



SETTLED 1623
INCORPORATED 1693

Town of New Castle
NEW CASTLE, NH 03854-0367

Thomas Jameson, PE
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

Sept. 1, 2016

Dear Mr. Jameson:

Enclosed please find our application for funding through the Transportation Alternative Project (TAP) funding from the US Department of Transportation.

The funds will be used to augment the regularly scheduled repaving of route 1-B in New Castle with the addition of a two-foot shoulder where feasible and an extension of the "safepath" sidewalk from Wild Rose Lane to Beech Hill Road. Route 1-B in New Castle is one of the most heavily traveled roads in the state for pedestrians and bicyclists as well as vehicles. Much of the windy road is 10 feet wide and has no paved shoulder.

For a historical perspective, using town and Transportation Enhancement Program (TEP) funds in 2006, a sidewalk was created on one of the more dangerous portions of 1-B. This sidewalk has been very popular and gets a great deal of pedestrian traffic during the warm months of the year.

The town has recently implemented a seasonal reduction in speed from 25 to 20 miles an hour. We have purchased an electric sign to post and record speeds.

Pedestrian and bike safety has long been a concern of the town of New Castle. With a substantial increase in cyclists and walkers utilizing the 1B route everyday, the expanded shoulder will be a needed upgrade for safety.

From a funding perspective, the Select Board will fully support a warrant article to fund the 20% match from the Town of New Castle. That warrant article will be presented in May 2017.

This application has the full support of the New Castle Select Board.

Sincerely,

Dave McGuckin, Chair

<u>For NHDOT use only:</u>	
Application #:	_____
LOI Received on:	_____
MMW Attendee:	_____
MMW Date:	_____
Application Received on:	_____

**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

Round 2 - 2016 APPLICATION FOR FUNDING

1. Sponsor Information *(Sponsor is the municipality or school district / SAU that is applying. Contact is the person who will be in responsible charge of the project).*

Sponsor Name:

Mailing Address:

Telephone:

Email:

Contact Name:

Title:

Mailing Address:

Telephone:

Email:

Governing Regional Planning Commission:

2. Project Information

Map: *(A map is required as part of the application. Map must be scanned as a pdf file. Map should include street names, State route numbers, project details, identification of resources, north arrow, and a scale)*

☐

MAP SUBMITTED

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.

Description of work being proposed:

(Clearly describe purpose and need for project as well as project goals and objectives)

Resources within project limits:

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

Project Details

Road Name(s) *(List all roads in project limits)*

State Route Number: *(List all State route numbers or N/A if on a municipal road)*

Railroad: *(List name of railroad corridor if rail trail or rail with trail project)*

Other: *(If off-road path, describe beginning and ending termination locations)*

Length of Project: *(If more than one location, provide total length of proposed improvement)*

Width of proposed improvement: *(If width isn't consistent, provide an average width for majority of improvements)*

Surface Type: *(List Paved, Concrete, Gravel, Stone Dust, etc. for all proposed improvements)*

Ownership: *(List the entity that owns the land in the limits of your proposed improvements)*

3. Project Cost Estimate

Identify the estimated project costs under each of the phases below.

Note: to avoid divide by zero error on the calculated fields \$0.01 has been inserted into the first box

A) Design/Engineering:

(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)

\$

B) Right-Of-Way:

(Cost of easement acquisition and/or land acquisition)

\$

C) Construction:

(Cost of constructing project, materials, and labor)

\$

D) Construction Engineering:

(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)

\$

Project Total: \$
(Min. \$400,000 Max \$1,000,000)

Calculated Field

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get your total up to \$400,000 or over \$1,000,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the TAP program but you want the work done under the overall contract.

Federal \$
(\$800,000 Max. \$320,000 Min. for federal amount requested)

Calculated Field
 %
(80% Max. for TAP reimbursement)

Match \$
(Enter amount of local match and additional funds if applicable)

Calculated Field
 %

Non-Participating \$

Funding Total \$
(Min. \$400,000 Max.\$1,000,000)

