

Strafford Metropolitan Planning Organization

Combined meeting of the MPO Policy Committee Meeting & SRPC Commissioners

Friday, April 16th 2021 9:00 – 10:30 AM
Remote Zoom Meeting

The Chair of SRPC has found that, due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor’s Emergency Order #12 pursuant to Executive Order 2021-05, SRPC and committees thereof are authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor’s Emergency Order.

SRPC is utilizing Zoom for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in the meeting as follows:

[Click here to access the meeting online](#)

Telephone-only Access: +1 646 558 8656 and Meeting ID: 833 2937 9249

These instructions have also been provided on the SRPC website at www.trafford.org. If anybody is unable to access the meeting, please email clentz@trafford.org or call (603) 948-9483. In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

Call to order as the Strafford MPO Policy Committee	
1. Introductions	5 mins
2. Staff Communications	
3. Action Item(s) [Motion Required] 3.1. Approve draft minutes from March 19 th 2021 3.2. Review TAC scoring of proposed Transportation Alternatives projects	15 mins
4. Project Updates 4.1. Upcoming Metro Plan public comment period	5 mins
5. Other Business	5 mins
6. Adjourn MPO meeting	
Call to order as the Strafford RPC Commission	
7. Proposed projects for the Comprehensive Economic Development Strategy	20 mins
8. Commissioner Roundtable – Updates from your community What should SRPC be focused on for COVID-19 recovery planning that would help your community?	5 mins
9. Other Business	5 mins
10. Citizen’s Forum – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes	
11. Adjourn SRPC Commission Meeting	

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srpc@strafford.org.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others, or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as citizen forum, public hearings, public comment periods, outreach events, seminars, workshops, listening sessions, etc.

Strafford Metropolitan Planning Organization

Policy Committee

Meeting Minutes

Friday, March 19th 2021

9:00 – 11:00 AM

Strafford Regional Planning Commission
Virtual Meeting via Zoom
Rochester, NH

The meeting was called to order at 9:05am

The chair read the following statement prior to the roll call:

The chair of the Strafford MPO Technical Advisory Committee has found that, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2021-04, this Committee is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to the meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, this is to confirm that we are:

- *Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means.* We are utilizing the Zoom platform for this electronic meeting. All members of the Committee have the ability to communicate contemporaneously during this meeting through the Zoom platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone number 1-646-558-8656 and meeting ID 829 0534 5549, or by clicking on the following website address: <https://us02web.zoom.us/j/82905345549?pwd=eTQ4dEVrbjVPbm5iL2dqQmxIdXpyQT09>
- *Providing public notice of the necessary information for accessing the meeting.* We previously gave notice to the public of how to access the meeting using Zoom, and instructions are provided on the SRPC website at www.strafford.org.
- *Providing a mechanism for the public to alert the public body during the meeting if there are problems with access.* If anybody has a problem, please call 603-948-9483 or email at: clentz@strafford.org
- *Adjourning the meeting if the public is unable to access the meeting.* In the event the public is unable to access the meeting, we will adjourn the meeting and have it rescheduled at that time. Please note that all votes that are taken during this meeting shall be done by Roll Call vote. Let's start the meeting by taking a Roll Call attendance. When each member states their presence, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.

1. Attendance:

Committee Members

Joe Boudreau (Rochester), Barb Holstein (Rochester), Steve Diamond (Barrington), Michael Williams (COAST), Glenn Davison (NHDOT), Tim White (NHDES), Dave Landry (Dover), Wayne Burton (Durham), Bill Fisher (Farmington), Mike Bobinsky (Somersworth), Mark Richardson (Somersworth), Don Hamann (Rochester), Peter Nelson (Newmarket)

Guests

Arthur Capello (Farmington), Shanna Saunders (Rochester), Peter Nourse (Rochester),

Staff

Rachel Dewey, Nancy O'Connor, Alaina Rogers, Jackson Rand, Stephen Geis, Jen Czysz, Colin Lentz

2. Staff Communications

3. Public Hearing

3.1 Draft 2021-2024 Transportation Improvement Program and 2021-2045 Metropolitan Transportation Plan update

J. Boudreau made a motion to open the public hearing

Seconded by S. Pesci

Vote: unanimous in favor via roll call vote

C. Lentz presented the draft update to the Transportation Improvement Program (TIP) that will cover years 2021-2024. The TIP includes federally funded transportation projects in the region that are ready for final engineering and construction. C. Lentz reviewed some of the projects that were added to the TIP since the last update. Many projects are added between full updates through individual funding programs like Transportation Alternatives and CMAQ. C. Lentz explained that he had updated the fiscal constraint approach since the last TIP update to make it more intuitive. The previous approach was to show the amount of funding programmed for projects in the region and compare it to a theoretical proportion of federal funding that could be allocated to the region. This created an inaccurate perception that the region wasn't getting all the funding it should. Strafford MPO gets a certain amount of funding to program new projects but overall, the statewide funding allocation is more flexible and context-specific. A new approach assumes that the amount of funding for projects programmed in the region in any given year is the amount of funding that will be spent – no more no less. That amount can change through amendments, but it assumes fiscal constraint because dollars programmed and dollars spent will be the same.

C. Lentz described the updates to the Metro Plan, which will cover 2021-2045. The Metro Plan includes the 4 TIP years, the additional 6 years that comprise state Ten Year Plan, and the “out years” beyond 2031. The out-years projects were updated with more detailed cost estimates and within the fiscal constraint target of 10.01% of the statewide federal aid apportionment. C. Lentz noted that SRPC had just hired VHB as an on-call engineer to help improve scopes and cost estimates and program more projects in the Metro Plan.

J. Boudreau asked if the Metro Plan is ready for a sudden availability of federal funds (e.g. an infrastructure stimulus package). C. Lentz responded that the Metro Plan conservatively assumes a slight, steady increase in available federal funds based on a trend over the past decades, and the plan cannot include more projects than could reasonably be expected to be funded in each year. There is no guarantee when additional funding will be available, however it was important to develop projects to be ready for funding opportunities like TAP, CMAQ, or others. Part of the purpose of the Metro Plan is to have projects ready to be implemented when funding is available.

C. Lentz reviewed the comments he had received since the public comment period began and asked if there were any other questions or comments from committee members. He noted that there hadn't been a STIP amendment for nearly 12 months and that impacts progress on many projects, so approving the update was critical.

