METROPOLITAN PLANNING ORGANIZATION
theRPC.org

156 Water Street | Exeter, NH 03833
603-778-0885 | www.theRPC.org

RPC Transportation Advisory Committee
January 28, 2021
9:00-11:00 AM

Virtual Meeting

Remote Meeting Via Zoom Conference Call
Per RSA 91-A:2,III(b) the RPC Chair has declared the
COVID-19 Outbreak an emergency and has waived the requirement
that a quorum be physically present at the meeting.

Link to the Zoom Meeting:
https://us02web.zoom.us/j/84858573048?pwd=LytKcWNVM2JNRFhtcVVRQ3M4QWQvZz09
or
Meeting ID: 848 5857 3048
Passcode: 124070
Call in Number: 1 (929) 205-6099 (for phone audio)

1. Introductions and Zoom orientation/etiquette (5 Minutes)
2. Minutes of 09/24/20 TAC meeting (**Attachment #1**) — ***[motion to approve]*** (5 minutes)
3. Annual Highway Safety Improvement Program Performance Targets (**Attachment #2**) – Dave Walker (30 Minutes)
4. East Coast Greenway Update including Trailhead Access Analysis **(Attachment #3**) – Scott Bogle (15 Minutes)
5. FY22-23 Unified Planning Work Program (**Attachment #4**) – Dave Walker (20 Minutes)
6. Project Updates – Dave/Scott (10 Minutes)
7. Open discussion/Comments

TAC MEETING SCHEDULE For 2021 (Next meeting highlighted)

January 28	April 22	July 22	October 28
February 25	May 27	August 26	December 2***
March 25	June 24	September 23	

***Off Schedule

Rockingham Planning is inviting you to a scheduled Zoom meeting.

Topic: MPO TAC Meeting
Time: Jan 28, 2021 09:00 AM Eastern Time (US and Canada)

Join Zoom Meeting
https://us02web.zoom.us/j/84858573048?pwd=LytKcWNVM2JNRFhtcVVRQ3M4QWQvZz09

Meeting ID: 848 5857 3048
Passcode: 124070

One tap mobile
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+1 669 900 6833 US (San Jose)
Meeting ID: 848 5857 3048
Passcode: 124070
Find your local number: https://us02web.zoom.us/u/kAPrL6pOq

Accommodations for individuals with disabilities or limited English proficiency

Reasonable accommodations for individuals with disabilities or limited English proficiency are available upon request. Please include a description of the accommodation you will need, including as much detail as you can. Make your request as early as possible; please allow at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call 603-778-0885 or email apettengill@therpc.org.

ROCKINGHAM PLANNING COMMISSION
theRPC.org

156 Water Street | Exeter, NH 03833
Tel. 603-778-0885 | Fax 603-778-9183
email@theRPC.org | www.theRPC.org

ATTACHMENT # 1

MINUTES
Rockingham Planning Commission
Transportation Advisory Committee
September 24, 2020

Virtual Meeting via Zoom and Public Input

Per RSA 91-A:2, III(b) the RPC Chair has declared the COVID-19 Outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting.

Members Present: R. McDermott, Chairman (H. Falls), D. Seiglie (Rye), D. Sharples (Exeter), P. Coffin (Kingston), S. Gerrato (Greenland), T. Austin (Stratham), T. Moore (Plaistow), T. White (NHDES), W. Rose (NHDOT), R. Nichols (COAST), J. Walker (Portsmouth)

Staff: D. Walker (Assistant Director/Transportation Manager), S. Bogle (Sr. Transportation Planner), T. Roache (Executive Director), A. Warhaft (Office Coordinator)

1. **Chairman McDermott convened the meeting at 9:04 am; Introductions and Zoom etiquette were discussed.**

2. **Minutes of July 23, 2020**

   P. Coffin moved to approve the Minutes of July 23, 2020 as presented; T. Austin seconded. Roll Call vote was taken. 1 abstention. ***SO VOTED.***

3. **Project Selection: Ten Year Plan Candidate Project List (Attachment #2) – Dave Walker**

   D. Walker reviews the guidance for the Ten Year Plan and states that the purpose of this meeting is to decide on a single list of candidate projects to put forth to NHDOT. The target funding is approximately $6.7 million, which includes inflation and indirect costs. Candidate projects will go through an engineering and cost review process at NHDOT, which will then go through the GACIT process. The current and submitted projects were evaluated, classified into "Local", "Regional", and "Inter-regional" and were assigned a weighting based on the committee's feedback. Considerations include: is the project a good fit for the Ten Year Plan, are they feasible and supported by the community, and eligible for Federal funding. There were 127 projects submitted; 30 are currently in the plan; 24 are not feasible at this time, missing scope or funding; leaving 73 projects which were evaluated: 24 local, 27 regional, 22 inter-regional. After scoring with the committees weighting, 15 projects were presented to the committee from which to choose those to be submitted to NHDOT. D. Walker presented several scenarios with combinations of the top rated projects which could fit within the target funding. Discussion of various combinations of projects followed.