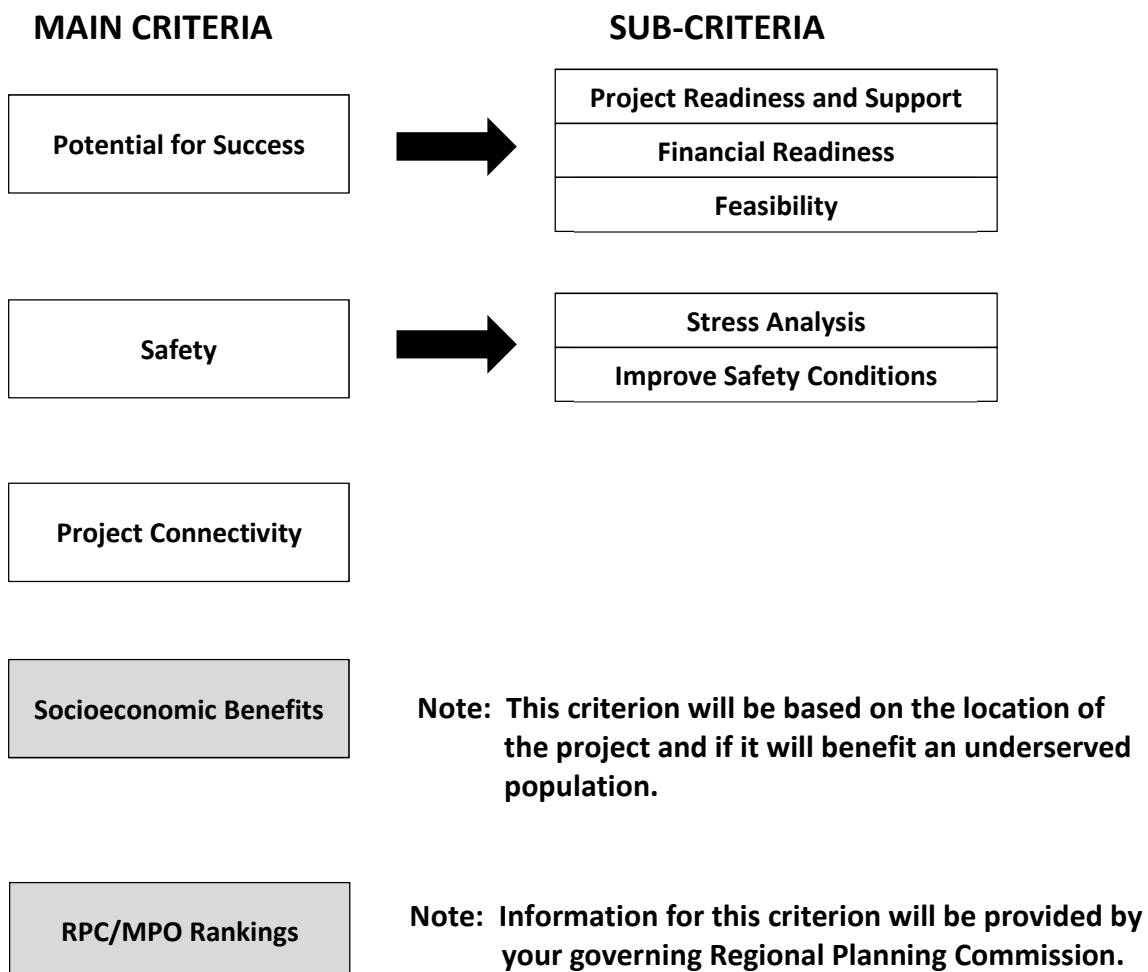
Calculated Field

Reason for non-participating funds

4. Evaluation Criteria (*Applications will be scored on criteria developed by the Department's Transportation Alternatives Program Advisory Committee (TAPAC). The TAPAC developed these criteria to select the best applications for funding.*)

There are five main criteria and five sub-criteria that will be used to evaluate projects and are listed below:

- The Socioeconomic Benefits criteria Section D will be based on areas where improved mobility and access can be provided to underserved populations. This information will be collected by the Department for scoring based on your project location.
- RPC/MPO Ranking criteria Section E will be done by the governing regional planning commission using the information provided in the application. Application will be submitted to the Department and the Department will forward copies to the Regional Planning Commissions



A) Potential for Success: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succeed.

MANDATORY REQUIREMENT: All applications must include a letter of support from the Sponsor's governing body committing to actively engaging and leading the project. Application will not be accepted without this letter.

Letter of support attached: ☐

- **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 commission, planning board, other local group? 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)*

- **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 commitment 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?*

- **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.

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of user stress as a result of the project being implemented. This criterion will be rated on the difference between the stress level of the existing condition versus the anticipated stress level of the proposed project.

- **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.

- **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.*

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.*

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.*

NO ACTION NEEDED FROM APPLICANT FOR SECTION D

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

- *The Department will send applications to the local Regional Planning Commissions to score and develop a regional ranking. This information will then be incorporated into the final score of projects.*
-

NO ACTION NEEDED FROM APPLICANT FOR SECTION E

5) IF YOU ARE PUTTING IN MORE THAN ONE APPLICATION FOR YOUR MUNICIPALITY - SCHOOL DISTRICT/SAU PLEASE PRIORITIZE THEM IN THE ORDER OF IMPORTANCE.

