ROCKINGHAM PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
email@rpc-nh.org ◆ www.rpc-nh.org

RPC Technical Advisory Committee
September 22nd, 2016
9:00-11:00 AM
RPC Office
156 Water Street, Exeter
(Directions on reverse)

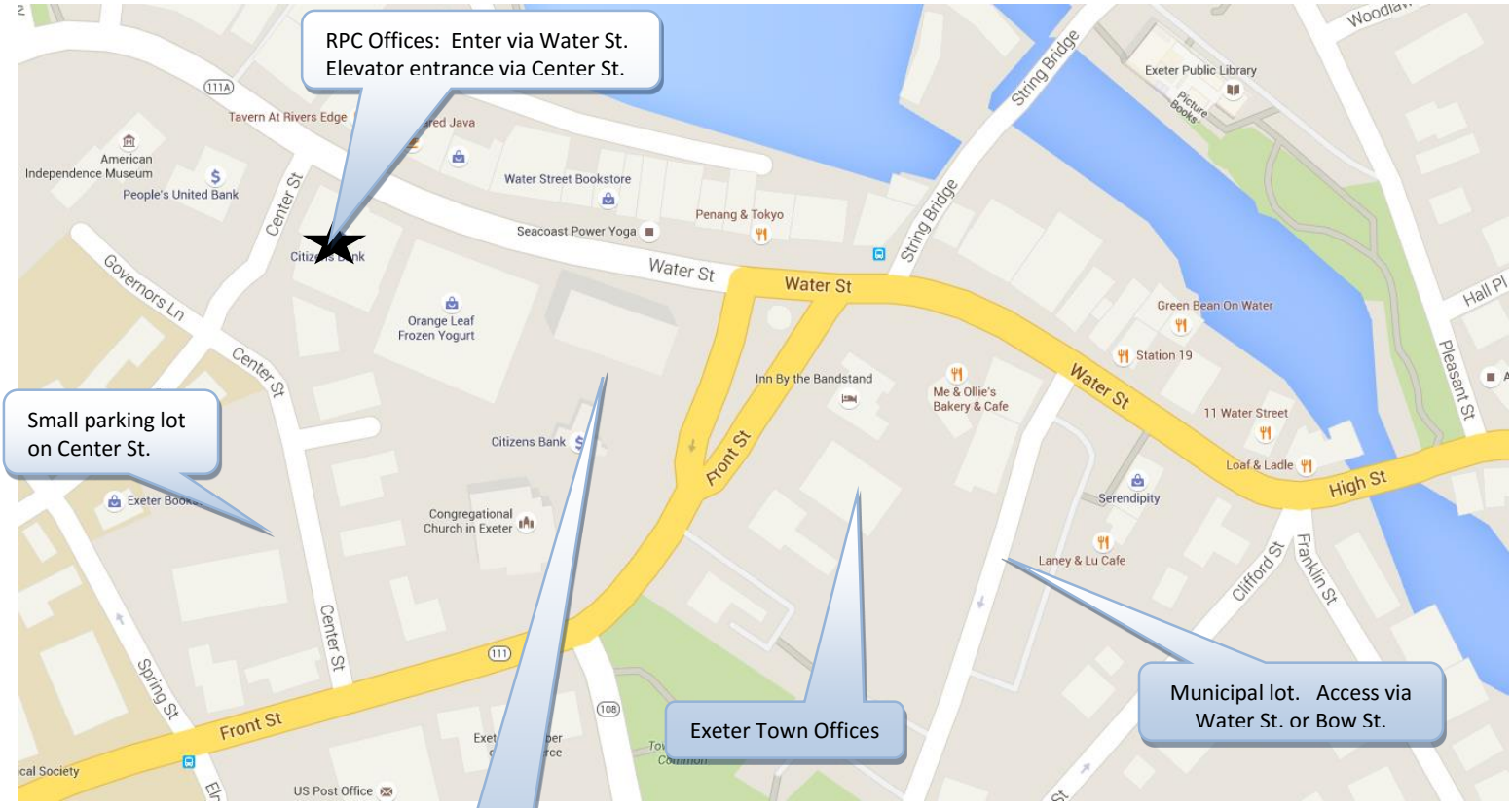
Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 7/28/16 TAC meeting (**Attachments #1**)— ***[motion to approve]***
3. Hampton Beach Transportation Plan - John Nyhan and Fran McMahon, Hampton Beach Area Commission
4. Transportation Alternatives Program – Regional project Ranking **(Attachment #2)**
5. Long Range Transportation Plan – Needs Assessment **(Attachment #3)**
6. SHRP2 Performance Based Planning Grant Update
7. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2016 (Next meeting highlighted)

~~January 28th~~	~~May 26th~~	September 22nd
~~February 25th~~	~~June 23rd~~	**October 27th**
~~March 24th~~	~~July 28th~~	December 15th
~~April, 28th~~	~~August 25th~~	

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



ATTACHMENT 1

ROCKINGHAM PLANNING COMMISSION

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RPC TAC MEETING

Minutes

July 28, 2016
RPC Conference Room

Members Present: Art Ditto, Chair, Rye; Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Joan Whitney, Kensington; Steve Gerrato, Greenland; Juliet Walker, Portsmouth; Tavis Austin, Stratham; and Chris Jacobs, Hampton.

Staff Present: Dave Walker, Scott Bogle and Roxanne Rines, RPC.

Meeting Opened at 9:02 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

2. Minutes of May 26, 2016, TAC Meeting

Jacobs stated there was a spelling error on page 2.

Motion: **McDermott** made a motion to amend and approve the minutes of May 26, 2016. **Jacobs** seconded the motion. **Motion carried with abstentions.**

3. SHRP2 Performance Based Planning Grant Update

Walker stated that SHRP2 is the Strategic Highway Research Program 2nd Edition, it is a Federal program run through the Federal Department of Transportation, which will allow the state's MPOs to create Performance Based Planning. He reviewed how the above task will be completed and the timeline. As work is completed it will be presented at TAC meetings for feedback.

4. Long Range Transportation Plan – Current Status and Schedule Update

Bogle reviewed the updated work that has been completed since January 2016, while incorporating new requirements under the Fixing America's Surface Transportation (FAST) Act. He continued that the adoption date is scheduled for April 2017. There will be limited set of amendments to the Long Range Plan, that will need to be adopted at the October 2016 Policy Committee meeting.

He stated staff will continue to bring draft elements as they're completed to the TAC meetings for review. Bogle then reviewed the remaining elements of the Long Range Plan that still need updating. Discussion ensued with members about the timeline; how staff will complete the work needed;

corridor studies; traffic concerns and road issues in the region; and using UNH engineering students for some of the work.

5. Finalized Metropolitan Planning Rule and proposed MPO Coordination and Planning Area Reform Rule

Walker gave a powerpoint presentation. He stated the Finalized Metropolitan Planning Rule adds two new planning factors to the Transportation Planning Process; they are: i) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and ii) enhance travel and tourism.

He reviewed changes that will also need to be made to the Transportation Plan, Transportation Improvement Program and Performance Based Planning.

Walker stated the proposed MPO Coordination and Planning Area Reform Rule was a surprise to many agencies. **Walker** reviewed that the goal and intent of the rule is to "promote more effective regional planning by States and metropolitan planning organizations". The rule states that MPO boundaries should follow urbanized areas, which will produce unified planning documents for each urbanized area (UZA), as defined by the Census, even if there are multiple MPOs designated within that urbanized area.

He explained that the current RPC region includes portions of two UZAs; the Portsmouth Urbanized Area and the Boston Urbanized Area. Both UZA's will extend into communities that are parts of other MPOs and into both the states of Maine and Massachusetts.

Staff feels it would be important for the MPO to make comments in opposition to the proposed rule. It appears that there is little support for the proposal by State DOTs and MPOs. Both the American Association of State Highway and Transportation Officials (AASHTO); the Association of Metropolitan Planning Organizations (AMPO); and several MPOs have sent a letter asking for the comment period be extended past 60 days; it also outlines some initial reasons why they believe the rule is a bad idea. **Walker** reviewed concerns included in the letter which can be read at (www.ampo.org) and current urbanized areas within the state.

Walker stated staff has drafted comments about the proposed rule with comments from Commissioners, input from staff of other MPOs and comments from other agencies. The National Association of Regional Councils (NARC) analysis was included in the packet.

Draft comments center around four basic arguments:

- UZAs are not a sound basis for Transportation Planning
- It creates inefficiencies and additional complexity in New Hampshire
- It will be confusing for the general public
- It disregards current coordination efforts

Walker stated once a set of comments have been finalized, staff will look to both TAC members and Commissioners to submit comments to further reinforce the concerns.

Discussion ensued about the injustice that will happen if boundaries would be changed to include

smaller NH towns with larger MA communities; comments made from other agencies; and how staff needs to include possible solutions in their comment letter. Before the final comment letter is sent, it will be distributed to TAC members and Commissioners for their comments and/or changes.

Walker stated staff will create a generic community letter for towns to send voicing their concerns about the rule change.

6. Transportation Alternatives Program

Bogle reviewed the program and stated letters of interest were due July 1st. Two pre-application workshops will be held and each community that submitted a letter was notified of the dates. No date for final application has been set, but will most likely be late summer. He then reviewed the thirteen projects from 11 communities that were submitted totaling $6.8M and gave a brief description of each.

