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Portions of W. High Street
State Routes	W. High Street is also identified as State Route #236.
Other	N/A
RailRoad	N/A
SurfaceType	Paved asphalt sidewalk with granite curbing, street markings for bike lanes
Length	W. High Street ~1,430 ft
Width	6-foot-wide sidewalk and addition of 4-5 ft wide bike lanes pending right-of-way widths.
Ownership	City of Somersworth; a small line item has been included in case a temporary right-of-way is needed for construction

PE$	$85,000.00	ROW$	$25,000.00	CON$	$395,000.00	CON Eng$	$60,000.00
Total$	$565,000.00	Fed$	$452,000.00	Match$	$113,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$565,000.00				

Other contact is Michael Bobinsky at 692-4266
mbobinsky@somersworth.com
No Map

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The City is submitting this project with the goal of advancing pedestrian and bike network safety improvements throughout the city. Somersworth received a TAP grant in 2017 to fund sidewalk and bike lane improvements connecting the downtown area with the City's middle and high schools, one of two elementary schools, low income housing areas, and regional COAST bus stops. The City proposes to add or re-establish 6-ft wide sidewalks (5.5-6.0 ft is the minimum width to safely operate the City's sidewalk plow/tractor for snow clearing) with approximately 1,430 linear feet of granite curved sidewalk on the south side of W. High Street. Once finished, the sidewalks will complement the 2017 TAP grant work and provide continuous pedestrian access to the highly used W. High Street pedestrian corridor within the city.

This corridor experiences steady pedestrian traffic even though the sidewalk network in the target corridor in in very poor condition in some locations and nonexistant in other locations. The high pedestrian traffic combined with poor

shoulder and sidewalk layout results in a significant safety concern for pedestrians and also greatly limits safe bike access in this area. Adding sidewalks and bike lanes to this important area will contribute directly to the City of Somersworth goal of improving the pedestrian and bike connections between our neighborhoods, schools, and downtown while complementing recent downtown improvements and the current TAP project that is currently under design.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

There are no known cultural, archaeological, natural resources, or hazardous materials within the project limits. The project will add or re-establish sidewalk in an urban area that has or previously was a pedestrian walkway.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The project is supported by the Somersworth School Board and the Somersworth City Council. Letters of support are attached. In addition, the City Council Public Works and Environment Committee has expressed support for linking future pedestrian with road surface improvements to the W. High Street corridor during a spring 2018 Committee meeting. Finally, the City's Traffic Safety Committee has endorsed the concept of a sidewalk on this portion of W. High Street from Cemetery Road to High Street to enhance safety and respond to past complaints from pedestrians attempting to use this corridor.

The West High Street corridor has no sidewalk and in fact pedestrians rely on a painted area of the paved shoulder to signify a sidewalk for pedestrians (see the attached project map for an example of this). The corridor is subject to high traffic and is a critical pedestrian and bike connection to the recent downtown public improvements, however with vehicles parking in the right of way shoulder it presents dangerous conditions for pedestrians and bicyclists using this corridor. Linking sidewalks to the downtown is consistent with the City Council's vision of promoting a sustainable vibrant community. The Department of Public Works working with the Police Department affixed a white painted lane in the recent two years to help identify the "sidewalk" though it does not include any curbing or separation from the travel lanes. Although helpful, this by no means is the final treatment for this corridor and a separated sidewalk with curbing, drainage and access surface is necessary for pedestrian safety and access.

The City's Master Plan specifically highlights the goal of making the downtown a livable walkable, vibrant focal point for the City and region.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The City Council is in full support of this pedestrian improvement project. The project would be funded during the FY20 budget process along with consideration of other road improvements to the West High Street corridor. The City Council considers annual investments in its Capital Improvements Budget and pedestrian safety improvements are rated high on an annual basis.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The lack of sidewalks on the W. High Street corridor has been a long standing problem in the City, including many near accidents of pedestrians and motorists and accidents at the intersection of W. High Street and High Street. Building a sidewalk in this area of the City will provide enhanced mobility for a wide range of pedestrians including students, elderly,

disabled and other residents. The City's Department of Public Works is prepared to maintain the new sidewalk improvements including providing winter plowing operations to ensure its accessibility on a year round basis. The sidewalk design will incorporate latest ADA compliant requirements and will provide needed drainage to address long standing drainage concerns.

The sidewalk would provide a low-income population with access to downtown Somersworth. There are no historic resources or areas of contamination in the area of the project. The City already has adequate right-of-way in the proposed project area; any right-of-way enlargements would only be for temporary construction purposes. A nominal amount has been included in the budget for potential construction right-of-way needs.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing stress level of sidewalks on W. High Street is at level E; the facility is generally not suitable for pedestrians or bicyclists since a formal sidewalk is not presently constructed. In addition, due to past practices, property owners and tenants have used the practice of parking vehicles immediately in front of the properties, making walking and biking on this corridor nearly impossible and extremely unsafe. NHDOT GIS records indicate that there were 77 reported accidents on this approximately 1,430-ft-long stretch of road between 2006 and 2016, including at least one with a bicycle or scooter and several others impacting fixed objects off the shoulder of the road (likely due to the general lack of a shoulder or other barrier such as granite curbing). Our goal with the project improvements is to bring the project up to letter B, which is to accommodate users with basic skills and knowledge of traffic.

In addition, we will incorporate safety separation features such as a grass strip along with granite curbing to improve the safety and drainage of the facility. Safety improvements are gained by providing a 3-4-ft grass strip or buffer between the sidewalk and the travel road. The new sidewalk will also be aligned with the intersection improvements previously installed during the past downtown improvements at High Street, W. High St, Hamilton and Washington Street intersections. Pedestrian access along W. High Street is very important to link overall pedestrian access improvements with in-process improvements that will be constructed over the next 3-4 years.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

The W. High Street sidewalk improvements will provide substantial safety improvements to pedestrians that access this area. With no sidewalk present, and vehicles parking in the right of way, this area current is not conducive for safe pedestrian access yet it is located within a school zone. While there have been a number of vehicle accidents on the W. High Street corridor linking into the intersection of High Street, there have also been numerous near misses with pedestrians. Additionally, pedestrian access in the wintertime is currently severely limited due to the lack of sidewalk areas to use and inability to pass a sidewalk plow thorough this area.

The project will also address drainage concerns in a comprehensive manner by installing granite curbing and drainage pipes to drain the flow to new catch basins thus reducing the potential for the freeze thaw problems, slips, and injuries from pedestrians.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

This project fills several important gaps for meeting the City's goals for enhancing the safe walkability of the community, including the downtown and neighborhood streets for school-aged children and adults. The W. High Street sidewalk will allow students and pedestrians accessing the adjacent sidewalk on Cemetery Street that runs along the side entrance to the High School to continue to walk up the W. High Street corridor to High Street. This intersection provides access to multiple High Street locations to the south and many downtown attractions to the north. The sidewalk construction links the downtown with the schools, and the nearby neighborhoods. Once this project is completed, a pedestrian can walk from the schools to downtown and back in order to access educational services, as well as restaurants and shops, transit bus stops. In addition, the new sidewalk will provide residents in nearby neighborhoods with the opportunity to access these services without a vehicle.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Legend
Proposed 2018 TAP Grant Corridor
2017 TAP Grant Segments (In-Design)
Existing W. High St "Sidewalk"
N
High St/Rt. 9
To Downtown Somersworth
Noble Pines Park
W High St/Rt. 236
Maple St
Somersworth High School/CTC
Cemetery Rd
Franklin St
Memorial Dr
Somersworth Middle School
Maple Wood Elementary School
Proposed Trail (2017 TAP Grant)
Maple St
Somersworth Housing Authority
Bartlett Ave
High St/Rt. 9
Indigo Hill Rd
Blackwater Rd
Feet
0 200 400 800 1,200 1,600
Document Path: P:\Engineer\Streets_and_Sidewalks\TAP Grant 2018\TAP Grant Map.mxd
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Sunapee
18-36TAP	Town of Sunapee	

RPC Upper Valley - Lake Sunapee Regional Planning Comm Population <5,000 Airport None

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [x] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Route 11
State Routes	State of New Hampshire Route 11
Other	N/A
RailRoad	N/A
SurfaceType	Asphalt/paved
Length	1,400-feet
Width	5-foot width for all paved sidewalks
Ownership	State of New Hampshire (NHDOT)

PE$	$87,523.00	ROW$	$0.00	CON$	$962,750.00	CON Eng$	$61,266.00
Total$	$1,111,539.00	Fed$	$800,000.00	Match$	$311,539.00	Percent Fed$	72
NonPar$	$0.00	Total$	$1,111,539.00	Will parking improvements be allowed under TAP?			

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The Town of Sunapee (Town) is pleased to submit this TAP application for public safety and aesthetic improvements to a portion of the NH Route 11 corridor. The Town has been working with the Upper Valley Lake Sunapee Regional Planning Commission, the NHDOT, the Sunapee School District, the Abbot Library, and other local boards for many years to develop improvements along this section of Route 11. The purpose of this project is to plan and construct necessary improvements to this section of Route 11, which carries up to 8,000+/- vehicles per day, that include critical public safety components for pedestrians, bicyclists, and residents who utilize a number of public, educational, commercial, and private properties that are situated along the corridor.