R. Nichols moved to select the following projects for submittal to NHDOT: East Coast Greenway project, Epping Route 125 project, Portsmouth-Bartlett Bridge Repair, plus two other projects for review: Raymond and North Hampton projects; seconded by J. Walker. Roll Call was taken. 1 abstention. ***SO VOTED.***

4. MPO Public Participate Plan Update – Scott Bogle

S. Bogle stated that we are currently in the 45-day public comment period on an update to our public participation plan, which began on Sept 1, 2020 and will continue until October 16. There will be a hearing on the draft plan on October 14 at the MPO meeting. All MPOs are required to provide information to the public so that they can have input at key times, as well as complete information on the projects. S. Bogle reviews the plan structure. The four goals are to: provide information, solicit input, inform decision makers, and guide MPO decisions. There are various types of strategies that are used for public participation. The changes that are in this update: incorporate virtual meeting provisions, committee membership, website URL references, glossary, social media details, performance measures and COVID Emergency Order. Staff recommended that the TAC discuss the draft Public Participation Plan, recommend changes as needed, and move to recommend adoption by the MPO Policy Committee following the completion of the 45-day comment period. *J. Walker makes a motion that the TAC Committee recommend the draft public participation plan to the MPO Policy Committee. Seconded by D. Sharples. Roll Call vote was taken.* ***SO VOTED.***

5. Project Updates – Dave Walker/Scott Bogle

D. Walker will send an email to the committee with current project updates. S. Bogel noted that we have gotten counts on the Rockingham Recreation Trail and that he is impressed by the numbers of use.

6. Open Discussion/Comments

No further questions or comments were discussed.

Meeting was adjourned by the Chair at 10:57 am.

Respectfully submitted,
Amy Warhaft, Recording Secretary

ATTACHMENT # 2

DRAFT

Rockingham Planning Commission

2021 Transportation Safety (HSIP) Performance Targets

Rockingham Planning Commission
1-22-2021

2021 Transportation Safety Performance Targets (HSIP)

Background

The Federal Highway Administration (FHWA) implemented the final rule on the Highway Safety Improvement Program (HSIP) effective April 14, 2016. This regulation (23 CFR 490) requires that five safety related performance targets must be set and published annually by State DOTs by August 31st and MPOs within 180 days after the state targets are established. This target setting is intended to coordinate the efforts of the State Department of Transportation, State Office of Highway Safety, and Metropolitan Planning Organizations, as well as the specific planning efforts of the State Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Highway Safety Improvement Program (HSIP), into measures that help to assess the safety performance of the transportation system. The federally required targets assess and report safety improvements in five ways:

1. ***Number of Fatalities***: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. ***Rate of Fatalities***: The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. ***Number of Serious Injuries***: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. ***Rate of Serious Injuries***: The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. ***Number of Non-Motorized Fatalities and Non-motorized Serious Injuries***: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

In addition, the MPOs in New Hampshire are tracking additional safety metrics that are not required by the Federal rule. To date, this includes a single measure:

1. ***Motorcycle Fatalities:*** The number of fatal crashes involving motorcycles.

Target Development

States establish Highway Safety Improvement Program (HSIP) targets and report them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by August 31st each year. Targets are applicable to all public roads, regardless of functional classification or ownership. The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The state has the option to also establish any number of urbanized area targets and a non-urbanized area target for the purposes of evaluating and reporting measures however those sub-state targets are not included in the significant progress determination that will be made by FHWA.

In New Hampshire, the process used to develop the required safety measures included in the annual Highway Safety Plan formed the basis for the establishment of the five FHWA mandated targets by NHDOT and the MPOs.

This involved coordination and consultation between the New Hampshire Departments of Transportation and Safety, as well the four MPOs in the state. Currently available fatality, serious injury, and volume data were analyzed to establish 2007-2019 conditions in terms of total fatalities, fatality rates, total serious injuries, serious injury rates, as well as total non-motorized fatalities and serious injuries. Five year rolling averages were developed from these values and utilized to compute projected values for 2021.

State Targets

Figure 1 below shows the New Hampshire HSIP targets for 2021. The figures in the "Supporting Data and Analysis" section of this document show state and regional data supporting the targets for the five required measures as well as charts showing historic values, 5-year averages, and projected 2021 values for each measure.

Figure 1: State of NH 2021 HSIP Targets

Measure	2019 Values		2021 Targets			
	Yearly	Five-Year Average	Trend Based Target	Current Trend	Desired Trend	2021 Target
Number of Fatalities	101	120	126	↗	↘	***120***
Fatality Rate per 100 Million VMT	0.729	0.884	0.908	↗	↘	***0.884***
Number of Serious Injuries	485	456.4	419.6	↘	↘	***456.4***
Serious Injury Rate per 100 Million VMT	3.50	3.363	2.997	↘	↘	***3.353***
Non-Motorized Fatalities and Serious Injuries	37	48.6	45.9	↘	↘	***45.9***

MPO Targets

For 2021, the MPO is agreeing to support the State of New Hampshire HSIP Targets in all five mandated areas. In doing so, the MPO is agreeing to:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Motorcycle Fatalities

The four New Hampshire MPOs have mutually agreed to track motorcycle fatalities as a performance measure. As the State and MPO are not required to establish targets by FHWA, the state is not establishing targets in this area and so the MPO must establish its own. Based on trends seen in the FARS data (summarized in ***Figure 2***), the RPC expects the downward trend of motorcycle fatalities to continue and sets the ***2021 target for the 5-year average Motorcycle fatalities at 1.0***. Additional supporting data is included in the "Supporting Data and Analysis" section of this document.