7. Project Updates

A handout was distributed with other project updates and discussion ensued. **Walker** distributed a handout from DOT explaining their changes to the Road Safety Audit program and reviewed the document.

Meeting adjourned at 10:43 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT 2

Attachment 2

ROCKINGHAM PLANNING COMMISSION

156 Water Street, Exeter, NH 03833
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MEMORANDUM

To: MPO Technical Advisory Committee

From: Scott Bogle, Senior Transportation Planner

Date: September 16, 2016

RE: Transportation Alternatives Program Proposal Evaluation

September 2nd was the deadline for submittal of proposals for the second funding round of the Transportation Alternatives Program (TAP). Seven full proposals were received from communities in the RPC region. In aggregate these proposals request $4,541,502 in federal funding and have a total project cost of $5,776,677.

Statewide 46 applications were submitted requesting a total of $25 million in federal funding. This compares to the approximately $5.4 million pool available statewide for the two year funding round. If divided equally among the nine planning regions, this would equate to approximately $600,000 per region, though there is not an explicit criterion for geographic distribution in this funding round, and relatively little weight is placed on regional project rank.

RPC just received project proposals from NHDOT, and staff are in the process of reviewing them between now and the July 22nd TAC meeting. We will bring staff rankings to the meeting. The statewide ranking system is much the same as in the last round, with two exceptions. First, the prior criterion for multi-modal connections was eliminated, because relatively few communities statewide have bus service. The six points previously assigned to that criterion have been reassigned to Safety. Second, the Socioeconomic Benefits criterion has been restructured to focus on economically disadvantaged communities. The criteria are summarized below.

Category			Criterion	Weight
Potential for Success	37%		Project Readiness	13%
			Financial Readiness	17%
			Feasibility	7%
Safety	22%		Stress Analysis	13%
			Improve Safety Conditions	14%
Project Connectivity	18%		Project Connectivity	18%
Socioeconomic Benefits	12%		Low Income Communities	12%
RPC/MPO Rankings	6%		RPC/MPO Rankings	6%
				100%

As with prior rounds of TE and CMAQ funding, staff have prepared individual summary/scoring sheets for each project, including staff comments, information on projects' consistency with or listing in local and regional plans, and local support. A map for each project accompanies the summary sheet.

Because some of the proposals are very long (100+ pages) we are not making copies of full proposals for each TAC member. However, the original documents are available for review at the RPC offices and we are working to get them up on the RPC website by Tuesday. If you have questions in advance of the TAC meeting please contact at 778-0885 or sbogle@rpc-nh.org.

Requested Action

Staff ask TAC members to review the project summary sheets and develop your own project rankings for discussion and adoption at the September 22nd TAC meeting. TAC rankings will be brought to the October MPO meeting for adoption of final regional rankings, which in turn will be sent to NHDOT to incorporate in the Statewide ranking and project selection process.

Statewide Project Evaluation Criteria
Transportation Alternatives Program

POTENTIAL FOR SUCCESS
1. Project Readiness & Support **(13%)** - 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 such as a corridor study? Is it part of a local master plan or other planning document? Is it specifically identified in the RPC Long Range Transportation Plan? (Number of constituents and/or planning documents will be used for scoring)
2. Financial Readiness **(17%)** - 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?
3. Feasibility **(7%)** - 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
SAFETY
4. Level of Traffic Stress Analysis **(13%)** - Measure current stress level versus expected outcome for proposed project. Based on the scale below, describe the existing stress level of the project area and then describe the expected stress level for the proposed improvement. All applications make their own assessments of LTS before/after 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 comfortably.
D - Facility requires an advanced level of skill and knowledge of traffic to use comfortably.
E - Facility is generally not suitable for pedestrians or bicyclists.
5. Improve Safety Conditions **(14%)** - Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? How many people will benefit from the proposed safety improvements? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application.
PROJECT CONNECTIVITY
6. Connectivity **(18%)** - 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? What different destinations does it link together? Describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish?

SOCIOECONOMIC BENEFITS
7. Equity **(12%)** - Is the project located in an area where improved mobility and access can be provided to underserved populations? Will the project contribute to improved public health? (Note: projects in counties with obesity rates over 30% will be considered for additional points under this sub-criterion). How will the project serve vulnerable users (elderly, children, minorities, people with disabilities etc.)
RPC/MPO RANKINGS
8. Regional Ranking **(6%)** – Regional rankings will be incorporated in statewide project score

Transportation Alternatives Program 2016 Application Round

Full Applications Received from RPC Region Communities

#	Municipality	Description	Estimated Project Cost	Federal TAP Funds Requested
RPC-TA16-1	Exeter	Sidewalk improvements on Winter Street, Spring Street and Epping Road, including crossing improvements at two locations on Epping Road	$ 541,261	$ 433,009
RPC-TA16-2	Hampton	School zone sidewalk improvements along Winnacunnet Road (NH101E) and High Street (NH27)	$ 1,000,000	$ 800,000
RPC-TA16-3	New Castle	Shoulder bicycle route and sidewalks on NH1B	$ 755,000	$ 604,000
RPC-TA16-4	Plaistow	Construct 2800' of sidewalk in Village Center District on both sides of NH121A from railroad tracks to crossing of Little River, building on earlier SRTS sidewalk construction.	$ 984,616	$ 787,693
RPC-TA16-5	Portsmouth	Maplewood Avenue Complete Streets project including sidewalk widening, bike lanes, crosswalk improvements and traffic calming between Congress and Vaughan Streets	$ 850,800	$ 600,800
RPC-TA16-6	Salem	Sidewalk and bicycle lane construction on Veterans Memorial Parkway (VMP) from Geremonty Drive to Lawrence Road, and from Salem Bike/Ped Corridor to existing stretch of sidewalk on VMP.	$ 1,000,000	$ 800,000
RPC-TA16-7	Stratham	Construct sidewalk and bike lane improvements on Winnicut Road from NH33 to Tansy Lane (900'), and on NH33 from Winnicut to Piper's Landing (450'). Also includes street lighting, landscaping and bike racks.	$ 645,000	$ 516,000
Totals			**$ 5,776,677**	**$ 4,541,502**

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	TAC Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Safety - Stress Analysis		
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Exeter | Project ID: RPC-TA16-1

Project Title: Sidewalk improvements on Winter & Spring Streets and Epping Road

Applicant: Town of Exeter

Brief Project Description:

As part of a town wide pedestrian improvement project, Exeter is seeking to connect sidewalks on Winter Street, Spring Street and Epping Road (NH 27). The project will also provide a safer pedestrian crossing at the intersection of Warren Street and Epping Road and at the intersection of Brentwood Road (NH 111-A) and Epping Road. The general goal of this project is to eliminate gaps in existing sidewalks that will enhance and promote pedestrian use and safety.

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 recent site plan approval of the Planning Board. Will connect to new Great Bay Kids daycare center. The proposed sidewalk on Winter Street will connect an existing sidewalk on Winter Street to an existing sidewalk on Epping Road. On Spring Street, the project proposes two short sections of sidewalk that connect the existing sidewalk along this roadway.

Total Project Cost: $541,261 [$433,009 Federal]

Source of Match: $108,252 (Selectmen commit to 2017 warrant article)

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- The project is generally listed in the Master Plan, specifically the 2017-2022 Capital Improvement Program and the Epping Road portion of the project is specifically mentioned in Epping Road study.
- Letters of support from Planning Board and Economic Development Commission
- No likely resource constraints impairing project

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Hampton	Project ID: RPC-TA16-2
Project Title: School Zone Safety Improvements	
Applicant: Town of Hampton & SAU 90	

Brief Project Description:

Project includes two stretches of sidewalk in Hampton's town center school zone: 1) Winnacunnet Road/NH101E from Centre School to Mill Road (approx. 1,570'); and 2) along the north side of High Street/NH27 from Tobey Road to Five Corners (approx. 1160')

With four schools within a half-mile radius, students and parents use the sidewalks in town to walk and/or bike to school. However, based on surveys conducted as part of the Safe Routes to School (SRTS) Travel Plan, there are many students and parents that do not use the sidewalks or roadways because they do not feel these routes are safe. With the Center School (K-2nd), Town Hall, Town Library, Marston School (3-5th),Hampton Academy (6-8th), the High School, a Historic Church and the Fire Station connected by Winnacunnet Road and High Street, these routes are not only used by the Town's school aged children but residents and visitors too.

Total Project Cost: $1,000,000 [$800,000 Federal]

Source of Match: $200,000 proposed through 2017 Warrant Article

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Identified in Hampton SRTS Travel Plan (2015); school zone sidewalk improvement generally identified in Hampton Master Plan.
- Preliminary screening identified no natural or historic resources likely to be adversely affected. No known hazardous materials sites.
- Selectmen have committed in attached letter to endorse Warrant Article for match in 2017
- Project is proposed jointly by Town of Hampton and Hampton School District, with Town as lead agency.

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	TAC Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **D** / LTS After **B**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: New Castle | Project ID: RPC-TA16-3

Project Title: Route 1B Bicycle & Pedestrian Safety Improvements

Applicant: Town of New Castle

Brief Project Description:

Project adds approx 2' feet of shoulder width to NH1B in two segments: 1) Wild Rose Lane to intersection of Main Street (approx. 2700 feet); and 2) River Road to the Causeway (approx. 2700 feet). Also includes 5' wide bituminous sidewalk with granite curbing between Wild Rose Lane and Beach Hill Road (approx 1100 feet). The additional shoulder width will bring average shoulder width along the corridor from a current one foot to approximately three feet. The proposed section of sidewalk will extend the New Castle SafePath sidewalk the remainder of the way from the Wentworth neighborhood to New Castle Common and beyond to the Beach Hill Road neighborhood.