This project will build on current project planning and will result with the implementation of safety components for pedestrians that travel to and from the Sunapee School District's Sherburne Gymnasium and Elementary School to the Veterans playing fields for athletic events, and for school children and all pedestrians accessing the aforementioned school buildings, playing fields, commercial businesses and publicly owned facilities. It will also significantly improve safe pedestrian and vehicular access along the Route 11 corridor during community events and during events in Sunapee

Harbor, and it will expand on the work recently completed by the NHDOT bridge rehabilitation project (NHDOT #41300).

This proposed TAP project intends to construct 5 foot wide ADA compliant sidewalks along the east and west sides of NH Route 11 from it's intersection with Main Street and Lower Main Street to it's intersection with Sargent Road (1,400 linear feet). The total linear footage of sidewalk to be constructed by this project is approximately 2,800 linear feet (see attached maps). The project proposes to include new crosswalks with curb extensions along the corridor at six locations, landscape and lighting improvements to establish a well defined area within the public ROW for pedestrians with the intent of providing physical separation from motor vehicles, and other traffic calming measures along the busy corridor for improved pedestrian, bicycle and public safety.

The Town of Sunapee is confident that this project meets the transportation enhancement and pedestrian safety goals and objectives outlined in Sunapee's Master Plan, and that it also exemplifies the NHDOT's goals and objectives for the state's highways systems as outlined in the Department's Mission, Purpose and Vision.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Cultural & Archaeological Resources - A review of NHDHS records indicate that there is only one parcel of cultural or archaeological significance located within the project area along Route 11. This parcel, the Old Abbott Library, located at 542 Route 11, is eligible for listing on the National Register of Historical Places but has not been registered at this time. The project will consist of sidewalk and crosswalk improvements within the existing State ROW, and therefore, impacts to this parcel are not anticipated.

Natural Resources - There are no natural resources located within the project area. The Sugar River, which is a designated fourth order stream, is located approximately one hundred feet south of the project and will not be impacted. There are no known wetland resources within, or adjacent to the project area.

Hazardous Materials - The NHDES One-Stop tool does not indicate any hazardous material sites within the project area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The genesis of the proposal to create improvements to the New Hampshire Route 11 corridor through Sunapee Village came during a visioning session for the 2010 Master Plan. Many of the nearly 100 residents attending the session felt that aesthetic and traffic-calming improvements for pedestrian safety to this section of highway would improve and promote the sense of a town center that Sunapee has been lacking since Route 11 bisected the community in the 1950s. The Vision Statement in the 2010 Master Plan states, "Efforts need to be undertaken with the NHDOT to give this roadway more of a village feel as it passes by Main Street, slowing through traffic in this area and starting, at least visually, to once again rejoin the two halves of the village that were physically separated when the new roadway was built."

A large portion of the Community Design section of the 2010 Master Plan was devoted to the Route 11 improvements. Several recommendations were made in this regard including narrowing of the paved surface of Route 11, installation of sidewalks, planting of trees in the right-of-way, and traffic islands for calming purposes. Needless to say this project has strong support of the Planning Board, the Sunapee School District, and many other Town entities and community groups.

This plan was also presented as part of a Sunapee 2020 visioning day. Renderings of the project were presented to several hundred people who attended and favorable opinions were expressed by nearly all of the attendees.

This project also has strong support of the Police, Fire and Highway Departments. Given the close proximity of the Sherburne gym, the Elementary School, a town multi-purpose playing field, and the Abbott Library, it is felt that traffic calming will significantly improve child safety. The new project will add much needed parking for school and community events that will be delineated and will improve the safety of attendees at the events in the aforementioned facilities. Currently parking is haphazard along the shoulders of Route 11 and pedestrian access to and from the aforementioned facilities is very dangerous.

The Town developed the current concept for this project with assistance and input through numerous meetings and discussions with the NHDOT District 2 Office, NHDOT Policy and Planning Manager William Rose, P.E., the former Interim Director Jonathan Edwards and current Director Stephen Schneider of the Upper Valley Lake Sunapee Regional Planning Commission, Superintendent of Schools for the Sunapee School District Russell Holden, Executive Councilor Joseph D. Kenney, former Abbott Library Director Mary Danko and Sunapee Recreation Director Scott Blewitt.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

This project has been discussed with the Board of Selectmen, the Planning Board and vetted thru the Town of Sunapee, Capital Improvements Committee in 2017 and 2018. A March 2019 Warrant Article will raise the gross budget amount for the project and general taxation upon approval of the article will pay for the locally matching funds.

Feasibility:

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

This area does not have any known historic or cultural issues that would impact the project's likelihood of success. Rather, the project would restore some of the historical and cultural roots of the community by re-integrating two parts of Main Street that were bisected when the Route 11 corridor was improved in the 1950s. This project re-establishes the community center with connections to the school, the Veteran's multi-purpose playing field, the St. Joachim's Catholic Church, the Safety Service Building, numerous residential homes and neighborhoods, and the new Abbott Library.

The Sugar River is the only environmental resource is approximately 100-feet south of the proposed project. The Sugar River is a fourth-order stream per the New Hampshire Department of Environmental Services. There is an existing drainage pipe that parallels a small section of the Route 11 corridor near the Sherburne Gym that will need to be replaced in conjunction with the project. It does not appear that NHDES permits will be necessary for the proposed improvements, and therefore, no impacts to the timeline of the project are anticipated. Financially the stormwater improvements have been considered within the scope of the project.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

This section of Route 11 has a very wide pavement surface with normal lane widths and shoulders of varying widths. There are no sidewalks and several intersections/access points including four roads and several businesses/institutional buildings. Parking occurs in unmarked areas along the shoulders of both sides of Route 11 during community events at the Sherburne gym, during sporting events at the Veteran's multi-purpose playing fields, during Sunday church service at St. Joachim's Catholic Church and during the many other annual public events at the adjacent facilities and in Sunapee Harbor. The approach from the east involves a long downgradient that transitions from 50 mph to 30 mph, and from 50 mph to 30 mph to 20 mph in the School Zone that is centrally located along the corridor. The approach from the west involves a slight downward transition with a long horizontal left curve that significantly limits the site-lines as you enter the corridor which is where the only cross-walk is located for access to the Sherburne gym and the Elementary School. This corridor is also the primary bus route for drop off and pick up of elementary school children at the Sherburne gym with numerous conflicting turning movements to and from Route 11 during peak drop off and pick up times. Additionally, this is a heavily traveled highway by motorists - especially during the summer and extending into the fall months.

The wide shoulders provide a minimal level of suitability for bicyclists, but the lack of sidewalks and delineated crosswalks makes this area a potential hazard to pedestrians who navigate along and/or across the corridor. There is only one crosswalk along the entire 1,400 feet of project area. There are no connecting sidewalks from the Main Street area to the adjacent Sherburne gym and Elementary School which is sits immediately behind the gym and which is connected by an emergency access road.

The Stress Analysis scale above indicates that the proposed project corridor will fall within a level A to B

The construction of sidewalks, delineated crosswalks, structured parking, corridor lighting and landscaping will significantly improve child safety along this corridor. In addition, the installation of traffic calming measures will also improve motorist safety along the corridor. The proposed project will significantly improve the access between, and pedestrian and vehicular safety to and from, Main Street and Lower Main Street neighborhoods, the Sunapee Harbor, the new Abbott Library and other commercial and public entities along the project corridor. Further, delineated parking spaces along the highway with curbing, bump outs with sidewalks and multiple crosswalks will vastly improve public safety during events at the nearby facilities.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

Safety will be improved by this project in numerous ways. First, the installation of ADA compliant asphalt sidewalks with curbing off the roadway, and delineated crosswalks and corridor lighting will significantly enhance safety for pedestrians

including improving pedestrian direction and flow along the sidewalks and across the high volume corridor at strategically planned crosswalk locations, and by creating a buffer between pedestrians and vehicles along the corridor.

Second, the installation of traffic calming measures including a raised center island, new signage, well delineated facility entrances, corridor lighting and landscape improvements will help keep motorists within their delineated travel lanes along the corridor, will minimize conflicting turning movements by motorists along the project corridor, will promote vehicular travel speeds at or below the posted speed limits, and will greatly enhance vehicular and pedestrian safety during community events at adjacent facilities by providing structured delineated parking areas throughout the congested area.

In addition, the creation of delineated parking along this section of Route 11 will also aid with traffic circulation and organization during sporting events at Veteran's playing field and at the Sherburne gym. Currently, vehicles park in a haphazard fashion along the shoulder of the highway and children and pedestrian cross at all locations along the project corridor.

Lastly, the State of NH DOT from February 2016 at the Route 11 over the Sugar River location estimated the ADT to be 7,500.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

As mentioned previously, this project will help tie together two portions of the town that were split as a result of the creation of Route 11. Prior to the creation of Route 11, Main Street and this area were considered the village of Sunapee. The ADA compliant sidewalks with strategically located crosswalks and structured parking will provide improvement to the existing transportation networks and safe access for, and connectivity to, relatively new public facilities (Safety Services Building & Abbott Library) to the Main Street and Lower Main Street neighborhood areas, to school facilities and to the multi-purpose playing field (Veteran's Field).