Figure 2: Rockingham Planning Commission Additional 2021 Safety Performance Targets

Measure	2019 Values		2021 Targets			
	Yearly	5-Year Average	Trend Based Target	Current Trend	Desired Trend	2021 Target
Number of Motorcycle Fatalities	1	2.6	2.56	↘	↘	***1.0***

Supporting Data and Analysis

Data for the establishment of these measures is provided from three sources:

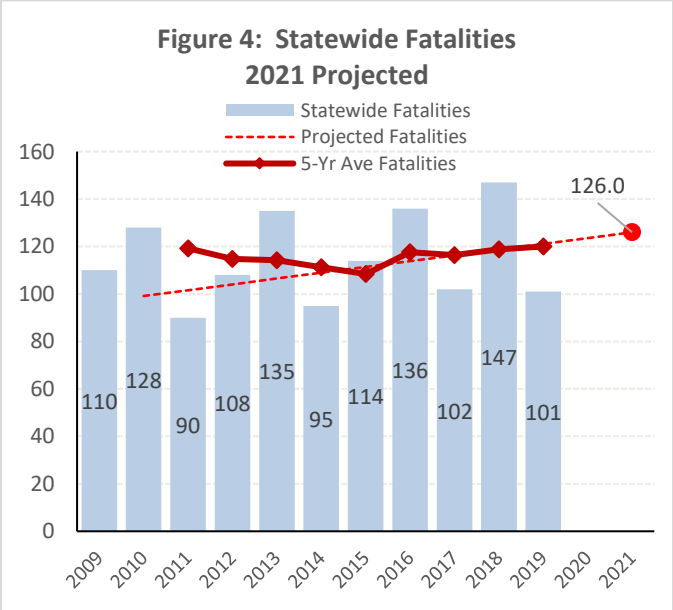
- ***Fatality Analysis Reporting System (FARS)***: FARS Annual Report File or Final data is utilized to provide information on fatal crashes in the state and to identify those that have occurred within the MPO region. Five-year rolling averages are computed to provide a better understanding of the overall data over time without discarding years with significant increases or decreases, as well as to provide a mechanism for regressing fatalities to the mean and accounting for their essential random nature in location and time.
- ***State Motor Vehicle Crash Database***: Data collected and maintained by the NH Department of Safety is utilized to determine the number of serious injury crashes in the state (currently those classified as "Suspected Serious Injury" on the DSMV159, 2018). This includes injuries that involve severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, unconscious when taken from the accident scene, or unable to leave the accident scene without assistance. This data is necessary to identify the total number of serious injuries from traffic crashes in New Hampshire and the MPO region specifically.
- ***Highway Performance Monitoring System (HPMS)***: State Vehicle Miles of Travel (VMT) data is collected by the Department of Transportation and aggregated into a dataset for the state. VMT data can be calculated for MPO regions and individual communities. The VMT data is combined with FARS data to calculate rate of fatalities (deaths per 100 million VMT) and with the State Motor Vehicle Crash data to calculate the rate of serious injuries (serious injuries per 100 million VMT).

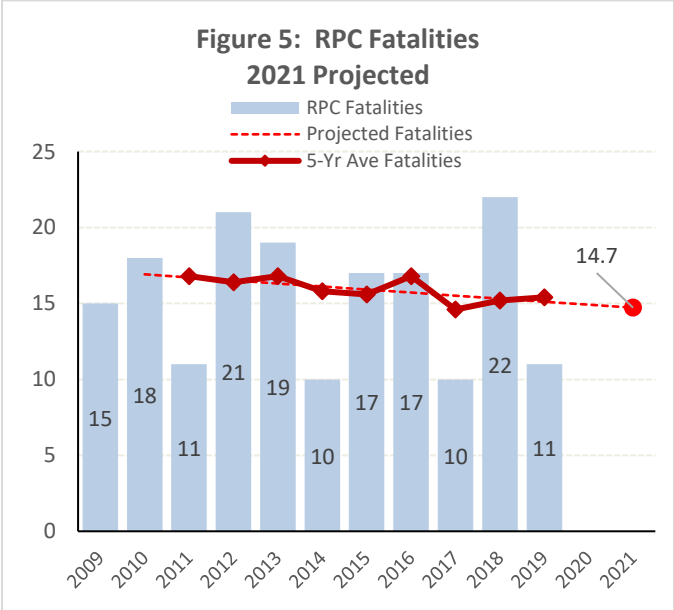
Number of Fatalities

In 2019 New Hampshire experienced a 31% decrease in the number of motor vehicle crash related fatalities returning to the lowest number of deaths since 2014. The number of fatalities in the state has varied substantially from year to year (***Figures 3 & 4***) averaging a change of ±27 deaths. After showing a decreasing trend until 2015, the five-year rolling average has been increasing illustrating a return to generally higher numbers of fatalities. Developing a linear trend line based on the five-year averages shows an expected increase in the five-year rolling average number of fatalities from the current 118.8 to 120.0. Fatalities in the RPC region (***Figures 3 & 5***) halved from 22 to 11 between 2018 and 2019, consistent with the decrease in traffic deaths seen statewide. After increasing to 15.2 last year, the five-year average fatalities saw a slight upturn to 15.4 as well as 3 of the last five years have had high numbers. The overall trend is still expected to result in declining fatalities over time with a five-year average for the 2017-2021 period expected to be at 14.7 deaths.