- *The TAP program has approximately \$5.5 million available for potential projects. If the municipality – school district/SAU is putting in multiple applications please prioritize them in order of importance from 1 to X with 1 being the most important project.*

Priority number: _____

6) Application Submission Information: The application is an adobe .pdf form and it must be saved and submitted in electronic format on either a CD or a USB thumb drive. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format and saved to the CD or USB thumb drive.

APPLICATIONS ARE DUE FRIDAY SEPTEMBER 2, 2016 BY 4:00PM!

Failure to meet this deadline will result in your project being removed from the scoring process.

Submission Guidelines

Format: Application form must be saved electronically as a pdf and then transmitted to the Department. All supporting maps, letters and other documents must be saved as a pdf and transmitted to the Department with the application form.

Applications and supporting documents must be either:

- *burned to a CD or DVD*
- *saved to a USB thumb drive.*

Submission: CD, DVD, or thumb drive must be received on or before 4:00pm September 2, 2016. Delivery can be either:

- *Hand-delivered to:* Thomas Jameson, TAP Program Manager
NHDOT Headquarters
Bureau of Planning & Community Assistance
7 Hazen Drive, Concord NH
- *Mailed to:* **Thomas Jameson, P.E.**
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Warning: If you mail the Application it must be received by the Department on or before 4:00pm on September 2, 2016

Direct any questions to: Tom Jameson, email: tjameson@dot.state.nh.us , phone: 271-3462

Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements

ATTACHMENTS

Attachment A – Detailed Project Budget

Attachment B – Project Area Map & Resource Map

Attachment C – Site Photos

Attachment D – Letters of Support

- **New Castle Selectmen**
- **New Castle Conservation Commission**
- **New Castle Historic District Commission**
- **New Castle Health Officer**
- **Seacoast Area Bicycle Riders (SABR)**
- **East Coast Greenway Alliance (ECGA)**
- **Senator Nancy Stiles, Senate District 24**

Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements

ATTACHMENT A
Detailed Project Budget



PROJECT NAME: Route 1B Shoulder Widening & Sidewalk
 PROJECT NO.: P-2719
 SHEET NO.: 1 OF 1
 CALCULATED BY: PAC DATE: 6/28/2016
 REVISED BY: DH DATE: 8/22/2016

Concept Estimate For Project Programming

Estimate Includes: **A) Shoulder Widening** to provide 26-foot total paved width for two separate segments of NH Route 1B as follows: 1) Wild Rose Lane to Main Street (~2,700 feet along Wentworth Road), and 2) River Road to the Causeway (~2,700 feet along Portsmouth Avenue). **B) Sidewalk** (5-foot wide bituminous pavement with granite curbing) along Wentworth Road between Wild Rose Lane and Beach Hill Road (~1,100 feet).