It will also significantly improve and provide safe access to two banks, two retail plazas, and to two churches that are immediately adjacent to the project corridor. The old library that is currently under transformation, is also in this corridor and will likely house a public sector function. Much improved access will be provided to the elementary school as part of the proposed project.

This project is not part of a phased plan, but by its very nature would represent a final step in bringing together both long existing uses in the southerly or Main Street area of the project corridor, and newly built uses in the northerly or Sargent Road area of the project corridor.

In addition, simultaniously, a plan to rehabilitate and improve the multi-purpose playing field (Veterans Field) is currently in the planning and funding stage. This is the primary multi-purpose playing field for Town of Sunapee recreation events and for other communities and sports teams that use the field.

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

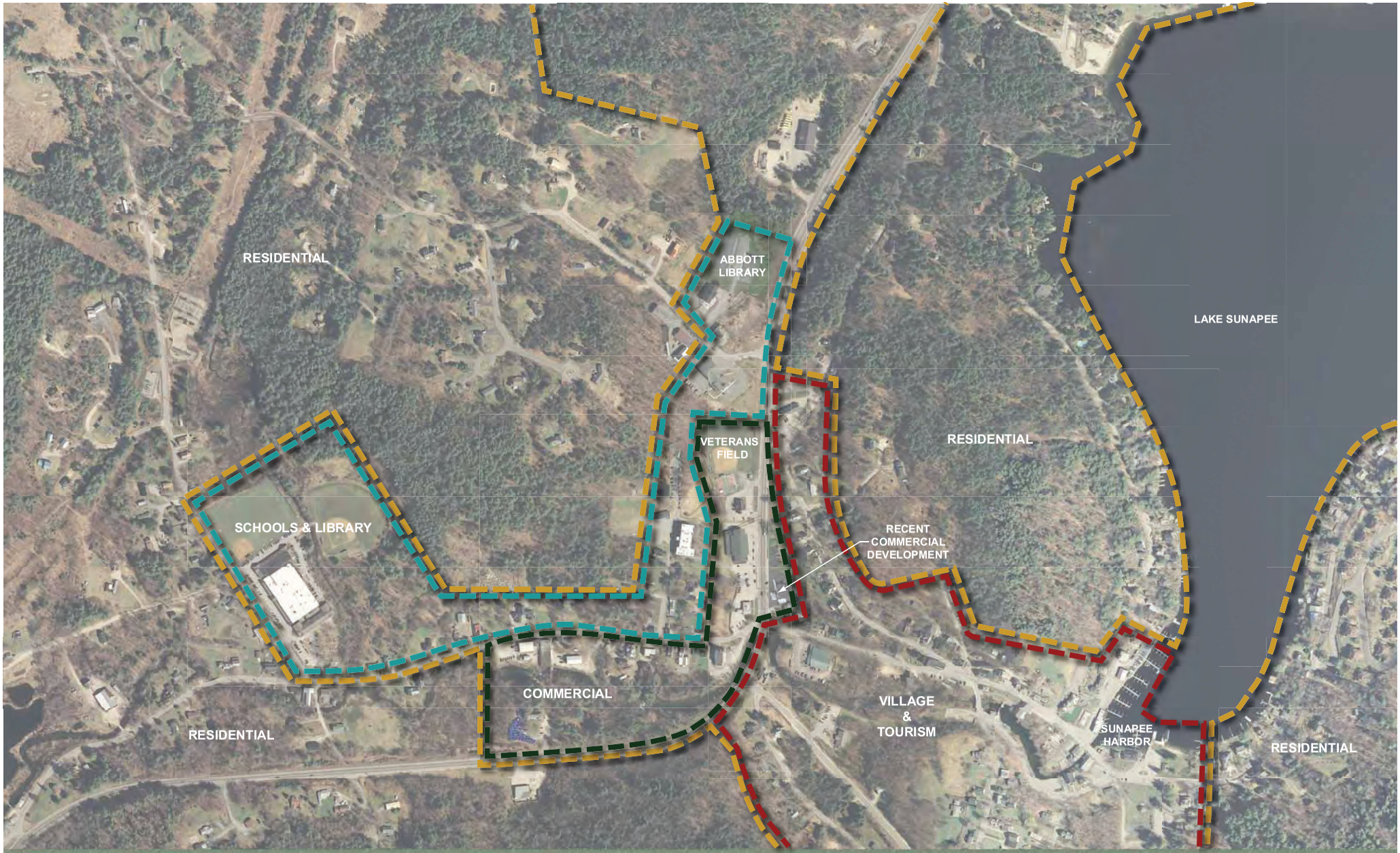
0 25 50 100

Route 11 & Veterans Field Enhancements Plan For

Town of Sunapee, New Hampshire

Pathways Consulting, LLC

June 29, 2018



Downtown Land Use Plan For

Town of Sunapee, New Hampshire

Pathways Consulting,LLC

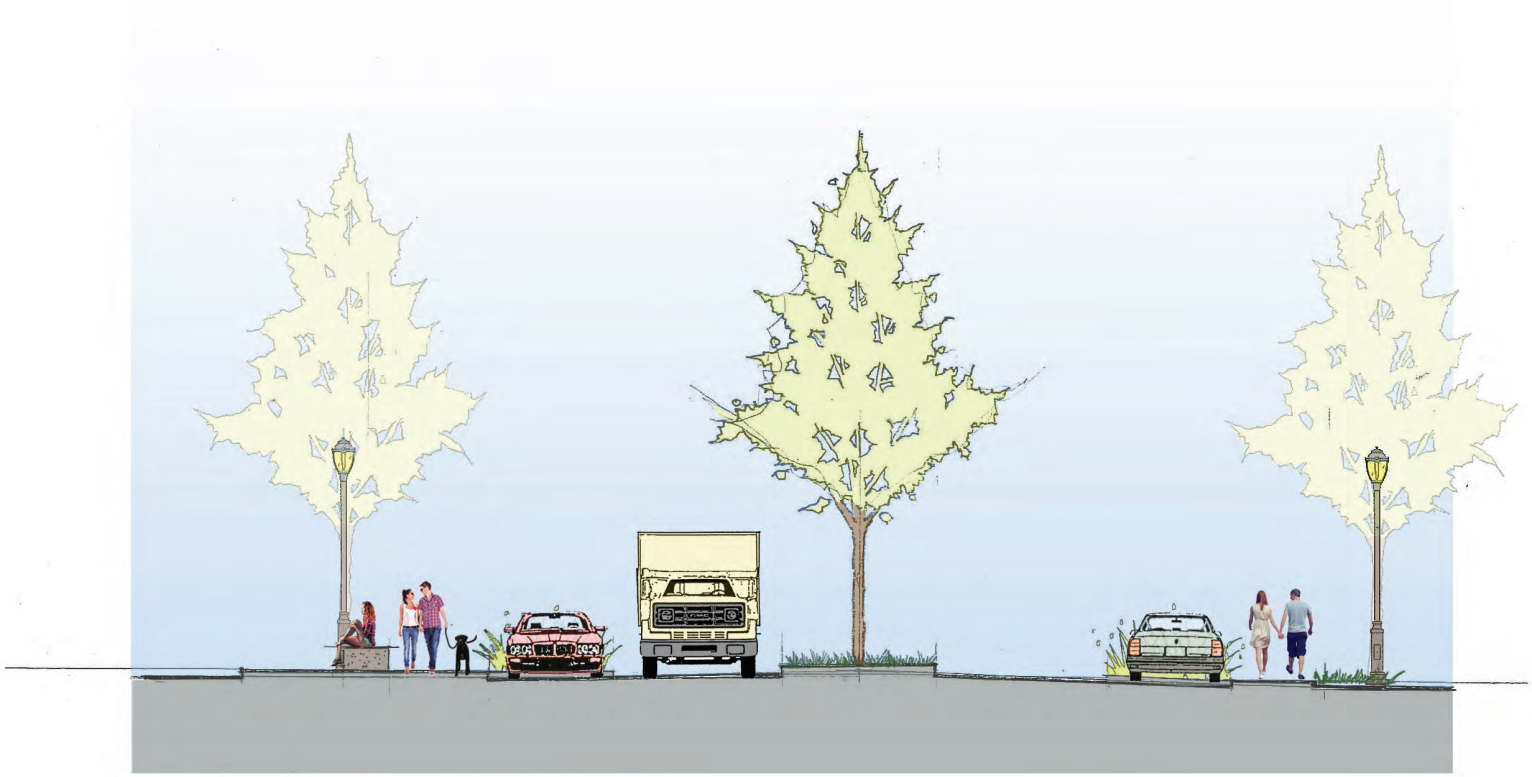
June 26, 2018

School & Commercial Area Plan For

Town of Sunapee, New Hampshire

Pathways Consulting, LLC

June 26, 2018



Proposed Road Section A - A'

0 2 4 8

Route 11 & Veterans Field Enhancements Plan For
Town of Sunapee, New Hampshire

Pathways Consulting, LLC
June 29, 2018

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Swanzey
18-28TAP	Town of Swanzey	