Purpose 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. In addition to adult walkers and riders, elementary school students attending Trefethen school will also benefit from the proposed project, which includes shoulder widening in the school zone.

Total Project Cost: $755,000 [$604,000 Federal]

Source of Match: $151,000 (Selectmen will support warrant article)

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- NH1B is a State Bicycle Route, U.S. Bicycle Route 1, the New Hampshire Coastal Byway, and the on-road route for the East Coast Greenway.
- 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.
- Identified in NH Coastal Byway CMP (2015), NHSG Conceptual Design (2009)
- Letters from Selectmen, Consv Comm, Heritage Comm, Health Dept, SABR, ECGA
- Coordinate scheduling w/water main and resurfacing

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **D** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Plaistow | Project ID: RPC-TA16-4

Project Title: Plaistow Village Center Sidewalks

Applicant: Town of Plaistow

Brief Project Description:

Construct sidewalk in Village Center District on both sides of NH121A from railroad tracks to crossing of Little River (1155 linear feet x 2 sides of street). Also construct 1,950' of sidewalk on east side of Main Street/NH121A from southern boundary of prior SRTS project to Plaistow Public Library. Total linear footage of sidewalk proposed is 3,105. Connects to SRTS and Town-funded sidewalks on Main Street from Elm Street to Davis Park connecting to Pollard School.

Also includes improved crosswalk configurations at three locations with curb extensions, landscaping work, and lighting to create a clearly delineated area of public ROW for pedestrians to provide physical separation from motor vehicles.

The purpose/goal of this project is to significantly improve pedestrian, bicycle and vehicle safety along Main Street in the Village Center District. This area is highly travelled by children, adults, older adults and individuals with disabilities to access Town Hall, school buildings, library, recreation center, post office, business and residence.

Total Project Cost: $984,616 [$787,692 Federal]

Source of Match: $196,923 (Selectmen's warrant article, $50K reserve)

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Partially implements recommendations of Main Street Traffic Calming Study (2011) and PlanNH Study in 2012. Consistent with Master Plan.
- Preliminary screening indicates no likely resource conflicts

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Portsmouth	Project ID: RPC-TA16-6
Project Title: Maplewood Avenue Complete Streets Project	
Applicant: City of Portsmouth	

Brief Project Description:

The proposed Maplewood Avenue Complete Streets Project includes sidewalk widening, bike lane creation, travel lane reductions, traffic calming along 0.25 mile corridor between Congress Street and Vaughan Street. Improvements will increase bicycle and pedestrian safety by providing dedicated bicycle lanes, reducing traffic speeds by eliminating a vehicle lane, increasing pedestrian visibility, and decreasing pedestrian crossing distance at intersections. Connects to COAST and Wildcat transit routes running along Maplewood Ave.

Section from Hanover to Vaughan Streets currently under development as part of PortWalk project. Connects to Middle St/Lafayette Road bicycle lane project being funded under SRTS. Maplewood is the connector route to the Rockingham Bike Bridge over the Spaulding Turnpike connecting downtown to Pease TradePort

Total Project Cost: $850,800 [$600,800 Federal]

Source of Match: $150,200 in CIP and approved City Budget

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Based on feasibility study by Portsmouth Planning Department in 2014, at request of Portsmouth Traffic Safety Committee in 2013. Ranked as high priority in 2014 draft Portsmouth Bike/Ped Master Plan.
- Private developer also legally committed to provide a share of sidewalk improvements
- Project is located in Portsmouth Historic District. No significant natural resource impacts. Wholly within existing paved right of way

Project selected for funding in last Ten Year Plan cycle, but programmed too late to take advantage of significant private funding linked to adjacent development

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **D** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Salem	Project ID: RPC-TA16-7
Project Title: Veteran's Memorial Parkway Sidewalks	
Applicant: Town of Salem	

Brief Project Description:

The proposed project includes the construction of two segments of 5' sidewalk and the creation of a 4' bicycle lane in either direction on Veterans Memorial Parkway. The first segment will connect the existing sidewalk on Route 28 to the existing sidewalk on Veterans Memorial Parkway. The length of segment one is approx. 750'. The second sidewalk segment runs along Veterans Memorial Parkway from Geremonty Drive to Lawrence Road and is approx.. 1500' in length. The bicycle lanes will span the entire length of Veterans Memorial Parkway, approximately one mile.

This project will further enhance and provide additional non-motorized travel within the community of Salem. This project will increase safety for pedestrians and bicyclists who already use the road on a daily basis. This project will also grant further pedestrian and bicyclist access to the Bike-Ped Corridor, retail stores and other businesses on Route 28. Many of the pedestrians in the area are residents of several senior housing properties and visitors of the senior center on Veterans Memorial Parkway, for whom safety and mobility are major concerns.

Total Project Cost: $1,000,000 [$800,000 Federal]

Source of Match: $200,000 proposed through 2017 Warrant Article

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: Identified in Veterans Memorial Parkway Corridor Study (2002); Salem Sidewalk Master Plan (2001)
- Preliminary screening identified adjacent prime wetlands areas, but do not anticipate direct impacts.
- Letters of support from Selectmen, Senior Center, Salem FD, Salem PD, Salem SAU, BWANH
- LTS improvements estimated for Section 1 as improving from E to C; and for section 2 improving from C to B.
- Traffic increase anticipated on Veterans'Memorial Parkway due to redevelopment of Rockingham Park.

Rockingham Planning Commission
2016 Transportation Alternatives Program Project Summary and Evaluation Sheet

Evaluation (See Criteria Sheet)		
Criterion	Staff Score	Your Score
1. (13pts) Project Readiness		
2. (17pts) Financial Readiness		
3. (7 pts) Feasibility		
4. (13 pts) Stress Analysis		
LTS Now **C** / LTS After **A**		
5. (14 pts) Improve Safety Conditions		
6. (18 pts) Project Connectivity		
7. (12 pts) Socio-Econ Benefits		
8. (6 pts) RPC/MPO Rank		
Total		
Staff Ranking		
TAC Ranking		

Project Location: Stratham | Project ID: RPC-TA16-8

Project Title: Town Center Sidewalks Phase II

Applicant: Town of Stratham

Brief Project Description:

Construct sidewalk and bike lane improvements on Winnicut Road from NH33 to Tansy Lane (900'), and on NH33 from Winnicut to Piper's Landing (450'). Also includes curb/gutter, street lighting, landscaping and bike racks.

The work proposed is Phase II of a project initiated with TE request in 2009 and constructed in 2016. Work on Winnicut Road was part of the scope of the original TE project, so most engineering and design work is already completed for this segment.

The purpose of this TAP request is to connect an established commercial park with the Town Center business and, with overall completion of the request, the residential areas and recreational trails beyond the Town Center as well.

Total Project Cost: $645,000 [$516,000 Federal]

Match: $129,000 Selectmen will support CIP approp. for 2017-2018

Federal Percentage: 80%

Non-Federal Percentage: 20%

Municipally Managed? Yes

Other Comments:

- Public Input & Plan Consistency: In Town Center Revitalization Master Plan; generally consistent with Town Master Plan (2009), Gateway Commercial Business District Master Plan (2008)
- Letters from Selectmen, Planning Board, Heritage Commission, Town Center Revitalization Committee.
- There are no known natural hazards (wetlands, streams, flood plain) within the immediate project area. Some adjacent historic buildings, but set well back and work proposed is all within state ROW.

ATTACHMENT 3

ROCKINGHAM PLANNING COMMISSION

Attachment #3

156 Water Street, Exeter, NH 03833
Tel. 603-778-0885 ◆ Fax: 603-778-9183
email@rpc-nh.org ◆ www.rpc-nh.org

MEMORANDUM

To: MPO Transportation Advisory Committee

From: Scott Bogle, Senior Transportation Planner

Dave Walker, MPO Program Manager

Date: September 19, 2016

RE: Needs Assessment Element for Long Range Plan

Over the summer much of staff work for the Long Range Transportation Plan has focused identifying and evaluating potential performance measures as part of the multi-MPO SHRP2 project. In early September the list of potential measures was culled from over 300 to approximately 150, which will now go through further assessment of viability and data availability.

In the past two weeks staff have also returned to the Scenario Planning element, analyzing results of an updated series of model runs based on alternate future employment and land use scenarios; and initial work on the Needs Assessment element.

Needs Assessment

The Needs Assessment element of the Long Range Plan is intended to add a level of detail to the Key Issues and Challenges and Existing Conditions sections of the plan, drawing on a range of available data to identify unmet transportation system needs. These will in turn shape specific projects to be included in the Long Range Project List.

Initial need identification work summarized here draws on the following data sources, among others:

- Regional travel demand model analysis showing areas of congestion in alternate future development scenarios
- Analysis of state crash records data
- Survey and other data collected for the two Coordinated Public Transit/Human Services Transportation Plan
- Survey and other data collected for various Corridor Management Plans (US1 and NH125 Corridor Studies, NH Coastal Byway CMP, Frost/Stagecoach Byway CMP) or other project studies (Hampton Intermodal, Plaistow Main Street)
- Bicycle and pedestrian traffic data (manual, automated, StravaMetro)
- COAST and CART rider surveys
- Census commuter and other demographic data
- Public input from Regional Master Plan community engagement process

The following pages are broken out into sections beginning with congestion, followed by safety, freight and planning studies for the highway component of the plan. Additional sections cover transit, transportation demand management, and bicycle and pedestrian facilities and programs.