Item #	Item Description	Unit	Unit Cost	A) Shoulder Widening		B) Sidewalk	
				Quantity	Cost	Quantity	Cost
201.21	REMOVING SMALL TREES	EA	\$ 400.00	10	\$ 4,000.00	12	\$ 4,800.00
201.22	REMOVING LARGE TREES	EA	\$ 1,725.00		\$ -	2	\$ 3,450.00
203.1	COMMON EXCAVATION	CY	\$ 16.00	722	\$ 11,555.00	272	\$ 4,352.00
203.2	ROCK EXCAVATION	CY	\$ 150.00	72	\$ 10,833.00	27	\$ 4,080.00
203.6	EMBANKMENT-IN-PLACE (F)	CY	\$ 12.00		\$ -	68	\$ 816.00
206.19	COMMON STRUCTURE EXCAVATION EXPLORATORY	CY	\$ 50.00		\$ -	10	\$ 500.00
304.3	CRUSHED GRAVEL (F)	CY	\$ 50.00	535	\$ 26,748.00	136	\$ 6,800.00
304.35	CRUSHED GRAVEL FOR DRIVES	CY	\$ 50.00	40	\$ 2,000.00		\$ -
403.12	HOT BITUMINOUS PAVEMENT, HAND METHOD	T	\$ 200.00	391	\$ 78,189.00	3	\$ 600.00
404.12	PAVEMENT JOINT ADHESIVE	LF	\$ 0.50	10200	\$ 5,100.00		\$ -
417	COLD PLANING BITUMINOUS SURFACES (F)	SY	\$ 8.00	400	\$ 3,200.00		\$ -
572.2	RECONSTRUCTING STONE WALL MULTIPLE STONES WIDE	LF	\$ 110.00		\$ -	50	\$ 5,500.00
585.3	STONE FILL, CLASS C	CY	\$ 100.00		\$ -	5	\$ 500.00
593.421	GEOTEXTILE, PERM. EROSION CONTROL, CLASS 2, NON-WOVEN	SY	\$ 5.00		\$ -	17	\$ 85.00
603.00215	15" R. C. PIPE, 2000D	LF	\$ 60.00	20	\$ 1,200.00	500	\$ 30,000.00
604.0007	POLYETHYLENE LINER	EA	\$ 150.00	2	\$ 300.00	3	\$ 450.00
604.12	CATCH BASINS TYPE B	U	\$ 2,400.00		\$ -	3	\$ 7,200.00
604.4	RECONSTRUCTING/ADJUSTING CATCH BASIN & DROP INLET	LF	\$ 450.00	4	\$ 1,800.00		\$ -
604.72	GRATES & FRAMES, TYPE B	EA	\$ 700.00	2	\$ 1,400.00		\$ -
607.25	CHAIN LINK FENCE WITH ALUMINUM COATED STEEL FABRIC, 5'	LF	\$ 20.00		\$ -	296	\$ 5,920.00
607.425	POST ASSEMBLIES FOR CHAIN LINK FENCE, 5' HIGH	EA	\$ 200.00		\$ -	38	\$ 7,600.00
608.12	2" BITUMINOUS SIDEWALK (F)	SY	\$ 40.00	2	\$ 80.00	611	\$ 24,440.00
609.01	STRAIGHT GRANITE CURB	LF	\$ 25.00		\$ -	1100	\$ 27,500.00
609.5	RESET GRANITE CURB	LF	\$ 15.00	200	\$ 3,000.00		\$ -
611.811	ADJUSTING/RELOCATING HYDRANTS	EA	\$ 1,750.00		\$ -	1	\$ 1,750.00
611.90001	ADJUSTING WATER GATES AND SHUTOFFS SET BY OTHERS	EA	\$ 150.00		\$ -	1	\$ 150.00
618.61	UNIFORMED OFFICER WITH VEHICLE	\$	\$ 10,000.00	1	\$ 10,000.00		\$ -
618.7	FLAGGERS	HR	\$ 25.00	400	\$ 10,000.00		\$ -
619.1	MAINTENANCE OF TRAFFIC	U	\$ 15,000.00	1	\$ 15,000.00		\$ -
619.253	PORTABLE CHANGEABLE MESSAGE SIGN (UNIT WEEK)	UWK	\$ 200.00	12	\$ 2,400.00		\$ -
628.2	SAWED BITUMINOUS PAVEMENT	LF	\$ 1.00	10200	\$ 10,200.00		\$ -
632.0104	RETROREFLECTIVE PAINT PAVE. MARKING, 4" LINE	LF	\$ 0.15	10200	\$ 1,530.00		\$ -
641	LOAM	CY	\$ 40.00	300	\$ 12,000.00	68	\$ 2,720.00
645.51	HAY BALES FOR TEMPORARY EROSION CONTROL	U	\$ 9.00		\$ -	10	\$ 90.00
645.531	SILT FENCE	LF	\$ 3.00	1000	\$ 3,000.00	250	\$ 750.00
645.7	STORMWATER PREVENTION PLAN	U	\$ 3,000.00	1	\$ 3,000.00		\$ -
645.71	MONITORING SWPPP & EROSION & SEDIMENT CONTROLS	HR	\$ 70.00	24	\$ 1,680.00		\$ -
646.31	TURF ESTABLISHMENT WITH MULCH AND TACKIFIERS	SY	\$ 0.50	3000	\$ 1,500.00	611	\$ 306.00
650.2	LANDSCAPING	U	\$ 5,000.00	0.5	\$ 2,500.00	0.5	\$ 2,500.00
670.066	MAILBOX SUPPORT ASSEMBLIES	EA	\$ 150.00	15	\$ 2,250.00		\$ -
692	MOBILIZATION (8%)	U	\$ 29,400.00	0.6	\$ 17,640.00	0.4	\$ 11,760.00

Subtotal A) \$ 242,500 Subtotal B) \$ 155,000

Subtotal of A) + B) \$ 397,500
 Misc. Items & Contingency (20%) \$ 100,000
 Construction Cost \$ 497,500
 3-Years of Inflation (9%) \$ 45,000
 Construction Total \$ 542,500

TAP Application Project Cost Estimate Item

A) Design/Engineering \$ 115,000 21%
 B) Right-of-Way \$ 17,500
 C) Construction \$ 542,500
 D) Construction Engineering \$ 80,000 15%