RPC Southwest Region Planning Commission Population <5,000 Airport

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [x] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	N/A
State Routes	N/A
Other	N/A
RailRoad	Ashuelot Trail from Pine Street to the Swanzey / Winchester town line; Cheshire Trail from Swanzey Factory Rd to Webb Depot Rd.
SurfaceType	NH DOT Specified Trail Stone Dust
Length	Ashuelot Trail: 2.9 miles; Cheshire Trail: 4 miles
Width	The state-owned rail trail right of way Although the width can vary, in general it is 60 feet across.
Ownership	NH Bureau of Trails

PE$	$75,000.00	ROW$	$0.00	CON$	$600,000.00	CON Eng$	$75,000.00
Total$	$750,000.00	Fed$	$600,000.00	Match$	$150,000.00	Percent Fed$	80
NonPar$	$0.00	Total$	$750,000.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The Town of Swanzey proposes to continue its successful renovation and upgrade to additional significant sections of Cheshire and Ashuelot Rail Trails. The overall goal of this project is to provide additional safe facilities for non-motorized transportation throughout two major portions of the Town. These upgrades will significantly improve the usability of both trails, as the areas proposed for improvement are currently unimproved rail beds with limited functionality. Making these upgrades will allow enhanced pedestrian and bicycle traffic to use both of these trails for commuting and recreation. The proposed renovation and upgrades includes approximately 2.9 miles on the Ashuelot Trail on the west side of Town and approximately 4 miles on the Cheshire Trail on the east side of Town.

The specific objective for the Ashuelot Trail improvements is to connect a number of Swanzey's government facilities, businesses, landmarks, and major housing centers together in a safe manner through connections to existing infrastructure. Swanzey's current non-motorized transportation infrastructure has some areas near the Ashuelot Trail that are well improved and connected, however there are gaps in the current system that this project will connect. The

proposed improvements to the Ashuelot Trail are broken into three sections. Section 1 is a length of approximately 0.1 miles between Pine Street and Eaton Road. This section is a small gap between improved portions of this trail, which was not improved during prior phases of work due to significant drainage issues. These drainage issues need to be addressed along with upgrades Pine Street's road and drainage, which is in the Town's Capital Improvement Plan for 2020 so these projects tie together well. This Section is approximately 0.6 miles from the Ashuelot River Campground and is 0.3 miles from Bridges Inn at Whitcomb House. By improving this section of rail trail near these two destinations for visitors, Swanzey improves this trail's ability to serve as a local and regional economic asset providing a non-motorized facility to go safely to Keene or points south. Both the end of Section 1 and the beginning of Section 2 are close to the Town's Stratton Free Library, improving accessibility to this resource from both the north and the south. Section 2 begins where the Ashuelot Trail intersects with Holbrook (formerly known as Homestead) Avenue near Ashuelot River Apartments (elderly housing with income based rent). This point is approximately 0.6 miles from Cutler Elementary School on South Winchester Street and about 0.5 miles from Swanzey Township Housing (owned by Southwestern Community Services with some rent subsidized units). It is also about a mile from Haley Park Apartments, Evergreen Knoll Apartments (owned by Keene Housing with subsidized rent), Riverbend Apartments (owned by Keene Housing with subsidized rent), Brown Memorial Softball Field, Gomarlo's Shop n' Save Super Market, Dollar General, and other businesses on Route 10. By making improvements from this point south, a new portion of Swanzey is gaining a safe route to reach these locations through non-motorized transportation. Residents who live in the area around the beginning of this section also gain a safe route south for recreation or travel. Section 2 runs approximately 1.4 miles parallel to Holbrook Avenue south until the trail crosses Holbrook Avenue just south of Swanzey Lake Road. Section 3 begins at the trail's intersection with Holbrook Avenue and runs south west roughly 1 mile until the Swanzey / Winchester town line.

The specific objective for the Cheshire Trail upgrades is to provide a safe alternative to traveling on Route 12 for non-motorized travel from Marlborough through Swanzey to Keene. There is currently effectively no safe facility for walkers and bicyclists to use. The Cheshire Trail work will begin at Swanzey Factory Road at the Keene / Swanzey town line (identified as Section 4) and runs south the length of the trail to where Webb Depot Road crosses the trail, slightly past the Swanzey / Marlborough town line. The Marlborough Board of Selectmen has endorsed this action. The Cheshire Trail runs largely parallel to Route 12 and is near a number of significant properties. It comes within about 0.5 miles from Page Housing (owned by Southwestern Community Services with subsidized rent for the elderly) where the trail crosses Mt. Huggins Drive, runs very closely to the Cheshire Fair Grounds, and the intersection with Swanzey Factory Road is within a mile of Waterview Apartments (rent subsidized) on Lake Street, Princeton Properties on Route 12, and the three new City Express bus stops in Swanzey.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

Cheshire Rail Trail

Cultural, Archaeological, and Natural Resources: This rail trail cuts through the natural forest growth. Along the trail there are several remnants of the railroad (mile markers, cattle underpasses, culverts, and the base of signal towers). This trail is not near the Ashuelot River or other known archaeological sites so it is not anticipated that archaeological materials will be encountered.

Hazardous Materials: On the Brnger property (formerly the location of Brnger Automotive) across from the Cheshire Fairgrounds there is a metal building located within the State's property and is a potential safety risk. Also the Brnger property and surrounding area was used as an illegal trash dump. Although not totally inspected, from the trail it can be observed that there are tires, auto parts, etc., some which is within the State's right-of-way.

Ashuelot Rail Trail

Cultural, Archaeological, and Natural Resources: The rail trail cuts through the natural forest growth. Along the trail are several remnants of the railroad (mile markers, cattle underpasses, culverts, and the base of signal towers). Although portions of this trail run near the banks of the Ashuelot River, most of those areas have already been improved; as such,

Native American and other archaeological artifacts are not expected to be encountered.

Hazardous Materials: The Town does not know of any hazardous materials impacting this trail.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

This project is being driven by the Town's Rail Trails Advisory Committee, which was created by the Board of Selectmen in 2017 in recognition of the important role the Cheshire and Ashuelot Trails play in Swanzey. The Rail Trail Advisory Committee met with the Board of Selectmen in July to receive authorization to apply for this grant. The Committee then met again with the Selectmen on August 29th to secure a letter of support and significant funding towards the Town's match. The Committee has also met with and/or secured letters of support from the Planning Board, the Conservation Commission, the Open Space Committee, and the Monadnock Alliance for Sustainable Transportation. The Marlborough Board of Selectmen also supports the application because Swanzey is proposing to improve a small section of the Cheshire Trail in Marlborough from the town line to Webb Depot Road. Completing this work to Webb Depot Road will add access to this trail for western Marlborough. All groups met with have unanimously supported the project.

The Swanzey Master Plan highlights the need for this project in two areas. First, one of the top goals in the Recreation Section is to, "Develop multi-use corridors toward Keene to enable commutation and travel by alternative means than the automobile, as well as jogging, biking, etc. Bike trails and sidewalks were a high priority in the Community Profile Project. Focus especially on Routes 32 and 12 corridors, to provide alternative commuting access to the Swanzey Industrial Park/North Swanzey area." The Cheshire Trail runs essentially parallel to Route 12 from Keene through Swanzey and past the industrial park on Safford Drive, so improving it helps to achieve the Master Plan's goal of improving an existing multi-use corridor to Keene for recreation and alternative commuting. The Ashuelot Trail also runs from Keene through Swanzey and intersects Sawyers Crossing Road close to Route 32. Continuing to improve the Ashuelot Trail further south will expand the ability of residents of Swanzey to travel to Keene from several parts of Town while avoiding Routes 32 and 10. These improvements also improve the functionality of the trails for residents in towns south and west of Swanzey, who will be able to connect with the rail trail further south than is currently practical. Second, the Master Plan's Transportation Section states in the introduction, "The Town of Swanzey also recognizes that a diversified transportation system has the power to influence the community's social, economic and natural characteristics - where a diversified system supports a variety of travel modes and provides links between modes. The more alternatives to the personal motor vehicle there are the more efficient and effective the existing transportation system becomes - reducing the need for infrastructure expansion and empowering residents without personal vehicles to access employment, and cultural and social opportunities." In addition, the overall goal is to, "Provide for a safe, efficient and diversified transportation system that is sensitive to the Town's rural character" and one of the five goals is to, "Enhance pedestrian, bicycle and public transit opportunities." Improvements to the Cheshire and Ashuelot Rail Trails will provide a high quality and safe facility to be used by non-motorized travelers throughout Swanzey and thus coordinates well with these priorities.

In addition to the Swanzey Master Plan, in 2015 the Swanzey Board of Selectmen adopted a Complete Streets Policy and Complete Streets Guideline. Although primarily focused on design aspects of Town roads, the Complete Streets Policy is relevant to this project because it demonstrates the Town's standing commitment towards promoting safe non-motorized travel. In some cases the best way to add transportation infrastructure for non-motorized transportation is by avoiding the roads altogether through a separate facility such as a rail trail.