We envision that ultimately the needs assessment component of the plan will be integrated with the Key Issues and Challenges material discussed previously into a single chapter of the Long Range Plan.

Requested Action

Staff request that the TAC review the following initial findings needs Assessment data and provide feedback at the TAC meeting on September 22nd. Additional needs will be incorporated into the full draft chapter that staff will bring back for TAC review at a subsequent meeting. TAC comments are welcome after the meeting as well. Staff request that additional comments on these chapters be submitted by October 7th.

Long Range Transportation Plan – Needs Assessment Component
Initial Data & Findings on System Needs

Congestion

The primary tool utilized to identify areas of expected future congestion in the region is the Regional Travel Demand Model. The model utilizes expected population and employment growth and distribution to estimate traffic volume and distribution of traffic moving through the region. This provides the capacity to identify the roadways that are approaching capacity during peak hour travel periods, and, if provided with different population values and distributions, estimate the impacts of differing land use scenarios on travel in the region. As part of the scenario planning exercise related to the development of the LRTP, the model was provided with five different distributions of population and employment utilizing the base year (2010) transportation network to estimate future capacity needs in the region.

The model outputs indicate that there is substantial overlap between scenarios in terms of "congested" segments of roadway. For the most part, the roadways that are congested under one scenario are congested under them all with some variance in the level of congestion dependent upon the scenario.

% of Vehicle Miles of Travel Under Congested Conditions (AM Peak)

	Low Growth	Dispersed Growth	Nodal Growth	Commuter Dispersed Growth	Commuter Nodal Growth
Highway	67.7%	67.5%	67.6%	66.5%	66.5%
Ramp	32.5%	33.0%	32.9%	31.2%	31.1%
Arterial	48.7%	56.6%	54.4%	49.3%	55.7%
Collector	38.1%	47.5%	45.7%	43.1%	42.4%
Local	36.9%	41.1%	40.4%	32.1%	38.7%

% of Vehicle Miles of Travel Under Congested Conditions (PM Peak)

	Low Growth	Dispersed Growth	Nodal Growth	Commuter Dispersed Growth	Commuter Nodal Growth
Highway	82.1%	83.6%	83.5%	80.3%	81.6%
Ramp	45.6%	47.5%	47.5%	42.9%	47.4%
Arterial	75.2%	77.9%	74.7%	74.9%	77.9%
Collector	58.0%	64.5%	63.7%	59.7%	62.3%
Local	58.8%	57.3%	60.5%	53.8%	54.0%

A number of roadways were identified as "congested" from the results of the travel demand model and many of these results are supported by current experience traveling these highways during peak hours.

Congested routes in the 2040 Network (from the travel demand model):

- NH 111 in Hampstead, Atkinson, and Salem
- NH 125 in Plaistow (Does not reflect most recent upgrades), Kingston, and Epping (proposed Ten Year Plan projects will likely take care of some or all of this congestion)
- NH 28 North of Main Street in Salem (expansion of the NH28/Main Street intersection might help this area as well)
- US 1 in Seabrook, Hampton Falls, Hampton, North Hampton, Rye, and Portsmouth (Ten Year Plan projects in Seabrook, Hampton Falls, and Portsmouth are not accounted for)
- NH 33 in Greenland and Stratham
- Pease Tradeport Access Roads
- NH 107 From Seabrook to Kingston
- I-95 (entire length)
- I-93 (Entire length) (does not reflect expected 4 lanes of travel in each direction)
- NH 108 in Stratham and Newfields
- NH 1A in Portsmouth and Rye

The capacity improvements that are being undertaken currently on I-93, NH 125, and the Spaulding Turnpike would be needed under each of the 5 scenarios

Bridges

While two of the most complicated/expensive red list bridges have been addressed recently (Memorial and Sara Long Bridges), there remain other critical bridges in the region that are on the red list:

- Neil Underwood (NH 1A Seabrook-Hampton) – Rehab is proposed in Ten Year Plan but actual project may be different.
- NH 1B New Castle – Rye – Moveable bridge is proposed to be replaced with a fixed span beginning in 2018.

Safety

Two Sources of data provide input for safety related needs in the region; the “5 Percent Report” which lists the locations in the state with the highest number of crashes, and the State Crash Records Database which provides relatively detailed information regarding the types of crashes that are occurring, who tends to be involved, and other details.

The 5% report lists the crash locations in New Hampshire according to severity, splitting that list into four pieces; urban intersections, rural intersections, urban segments, rural segments. This region has eight urban intersections and zero rural intersections in the top 5%. One of those intersections was signalized in the last few years (NH 125/Middle Road Brentwood) and may drop of the list in future iterations. North Broadway/Main Street in Salem is scheduled for expansion in 2018 and that may address the safety issues seen there as well.

Major Road	Minor Road	Subtype	City	Crashes	AADT	Rank
Route 125*	Middle Rd	4-leg minor-rd STOP	Brentwood	30	15000	12
Main St	Main St	4-leg minor-rd STOP	Hampstead	38	7800	15
Main St	Main St	4-leg minor-rd STOP	Epping	46	5300	19
Plaistow Rd	Chandler Ave	3-leg minor-rd STOP	Plaistow	42	22000	20
N Broadway	Main St	4-leg signalized	Salem	75	22000	21
Main St	Emerson Ave	4-leg minor-rd STOP	Hampstead	30	7800	27
Route 111	Ermer Rd	4-leg minor-rd STOP	Salem	29	16000	38
High St	Little River Rd	4-leg minor-rd STOP	Hampton	45	6650	41
Route 111	E Main St	4-leg signalized	Hampstead	60	11000	47

*The intersection was recently signalized
**Improvements scheduled for FY18

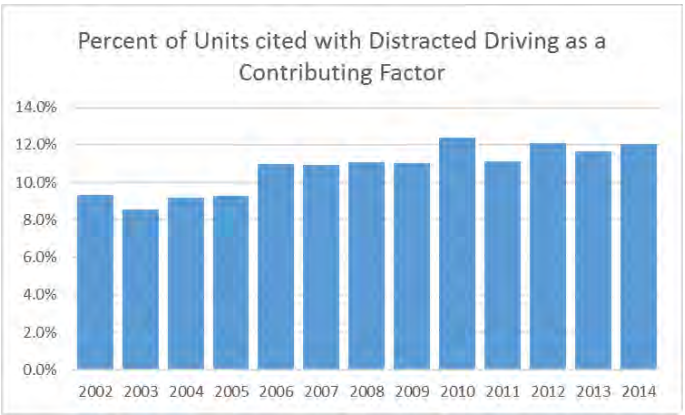
The region has 10 roadway segments in the top 5% for urban areas, and zero segments in the top 5% for rural areas. One link (I-93 NB in Salem) has recently be reconstructed and may drop off this list in future iterations. Lafayette Road in Seabrook is currently under construction which may address the safety issues seen at that location.

Major Road Name	City	Site Begin	Site End	Crash Count	Max AADT	Rank
Route 1 Bypass N	Portsmouth	1.354	1.403	64	37,000	1
Lafayette Rd*	Seabrook	1.066	1.123	131	25,000	5
NH 125	Epping	18.216	18.899	120	21,000	12
Interstate 93 N*	Salem	1.951	2.688	146	81,331	15
Route 1 Bypass N	Portsmouth	1.413	1.472	37	16,133	16
Lafayette Rd	Hampton	5.675	5.954	86	19,000	18
Lafayette Rd	Hampton	5.407	5.586	106	22,147	19
Lafayette Rd	Portsmouth	12.371	12.393	7	21,447	20
Ports Traffic Cir	Portsmouth	1.422	1.477	24	25,208	21
Interstate 93 S	Salem	129.197	130.295	95	81,331	28

*Currently in construction

Distracted Driving

Between 2002 and 2014 there were nearly 67,500 automobile related crashes that occurred within the region involving over 125,000 vehicles, bicycles, and pedestrians. Over that same period of time, distracted driving was cited as an apparent contributing factor just over 13,400 times which accounts for just over 10% of the units involved. The trend has seen increased instances of distracted driving being cited as a



contributing factor. In 2002, 9.3% of all units involved were tagged with this contributing factor. By 2014 this has grown to 12.1% of all units and is widely recognized as a safety issue.

Analysis Needs:

- Locations of distracted driving crashes to see if there are clusters
- Location of bike and pedestrian related crashes/Vulnerable users related crashes

Corridor specific crash data analysis is in progress and crash frequencies have been identified. Current efforts are focused on developing Vehicle Miles of Travel for the corridor to establish crash rates per million vehicle miles of travel as well as for fatality and serious injury rates.