M. Bobinsky made a motion to close the public hearing
 Seconded by D. Hamann
 Vote: unanimous in favor via roll call vote

4. Action Items

4.1 Minutes from February 19th, 2021

D. Hamann made a motion to approve the minutes as written.
 Seconded by M. Bobinsky
 Vote: A. Capello Abstaining, otherwise unanimous in favor (via roll-call vote)

4.2 Candidate Ten Year Plan projects (final vote for submission to NHDOT)

C. Lentz reviewed the candidate projects, cost estimates, and available funding. There were five projects that needed to be discussed and selected for funding. The region had \$4,901,449 to fund proposed projects so not all of them could be submitted to NHDOT for inclusion in the draft Ten Year Plan. TAC had discussed two possible scenarios for funding projects based on a possible change to the scope of the proposed widening of NH11 in Rochester.

Scenario 1 – original Rochester NH11 widening scope

Barrington	NH125/NH9 sidewalks	\$ 1,253,514
Rochester	NH11 Widening (3,200 ft scope)	\$ 4,538,029
Farmington	Sidewalk network expansion	\$ 990,160
Milton	sidewalk expansion (Dawson and Silver St)	\$ 684,080
Durham	Main St/NH155A intersection	\$ 1,596,500

Under scenario 1, the only funding possibilities are Rochester alone, or the other four projects – no other combinations.

Scenario 2 – reduced Rochester NH11 widening scope and cost

Barrington	NH125/NH9 sidewalks	\$ 1,253,514
Rochester	NH11 Widening (2,100 ft scope)	\$ 2,800,000
Farmington	Sidewalk network expansion	\$ 990,160
Milton	sidewalk expansion (Dawson and Silver St)	\$ 684,080
Durham	Main St/NH155A intersection	\$ 1,596,500

C. Lentz explained that staff from Rochester and SRPC had met with NHDOT staff who had confirmed that the revised scope of the NH11 widening project was agreeable to all parties. This eliminated “scenario 1” and allowed for much more flexibility in the final decision about which projects to fund. C. Lentz said the TAC had made the following recommendation to the Policy committee:

The Rochester, Barrington, and Milton projects should be funded through the Ten Year Plan - with the expectation that Rochester find a way to cap the federal funding portion for the Rochester project at \$2.8 million.

C. Lentz also reviewed the ranking of projects based on TAC and Policy scoring:

Municipality	Scope	Score
Rochester	Widen 3,200 feet of NH11	70.57
Barrington	Install sidewalks between town center and middle school	65.57
Farmington	New sidewalks in three separate sections that will expand the connected sidewalk network	62.46
Milton	Construct 2,770 linear feet of sidewalk to enhance pedestrian connectivity between the town center, school, and other community church.	56.01
Durham	Intersection safety improvements. Signal or roundabout are potential alternatives. ***	55.09

C. Lentz noted that TAC members had discussed the projects in-depth and choosing between the various projects had been challenging. B. Fisher explained that the Farmington project provided an important expansion of the sidewalk network that was critical for the safety of students walking through the downtown to local schools. It was also a part of Farmington’s efforts to revitalize the downtown. C. Lentz noted that downtown Farmington was also a no-bus zone for local students. A. Capello explained that Farmington’s municipal buildings are all within 1 mile of each other and walkability was a major part of revitalization planning.

S. Diamond said walkability in Barrington’s town center was the primary goal for the planning board. He said the proposed project would construct the town’s first sidewalks and the town was fully in support.

D. Hamann described the need for the proposed NH11 widening project in Rochester. The lack of sidewalks makes walking the route unsafe and traffic congestion is a regionally recognized problem.

J. Czysz noted that the Barrington, Farmington, and Rochester projects combined – as originally proposed – were over the regional allocation by \$142,225. A. Capello said of the three sections of new sidewalk proposed in the Farmington project, the ones on Elm St and the northern part of Main St were the most important to the town for expanding walkability. He said the section

proposed for the southern part of Main St (from Paulson Rd to the Public Safety Bldg) could be removed for the project so the Barrington, Rochester, and Farmington projects could all fit within the regional allocation.

M. Williams noted that there was no Milton representative at the meeting to advocate for the town's project and said he was uncomfortable making a final decision that would eliminate the project from funding without their input. J. Czysz acknowledged that it was difficult, but she noted Milton was not a dues-paying community and had not appointed any representatives to the Policy Committee [which is possible even without paying dues]. They have an active TAC member, but no commissioners.

D. Landry asked if there was any quantitative evidence (such as a pedestrian count) for the need for the new sidewalks proposed along NH11 in Rochester. He expressed concern that the new infrastructure would be used to an extent that would justify the investment. The expense of winter maintenance was also a consideration. C. Lentz noted that doing a pedestrian count where there aren't sidewalks was misleading since the lack of sidewalks would discourage pedestrians. D. Hamann said he drives the corridor every day and regularly sees pedestrians along the shoulder. He added that sidewalk maintenance is a priority for Rochester.

S. Pesci said it was too late in the process to be having this level of detailed discussion about candidate projects – that should be ironed out earlier on. He agreed that ongoing maintenance responsibility should be carefully considered by municipalities. He suggested that projects had been discussed in enough detail and the committee should move to a vote.

C. Lentz noted that there was a general proposal on the table to fund the Rochester, Farmington, and Barrington projects with Farmington's reduction of their project's scope.

M. Williams said he thought Milton made a strong case for their project at the recent TAC meeting, and that's likely why TAC included the Milton project in their initial recommendation. He asked that in the future, more detail about TAC's discussion about projects be provided to Policy for their final discussion and vote so members can understand the context of TAC's recommendation. C. Lentz said he would do so.

B. Fisher made a motion to fund the NH11 widening project in Rochester, the sidewalk project in Barrington, and the reduced Farmington project (only the sidewalk segments on Elm Street from Main St (NH153) to Lone Star Ave; and Main St [NH153] from Lincoln St to Webster St – removing the segment on Main St [NH153] from Paulson Rd to the Public Safety Bldg.)
Seconded by D. Hamann.

Vote: Michael Williams abstaining, otherwise unanimous in favor via roll call vote

S. Pesci reiterated the need to have detailed discussions about the merits of proposed projects earlier in the decision-making process. J. Czysz agreed but noted that the Ten Year Plan process had become more protracted in recent cycles as SRPC and other RPCs had been relying on engineering support from NHDOT. This creates much more detailed scopes and cost estimates, but the process has extended with multiple steps. J. Boudreau said municipalities must understand that the Policy committee makes the ultimate decision in cases like this, so only having TAC representation reduces

a municipality's chance of funding and detracts from the process. C. Lentz noted that SRPC had just begun working with VHB to provide on-call engineering services so the project development and discussion process would be improved. He thanked TAC and Policy members for being so engaged in the discussion and decision-making process.

4.3 Draft 2021-2024 Transportation Improvement Program and 2021-2045 Metropolitan Transportation Plan update

B. Fisher made a motion to approve the draft 2021-2024 Transportation Improvement Program and 2021-2045 Metropolitan Transportation Plan as presented.