Total Project: **\$ 755,000**

Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements

ATTACHMENT B
Project Area Map & Resource Map

TAP Project Area Map

New Castle NH1B Bike Shoulder



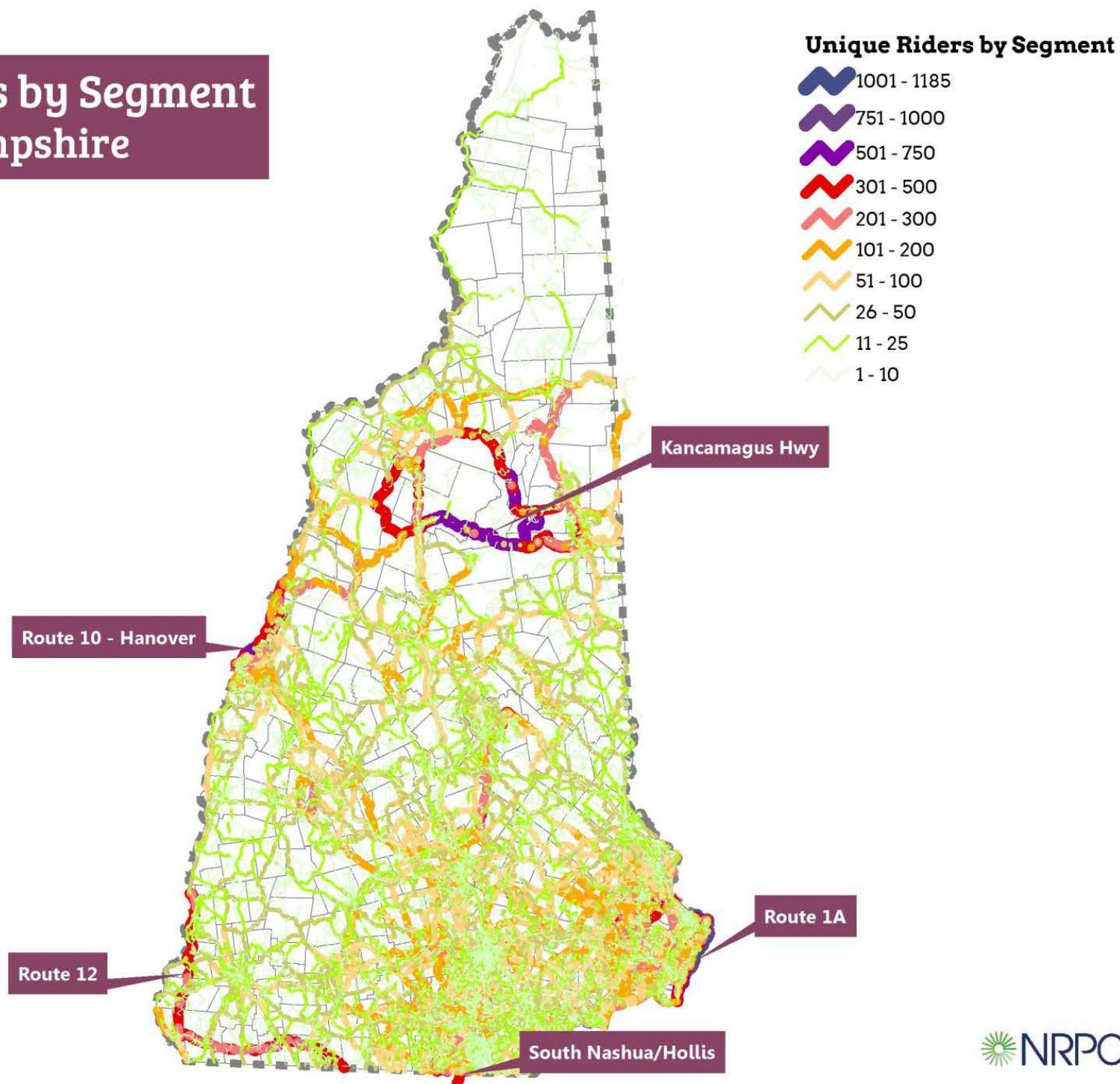
TAP Project Area Map

New Castle NH1B Bike Shoulder



Unique Riders by Segment New Hampshire

Oct 13 - Oct 14



Unique Riders by Segment Seacoast

Oct 13 - Oct 14

Unique Riders by Segment



Route 1B

Route 111

Route 1A
1,046 unique riders
3,884 trips

Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements

ATTACHMENT C

Site Photos

**Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements
Project Area Photos**



Figure 1. Person bicycling in travel lane due to lack of space right of fog line



Figure 2. Sign for the East Coast Greenway on-road route on NH1A



Figure 3. Wentworth Road segment showing current minimal shoulder



Figure 4. Wentworth Road near Shaw Circle showing section of ledge constraint, limiting expansion potential to proposed two feet