Five Year Average Crash Freqencies by Route

Roadway	2002-2006	2003-2007	2004-2008	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
Local Roads	2,154.8	2,082.4	2,000.4	1,962.8	1,867.4	1,882.6	1,805.2	1,751.0	1,725.6
US Route 1	510.6	511.6	505.8	512.4	489.8	490.4	479.0	483.0	484.8
NH 125	355.4	342.6	317.2	306.4	298.2	303.8	305.8	321.8	334.4
NH 28	295.8	281.6	258.2	250.6	250.0	260.6	257.6	252.4	252.0
I-95	284.8	286.6	280.8	268.4	261.2	269.6	255.4	252.6	255.0
NH 101	189.6	183.4	175.2	178.2	167.2	166.8	168.4	179.8	187.8
NH 111	184.8	180.0	171.8	162.8	155.8	152.0	155.2	152.2	153.2
NH 108	173.2	176.4	161.2	154.2	147.6	161.2	156.0	155.2	162.0
NH 1A	170.8	175.4	165.6	169.8	167.0	168.0	156.8	155.0	145.0
I-93	158.6	150.2	141.4	136.2	131.0	131.2	127.0	134.6	144.2
NH 27	131.6	137.2	134.4	130.8	135.4	140.0	140.4	144.0	148.6
NH 16	137.8	133.0	122.2	124.2	123.8	123.8	121.4	127.2	133.8
NH 33	122.0	121.4	116.2	112.8	114.2	116.4	111.4	111.8	113.4
NH 121A	118.0	118.8	115.8	113.6	117.8	119.2	118.0	116.4	112.6
US 1 Bypass	103.4	101.6	100.2	99.4	102.6	109.2	109.0	110.4	115.4
NH 97	103.2	102.2	101.6	94.8	96.8	97.0	98.4	98.4	93.6
NH 107	66.2	68.6	69.2	72.6	65.4	61.6	56.0	59.6	54.4
NH 38	47.2	57.4	65.4	62.6	63.6	66.6	65.0	65.4	71.0
NH 121	67.4	67.0	61.2	56.6	50.0	51.8	49.2	51.6	55.2
NH 111A	28.8	27.4	26.4	24.0	24.8	25.2	26.2	25.4	27.2
NH 85	23.8	21.2	20.6	18.8	19.0	17.8	19.6	20.4	22.4
NH 151	19.0	19.0	18.0	20.4	21.0	21.2	21.6	21.8	22.2
NH 286	20.0	16.4	17.4	22.8	22.8	20.2	20.8	19.0	14.6
NH 101E	18.4	18.8	19.0	18.2	18.6	18.6	19.6	18.8	18.2
NH 150	14.8	13.8	14.6	14.0	14.4	15.0	15.4	16.0	17.0
NH 88	10.2	10.0	11.4	11.2	10.4	12.0	12.0	11.2	9.4
NH 87	10.6	8.6	8.4	8.8	8.6	7.8	8.2	7.4	7.0
NH 84	7.2	6.6	5.6	5.2	4.6	4.0	3.8	4.4	5.2
NH 107A	3.2	3.2	5.2	6.6	6.6	7.2	7.6	6.6	5.4
	5,531.2	5,422.4	5,210.4	5,119.2	4,955.6	5,020.8	4,890.0	4,873.4	4,890.6

Planning Studies

A number of planning studies have been identified as needed to address growing concerns in some communities about the function of state highways:

- NH 111 – Growing utilization of this roadway indicates the need for a corridor study to examine potential improvements along the corridor.

- NH 33 – Access to Pease and changes in land us on the Greenland/Portsmouth end of this roadway have stimulated traffic and a need to assess long-term capacity and safety improvement requirement. The addition of a traffic signal at Winnicut Road in Greenland has created some additional congestion, and Stratham has also expressed an interest in reconfiguring the traffic circle that connects NH 33 and NH 108.
- NH 101: Anecdotal reports of congestion at off-ramp intersections.

Freight

The following freight needs have been identified in past Long Range Plan Documents:

- Double-track B&M railway through entire region
- Improve connections between port, rail, and airport
- Expand truck rest area facilities

Transit

Sources of data for identifying regional Transit needs include:

- Surveys of transportation service providers, local welfare officers and human service agency staff and clients undertaken for the Coordinated Public Transit/Human Services Transportation Plans for the two RCC regions (Greater Derry-Salem RCC and ACT/Southeast NH RCC)
- Public input, interviews, license plate counts and other data analysis conducted for the Hampton Intermodal Study
- COAST and CART rider surveys, operational data and interviews with agency staff
- Interviews with intercity providers, NHDOT staff and station communities
- Additional analysis of census commuter data
- Public input from Regional Master Plan community engagement process

Identified Transit Needs

- Expand evening and weekend transportation options - Increase evening and weekend transit service options throughout region. This applies especially outside the COAST service area.

- Expand employment transportation options – While fixed route service is difficult to sustain in low-population density areas of the RPC region, there appears to be potential for expanded commuter transit serving certain concentrations of employment such as Pease Tradeport and areas of Salem. Partnerships would likely be needed with specific employers to make service viable, similar to COAST's Clipper Connection service. An expansion of the COAST Clipper Connection commuter service to points south and west of Portsmouth Naval Shipyard and Pease Tradeport is an example of this (Epping, Exeter, Hampton). CART has similarly considered commuter service connecting Derry, Salem and points north and south.

- Expand access beyond Seniors & Individuals with Disabilities – Outside of RPC communities served by COAST and CART most available community transportation service is targeted to senior citizens and individuals with disabilities. This mainly includes agency vans and volunteer driver programs. This is due to a combination of community priorities and limitations of the FTA

Section 5310 funding which supports many of these services and is targeted specifically for seniors and individuals with disabilities.

- Establish inter-regional connections - Create connections between the CART service area and adjacent regional transit systems in Manchester, Nashua and northern Massachusetts.

- Improve access in underserved communities - Establish basic daily community transportation access, beginning with seniors and individuals with disabilities, for currently underserved communities in central Rockingham County including Fremont, Brentwood, Epping, Kingston, East Kingston, Plaistow and Raymond. These communities currently receive one day per week service through Lamprey Healthcare, but are not covered by any regional volunteer driver program (TASC, Salem Caregivers, Derry Caregivers, Ready Rides). The most cost effective way to do this is either a new volunteer driver program or expansion of an existing program.

- Increase capacity at Park & Ride facilities on I-95 corridor - The Portsmouth Transportation Center (PTC) is at or above capacity even with recent incremental expansions. An intermodal center at the interchange of US1 and NH101 in Hampton was found to not be acceptable to the community. Siting for such a facility closer to Exit 2 may not be feasible. Proposed expansion at Exit 57 in Newburyport will help with demand from southern Seacoast communities, but less so the Greater Portsmouth area. Demand management through pricing parking at the PTC can also partially address this need, while generating revenue for facility maintenance and actual transit service.

- Continue I-93 Commuter Bus Service following end of I-93 project subsidy - The current Boston Express I-93 and FE Everett Turnpike commuter fleet is being replaced with CMAQ and possible FTA 5307 subsidy. Service has developed to the point where operations are close to self-sustaining, and subsidy is drawn from additional Boston UZA 5307 funds received based on Boston Express route miles reported on the National Transit Database. The Boston UZA 5307 funding should be a sustainable source of ongoing funding.

- Downeaster Improvement – Expand parking capacity at the Exeter train station and support NNEPRA work to increase service frequency to 6-7 daily round trips between Portland and Boston from the current five daily round trips.

- Expand transit funding (non-Federal) – Funding for regional transit service is a perennial challenge in New Hampshire. This is especially the case for non-federal funding required to access FTA dollars. Addressing most of the needs described above will require development of new sources of non-federal revenue at the state level, whether from the General Fund, parking revenues at state-owned park and ride facilities, or other sources. Additional local revenues can be generated through expanded use of advertising on bus shelters and increased use the “local option” supplemental vehicle registration fee of up to $5.00.

- Expand transit funding (Federal) – Public transit agencies in New Hampshire are also increasingly fully programmed with their FTA formula dollars. This applies to COAST as well as Nashua Transit System, and soon CART. This highlights the importance of access to Congestion Mitigation/Air Quality (CMAQ) or flexed funds from other FHWA programs for vehicle replacement.

Bicycle/Pedestrian

Sources of data for identifying regional Bicycle/Pedestrian needs include:

- Survey of community members, interviews with local police departments and other stakeholders, bicycle/pedestrian counts and other data analyzed as part of the Corridor Management Plans for NH Coastal Byway and Robert Frost/Old Stage Coach Scenic Byway.
- Safe Routes to School Travel Plans completed by multiple RPC member communities
- Input from the NHDOT Bicycle/Pedestrian Transportation Advisory Committee (BPTAC)
- Input from the NH Seacoast Greenway Advisory Committee
- Bicycle and pedestrian traffic volume data gathered through manual counts, automated counts, and statewide StravaMetro data purchased by NHDOT.
- Public input from Regional Master Plan community engagement process

Identified Bicycle & Pedestrian Facility and Program Needs

- Complete Streets policies - The concept of Complete Streets, fundamentally, is that streets and roads are transportation facilities that need to be designed to safely accommodate all travelers – whether driving a motor vehicle, walking, waiting for a bus or riding a bicycle. Nationally 28 states have adopted Complete Streets policies, including all five of the other New England states. More than 700 county and municipal governments nationally have adopted such policies, including Portsmouth, Concord, Keene and Dover in New Hampshire. A Complete Streets policy is not a one size fits all mandate. It is more of a process than a prescription, ensuring that safety needs of all potential users are considered from the beginning of the design process. Needs will vary greatly between urban and rural communities. The Regional Master Plan calls for development of regional complete streets policies at the state, regional and local levels.