Figure 3: Fatalities

	Annual Crash Fatalities			5-Year Rolling Average Crash Fatalities	
Year	New Hampshire	MP0 Region	5-Year Period	New Hampshire	MPO Region
2009	110	15			
2010	128	18			
2011	90	10			
2012	108	21			
2013	135	19	2009-2013	**114.2**	**16.8**
2014	95	10	2010-2014	**111.2**	**15.8**
2015	114	17	2011-2015	**108.4**	**15.6**
2016	136	17	2012-2016	***117.6***	***16.8***
2017	102	9	2013-2017	***116.4***	***14.6***
2018	147	21	2014-2018	***118.8***	***15.2***
2019	101	11	2015-2019	***120.0***	***15.4***



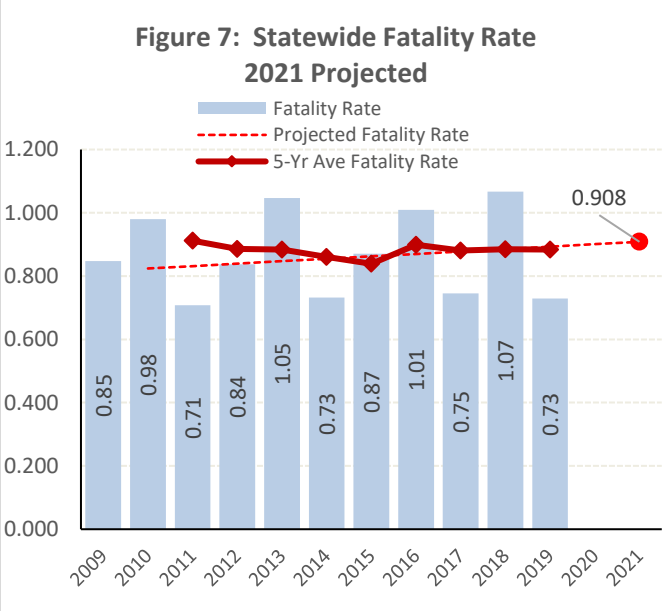


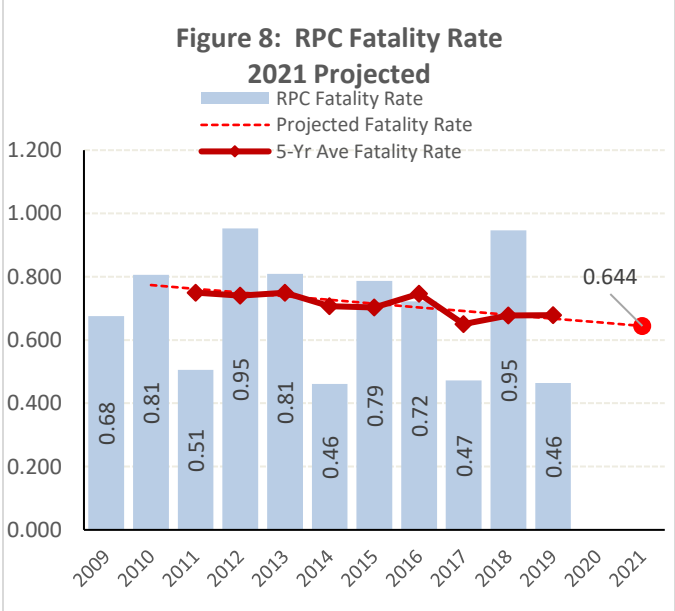
Rate of Fatalities

At the state level, the five-year average rate declined slightly between 2011 and 2015 and then increased in 2016 before declining slightly and staying steady through 2017-2019 (***Figures 6 & 7***). The current trend shows a slight increase over time and the projected fatality rate for the 2017-2021 timeframe is higher than the current 2015-2019 average. The MPO five-year average fatality rates (***Figures 6 & 8***) are consistently lower than the Statewide rate but have remained steady for the last two five-year periods. Similar to the number of fatalities in the region, the rate of fatalities per 100 million Vehicle Miles of Travel (VMT) decreased substantially from 2018 to 2019. The five-year average rate increased by .001 for the 2015-2019 period however the projected rate for the 2017-2021 timeframe of 0.644 deaths per 100 million VMT is expected to be slightly lower than the current rate.

Figure 6: Fatality Rates

	100 Million Vehicle Miles of Travel (VMT)		Fatality Rate per 100 Million VMT			5-Year Average Fatality Rates per 100 Million VMT	
Year	New Hampshire	MPO Region	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2009	129.75	22.18	0.848	0.676			
2010	130.65	22.34	0.980	0.806			
2011	127.20	21.75	0.715	0.506			
2012	128.94	22.05	0.838	0.952			
2013	129.03	23.48	1.046	0.809	2009-2013	***0.884***	***0.750***
2014	129.70	21.65	0.732	0.462	2010-2014	***0.861***	***0.707***
2015	130.94	21.61	0.871	0.787	2011-2015	***0.839***	***0.703***
2016	134.76	23.53	1.009	0.723	2012-2016	***0.899***	***0.747***
2017	136.81	21.18	0.753	0.472	2013-2017	***0.881***	***0.650***
2018	137.76	23.24	1.074	0.947	2014-2018	***0.885***	***0.678***
2019	138.57	23.69	0.729	0.464	2015-2019	***0.884***	***0.679***