Improving the Cheshire and Ashuelot Trails is also well aligned with various regional plans. The Southwest Region Planning Commission periodically produces corridor studies related to the major routes in their region. In 2015, SWRPC published the Route 12 South Corridor Study, which led to the Route 12 South Corridor Recommendations to NH Department of Transportation. This report stated that "Drainage and surface condition improvements to the rail trail that runs along much of the corridor would benefit the safety and add to the recreational opportunity of pedestrians, cyclists, and other

users. Trailhead parking and improved signage are needed in locations within each community." In addition, an issue identified was, "The Cheshire Rail Trail, which runs parallel to NH 12, is unimproved, making it unsuitable for some cyclists, pedestrians, and other users." One of the recommendations for Swanzey specifically to address this issue is to apply to the Transportations Alternatives Program through NHDOT for Cheshire Rail Trail improvements.

SWRPC also performed a Route 10 South Corridor Study in 2016. This study noted that the Ashuelot Rail Trail had already been significantly improved in Swanzey. It also noted that users would benefit from the scheduled construction of a bicycle and pedestrian bridge over Route 12 / Route 101, which was completed. The benefit of the bridge over Route 12 / Route 101 will be increased by continuing to improve the Ashuelot Rail Trail further south and west, which will allow more users to travel safely to and from the regional hub of Keene.

The Swanzey Rail Trails Advisory Committee is represented on the SWRPC's "Plan for Ashuelot Rail Trail", which is a planning effort aimed to address challenges and opportunities along the approximately 21.5-mile stretch of trail between Hinsdale and Keene. Completing the improvements proposed in this application to the Ashuelot Trail in Swanzey would help continue the momentum to fully rehabilitate this important transportation asset.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The Town of Swanzey has fully funded its match through available funds that do not need Town Meeting approval. The Town's $150,000 match is made up by $10,000 from grant funds on hand from a charitable foundation, $10,000 from the Conservation Commission's Conservation Fund, and $130,000 the Town's Municipal Transportation Capital Reserve Fund. An additional $10,000 has also been approved from the Town's Municipal Transportation Capital Reserve Fund, which can help to cover any change orders. As is shown in the letters of support, all funds needed have been committed to this project. The Town has a healthy general fund balance so gross appropriating funds for the entire project is not a concern. Financial statements can be supplied upon request.

Going forward the Town's Rail Trails Advisory Committee and staff will continue to fund raise to help cover change orders and to reduce the cost to Swanzey's taxpayers. Additional foundations have been identified for fundraising, including the Kingsbury Foundation, the Putnam Foundation, Markem-Imaje, C&S Grocers Foundation, and the Monadnock Conservancy. The Rail Tails Advisory Committee has discussed hosting "Rail Trail Rodeos," which would be a combination fund raiser and promotional event to help bring attention and visibility to the trails. In the past the Town's Open Space Committee has hosted "Rail-Trail Awareness Day." Other promotional and fundraising events will be explored.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The former Brnger Automotive property is a known potential area of contamination along the Cheshire Trail, although it should not impact improving the actual rail bed. Independently of this grant application, the Town plans to work with Code Enforcement and the State Bureau of Trails to resolve this encroachment on the State's right-of-way. As such, it is not anticipated that this situation will impact this project's schedule or ability to be completed. In the unlikely event this situation is not able to be resolved prior to construction of this project the Town will work with NHDOT to complete the project within an acceptable timeframe. Any financial impact would be covered in the Town's legal budget.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

The Cheshire Trail is not near the Ashuelot River or other known archaeological sites so it is not anticipated that archaeological materials will be encountered. The portions of the Ashuelot Trail being improved in this project are primarily not near the Ashuelot River or other major archaeological sites. If archaeological artifacts are discovered, the Town will engage a professional, experienced, and certified firm or individual to assist in insuring they are handled properly. Swanzey has experience being sensitive to archaeological concerns. In 2015, when constructing a fire suppression pond, at the recommendation of the Division of Historical Resources the Town engaged Monadnock Archaeological Consulting, LLC to produce a Phase IA Archaeological Sensitivity Assessment. Swanzey could engage them quickly on this project if needed and when they were engaged in the prior project they completed their review quickly and did not add significant time to the schedule. The financial impact of this project should be minimal and could be paid for from existing Town funds.

Historic and natural features should not negatively impact the project schedule or budget. Maintenance of the trail beds and right-of-ways will be performed by the Town with approval of NHDOT, as has been done on the existing improved portions of the Ashuelot Trail.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

Without improvements to the Cheshire Rail Trail, non-motorized transportation in this area must travel along the shoulder of Route 12. Route 12 has a number of issues that make this undesirable and unsafe, such as high traffic counts (over 10,000 per day), high posted speed limits (40 miles per hours and higher), and a high number of curb cuts, many of which are wide. Route 12 has no bike paths or sharrows and has only a small section of sidewalks near the new roundabout at the intersection with Lake Street and Swanzey Factory Road. All of these factors provide hazards for walkers and cyclists and lead to the facility rating as a D.

Without improvements to the Ashuelot Trail, non-motorized transportation in this area must primarily travel on Homestead Avenue. This Town road sees approximately 1,000 cars per day, has few curb cuts, and has a posted speed limit of 30 miles per hour. Despite the low posted speed limit, because it is a relatively straight road with low traffic this road does see some high speeds. Holbrook Avenue has an approximate width of 24 feet and has no sidewalks, bike paths, or sharrows and has a minimal shoulder. Because of these factors, this facility rates as a C. The Ashuelot Trail also provides an alternative to Route 10, which has many of the same issues as Route 10. Issues with Route 10 include high traffic counts, high posted speed limits, numerous curb cuts, no bike lanes, and few areas with sidewalks. For these reasons, non-motorized use of this facility is rated as a D.

By improving the rail trails, these parallel facilities can be used for non-motorized transportation allowing Swanzey to maximize safety and helping to promote walking and biking to reach the various points of interest these trails pass.

The unimproved sections both the Cheshire and Ashuelot Trail currently rate as a C as they are unimproved rail beds and are little better than an overgrown path through the woods. The SWRPC's Route 12 Corridor Study Recommendations to the Department of Transportation said, "The Cheshire Rail Trail, which runs parallel to NH 12, is unimproved, making it unsuitable for some cyclists, pedestrians, and other users." The sections of the Ashuelot Trail proposed to be upgraded through this project are in a similar condition. While these sections of trail can be traveled by some users, they are in a condition that can only be used by those with intermediate skill and equipment sufficient to deal with the condition (such as a mountain bike as opposed to a road bike). Issues in some sections include damaged sections due to erosion or drainage issues, areas where sand and silt have built up, and there is vegetation growth throughout which has narrowed the width of path less than the minimum space recommended for users travelling in both directions, etc. Their condition significantly limits their use and makes them somewhat unsafe to use. Bikers could lose their balance and fall as they hit a rough patch and runners could injure their ankles or suffer other lower body injuries.

The Cheshire Trail crosses Swanzey Factory Road and Mt. Huggins Drive and the Ashuelot Trail crosses Homestead Avenue. All of these crossings are already relatively safe because they are on Town roads with relatively low traffic and speed but they would be improved by this project through the removal of brush, branches, and other factors that currently limit visibility.

Improve Safety Conditions:

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

By improving the Cheshire and Ashuelot Rail Trails through this project, users are able to avoid the relatively unsafe shoulders of Route 12, Holbrook Avenue, and Route 10 and will be able to travel via the dedicated rail trails, which will be safe for users of all ages and skill levels. Because the rail trails are fully separated from the road and have few crossings, there is very low chance of a negative interaction with a vehicle or other sources of stress. As such, these improved facilities would rate as an A.

SWRPC's Route 12 Corridor Study Recommendations to the Department of Transportation recommended that the Town of Swanzey apply for a Transportation Alternatives Grant to improve the portion of the Cheshire Trail within Swanzey. The Town's project to improve the Cheshire and Ashuelot Trails will involve removing brush and other vegetation that makes both trails unsafe and unwelcoming for users. The improved width once vegetation has been removed and the trail surface improved will meet the two-way shared path minimum of 10 feet recommended by the AASHTO Guide for the Development of Bicycle Facilities. The existing unimproved rail bed will be replaced by NH DOT Specified Trail Stone Dust, the recommended material for improved rail trails. The Trail Stone Dust is optimal for cyclists, walkers, runners, and other non-motorized users. Its qualities make it a low maintenance and a high safety product. Section 1 on the Ashuelot Trail has significant drainage issues that present hazards to users. These drainage issues need to be resolved in coordination with improvements to Pine Street. The southern portion of the Cheshire Trail also has drainage issues that will be resolved by this project. Ditching will be improved in all sections of both trails to improve drainage to allow the improved surfaces to stay in a safe condition. The trails will be graded and provide a consistent and safe walking surface.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

Cheshire Trail

In addition to prior work completed within the City of Keene, the proposed project is Phase 1 of four upcoming phases to complete the Cheshire Trail from the City of Keene, Cheshire County's regional hub and County seat, to the NH / Massachusetts border. A brief description of each phase is as follows:

Phase 1: Swanzey Factory Rd (Keene/Swanzey town line) south to Webb Depot Road (Marlborough): 4 miles.
Phase 2: Webb Depot Rd (Marlborough) south to Troy at Route 12 crossing: 3.4 miles.
Phase 3: Route 12 crossing in Troy south to Fitzwilliam at the Route 119 crossing: 3.9 miles.
Phase 4: Route 119 crossing in Fitzwilliam south to the NH/MASS state line: 4.7 miles.