- Education on rules of the road for drivers and bicyclists – There is a general lack of public awareness, among drivers as well as bicycle riders, of the rules of the road as they relate to people riding bicycles. People riding bicycles often experience drivers, and even police officers, telling them to get off the road or ride in ways that violate state law. Drivers in turn are often frustrated to see some bicycle riders ignore stop signs or ride inconsiderately. Education is key to the 5 Es process recognized by FHWA (Education, Encouragement, Engineering, Enforcement, Evaluation), and in many ways more cost effective than infrastructure for increasing safety. Needs include in-school safety education from elementary school to drivers-ed, as well as broader public PSA campaigns.

- Enforcement of Bicycle Safety Laws – While New Hampshire has good laws on the books related to bicycle safety, these tend to be minimally enforced. Key among these are: RSA 239-143a (3-foot law), RSA 265:79c (ban on using hand held devices while driving), RSA 265:96 (due care when opening car door into traffic) and RSA 265:37 (exercise due care around bicycles). There was a significant enforcement effort on the hand held device law when it first came into effect, but apparently limited emphasis since.

- Expanded data collection on bicycle and pedestrian traffic volumes – In the past two years staff have increased collection of bike/ped traffic volume data, though mainly in association with

specific projects (NH Coastal Byway, NH Seacoast Greenway, Portsmouth bike/ped monitoring program). Availability of Strava data present the opportunity to track change over time on road segments where facility improvements are made, and also to prioritize projects likely to have the greatest impact on bike/ped safety.

- Implement improvements on identified regional bicycle and pedestrian routes – Long-standing regional priorities for improving specific on-road bicycle and pedestrian routes include:

    - Great Bay Bicycle Loop (US4/NH108/Swampscott Road/NH33/Pease TradePort)
    - Exeter-Hampton-North Hampton Loop (NH111/NH1A/NH27)
    - U.S. Bike Route 1/NH Coastal Byway (NH1A & NH1B)

  Priority off-road routes include
    - NH Seacoast Greenway following the abandoned Hampton Branch rail line
    - Salem-Concord Bikeway following the abandoned Manchester-Lawrence rail line.

- Facilitate local Safe Routes to School initiatives – The Safe Routes to School program no longer has a dedicated pool of funding for infrastructure investments. However, funding remains available to communities for planning and other non-infrastructure work, and the 5Es structure of the program (Education, Encouragement, Engineering, Enforcement, Evaluation) remains an effective model for engaging parents, schools, police departments, public works departments and other community members. Bicycle and pedestrian facilities in school zones should continue to be a funding priority, and funds pursued for SRTS planning and program start-ups in new communities.

- Signage and lane marking – Improving use of safety signage and lane markings can be a cost effective approach to improving bicycle and pedestrian safety given limited resources for constructing new facilities. The NHDOT Bike/Ped Advisory Committee in 2016 completed a set of recommendations to the department related to lane striping and signage, including identifying opportunities for narrowing travel lanes to gain shoulder width and calm traffic, modifying striping tapers at intersections, use of shared lane markings (sharrows), and increased use of signage at crosswalks and hazard areas. Also, there is a potential role for the MPO in working with communities and NHDOT on scheduled highway resurfacing, and the opportunity that can present for adjusting striping to calm traffic and provide additional shoulder width.

- Revisit State and local roles in maintenance of bicycle and pedestrian facilities – Unwillingness to accept maintenance responsibility for sidewalks or bicycle traffic markings on state highways also contributes to bike/ped safety improvements not being made as part of highway improvement projects. NHDOT will generally offer to construct sidewalks as part of highway improvement projects, but state policy is to not maintain bicycle and pedestrian facilities on state highways, on the basis that these are mainly for local rather than regional use. NHDOT's policy not to handle winter maintenance on sidewalks is understandable, given the impracticality of transporting a sidewalk plow to clear short segments of sidewalk. However, general maintenance of sidewalks, pedestrian crossing signals, and pavement markings that are integral to state highways should be handled by the same entity that covers of the highway itself – whether NHDOT or an urban compact community.

Transportation Demand Management (TDM)

Sources of data for identifying Transportation Demand Management needs include:

- Surveys completed by commuters joining the commuteSMARTSeacoast trip matching database or competing in regional B2B challenges.
- Employee zip code data from major employers in the Greater Portsmouth area
- Additional analysis of census commuter data
- Public input from Regional Master Plan community engagement process

Identified TDM Needs

- Continue commuteSMARTSeacoast TMA following end of Newington-Dover project subsidy – The commuteSMARTSeacoast program has exceeded projections with its success in facilitating ridematching and promoting transit, bicycling and walking as commuting options for employees at Pease, PNSY and elsewhere in the Seacoast. In so doing it has reduced single occupant vehicle trips on the Spaulding Turnpike. The TMA has also served as an effective marketing arm for COAST. Current funding runs out in 2019 following completion of the Little Bay Bridges project. Dues from member companies can provide partial support for ongoing operations. CMAQ funds can be used for TDM marketing on an ongoing basis, and should be prioritized here.

- Evaluate TMA potential along southern I93 Corridor – The Town of Salem previously attempted to establish a transportation management association (TMA) among major employers in Salem as part of their Salem Employment Trip Reduction Integration Program (SE-TRIP) CMAQ project. While the original outreach for this effort did not turn up significant employer interest, the tightened labor market and challenges in hiring may make timing good for a second attempt at this work.

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Atkinson	6021001 — Hilldale Ave: Upgrade Hilldale Avenue in Atkinson	LRTP	98	$ 403,200
Atkinson-Hampstead	6001001 — NH 111: Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)	LRTP	14	$ 11,040,000
Brentwood	6055001 — North Road: Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment	LRTP	99	$ 96,000
	6055002 — NH 111A: Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	LRTP	99	$ 96,000
Danville	6113001 — NH 111A: NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)	LRTP	27	$ 1,840,000
East Kingston	6135001 — NH 107: Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal	LRTP	86	$ 76,800
	6135002 — NH 107A: Replace structurally deficient bridge over the B&M RR (061/064).	TIP	57	$ 3,215,973
Epping	6147001 — NH 125: As described in the 2007 Corridor Study, the improvements would widen NH 125 for a length of 1.7 miles from Route 27 (Exeter Road) to NH 87. The final configuration would include two travel lanes in both directions with a center turn lane. Other improvements would include consolidation of access points, better driveway definition, and sidewalks along at least part of the section. The intersection of NH 125 with Old Hedding Road would be widened and signals upgraded. Where possible, signals will be coordinated with adjacent ones.	TYP	10	$ 9,945,000
	6147002 — NH 125: Signalize Lagoon Road Intersection with NH 125	LRTP	86	$ 300,000
	6147003 — NH 125: Pedestrian improvements and Relocate Rockingham Recreational Multi-Use path crossing of NH 125 to the intersection of NH 125 and Main Street. Streetscape/landscaping	TIP	13	$ 360,000
	6147004 — NH 125: Signalize intersection of NH 125 & NH 87	LRTP	70	$ 300,000
	6147005 — NH 125: Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	LRTP	86	$ 600,000
	6147006 — NH 125: Signalize intersection of NH 125 with Lee Hill Road	LRTP	82	$ 300,000
	6147007 — NH 125: Widen NH 125 from NH 87 to Lee Hill Road	LRTP	73	$ 3,829,500
	6147008 — Blake Rd: Bridge Replacement, Blake Road over Lamprey River [059/054]	LRTP	60	$ 660,000
	6147009 — Main St: Repair/Replacement of Main Street bridge over Lamprey River [109/055]	LRTP	57	$ 744,000
	6147010 — NH 125: From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities	LRTP	11	$ 626,400

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Exeter	6153001 — Epping Rd: Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	LRTP	31	$ 1,897,500
	6153002 — Park St: Park Street over BMRR 088/076. Source: NHDOT 2004 Bridge Aid Status Report. 80% Federal, 10% State, 10% Local	LRTP	15	$ 4,168,750
	6153003 — String Bridge Rd: Bridge Rehabilitation, String Bridge Road over Squamscott River [102/074, 103/074]. Municipally Managed.	TYP	33	$ 1,074,000
	6153004 — NH 111: Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	LRTP	35	$ 876,000
	6153005 — NH 88: Widen shoulders on NH 88.	LRTP	92	$ 2,275,850
	6153006 — Main St: Pedestrian improvements linking Amtrak station and downtown.	LRTP	102	$ -
	6153007 — Washinton St: Traffic calming - install speed tables and other devices.	LRTP	102	$ -
	6153008 — Portsmouth Ave: High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	LRTP	75	$ 4,735,700
Exeter-East Kingston	6001003 — NH 108: Shoulder bike route on NH 108 from Exeter town center to Newton town line.	LRTP	102	$ 3,335,000
Exeter-	6001002 — NH 85: Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	LRTP	92	$ 1,200,000
Fremont	6167001 — Martin Rd: Martin Road over Piscassic River - 155/133. Source: NHDOT 2002 Red List Bridge Summary	TYP	102	$ 647,000
	6167002 — Scribner Rd: Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2002 Red List Bridge Summary	LRTP	102	$ -
Greenland	6187001 — NH 33: Truck Stop Electrification Project [Formerly 06-08CM]	LRTP	102	$ 840,000
	6187002 — NH 33: Address Capacity Issues on NH 33 between Bayside Road and NH 151	LRTP	102	$ -
Hampstead	6195001 — NH 121: Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead	LRTP	37	$ 300,000
Hampstead - Plaistow	6001004 — NH 121A: Capacity Improvements And Shoulders To NH 121A Between NH 111 And NH 125	LRTP	102	$ -
Hampstead - Sandown	6001005 — NH 121A: Capacity Improvements And Shoulders For NH 121A Between NH 111 And Sandown/chester Town Line	LRTP	102	$ -