Seconded by S. Diamond

Vote: unanimous in favor via roll call vote

4.4 Draft 2022-2023 Unified Planning Work Program

C. Lentz gave a presentation highlighting the draft Unified Work Program (UPWP) for fiscal years 2022-2023. It is a contract developed with NHDOT comprising the next two years of transportation planning efforts funded through federal planning dollars. C. Lentz said the overall structure of the UPWP was the same as previous contracts. The updated UPWP will include more specific descriptions of deliverables associated with individual tasks. SRPC will be increasing focus on several planning areas: climate resilience and disaster recovery planning, equity planning, bicycle and pedestrian accessibility, congestion analysis, and travel demand modeling. He noted that the UPWP includes a new study to be funded through Federal Transit Administration to update the regional Coordinated Plan for human services transportation.

S. Diamond asked about the future funding of corridor studies (in particular NH125). C. Lentz said the current Ten Year Plan still includes funding for corridor studies but the process has been stalled by COVID-19. He said he expects communication from NHDOT's consultant to compile regional priorities soon.

P. Nelson asked where planning for electric vehicle charging fits in the UPWP. C. Lentz said it wasn't as explicitly mentioned, but staff are working on this issue. There are tools to be developed to identify ideal locations for new chargers throughout the region. C. Lentz noted that SRPC has participated with a legislative effort to plan expansion of the charging network. D. Hamann noted that expansion of the vehicle charging network will require investments in the electric grid. Members discussed the long-term challenges of expanding electric vehicle charging.

C. Lentz said the draft UPWP was under review by NHDOT and FHWA there might be small edits and funding adjustments in the finalization process with NHDOT. He asked if the committee would be comfortable approving the draft UPWP with the possibility of small changes.

D. Hamann made a motion to approve the draft 2022-2023 UPWP as presented

Seconded by B. Fisher

Vote: unanimous in favor via roll call vote

5. Project Updates

5.1 **Commissioner skills matrix**

S. Casella reviewed the matrix included in the meeting packet that highlights the range of traits and skills of current SRPC commissioners. The matrix lists demographic information and the professional experience of commissioners to identify what they bring to the SRPC planning process. She said the survey to collect this information was still available. J. Boudreau said he was impressed by the range of skills of commissioners, and they would be an asset moving forward as SRPC embarks on new efforts. D. Hamann suggested that S. Casella resend the survey to commissioners to get more input.

6. **Other Business**

C. Lentz reminded members that TAP applications were due to NHDOT that day by 11:59pm. TAC will be scoring the TAP projects and Policy will be reviewing the scored projects for final discussion and vote.

J. Boudreau said the new SRPC resilience sub-committee was going to be distributing a survey in the near future. He added that SRPC would be hosting learning sessions around resilience issues as well. He thanked SRPC staff for all the effort they put into the proposed plans and processes to help commissioners make decisions.

7. **Commissioner Roundtable** – Updates from your community

Are there ways that SRPC can help your community recover from COVID-19?

P. Nelson asked if there were data on the percent of people vaccinated against COVID-19 in NH.

R. Dewey provided a link in the zoom meeting chat to NH's state website with detailed data about COVID-19 infections, fatalities, vaccinations, etc.

8. **Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements should be limited to three minutes.

No citizens were present to provide input.

9. **Adjournment**

B. Fisher made a motion to adjourn

Seconded by S. Diamond

Vote: unanimous in favor

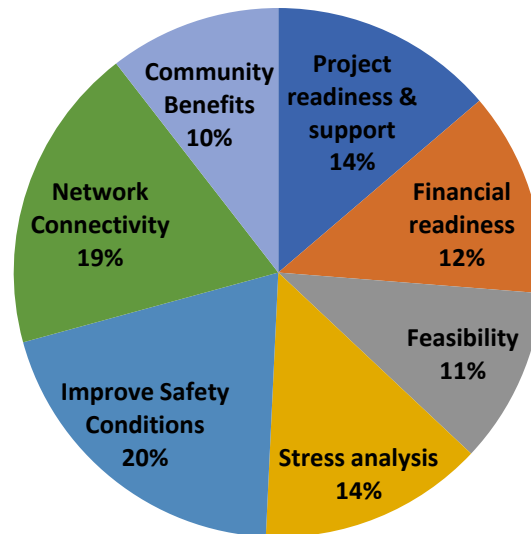
The meeting was adjourned at 10:50am

The following project ranking was approved by the Strafford MPO Technical Advisory Committee and recommended to the Policy Committee for their review and approval.

Average Rating (out of 5)

	Potential for Success			Safety		Connectivity & Community Benefits		Final Average Score
	Project Readiness and Support	Financial Readiness	Feasibility	Stress Analysis	Improve Safety Conditions	Network Connectivity	Community Benefits	
Dover	4.2	5.0	4.2	3.8	4.2	4.2	4.0	4.24
Rochester	4.1	4.4	4.2	4.1	4.3	4.1	4.1	4.21
Durham	4.3	4.3	4.1	3.7	4.2	4.0	3.9	4.09

Criteria Weighting



Overall Scope

The project proposes the creation of a trail and bridge (river crossing) to connect with TAP Round 2 Community Trail (Phase IV) project bringing the trail closer to the Dover Middle and High Schools, Bellamy Park, and providing an alternative transportation option connecting Route 155 to Route 108 near the schools and multi-family housing.

Funding Request	
Design/Engineering	\$100,000
ROW	\$0
Construction	\$600,000
Engineering Management & Oversight	\$100,000
Total	\$800,000

Local Need Identified

Currently, there are over 350 people living in the New Meadows, Westgate, White Cliffs of Dover, and Village at Bellamy Commons multi-family sites. Additionally, there are numerous single-family homes in the Bellamy Road and Durham Road/Route 108 area, and multi-family sites, such as The Garrison, Dunn's Bridge, Hemlock Forest, and Redden Garden's near the proposed trail. Dover is home to over 6,000 apartment units. These units range in location from urban downtown to rural garden style. They also range in income from elderly affordable to low income voucher program to high end.

Federal 80%	\$550,000
Local Match 20%	\$136,000

Between 1/1/2014 and 12/31/2020 (6 years) there have been over 70 accidents involving the Police near Bellamy Road, 31 accidents specifically between Alumni Drive and Sunset Drive (Source: Dover PD). There have been over 85 accidents if you go further out and include the immediate vicinity on Route 155 and Route 108 near Bellamy Road. While fortunately none of these included pedestrians, at least 2 of the crashes involved bicycles. By providing this alternative transportation route, fewer cars need to be on the road in this area and the less likely a car accident may be.