Regarding Phase 1: One of the Keene TAP Grant Applications is to complete improving the Cheshire Trail from Eastern Avenue to Marlborough Street (Route 101). If both this project and the Swanzey TAP Grant Application are awarded funding, only a small portion of the Cheshire Trail between Keene, Swanzey, and Marlborough will still need to be completed. The small portions of the Cheshire Trail that would still need to be improved are the bridge over Route 101 and the bridge over Swanzey Factory Road. Both bridges fall within the City of Keene. Pathways for Keene has started to discuss the bridge project over Route 101. The completion of this project would provide an alternative transportation from Keene to numerous locations adjacent to the Cheshire Trail, such the Cheshire Fairgrounds, Page Senior Housing, and several neighborhoods within North Swanzey. The Cheshire Trail is also approximately 1.5 miles from the Dillant Hopkins Airport in Swanzey. Dillant Hopkins Airport has been identified as a possible location for an intermodal transportation center for which a feasibility study is beginning soon. Traffic counts conducted in 2017 on Route 12 show an ADT at the intersection of Swanzey Factory Road of 14,223 and an ADT on Route 12 slightly south of Webb Depot Road at the Troy / Marlborough town line of 8,834. This high traffic volume justifies the need for alternative routes such as rail trails for pedestrians and cyclists. It also demonstrates a high level of interest in traveling along this route.

Please note Phases 2, 3, and 4 have not received endorsement from the various towns involved at this time. Also the Town of Swanzey is not committing to be the project manager of Phases 2, 3, and 4 at this time. With that said, approving this application would essentially complete improving the Cheshire Rail Trail south from Keene to Webb Depot Road in Marlborough. This would help build momentum to encourage Marlborough, Troy, and Fitzwilliam to plan for improvements to the sections on the Cheshire Trail within their communities. It would also make future improvements to the rail trail south of Swanzey part of a larger, nearly complete transportation system to Keene, rather than improved segments separated from each other by unimproved areas.

Ashuelot Trail

The Swanzey Ashuelot Trail TAP grant would support the SWRPC's "Plan for Ashuelot Rail Trail", which is a planning effort aimed to address challenges and opportunities along the approximately 21.5-mile stretch of trail between Hinsdale and Keene. Completing the improvements proposed in this application to the Ashuelot Trail in Swanzey would help continue the momentum to fully rehabilitate this important transportation asset. Once the Ashuelot Trail is completed through Swanzey to the Winchester town line, it would similarly help build momentum towards rehabilitation the segments south and west of Swanzey.

Finally, as with all revitalized rail trails, the improvements to the Ashuelot and Cheshire Trails would enhance the commuting route and would provide tourism and health benefits to residents of Swanzey and the surrounding area.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

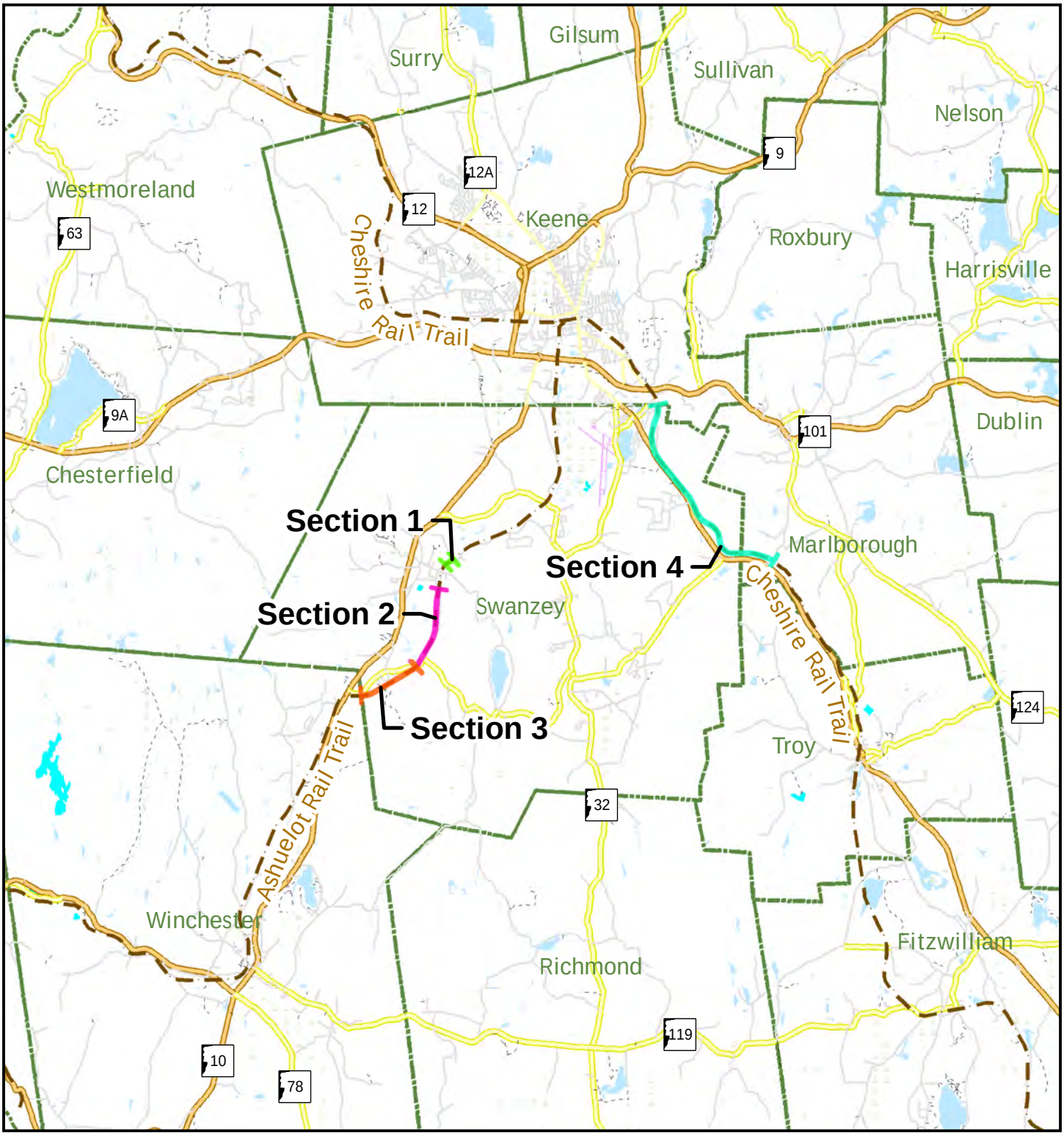
The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

Town of Swanzey TAP Application - 2018

9/5/2018

Project Overview



Proposed Project Sections

- Section 1
- Section 2
- Section 3
- Section 4

Rail Trail

0 1 2 4 Miles

Maps prepared by Southwest Region Planning Commission (SWRPC) are for planning purposes only. SWRPC uses data from multiple sources at various scales of accuracies. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.

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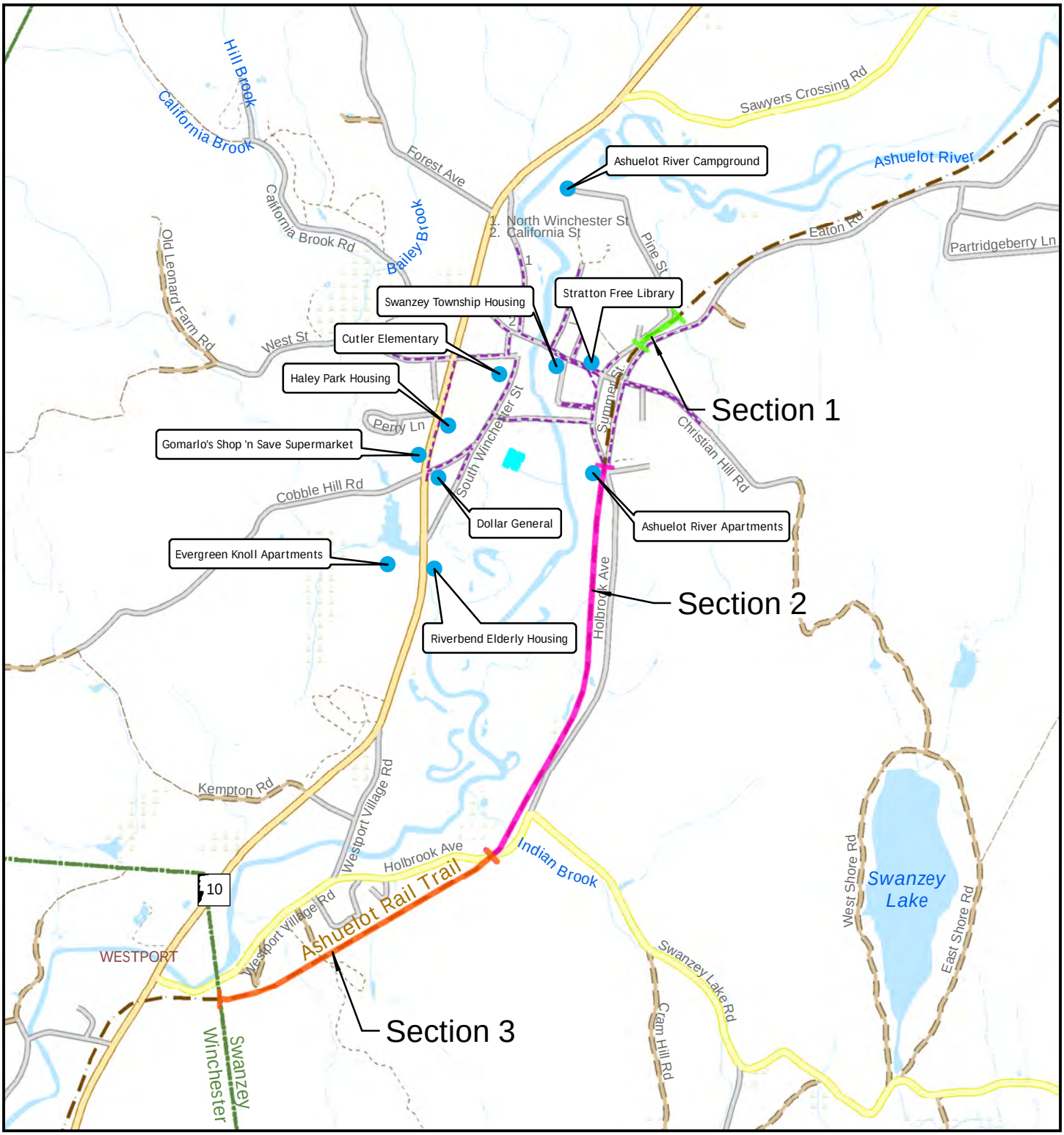
Town of Swanzey TAP Application - 2018