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Hampton	6197001 — Ocean Blvd: Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unitil has offered to work with the Town on the cost of new electrical poles and underground wiring	LRTP	16	$ 11,500,000
	6197002 — US 1/NH 27: Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the the south of the current bridge	LRTP	21	$ 6,175,000
	6197003 — NH 1A: Full bridge replacement. In the short term, a recommendation had been made by the RPC that the Town, MPO and NHDOT collaborate on a feasibility study and financial plan for carrying out a full bridge replacement. Such study should include a financial plan, cost-benefit analysis and required time frame for replacement based on the life added to the bridge from the current	LRTP	102	$ 30,000,000
	6197004 — NH 27: Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	LRTP	49	$ 1,500,000
	6197005 — NH 101/ US 1: NH 101 interchange reconfiguration and construction of intermodal facility.	LRTP	102	$ 11,350,000
	6197006 — NH 27: Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	LRTP	40	$ 12,420,000
	6197007 — New: Construct a new limited access road connecting from NH 101 north to NH 151 following the B & M railroad alignment. Road will become a new US 1 alignment in that area and carry regional through traffic. The Route 1 Corridor Study states that access to the old Route 1 and the downtown area would be provided at signalized intersections at each end of the new roadway. It goes on to state that access would likely be provided at one to two additional locations along the roadway, however, fewer connections will improve traffic flow and ensure that the roadway is primarily utilized	LRTP	102	$ 6,900,000
	6197008 — Ocean Blvd: Engineering Study to determine the scope of the Ocean Boulevard Reconstruction Project	TYP	(blank)	$ 250,000
	6197009 — High Street: Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	LRTP	42	$ 7,935,000
	6197010 — Winnacunnet Rd: Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street	LRTP	42	$ 8,280,000
	6197011 — Church Stret: Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	LRTP	42	$ 1,725,000

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Hampton Falls	6199001 — US 1: Route 1 - Realign and add traffic signal at NH 84. Remove set of traffic signals at NH 88 EB and improve roadway for bi-directional travel on NH 88 adjacent to intersection. Add streetscape/ landscape improvements. From US 1 Corridor Study.	TYP	4	$ 3,680,000
	6199002 — US 1: Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	LRTP	37	$ 1,200,000
	6199003 — US 1: Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	LRTP	57	$ 1,200,000
Hampton-Portsmouth	6001020 — East Coast Greenway: Purchase ROW for Hampton Branch Rail Line from end of current state owned portion in Hampton to the end of the line in Portsmouth. [Some potential overlap with Portsmouth Proposal in terms of construction costs (RPCID 6379019)]	TYP	7	$ 4,522,000
Kensington	6239001 — NH 107: Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	LRTP	75	$ 900,000
Kingston	6243001 — NH 125: Reconstruct segment between Roadstone Drive and Hunt Road/ Newton Junction Road and Old Coach Road and Stoney Brook Road	LRTP	102	$ 11,270,000
New Castle	6323001 — NH 1B: Feasibility study to understand the impacts of sea level rise and storm surge on the NH 1B Causeway between New Castle and Portsmouth and estimate the improvements needed to mitigate these impacts as well as determine costs.	TYP	(blank)	$ 100,000
New Castle-Portsmouth	6001006 — NH 1B: NH 1B Bridge Painting over Piscataqua Estuary - 031/142 & 241/053	TIP	86	$ 4,025,000
New Castle-	6001007 — NH 1B: NH 1B - Rehabilitate single leaf bascule moveable bridge over Little Harbor -	TIP	86	$ 20,686,000
Newfields	6327001 — New Rd: Replace/Rehab structurally deficient bridge on New Road over BMRR 130/083. Source: NHDOT 2007 Red List Bridge Summary	LRTP	101	$ -
Newington	6331001 — Pease Blvd/ NH Ave/ Arboretum Dr: The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed	LRTP	23	$ 1,100,000
Newton	6341001 — Pond Rd: Pond Road Over B&M RR - Structurally Deficient 064/107	LRTP	64	$ 2,070,000

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Newton	6341002 — NH 108: The project will replace the two-way stop controlled intersection of NH 108 with Amesbury Road and Maple Avenue with a roundabout. This will require some grade changes to the approaches. In addition, some work to the Pond Street intersection with NH 108 will be completed to create a perpendicular approach	TYP	52	$ 850,000
	6341003 — NH 108: Shoulder Bike Lanes On NH 108	LRTP	102	$ 1,495,000
North Hampton	6345001 — US 1: Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	LRTP	35	$ 9,545,000
	6345002 — US 1: Replace Structurally deficient bridge over the B&M RR (148/132).	TYP	49	$ 4,426,000
	6345003 — US 1: Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	LRTP	97	$ 600,000
	6345004 — US 1: Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	LRTP	82	$ 3,450,000
	6345005 — US 1: Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	LRTP	94	$ 480,000
	6345006 — US 1: Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	LRTP	69	$ 2,645,000
	6345007 — US 1: Realign the northern intersection of US 1 and North Road to the north, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	LRTP	20	$ 3,375,000
	6345008 — US 1: Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	LRTP	94	$ 600,000
	6345009 — US 1: Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	LRTP	70	$ 2,645,000
North Hampton -	6001008 — NH 151: Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33 .	LRTP	64	$ 1,817,000
Plaistow	6375001 — NH 121A: Main Street Traffic Calming/safety Improvements	LRTP	102	$ 900,000
	6375002 — Rail: Extension of MBTA Commuter Rail Service from Haverhill, MA to Plaistow. Construct platform & enclosed waiting area. Acquire easement for construction of rail siding. Acquire land for locomotive layover facility. Operate 10 round trips [10-17CM]	TYP	102	$ 2,140,000
	6375003 — NH 125: From Regional ITS Architecture: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency	LRTP	8	$ 806,400
	6375004 — NH 121A: Intersection improvements at North Avenue And NH 121A In Plaistow	LRTP	94	$ 1,806,650
	6375005 — NH 125: Reconstruct East Road to Old Road (Parent = Plaistow-Kingston 10044B) [State Project 10044G] Cost listed is just the 2015 Portion with additional costs in 2014.	TIP	5	$ 3,515,000

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Plaistow	6375006 — Westville Road: Bridge replacement over Little River - 122/072 [SAB*4216] {State Aid Bridge Program}	TYP	(blank)	$ 1,021,000
Plaistow-Atkinson-	6001009 — NH 121: Safety Improvements Including Shoulders - State Line To Hampstead Town Line	LRTP	102	$ 7,434,750
Plaistow-Kingston	6001010 — NH 125: Reconstruct from 1/4 mile south of Plaistow/Kingston T/L northerly approx 1.8 miles including extension of Kingston Road (PE & ROW funding included under Plaistow-Kingston 10044B)(Parent = Kingston 10044B)	TYP	18	$ 27,308,000
Portsmouth	6379001 — Durham St/Corporate Drive/NH Ave/International Dr: Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	LRTP	46	$ 1,100,000
	6379002 — Grafton Drive: Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be	LRTP	34	$ 1,500,000
	6379003 — Corporate Dr/ Grafton Drive: Installation of a fully actuated traffic control signal at the intersection of Corporate Drive and Grafton Drive on the Pease International Tradeport in Portsmouth.	LRTP	40	$ 1,400,000
	6379004 — US Route 1 Bypass: Replace bridges (205/116) Woodbury Avenue and (211/114) Stark Street over US1 Bypass {Both Red List} (Pe & Row in Parent 13455)	TYP	2	$ 8,371,000
	6379005 — Maplewood Ave: Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	LRTP	39	$ 1,150,000
	6379006 — US Route 1 Bypass: reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	LRTP	46	$ 9,867,000
	6379007 — Maplewood Ave: Upgrade the railroad crossing on Maplewood Ave between Vaughan and Deer Streets.	LRTP	70	$ 690,000
	6379008 — NH Route 1A: This bridge is now well past its intended 50-year design life span and is carrying loads in excess of those for which it was originally designed. Interim work is required in advance of replacement. Bridge design conducted in FY09.	TIP	102	$ 9,241,370
	6379009 — New: Create new road along North Mill Pond between Bartlett Street and Maplewood Ave	LRTP	102	$ 3,875,000
	6379010 — I-95: Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	LRTP	74	$ 1,210,000
	6379011 — US Route 1: Widen US Route 1 from Constitution Ave to Wilson Rd. and from Ocean Road to White Cedar Blvd to five lanes. Realign Lang Road to form 4-way intersection with US 1 at Ocean Rd via Longmeadow Rd. Some preliminary engineering has been completed. Project would reconstruct US Route 1 to upgrade corridor to provide better access management and capacity on roadway segments	TYP	27	$ 8,580,000
	6379012 — Coakley Rd: Upgrade / replace aging bridge.	LRTP	64	$ 198,000
	6379013 — Bartlett St: Bridge upgrade / replacement over Hodgson Brook	LRTP	64	$ 342,000