Financial Readiness & Feasibility

Dover has already dedicated funds to cover the local match (plus the non-participating if necessary) through our existing capital reserve funds. The City's budget is large enough to have the gross funds available and is well acquainted with reimbursement programs. The timeline for the funding can begin as soon as this spring and can continue for the necessary number of years. The City Council (via our Mayor) has supplied a letter of support to bring this project forward. Staff has included this project in workload planning for the next two fiscal years and can manage the project.

- 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 project will run along the Bellamy River which is on the NHDES' Shoreland Water Quality Protection Act list and has 11.73 shoreline miles according to the NHDES. Wetlands and drainage concerns would have to be taken into consideration and permits may need to be sought from NHDES. The City is not aware of any wildlife or other environmental issues but would certainly have the necessary studies take place as part of the LPA and project management process. The construction part of the budget has funding available for the reviews as well as permits necessary. The City is not aware of any existing historic, cultural areas, or contamination within the project area.

The City of Dover will include the new trail in the existing snow plowing and general maintenance priorities list and add it to the sidewalk program.

Stress Analysis

The existing stress level of the project would be a E. The route in this location does not exist as it is not cleared, lack of stonedust makes it not friendly for all users, there is no wayfinding signage, lighting, or maps available. Adding this river crossing and trail connection makes an easy connection for school-aged users and their parents. Allowing multi-modal transportation to occur off road would make the route safer for pedestrians and bicyclists both on the trail as well as on the major routes 155 and 108. This is especially true for students traveling to the Middle and High Schools.

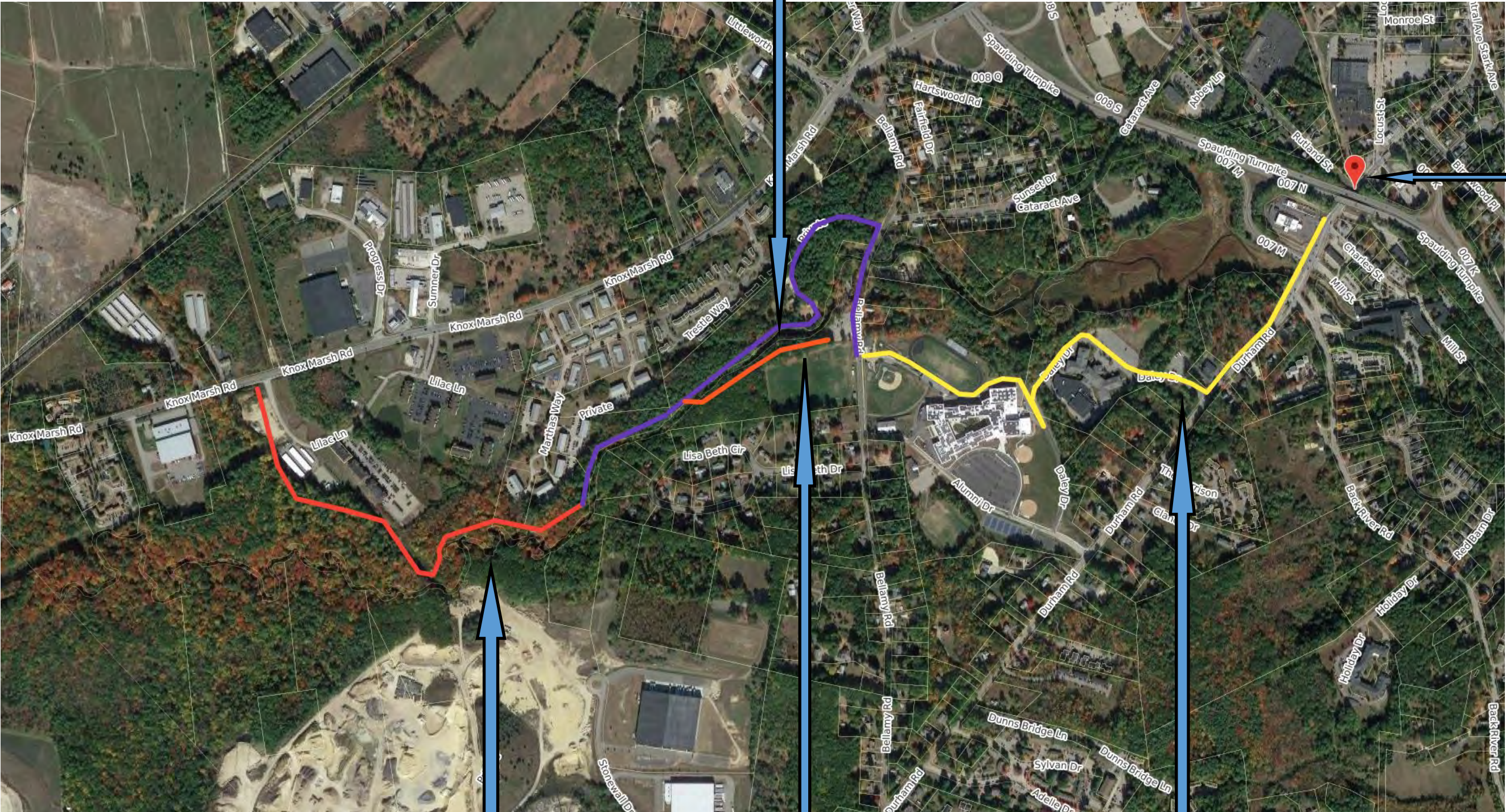
The anticipated stress level for the project, after it is completed, would be a B. While an A might also be fitting, since a section of the path would be natural and/or gravel through the woods, it might not be safe for very young children who still need adult supervision or for wheelchairs. However, all ages and different modes of travel could use the proposed trail to fill in the gap between two existing trails while also connecting them to schools at the same time. Parents walking their children to school, students walking or riding their bikes by themselves, as well as any user for recreation or transportation needs would be allowed to use this proposed trail. The proposed section would utilize an existing new crosswalk which would be on Bellamy Road which the High School is located on. Additionally, wetlands and other environmental concerns have not been reviewed yet but would be formalized to create a trail both user and environmentally friendly.

Connectivity

This project links school facilities (fields, high school, middle school) to the existing Community Trail, Bellamy Park, and multi-family housing. It also links Route 155 and Route 108. This project fills a vital gap in the existing Dover Community Trail projects and safe routes to school facilities. It also provides a standalone new facility that currently does not exist and is part of a larger phased plan in Dover and in neighboring communities.