9/6/2018

Project Detail: Ashuelot Rail Trail



Section 1
Section 2
Section 3
Rail Trail
Sidewalk (Swanzey only)

Road Classes
I or IV
II
V (Paved)
V (Unpaved)
VI (Unpaved)
Private (Paved)
Private (Unpaved)

0 0.25 0.5 1 Miles

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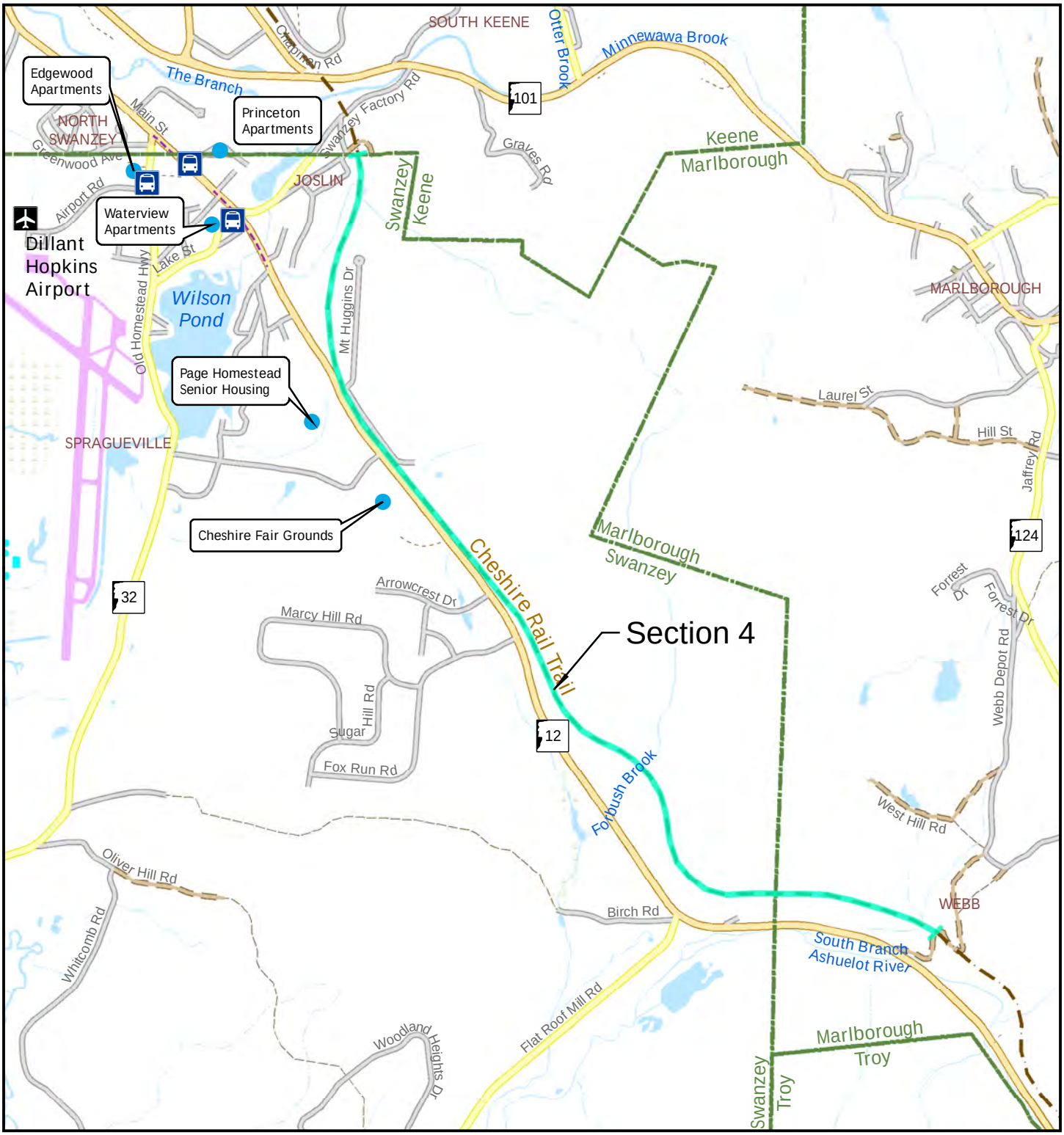
Town of Swanzey TAP Application - 2018

9/6/2018

Project Detail: Cheshire Rail Trail



City Express Bus Stop
Section 4
Rail Trail
Sidewalk (Swanzey only)

Road Classes
I or IV
II
V (Paved)
V (Unpaved)
VI (Unpaved)
Private (Paved)
Private (Unpaved)

0 0.25 0.5 1 Miles

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2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

APPLICATION ID	PROJECT SPONSOR	Whitefield
18-34TAP	Town of Whitefield	

RPC North Country Council Population <5,000 Airport No

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

- [x] *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).*
- [x] *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*
- [ ] *Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.*
- [ ] *The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.*

Road Names	Littleton Road (NH Route 116), King Square (US Route 3)
State Routes	Route 116
Other	N/A
RailRoad	N/A
SurfaceType	Concrete
Length	Approximately 2,520 Feet
Width	Sixty (60) inches for the sidewalk along Littleton Road. The sidewalk on King's square is much wider and varies in width due to the retail buildings and store fronts.
Ownership	The majority of the project is within the state-owned ROW. One small exception is a sliver of sidewalk on King's square which is on private property. There may be a need to acquire some ROW along NH Route 116 but this can't be determined until preliminary engineering is performed.

PE$	$75,620.00	ROW$	$9,300.00	CON$	$299,900.00	CON Eng$	$46,380.00
Total$	$431,200.00	Fed$	$344,960.00	Match$	$86,240.00	Percent Fed$	80
NonPar$	$0.00	Total$	$431,200.00				

Description of work being proposed

Clearly describe pupose and need for project as well as project goals and objectives

The purpose is to improve pedestrian safety and disabled persons' access to businesses and community activities in the village center. The project replaces existing sidewalks around the town common known as King's Square and constructs a new sidewalk along NH Route 116 (Littleton Rd.). The sidewalks around King's Square are uneven and cracked after decades of use and weathering. They present significant tripping hazards to walkers and mobility impediments to persons with disabilities. King's Square represents the economic and cultural center of the community and is heavily traveled by pedestrians. The new sidewalk for Route 116 (Littleton Rd.) is essential due to recent development in that part of town. This year an elderly housing project opened on this road which will be home to approximately 100 seniors. Many of them are physically active and desire the ability to walk into town or to appointments at the local medical center. Currently they would have to cross busy NH Route 116 and walk along the shoulder of a heavily trafficked highway. The Town Hall recently relocated to 56 Littleton Road (Route 116) and there is no pedestrian access

to the Town Hall from the town center. The town's little league ball park is located on Littleton Road and children frequently walk along the road shoulder between the ball park and the village center. This section of Route 116 is zoned 30 MPH. This 30 MPH zone is entered from a 50 MPH zone. The 30 MPH limit is commonly ignored and traffic races into the town center. The addition of a sidewalk and crossing lights should create a traffic calming effect in this area.