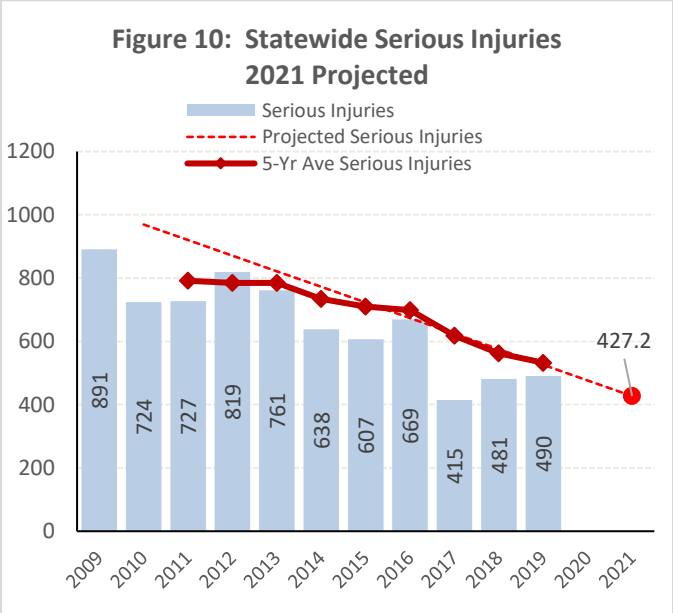


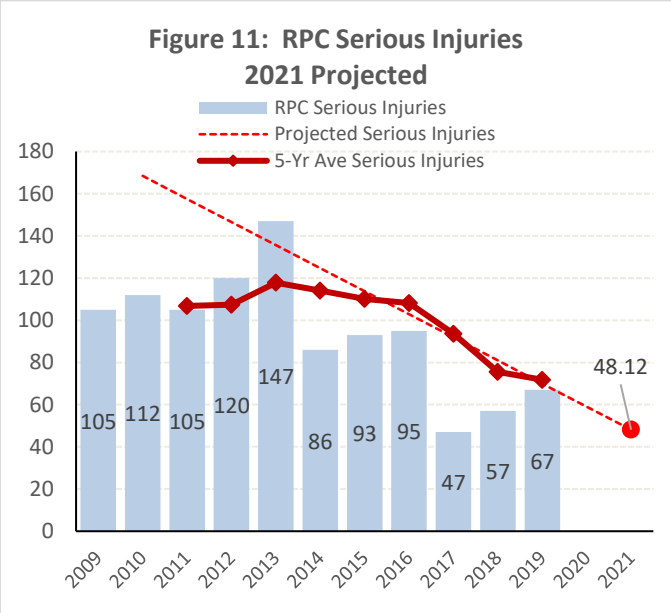
Serious Injuries

The state injury data shows some variation from year to year but indicates overall declines in serious injuries from motor vehicle crashes at both the State (***Figures 9 & 10***) and MPO level (***Figures 9 & 11***). 2019 shows a slight up-tick in injuries but numbers are still far below those of 2015 and earlier. Some of this decrease is due to a change in the definition of a "Serious Injury" to better identify them in comparison to less serious injuries, more consistent application of the label by police, and safer motor vehicles. The five-year averages show this trend as well and have a sharp declining trend over time and the projected five-year average is expected to continue to decline from 532.4 in the 2015-2019 period to 427.2 for the 2017-2021 period. For the RPC region, the number of serious injuries from motor vehicle crashes increased 17.5% in 2019 from 2018. Overall however, the trend of declining numbers of serious injury crashes and injuries remains intact with the five-year average dropping from 92 for the 2013-2017 period to 71.8 for the 2015-2019 period. This trend is expected to continue with the projected 2017-2021 average further declining to 48.1 serious injuries.

Figure 9: Serious Injuries

Year	New Hampshire Serious Injuries	MPO Region Serious Injuries	5-Year Period	5-Year Rolling Average Serious Injuries: New Hampshire	5-Year Rolling Average Serious Injuries: MPO Region
2009	891	105			
2010	724	112			
2011	727	105			
2012	819	120			
2013	761	147	2009-2013	***784.4***	***117.8***
2014	638	86	2010-2014	***733.8***	***114.0***
2015	607	93	2011-2015	***710.4***	***110.2***
2016	669	95	2012-2016	***698.8***	***108.2***
2017	415	47	2013-2017	***618.0***	***92.0***
2018	481	57	2014-2018	***562.0***	***73.4***
2019	490	67	2015-2019	***532.4***	***71.8***