This would be a middle phase of the Community Trail. Currently the existing Trail runs from Watson Road to Fourth Street to sidewalks to the Transportation Center to Route 108. Then to sidewalks on Route 108 to Bellamy or Daley Drive (near Middle and High Schools). Phase IV of the trail (TAP Round 2) would connect Bellamy Park to Route 155. This proposal would allow us to connect Bellamy Road to Phase IV-A by building a bridge and formal pathway on city-owned property via a route found during the Feasibility Study of the Round 2 TAP funding right near the school facilities and recreational destination Bellamy Park. Please see attached map.

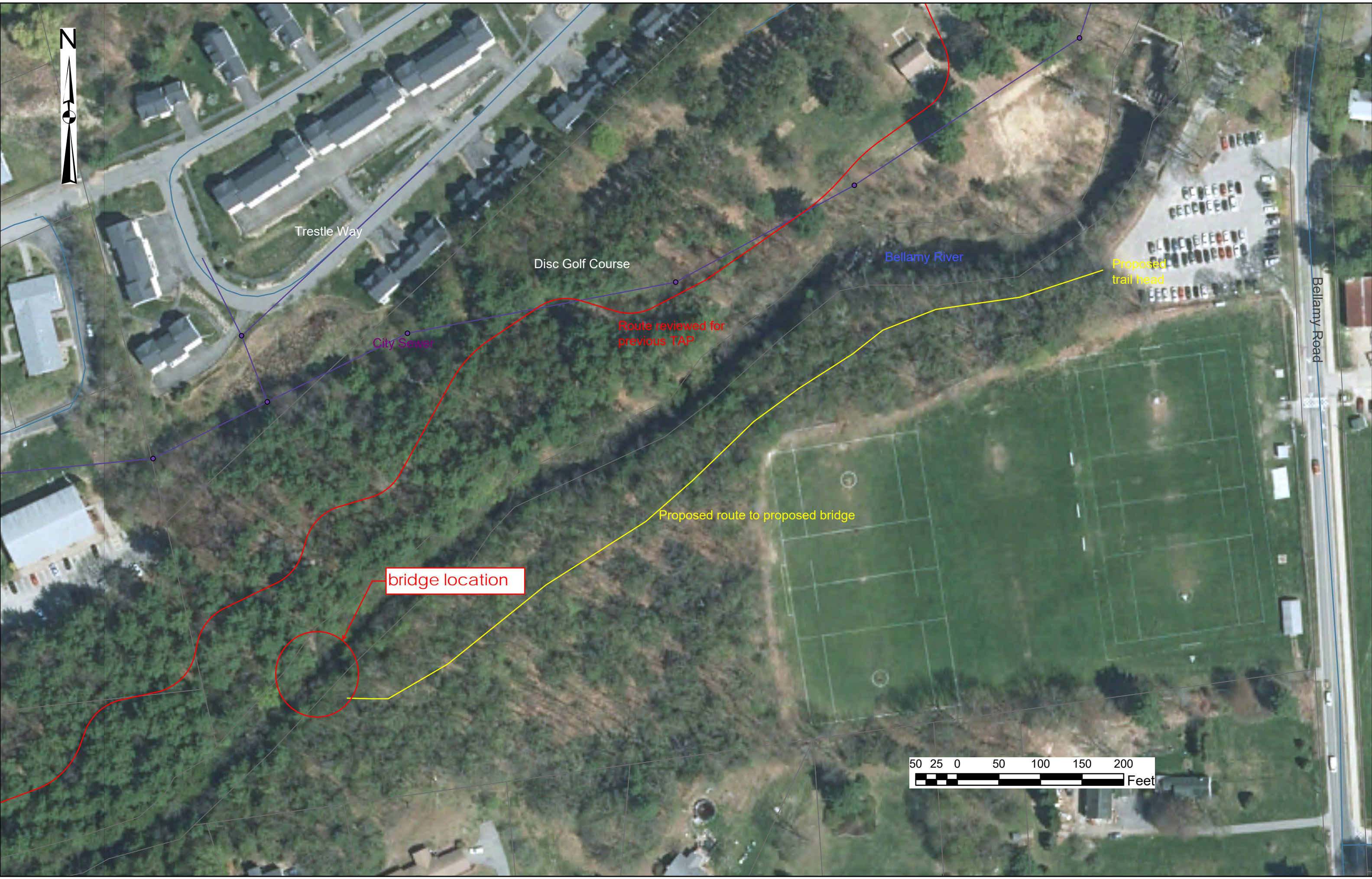
2017 Tap project, Phase IV in Engineering Study phase.



End of TAP 2015 project. Phase III trailhead

Existing rural trail along Bellamy River

Existing sidewalks connecting phase III and IV.