Town of New Castle
Transportation Alternatives Program Application
NH Route 1B Bicycle & Pedestrian Safety Improvements

ATTACHMENT D
Letters of Support



SETTLED 1623
INCORPORATED 1693

Town of New Castle
NEW CASTLE, NH 03854-0367

Thomas Jameson, PE
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

Sept. 1, 2016

Dear Mr. Jameson:

Enclosed please find our application for funding through the Transportation Alternative Project (TAP) funding from the US Department of Transportation.

The funds will be used to augment the regularly scheduled repaving of route 1-B in New Castle with the addition of a two-foot shoulder where feasible and an extension of the "safepath" sidewalk from Wild Rose Lane to Beech Hill Road. Route 1-B in New Castle is one of the most heavily traveled roads in the state for pedestrians and bicyclists as well as vehicles. Much of the windy road is 10 feet wide and has no paved shoulder.

For a historical perspective, using town and Transportation Enhancement Program (TEP) funds in 2006, a sidewalk was created on one of the more dangerous portions of 1-B. This sidewalk has been very popular and gets a great deal of pedestrian traffic during the warm months of the year.

The town has recently implemented a seasonal reduction in speed from 25 to 20 miles an hour. We have purchased an electric sign to post and record speeds.

Pedestrian and bike safety has long been a concern of the town of New Castle. With a substantial increase in cyclists and walkers utilizing the 1B route everyday, the expanded shoulder will be a needed upgrade for safety.

From a funding perspective, the Select Board will fully support a warrant article to fund the 20% match from the Town of New Castle. That warrant article will be presented in May 2017.

This application has the full support of the New Castle Select Board.

Sincerely,

Dave McGuckin, Chair

August 30, 2016

New Hampshire Department of Transportation

To whom it may concern:

As Chairperson of the New Castle Conservation Commission I would like to endorse the application to install a sidewalk and widen the bike lane on 1B. The impact from this project on the Wentworth Road wetland abutting 1B will be minimal but the impact on the safety of all who walk, ride and run through New Castle will be major. If this application moves forward, I would be happy to ensure that the proper applications are filed with NH DES if they are indicated by an engineering study.

Additionally, as a mother of 2 young boys who walk to school every day on this particular stretch of road I would absolutely welcome any effort to make this section of the island safer. A sections of the road in the application covers a dangerous curve and hill that the kids cross over to access a shortcut to the school. There have been numerous times in which my heart was in my throat biking them down this road and a few close calls because of the limited view in this section. Many of the parents in this section of town feel the same way.

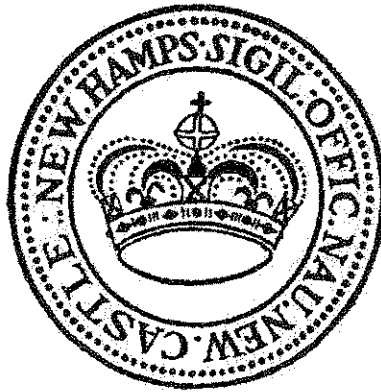
Finally, as a homeowner that lives on 1B, I see a multitude of people walking, running, and biking everyday on this stretch of road. The proposed modification would not only keep the residents of New Castle safer, but would also give safe access on 1B to the residents of many of our surrounding towns and the many tourists that visit our State.

Thank you for your consideration in this matter.

Lynn McCarthy

266 Wentworth Rd

New Castle



To: David Borden, New Hampshire State Representative

From: Rodney Rowland
Chair, New Castle Historic District Commission

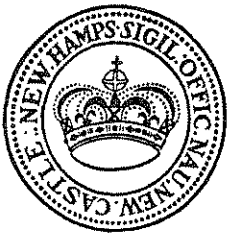
Re: Transportation Alternatives Program (TAP) Grant

I am writing in support of the grant submitted by the Town of New Castle for new sidewalks along and the widening of State Route 1B. Both projects will enhance the safety of those using the road and will not negatively impact the streetscapes in the historic district.

I look forward to the successful completion of the section 106 compliance process to ensure no negative impact on historic resources in the project area.

Thank you,

Rodney Rowland
August 28, 2016



Town of New Castle

NEW CASTLE, NH 03854-0367

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September 1, 2016

Thomas Jameson, P.E.
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Dear Mr. Jameson:

As the State appointed Health Officer for the Town of New Castle for the past 10 years I have been acutely aware of the potential road hazards to the citizens of New Hampshire and all users of New Hampshire Route 1B.