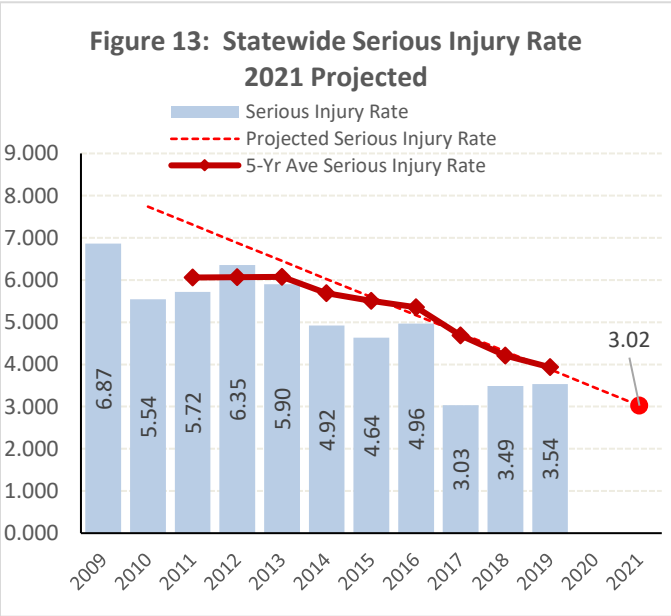


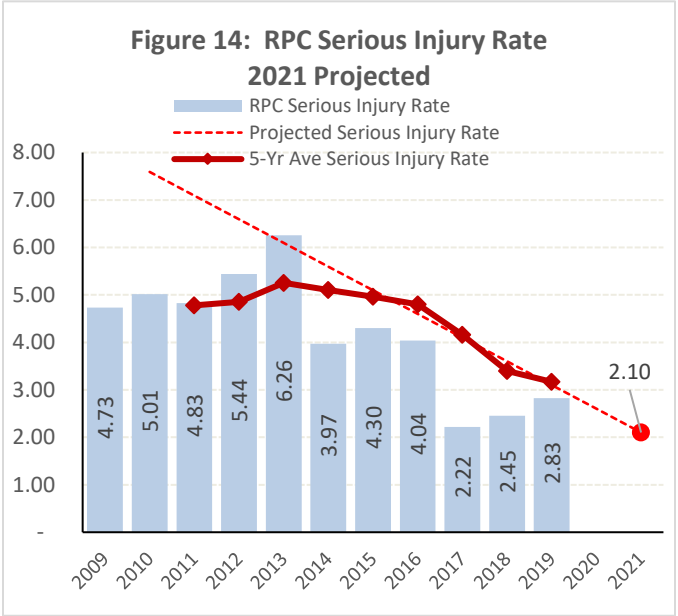
Rate of Serious Injuries

Following the trend in the numbers of serious injuries, the rate of serious injuries has shown a declining trend over the last ten years and for each of the observed five-year average periods at both the state (***Figures 12 & 13***) and regional level (***Figures 12 & 14***). The annual rate for 2019 continued to see growth in the serious injury rate for both the MPO and New Hampshire from the decade lows seen in 2017. Despite the short term increase of the last two years, the five-year average rate of serious injuries continues to decline dropping from about 4.2 per 100 million VMT in the 2014-2018 period to 3.9 per 100 million VMT for the 2015-2019 timeframe statewide and from 3.4 to 3.2 per 100 million VMT for the region. The five-year average rate is expected to continue the overall downward trajectory and a projected rate of 3.02 serious injuries per 100 million VMT is expected for New Hampshire and 2.1 per 100 million VMT for the region during the 2017-2021 period.

Figure 12: Serious Injury Rate

	100 Million Vehicle Miles of Travel (VMT)		Serious Injury Rate per 100 Million VMT			5-Year Average Fatality Rates per 100 Million VMT	
Year	New Hampshire	MPO Region	New Hampshire	MPO Region	5-Year Period	New Hampshire	MPO Region
2009	129.75	22.18	6.867	4.73			
2010	130.65	22.34	5.542	5.01			
2011	127.20	21.75	5.715	4.83			
2012	128.94	22.05	6.352	5.44			
2013	129.03	23.48	5.898	6.26	2009-2013	***6.075***	***5.255***
2014	129.70	21.65	4.919	3.97	2010-2014	***5.685***	***5.103***
2015	130.94	21.61	4.636	4.30	2011-2015	***5.504***	***4.961***
2016	134.76	23.53	4.964	4.04	2012-2016	***5.354***	***4.803***
2017	136.81	21.18	3.033	2.22	2013-2017	***4.690***	***4.158***
2018	137.76	23.24	3.492	2.45	2014-2018	***4.209***	***3.397***
2019	138.57	23.69	3.536	2.83	2015-2019	***3.932***	***3.168***