Resources within project limits

List all cultural, archeological, and natural resources , as well as any known hazardous materials in project limits

The project centers around and emanates from the town common. The common serves as the center of cultural activity year round. Throughout the summer the common is used for weekly pancake breakfasts, twice-weekly free concerts, a craft fair, Whitefield Community Day, and social activities. In the winter the common is flooded and used for free ice skating. There are no known archeological, natural resources, or hazardous materials within the project limits.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

A)Potential for sucess: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succed

Project Readiness and Support:

Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commissions, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)

The Whitefield town common (King's Square) holds great significance in Whitefield's Master Plan as a symbol of the community's identity and a center of activity. This was reaffirmed in the rewrite of the Town's Master Plan which is currently in final draft. The need for improved sidewalks throughout the community was mentioned repeatedly in the comments solicited from residents during preparation of the Master Plan. Sidewalk improvements have also been a topic of discussion at annual Town Meeting for the last three years. Residents repeatedly approved appropriations for sidewalk improvements. As a result several sidewalks were replaced, (see photos included with this application), but much remains to be done. We expect residents to strongly support this proposed project and foresee no problems raising the necessary matching funds. The select board supports the project as indicated in the attached letter. The Whitefield Economic Development Corporation (WEDC) also supports the project as it will improve and provide safe access to the town's businesses as well as make the town more attractive to would-be business owners and residents. Coos Economic Development Corporation (CEDC) is actively working to restore two or more buildings on King's Square. They support this project as it directly benefits their effort. North Country Council (NCC) supports this project as it supports the 2015 Regional Transportation Plan. The Morrison and Weeks Medical Center support the project as it provides safe pedestrian access to both their facilities for residents and seniors alike.

Financial Readiness:

(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for entire project. Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written committment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?

The select board will seek a gross appropriation of the entire project cost at the 2019 town meeting by warrant article vote. An amount over and above the project's projected cost will be added to the requested appropriation to accommodate unforeseen circumstances. The remaining amount in the sidewalk capital reserve fund will be applied to the appropriation and the balance will be raised through a municipal bond or general taxation, whichever is deemed more advantageous. It is worth noting that the King's Square sub-element of the project was engineered previously for a NHDOT Transportation Enhancement Program grant which was canceled prior to construction. The town of Whitefield paid approximately $12,000 for the engineering design and those plans (attached) are available for incorporation into this project. Subsequently, the projected engineering and design costs for the King's Square sub-element were reduced by a factor of two thirds for the purpose of this application.

Feasibility:

Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.

The very steep grade on the northern most part of NH Route 116 (Littleton Rd.) as it enters the village presents a challenge. Preliminary engineering will determine whether or not a switchback is required to achieve appropriate grade levels for pedestrian traffic and whether or not any retaining walls are required. Some allowances for this were added to

both material and construction costs.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the porject being implemented

Stress Analysis:

Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.

Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.

A - Facility is reasonably safe for all children.
B - Facility can accommodate users with basic skills and knowledge of traffic.
C - Facility requires an intermediate level of skill and knowledge of traffic to use.
D - Facility requires an advanced level of skill and knowledge of traffic to use.
E - Facility is generally not suitable for pedestrians or bicyclists.

The existing stress level for the project is E. No sidewalks or crosswalks exist along Route 116 (Littleton Rd.) This is a heavily traveled highway and persons walking on the side of the road or attempting to cross it face significant hazards. It is completely inaccessible for persons with disabilities or mobility issues and totally unsafe for children. It is worth noting that the town's little league ball park is on this road and children frequently walk along the road between the park and the village center.

Post construction the expectation is that all the project areas will have a stress level of A as sidewalks will be properly constructed to ADA standards and road crossings will be clearly marked with both lights and road paint.

Improve Safety Conditions:

Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.

1,800 feet of sixty (60) inch concrete sidewalk with granite curb will be constructed in compliance with ADA standards where no sidewalk currently exists. This will include at least 6 ADA compliant tip downs at road crossings. Crosswalks with solar powered crossing lights are envisioned for the intersection of NH Route 116 and Route 3 and at the entrance to the The Summit elderly housing facility.

720 feet of cracked and uneven sidewalk will be replaced around the town's common greatly enhancing the safety and mobility of persons accessing area businesses and participating in local cultural events.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.

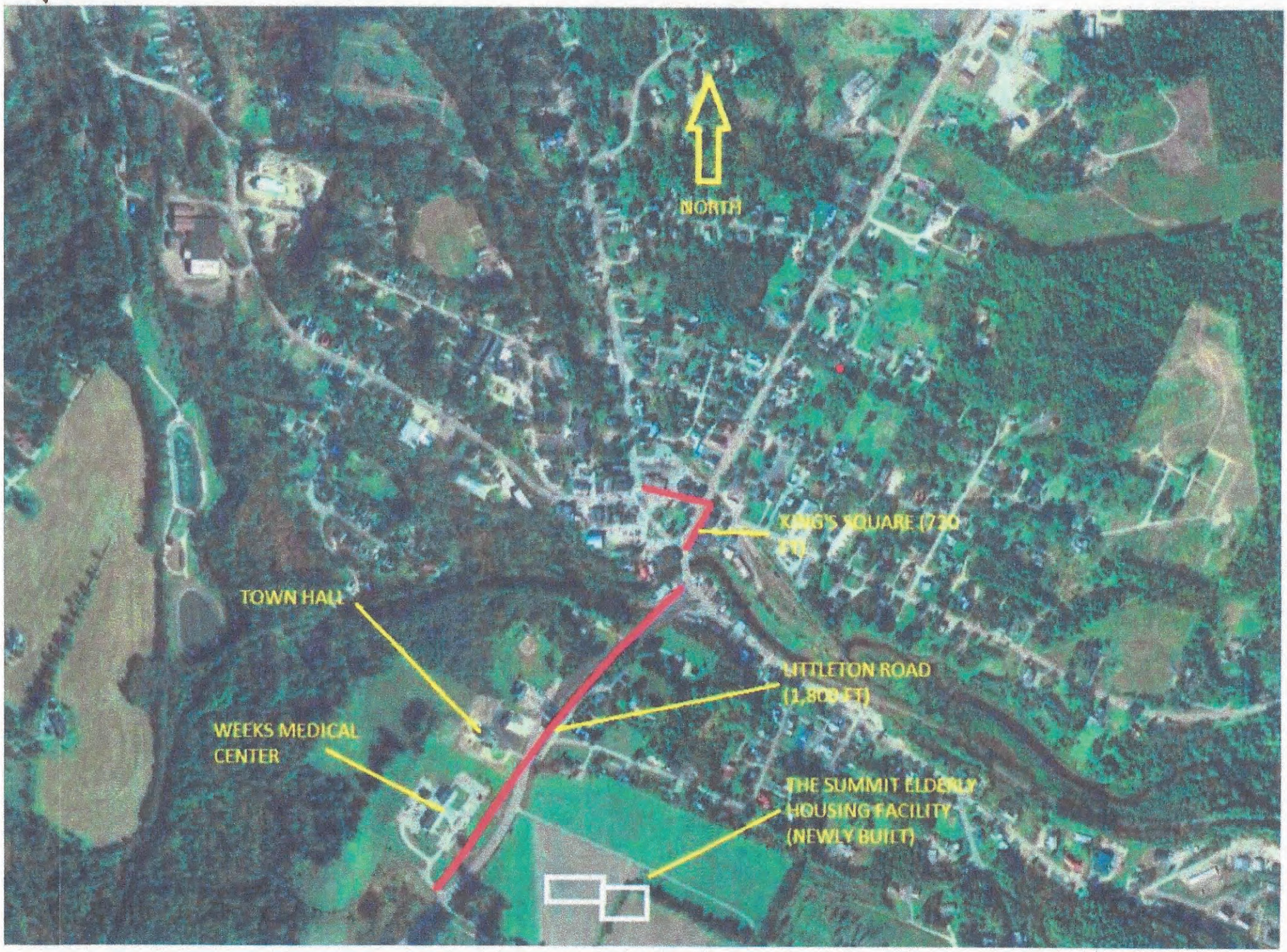
This project is part of a continuing effort to improve pedestrian safety and ADA accessibility within the town center. NHDOT installed number of ADA compliant tip downs in 2016. This same year the town replaced and improved a small section of sidewalk on the southwest corner of the town common. In 2017 the town replaced several sections of sidewalk along Main Street, School Street, and NH Route 116 (Jefferson Rd.). All these were constructed with concrete and new granite curbing to ADA standards. The town plans to continue sidewalk improvements each year until all are rehabilitated or newly constructed to ADA standards. Each year voters have willingly added to the sidewalk capital reserve fund for this purpose. Other elements that are planned for construction/rehabilitation will provide safe access to the elementary school and apartment buildings southeast of the common and the retail businesses north of the common. This latter element will likely be incorporated into the NHDOT ten-year plan as it involves US Route 3 and significant changes to water, sewer, drainage, and utility infrastructure. This proposed project provides safe and ADA compliant pedestrian access between the town common, The Summit elderly housing facility, the town hall, Weeks Medical Center, and the town little league ball park. It is a significant part of the ongoing effort to improve the pedestrian safety and accessibility throughout the entire village center for children, adults, seniors, and those with mobility disabilities.

2018 TRANSPORTATION ALTERNATIVES PROGRAM ROUND 3 APPLICATIONS

D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.

E) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.


NORTH
KING'S SQUARE (720 FT)
TOWN HALL
LITTLETON ROAD (1,809 FT)
WEEKS MEDICAL CENTER
THE SUMMIT ELDERLY HOUSING FACILITY (NEWLY BUILT)