The Town of New Castle proposes to add two feet of shoulder width to New Hampshire 1B bringing the total width from a current one foot to an average of three feet. The proposed project will significantly improve the safety of all the users of Route 1B with particular focus upon walkers, bicycle riders, runners, families and young children.

The New Hampshire Department of Transportation, Transportation Alternatives Program (TAP) provides a unique, creative and invaluable opportunity for both the Town of New Castle and the State of New Hampshire to fulfill our sacred duty to provide for the safety of our citizens and to preserve in a magnificent manner both our heritage and our responsibility to provide road safety above all.

The proposed application has my unqualified and most enthusiastic support.

Sincerely,

James E. Zuckerman, M.D.
Health Officer
New Castle, New Hampshire



Seacoast Area Bicycle Riders

PO Box 765, Portsmouth, NH 03802

www.seacoastbikes.org

August 30, 2016

Thomas Jameson, TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

RE: Support for Town of New Castle Route 1B Bike/Ped Safety Enhancements

Dear Mr. Jameson,

I am writing on behalf of Seacoast Area Bicycle Riders (SABR) to express support for the to express support for the Town of New Castle's application for Transportation Alternatives Program (TAP) funding to support safety improvements for people walking and bicycling along the Portsmouth Avenue and Wentworth Road segments of Route 1B.

Route 1B is identified 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. Based on the StravaMetro data on bicycle and running/walking use 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.

Seacoast Area Bicycle Riders (SABR) is a 501c3 non-profit organization dedicated to improving bicycle safety and access in the greater New Hampshire and Maine Seacoast area. SABR has worked with Rockingham Planning Commission and corridor communities as a partner in planning and working to implement the New Hampshire Seacoast Greenway, as well as the New Hampshire Coastal Scenic Byway. Other SABR initiatives include the Portsmouth Criterium bicycle race, Seacoast VeloKids, SheRides Seacoast, the Bicycle Benefits affinity program with local seacoast businesses, and coordinating annual activities for Seacoast Bike/Walk to Work Day in cooperation with two regional planning commissions.

The proposed shoulder widening and sidewalk construction will provide significant safety benefits for all users of Route 1B. We urge the NH Department of Transportation to fund this project.

Sincerely,

Josh Pierce, President

CC: David Borden, Town of New Castle
Cliff Sinnott, Rockingham Planning Commission



September 2, 2016

Thomas Jameson, TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, P.O. Box 483

RE: New Castle TAP project for Route 1B Shoulder Bicycle Route

Dear Mr. Jameson,

The East Coast Greenway Alliance (ECGA) wishes to express support for the Town of New Castle's application for Federal Transportation Alternatives (TAP) funding to improve safety for people walking and bicycling on Route 1B. Route 1B is a key portion of the on-road route for the East Coast Greenway (ECG).

The East Coast Greenway Alliance (ECGA) is the 501 (c)(3) spearheading the vision to develop a continuous 2,900 mile, traffic-separated bicycling and walking facility connecting communities from the Canadian border to Key West, Florida. Today, 31% of the ECG is on traffic-separated facilities and the remaining 69% is on carefully selected roadways.

In addition to being part of the ECG, Route 1B is also designed as a State Bicycle Route, U.S. Bicycle Route 1, and the New Hampshire Scenic Byway. As such The New Hampshire Seacoast Greenway (NHSG). As such it is one of the most heavily traveled bicycle routes in the state. Strava data purchased by NHDOT confirm this, showing Route 1B to be second only to Route 1A in Rye in terms of usage by people riding bicycles and running. These improvements are particularly important because, while very heavily used, Route 1B currently has very narrow shoulders such that people riding bicycles or walking are frequently in the travel lane. Additional shoulder area will go a long way to support safe sharing of this popular multi-modal travel route.

The NHSG Advisory Committee which also acts as the ECGA New Hampshire State Committee, is composed of representatives from corridor communities, the Rockingham Planning Commission, and regional trails organizations in New Hampshire, Maine and Massachusetts. The ECGA New Hampshire Committee/NHSG Advisory Committee, is supportive of these improvements to Route 1B which will enhance active transit and recreation at the local, regional and national scale. For any follow up questions, please contact Molly Henry at 610-348-4931 or molly@greenway.org.