Trestle Way

Disc Golf Course

Bellamy River

City Sewer

Route reviewed for previous TAP

Proposed trail head

Proposed route to proposed bridge

bridge location

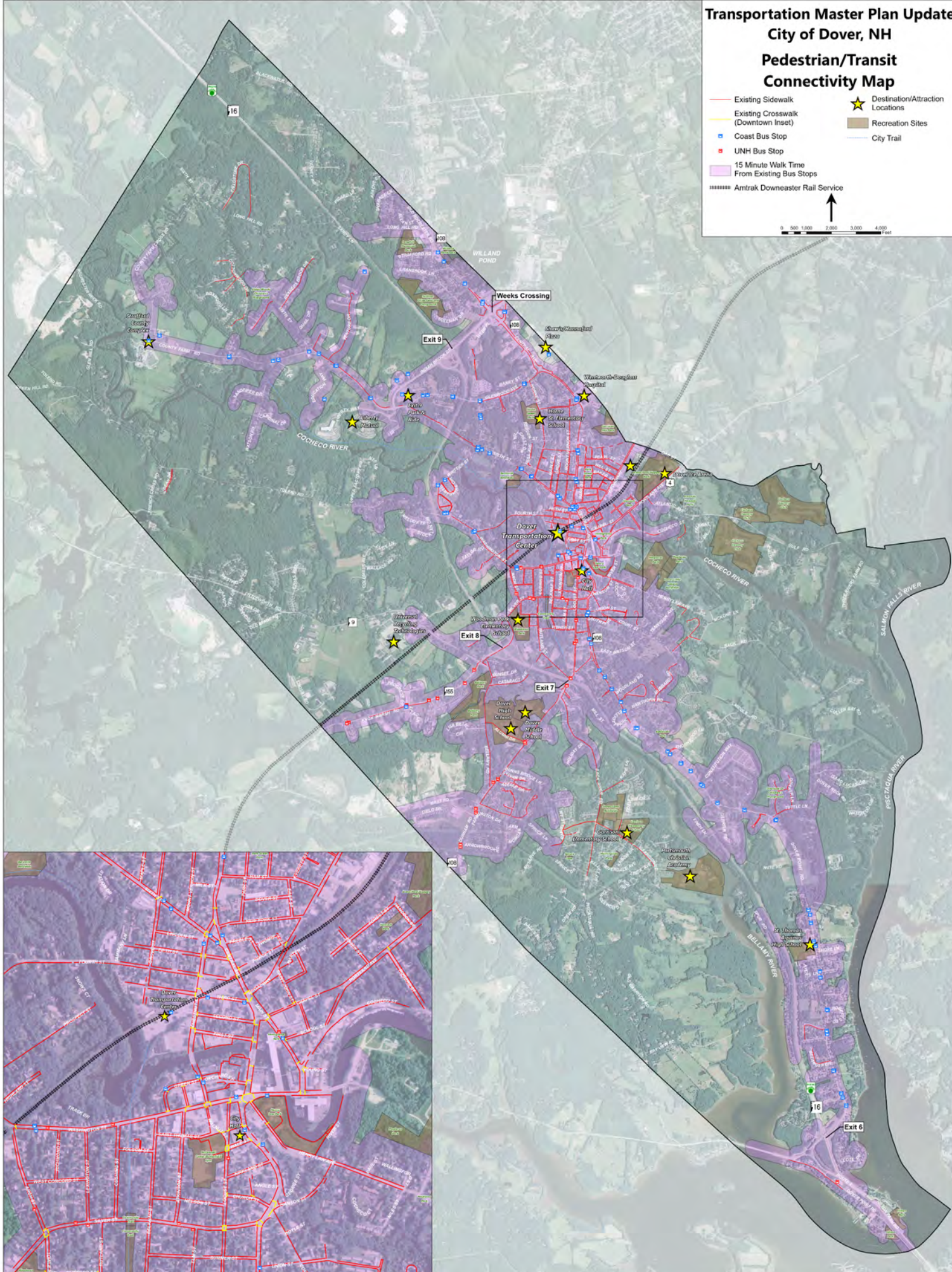
Bellamy Road



Transportation Master Plan Update City of Dover, NH Pedestrian/Transit Connectivity Map

- Existing Sidewalk
- Existing Crosswalk (Downtown Inset)
- Coast Bus Stop
- UNH Bus Stop
- 15 Minute Walk Time From Existing Bus Stops
- Amtrak Downeaster Rail Service
- ★ Destination/Attraction Locations
- Recreation Sites
- City Trail

0 500 1,000 2,000 3,000 4,000 Feet



Overall Scope

Improvements to bike and pedestrian accommodations and safety for the length of Marbury road. Improvements include: new sidewalks to connect pedestrian infrastructure gaps, rehabilitation and reconstruction of existing sidewalks, installation of ADA compliant pedestrian ramps, Rectangular Rapid Flashing Beacons (RRFB) at critical crosswalks, expanded coverage for pedestrian scale street lighting, enhanced transit stops, traffic calming measures and improved accommodations for cyclists (either wider shoulders or bike lanes, depending on the available width and constraints).

This TAP grant will be applied to widening the roadway shoulders to a targeted minimum width of 5-feet to accommodate bicyclists. New sidewalks will be constructed to meet ADA compliance, including accessible ramps. Travel lanes will be constructed in a manner to promote traffic calming.

Funding Request	
Design/Engineering	\$0
ROW	\$0
Construction	\$1,020,000
Engineering Management & Oversight	\$80,000
Total	\$1,100,000
Federal 80%	\$880,000
Local Match 20%	\$220,000

Local Need Identified

This project is mentioned in master plan and regional master plan. There are approximately 26 existing pedestrian ramps within the project corridor that do not satisfy ADA requirements. These deficiencies are a safety concern for people with disabilities. This project will upgrade all existing pedestrian ramps and will add new ADA compliant ramps where new sidewalks will be installed. This project also proposes to enhance crosswalks at approximately three critical Madbury Road crosswalk locations by installing Rectangular Rapid Flashing Beacons (RRFB's).

Financial Readiness & Feasibility

The Madbury Road project can be considered the town's highest priority roadway project and will utilize approved and currently budgeted funds in addition to future funding programmed within the Town's Capital plan to leverage the Federal TAP funds to implement meaningful bike and pedestrian improvements in an environmentally sustainable manner. Engineering for the TAP project will be paid for through the contract for significant utilities upgrades along the corridor.

Stress Analysis

The existing level of stress is estimated to be a C. (increasing to D during peak hours) The proposed condition level of stress is a B with the inclusion of wider shoulders and/or bike lanes.

- 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.**

- Total roadway width = 22' to 26'
- Traffic volumes = 5,600+ ADT (average along the length of the corridor)
- Posted Speed = 30 MPH (Observed speeds are higher)

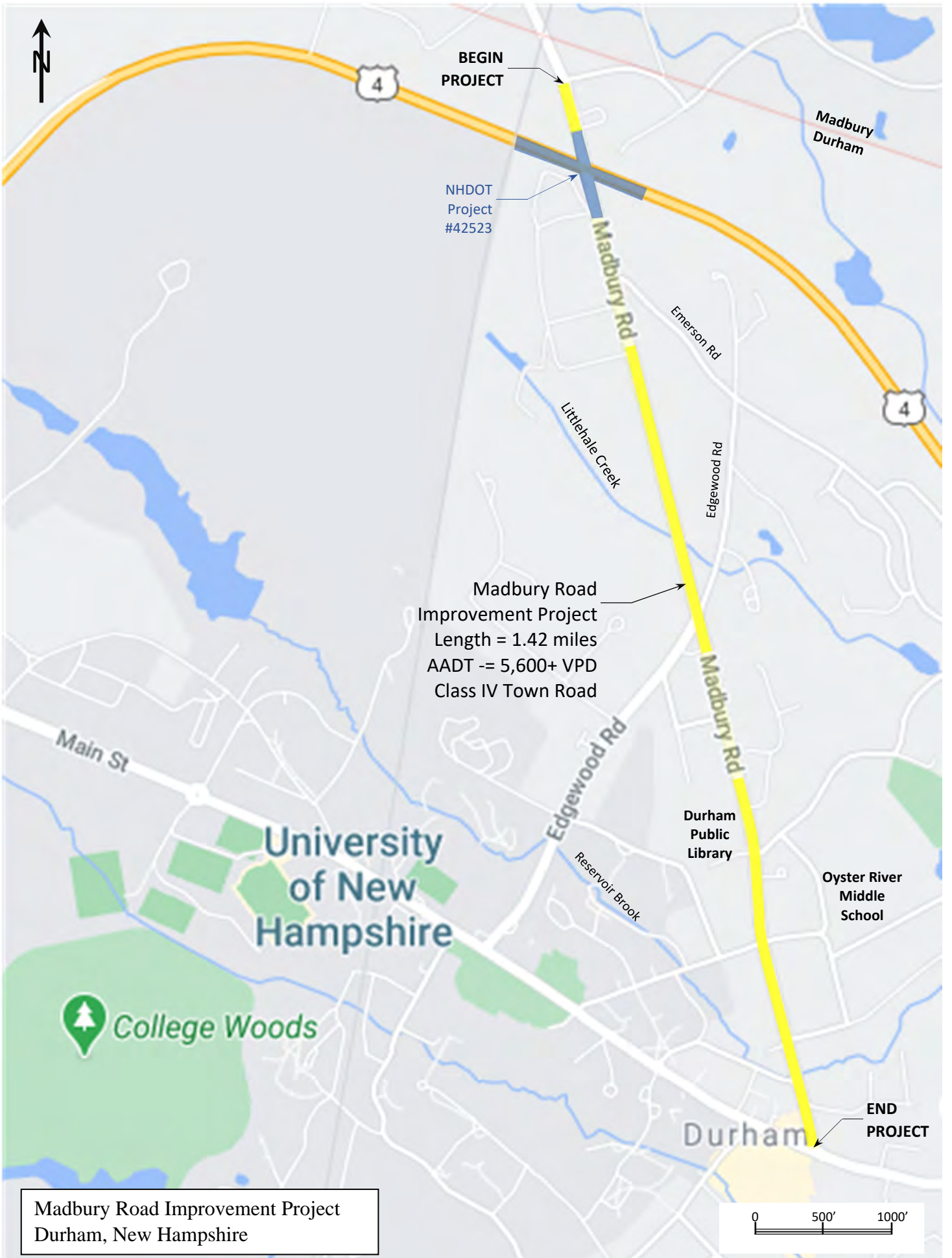
The general lack of paved shoulders combined with the high traffic volumes creates a stressful environment for cyclists.