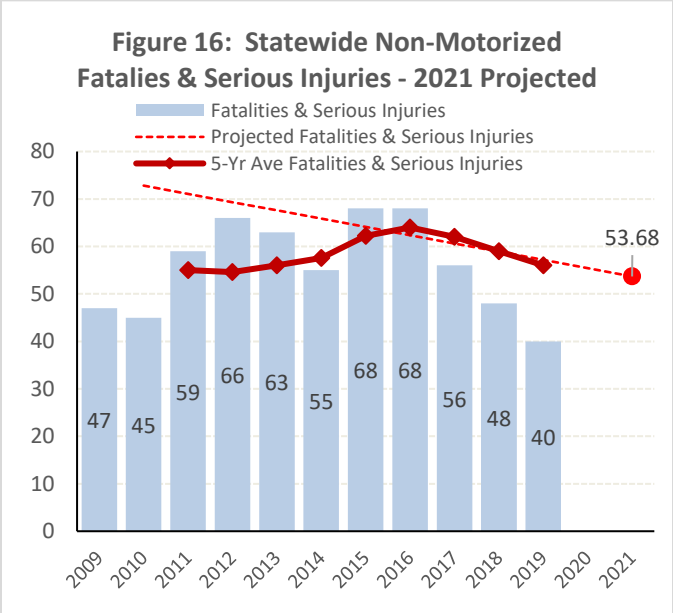


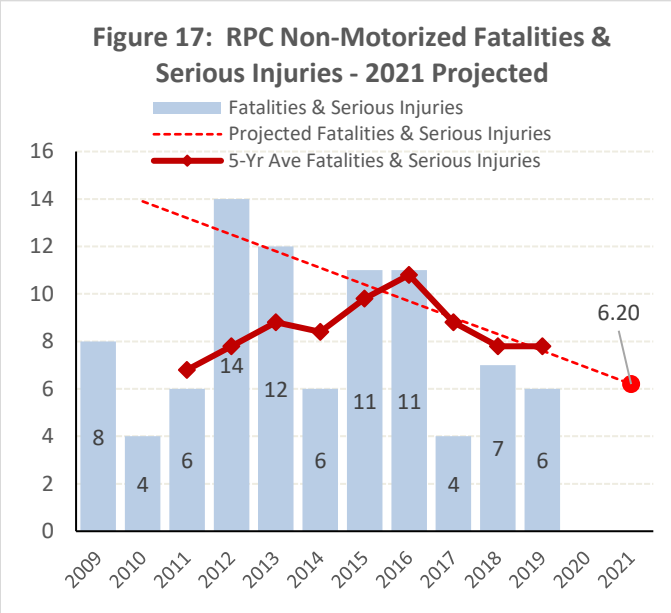
Non-motorized Fatalities and Serious Injuries

This performance measure utilizes data from both NHTSA's FARS database and the State Crash Records Database. Each dataset is queried for non-motorized vehicle crashes and the results are tabulated below. This data can be analyzed at the state, regional, municipal, or corridor level. Rates are not established for non-motorized crashes as the overall volume of bicycle and pedestrian travel is unknown. Statewide, non-motorized fatalities and serious injuries (***Figures 15 & 16***) continued to decrease from the peaks seen in 2015 and 2016. Regionally, non-motorized fatalities and serious injuries (***Figures 15 & 17***) decreased from 2018 to 2019 from 7 to 6 and there were no fatalities recorded. The five-year average for 2015-2019 was the same as 2014-2018 for the region (7.8) but declined at the state level from 59 to 56 fatalities and serious injuries. The projected five-year average for the 2017-2021 period is expected to decline slightly to 53.68 non-motorized fatalities and serious injuries per year for the state and 6.2 for the region.

Figure 15: Non-Motorized Fatalities & Serious Injuries

	New Hampshire Non-Motorized Crashes			MPO Region Non-Motorized Crashes			5-Year Rolling Average Non-Motorized Fatalities & Serious Injuries		
Year	Fatalities	Serious Injuries	Total	Fatalities	Serious Injuries	Total	5-Year Period	New Hampshire	MPO Region
2009	10	37	47	1	7	8			
2010	9	36	45	0	4	4			
2011	10	49	59	1	6	6			
2012	10	56	66	3	11	14			
2013	20	43	63	5	7	12	2009-2013	***56.0***	***8.8***
2014	16	39	55	0	6	6	2010-2014	***57.6***	***8.4***
2015	14	54	68	2	9	11	2011-2015	***62.2***	***9.8***
2016	21	47	68	1	10	11	2012-2016	***64.0***	***10.8***
2017	15	41	56	0	4	4	2013-2017	***62.0***	***8.8***
2018	14	34	48	5	2	7	2014-2018	***59.0***	***7.8***
2019	10	30	40	0	6	6	2015-2019	***56.0***	***7.8***