Sincerely,

Molly Henry
East Coast Greenway Alliance
New England Coordinator

Board of Trustees

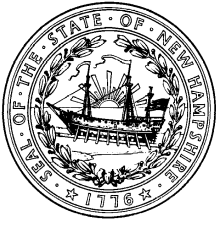
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THE SENATE OF THE STATE OF NEW HAMPSHIRE

107 North Main Street, Room 302, Concord, N. H. 03301-4951

Thomas Jamison, P.E.
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

RE: New Castle TAP Application NH1B

I am writing to lend my support to the Town of New Castle's TAP Application for NH Route 1B.

The funds New Castle is applying for will be used to augment the regularly scheduled repaving of route 1-B in New Castle with the addition of a two-foot shoulder where feasible and an extension of the "safepath" sidewalk from Wild Rose Lane to Beech Hill Road.

Route 1-B in New Castle is one of the most heavily traveled roads in the state for pedestrians and bicyclists as well as vehicles. Much of the windy road is 10 feet wide and has no paved shoulder.

For a historical perspective, using town and Transportation Enhancement Program (TEP) funds in 2006, a sidewalk was created on one of the more dangerous portions of 1-B. This sidewalk has been very popular and gets a great deal of pedestrian traffic during the warm months of the year.

Pedestrian and bike safety has long been a concern of the town of New Castle. With a substantial increase in cyclists and walkers utilizing the 1B route everyday, the expanded shoulder will be a needed upgrade for safety. Route 1A and 1B are the heaviest travelled cycling routes in all of New Hampshire. The safety of cyclists and pedestrians will be greatly increased if this project is completed.

My understanding is this application has the full support of the New Castle Select Board, as well as several seacoast organizations. I want to lend my support to New Castle's application for this project.

Signed

Nancy Stiles

State Senator Nancy Stiles

Attachment E

NH COASTAL SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

Compiled Recommendations & Implementation Plan

Issue	Approach	Recommendation	Proposed Implementing Bodies (Lead in Bold)	Proposed Timeframe	Listed in 1996 CMP	Difficulty (High/ Med/ Low)	Impact (High/ Med/ Low)	PAC Priority (Scale of 1-5, 5=High, 1=Low)
Non-Motorized Transportation (Continued)								
Conflict between autos and non-motorized users along Rtes 1A/ 1B creates an unsafe environment for both types of users	Create a continuous, designated facility to safely accommodate non-motorized users	NM2. <u>Shoulder Bicycle Route Improvements</u> - Implement shoulder bicycle route improvements based on three scenarios: <ul style="list-style-type: none"> On sections of Routes 1A and 1B with existing 4' wide paved shoulder, install signage and roadway stripes designating the shoulder as a bicycle/ pedestrian facility. In areas with less than 4' wide paved shoulder, and where right of way allows, widen shoulders to 4' and install signage and striping designating shoulder as a bicycle facility. In areas where on-street parking conflicts with safe bike/ ped travel, remove parking or widen shoulders to shift parking and allow room for a bicycle lane outside of the door zone. 	Communities , NHDOT, Byway Council	Short Term/ Medium Term	New	Medium	High	4.8
		As a first step, pursue funding to widen shoulders on Route 1A past Odiorne Point State Park, which remains the longest stretch of the corridor (0.8 miles) lacking shoulders	NHDOT , Byway Council, RPC	Short Term/ Medium Term	New	Medium	Medium/ High	4.5
		NM3. <u>Sidewalk & Walking Path Improvements</u> – Implementation pedestrian improvements along the corridor. Actions include:	Byway Council , NHDOT, DRED, Communities		New	High	High	4.1
		<ul style="list-style-type: none"> Reconstruct sidewalk facilities along Ocean Blvd in Hampton Beach with raised curbs, ramps, refuge islands and drainage consistent with the updated Hampton Beach Master Plan. 						5.0
		<ul style="list-style-type: none"> Improve safety and accessibility of the pedestrian path extending from Rye Beach Club to North Hampton State Beach 						3.9
		<ul style="list-style-type: none"> Rehabilitate the multi-use path running parallel to NH1A at Odiorne Point State Park 						3.7
Lack of data on the number of people walking or bicycling on our roadways makes it difficult to build the case for improvements to bicycle and pedestrian safety	Continue a coordinated regional effort to monitor bicycle and pedestrian usage of the Byway, building on counts undertaken for the CMP	NM4. <u>Bicycle & Pedestrian Counting</u> - Implement an annual bicycle and pedestrian counting program for the corridor to build a multi-year dataset on bicycle and pedestrian usage of the Byway. Actions Include: <ul style="list-style-type: none"> Conduct annual updates at count locations included in this CMP using NBPDP methodology Conduct additional full-day counts to improve understanding of usage by time of day for modeling purposes 	RPC , SABR, Communities	Short Term/ Ongoing	New	Low	Medium/ High	4.4