Connectivity

It is well known that Madbury Road is a primary route into downtown Durham and the UNH campus from US Route 4 and points east, west and north. The NHDOT statewide bike route maps identify

Madbury Road as a preferred bike route that extends north into Madbury and beyond. The TAP funded improvements will strengthen that connection.

Locally on Madbury Road there are numerous private and student related residences as well as the Durham Public Library, offices and commercial establishments in the downtown area, and notably the Oyster River Middle School is only a block away on Garrison Avenue. All of these origins and destinations would benefit from the enhanced multi-modal facilities that the TAP grant would make possible.



Madbury Road Improvement Project
Durham, New Hampshire

Overall Scope

Rochester proposes to construct 6,400 linear feet of new ADA compliant sidewalk along Portland Street that will connect East Rochester to the central downtown. This will fill a major gap in accessibility along a heavily travelled residential road which includes low to moderate income housing and two local schools. The project will fill the gap between Chamberlain Street and Salmon Falls Road, connecting more than 230 homes to two of Rochester’s urban areas.

Funding Request	
Design/Engineering	\$100,000
ROW	\$15,000
Construction	\$675,000
Engineering Management & Oversight	\$110,000
Total	\$900,000

Federal 80%	\$720,000
Local Match 20%	\$180,000

Local Need Identified

This project is identified specifically in the newly completed 2020 Transportation Master Plan and has been a local priority for several years. Within this gap there are a number of low to moderate income housing developments such as the Pineview Mobile Home Park and the Bridlewood Condominiums, a property recently converted from apartments. The lack of sidewalks in this gap is unsafe for pedestrians – especially for children who walk this section of Portland St to reach East Rochester School and Chamberlain St School.

Financial Readiness & Feasibility

Rochester is committed to this project and funding the 20% local match. Both the Planning Board and City Council have voted in favor of this project (in 2018 and 2021). City Council authorized the investment of general funds from the unassigned balance, which has over 20 million available. Each Rochester and Chamberlain St Schools have provided letters of support. There are no anticipated conflicts with natural, historic, or cultural resources in the project area. Rochester already performs winter maintenance of sidewalks in the corridor and efficiency will be improved by filling this gap.

Stress Analysis

The existing section is rated stress level **E** because it contains no adequate accommodations for pedestrians or cyclists. Portland

Street is a heavily travelled road for motorized vehicles. Rochester anticipates that the proposed project will improve the stress rating level to **A**. A grassy strip will be included as a buffer between vehicles and the sidewalks and ADA-compliant crosswalks and ramps will be built at all intersections.

- 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.**

Connectivity




Rochester’s project will fill a gap with new sidewalks where none currently exist. This represents a significant improvement in connectivity between Rochester’s urban centers. The city’s long-term goal is to provide pedestrian facilities throughout the urban area Rochester School Department has confirmed that there are students from East Rochester School, Chamberlain Street School (both elementary schools), and Spaulding High School that live within the project area and are not provided bus transportation because they live within a walkable distance.