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Portsmouth	6379014 — Woodbury Ave: Signal coordination and control along congested corridor. Includes remote control of signals, network surveillance and monitoring, and emergency routing capabilities.	LRTP	102	$ 920,400
	6379015 — Cate Street: Replace bridge	LRTP	60	$ 480,000
	6379016 — Market Street: Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.	LRTP	54	$ 883,200
	6379018 — Pierce Island Rd: Replace Pierce Island Bridge over Little Harbor	LRTP	45	$ 2,875,000
	6379019 — Hampton Branch Rail Trail: The Hampton Branch rail line runs south from Barberry Lane to the Greenland town line. This corridor has been designated as the long-term, off-road route of the NH Seacoast Greenway (East Coast Greenway). Pan Am Rail has initiated abandonment of the line, which will make it potentially available for conversion to a multi-use trail. [ROW Cost removed as it is included in another project (RPCID 6001020)]. Some potential overlapping construction costs with Project to purchase ROW and remove ties/rails (RPCID 6001020)]	LRTP	9	$ 2,125,000
	6379020 — US Route 1 Bypass: Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	LRTP	86	$ 7,590,000
	6379021 — US Route 1 Bypass: Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	LRTP	53	$ 5,031,250
	6379022 — US Route 1 Bypass: Culvert replacement, over Hodgson Brook Br # 192/106. (Red List)	TYP	(blank)	$ 2,740,000
	6379023 — Maplewood Ave: This project includes planning, design, and construction of Complete Street improvements on Maplewood Ave. This project will include sidewalk widening, addition of bike lanes, crosswalk improvements, travel lane reductions, and other traffic calming measures.	NEW	(blank)	$ 582,000
	6379024 — Spinney Rd: Add new sidewalk along one side of Spinney Rd and improve intersection at Spinney / Islington.	NEW	(blank)	$ 350,000
	6379025 — US Route 1: Create new side path paralleling Route 1 and transit amenities within the	NEW	(blank)	$ 4,240,000
	6379026 — Islington St: Construction of new sidewalk on one side of the street.	NEW	(blank)	$ 250,000
	6379027 — Market St and Russell St: A roundabout is currently being considered for this location.	NEW	(blank)	$ 875,000
	6379028 — Islington St: Preliminary and final design, engineering, and construction for reconstruction of the street that will include subsurface utility work as well as sidewalk improvements, street lighting and street furniture, curbing and bump outs as well as traffic signal improvements and realignment of the Bartlett St / Islington St intersection.	NEW	(blank)	$ 2,000,000
	6379029 — South St: This project will include a new road bed, underdrains and surface drainage, sidewalk reconstruction as well as water, sewer, and gas lines work.	NEW	(blank)	$ 250,000
	6379030 — Banfield Rd: Upgrades will include culvert replacement, guard rail installation, and traffic	NEW	(blank)	$ 700,000
	6379031 — Junkins Ave: This is an upgrade to an existing facility to address substandard conditions. It will include improvements to the road bed, drainage, and sidewalk improvements as well as bicycle lanes on at least one side of the road.	NEW	(blank)	$ 800,000

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Portsmouth, NH-Kittery,	6001011 — US 1 Bypass: Bridge Replacement over Piscataqua River - 251/108 (Sarah Mildred Long Bridge)	TIP	1	$ 77,700,000
	6001021 — I-95: Rehabiliation of bridge over Piscataqua River - 258/128	TYP	(blank)	$ 4,083,000
Region	6001012 — Multiple: Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From	LRTP	60	$ 3,450,000
	6001013 — Multiple: Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.	LRTP	49	$ 84,000
	6001014 — NH 125: Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.	LRTP	23	$ 600,000
	6001015 — Multiple: Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.	LRTP	31	$ 1,840,000
	6001016 — Multiple: Park-and-Ride ITS Improvements: Deploy surveillance, parking sensors, and signage at Park-and-Ride facilities. From Regional ITS Architecture.	LRTP	17	$ 810,000
Rye	6397001 — US 1: Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line	LRTP	64	$ 1,200,000
	6397002 — US 1: Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.	LRTP	27	$ 2,415,000
	6397003 — US 1: Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.	LRTP	60	$ 720,000
Salem	6399001 — NH 28: Reconstruct intersection of NH 28 (North Broadway) & NH 97 (Main St) aka "The Depot". Includes signals, left turn lanes and approaches.	TYP	12	$ 3,340,000
	6399002 — Emerson Way: Bridge Replacement. Emerson Way over Widow Harris Brook [114/108]. Municipally managed project	LRTP	102	$ 720,000
	6399003 — Haverhill Rd.: Bridge Replacement. Haverhill Road over Spicket River [097/181]. Municipally Managed Project.	LRTP	75	$ 921,600
	6399004 — Bluff St: Bridge replacement on Bluff Street over Hittytity Brook [094/119]	TYP	75	$ 127,000
	6399005 — Lawrence Rd: Bridge Rehabilitation on Lawrence Road over Spicket River [113/070]	LRTP	82	$ 240,000
	6399006 — North Main St: Bridge Replacement on North Main Street over Widow Harris Brook	TYP	75	$ 624,000
	6399007 — Town Farm Rd: Bridge Replacement on Town Farm Road over Spicket River [118/116]	TYP	75	$ 1,024,000
	6399008 — Cluff Crossing: Repair/Replacement of bridge over Policy Brook - 094/060 {Red List}	TYP	82	$ 751,000
	6399009 — Pelham Rd: Bridge Replacement on Pelham Road over Porcupine Brook	TYP	75	$ 551,000
	6399010 — Shannon Rd.: Bridge replacement over Providence Hill Brook - 122/160 on Shannon Road	TIP	(blank)	$ 908,000

Community	Project #/Location/Scope	DocStatus	RANK	Estimated Cost
Salem	6399011 — Bluff St Extension: Bridge replacement on Bluff Street Extension over Widow Harris Brook - 116/116 {Red List} (SAB*4216)	TYP	(blank)	$ 807,000
	6399012 — South Policy Street: Bridge replacement on South Policy Street - 083/062 [SAB*4216] {State Aid Bridge Program}	TYP	(blank)	$ 740,000
	6399013 — NH 28: Salem Route 28 Corridor ITS Project : Signal coordination and control, traffic monitoring, and communications upgrades. From Regional ITS Architecture	TIP	21	$ 1,725,000
Salem-	6001017 — NH 28: Phase 3 Of Salem-concord Bikeway: Main Street In Salem To NH 111 In Windham.	TIP	26	$ 576,000
Sandown	6405001 — Phillips Rd: Bridge Replacement on Phillips Road over Exeter River [093/109]	LRTP	54	$ 480,000
	6405002 — Fremont Rd: Bridge rehab/replacement on Fremont Road over Exeter River - 098/117	LRTP	54	$ 420,000
Seabrook	6409001 — US 1: Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	LRTP	27	$ 2,875,000
	6409002 — US 1: Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1	LRTP	46	$ 2,760,000
	6409003 — US 1: Add a 5th lane to US 1 in the vicinity of Railroad Avenue to create a consistent 5 lane cross-section From US 1 Corridor Study.	TIP	3	$ 960,000
	6409004 — US 1: Widen US 1 to 5 lanes between NH 107 and the North Access Road. Install signal at New Zealand Road and make crosslot connection between Rocks Road and the North Access Road. From US 1 Corridor Study.	LRTP	5	$ 1,552,500
	6409005 — US 1: US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.	LRTP	26	$ 480,000
	6409006 — NH 1A: Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future	LRTP	#N/A	$ 324,000
	6409007 — East Coast Greenway: Construct multiple use pathway on State owned portion of B&M railroad from Mass state line to Seabrook Station. East Coast Greenway.	LRTP	#N/A	$ 918,000
	6409020 — NH 107: A feasibility study is underway that will help to identify the necessary roadway improvements on NH 107 between I-95 and the intersection with NH 150 in Kensington. This may include roadway widening as well as intersection improvements	NEW	(blank)	$ 10,350,000
Seabrook-Hampton	6001018 — NH 1A: Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	LRTP	23	$ 2,139,000
	6001022 — NH 1A: Rehabilitate structurally deficient bridge (235/025) over the Hampton River between Hampton and Seabrook.	TYP	18	$ 6,909,000
Seabrook-Hampton Falls-Hampton	6001019 — East Coast Greenway: Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	LRTP	102	$ 4,209,000

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South	6417001 — Whitehall Rd: Bridge Replacement on Whitehall Road over Powwow River [099/062]	LRTP	57	$ 306,000
	6417002 — Hilldale Ave: Bridge Replacement on Hilldale Avenue over Powwow River [069/066]	LRTP	57	$ 720,000
Stratham	6431001 — Rte. 108 and 33 / Portmouth Ave and Winnicutt Road: A comprehensive reconfiguration of the Rte. 108 / Rte. 33 Stratham Circle through the Town Center District. Reconfiguration of 4 intersections for traffic and pedestrian access and safety improvements including a roundabout, lane reconfigurations, signalization, sidewalks, bicycle lanes, crosswalks, Bus shelters, traffic calming	LRTP	#N/A	$ 2,959,300
	6431002 — Squamscott Rd: Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33	LRTP	39	$ 1,200,000
	6431003 — NH 108: NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection Realignment. Source: 1999-2020 LRP	LRTP	52	$ 565,200
	6431004 — NH 108: NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane Improvements. Source: 2001-2003 TIP Proposal	LRTP	69	$ 873,600
	6431005 — NH 33: Full signalization of the Route 33/Portsmouth Avenue and Winnicutt Road	NEW	(blank)	$ 185,000
Grand Total				$ 508,788,893