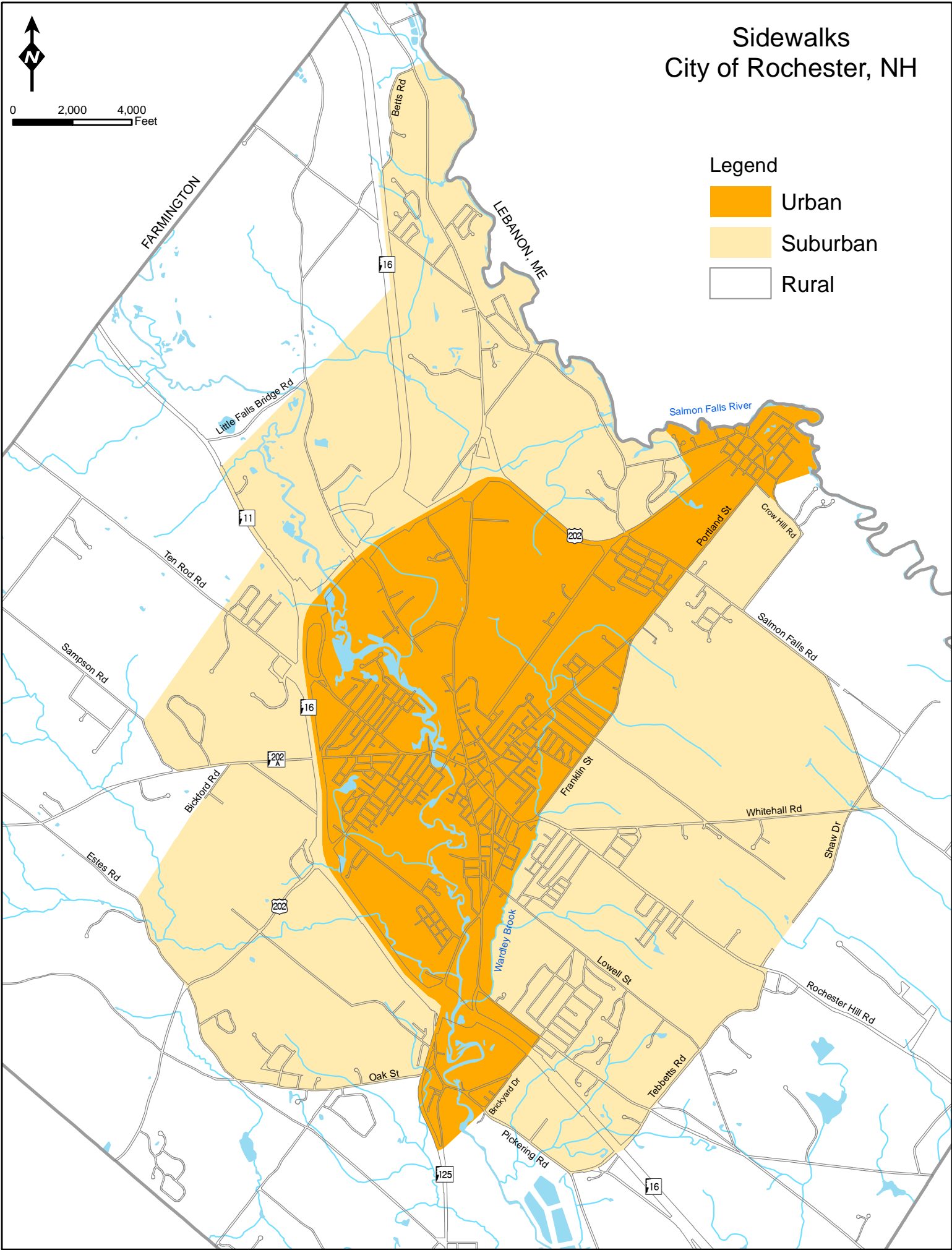
Sidewalks City of Rochester, NH

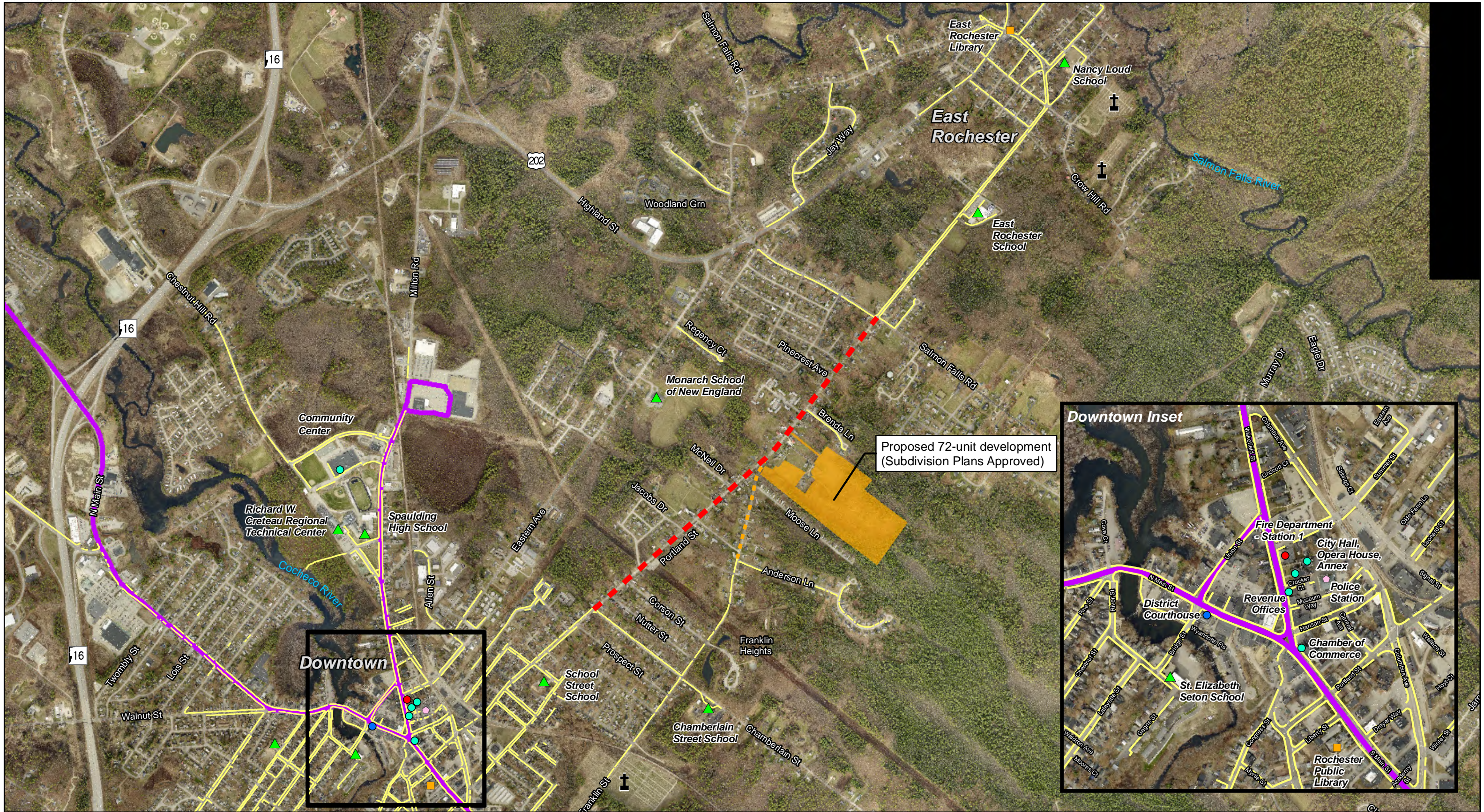


0 2,000 4,000
Feet

Legend

-  Urban
-  Suburban
-  Rural



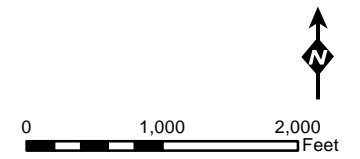


Legend

- Proposed TAP-funded Sidewalk
- Existing Sidewalk
- - - Planned Future Sidewalk
- Existing COAST Bus Route

Key Locations

- Cemetery
- Courthouse
- Fire Department
- Library
- Municipal Building
- Police Station
- School
- Approved Subdivision



This map is intended for planning purposes only. All features shown should be considered approximate.
 Date: 3/15/2021
 Author: DC - Rochester, NH
 Source: NHGRANT, City of Rochester

2021 NHDOT TAP Grant Application Map
 Proposed Sidewalk
 Portland Street
 Rochester, NH