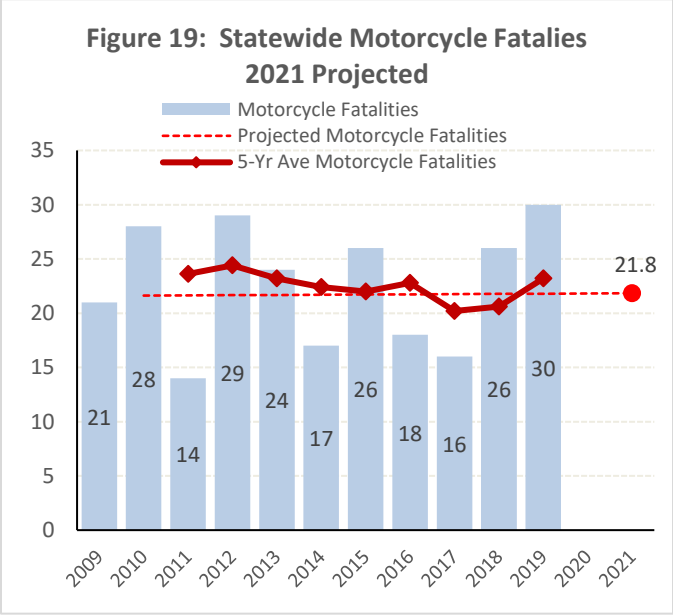


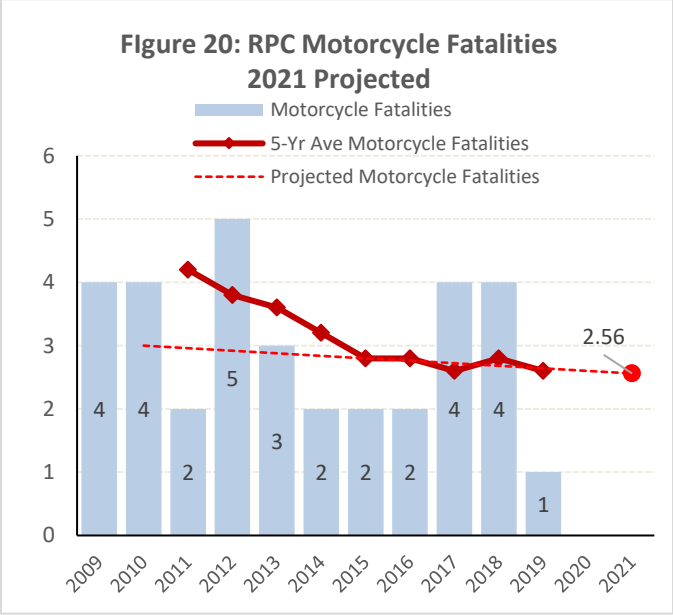
Motorcycle Fatalities

The Federal Fatal Analysis Reporting System (FARS) provides the data necessary for identifying the total number of motorcycle crash fatalities in New Hampshire (***Figures 18 & 19***) and for the MPO region (***Figures 18 & 20***). No fatalities rates are set as information on motorcycle vehicle miles of travel is not available. The State does not set performance targets for motorcycle fatalities and that data is included for context only. Overall, motorcycle fatalities increased statewide the last two years with 2019 seeing the second highest number in the last ten years. There was a single motorcycle fatality in the MPO region in 2019 down from 4 in 2018. The five-year average number of fatalities increased for the state to 23.2 and declined slightly for the region to 2.6. The projected value for the 2017-2021 five-year period anticipates a decline in fatalities with an expected 21.8 average for the state and 2.56 for the MPO region.

Figure 18: Motorcycle Fatalities

	Annual Motorcycle Crash Fatalities			5-Year Rolling Average Crash Fatalities	
Year	New Hampshire	MP0 Region	5-Year Period	New Hampshire	MPO Region
2009	24	4			
2010	29	5			
2011	14	2			
2012	32	4			
2013	24	3	2009-2013	**24.40**	**3.60**
2014	16	2	2010-2014	**23.20**	**3.20**
2015	26	2	2011-2015	***22.40***	**2.60**
2016	18	2	2012-2016	***22.80***	***2.60***
2017	15	3	2013-2017	***20.20***	***2.60***
2018	26	4	2014-2018	***20.60***	***2.80***
2019	30	1	2015-2019	***23.20***	***2.60***





ROCKINGHAM PLANNING COMMISSION
theRPC.org

ATTACHMENT #3

156 Water Street | Exeter, NH 03833
Tel. 603-778-0885 | Fax 603-778-9183
email@theRPC.org | www.theRPC.org

Memorandum

DATE: January 21, 2021

TO: MPO Transportation Advisory Committee

FROM: Scott Bogle

RE NH Seacoast Greenway Update & Trailhead Access Analysis

Work on design and permitting for Phase 1 of the NH Seacoast Greenway rail trail from Drakeside Road in Hampton to Barberry Lane in Portsmouth (Hampton-Portsmouth #26485) is moving ahead though more slowly than anticipated due to COVID-19 and other factors. McFarland Johnson engineers are under contract to work on the environmental permitting elements of the project and GPI (formerly Greenman-Pedersen) have been selected for preliminary engineering. A combination of COVID delays and scope negotiation have extended the process of getting GPI under contract. This likely means that while construction may still start in late 2022 completion won't be until 2023.

Once the trail is designed, built and opened, its success will also depend on the ability of trail users to conveniently access it. Some users who live locally will simply need walk-on or bike-on access at cross-streets. Others traveling a greater distance will need a safe, legal and accessible place to park in order to get on the trail. All users will benefit from orientation maps, information on trail rules and etiquette, and wayfinding signage with segment distances and directions to town centers and services.

Trailhead facilities are designated public access points where people can start, finish or pause their trip. Trailheads serve as community gateways - connection points for people who are already on the trail and want to take a break for ice cream, lunch, a restroom, a bike repair, buying a souvenir, sightseeing or lodging for the night. Ideally trailheads should be visually interesting to spark the curiosity of residents and visitors to explore the trail.

This said, building trailhead facilities is not part of the scope of Hampton-Portsmouth 26485. At present it will be up to municipalities and private partners to identify locations and funding for trailhead access improvements. In the fall of 2020 RPC staff developed an analysis of potential trailhead locations along the Hampton Branch corridor between Portsmouth and Hampton. There are a total of 23 road crossings of the Hampton Branch corridor. Staff mapped parcel data in the vicinity of each crossing to identify those with adjacent public land that could be developed as a trailhead facility, either with or without parking. The inventory also summarized other characteristics of each site such as whether the crossing is at grade or grade-separated, proximity to neighborhoods, proximity to businesses, and whether sites are already identified in local plans for trailhead development.

The document describes key desirable features and design considerations for trailheads, and recommends several sites with greatest potential for trailhead development that should be a focus of fundraising and project programming in parallel with development of the rail trail itself.

Of the 23 road crossings along the Hampton branch corridor between the Massachusetts state line and Portsmouth, more than a third of them have adjacent state or locally owned land suitable for trailhead development with some level of parking. Another eight lack adjacent land but can easily accommodate walk-on or bike-on access. Only seven are not suitable for trail access due to grade separation or private property limitations. The following pages include a locator map for the 23 crossings and a table summarizing crossing characteristics. The full analysis document is also included separately in the meeting packet

Eventually additional connections may be developed between the trail as a linear park and individual pocket neighborhoods along Lafayette Road/US1 and connecting highways. An analysis of the potential for such connections is a next step.

In the meantime the analysis here is intended to serve as a first step for corridor communities, trail advocates and private partners in identifying trailhead needs and opportunities; with a goal that basic trail access can be in place by the time the Hampton-Portsmouth segment of the trail is completed and opened to the public in 2023.

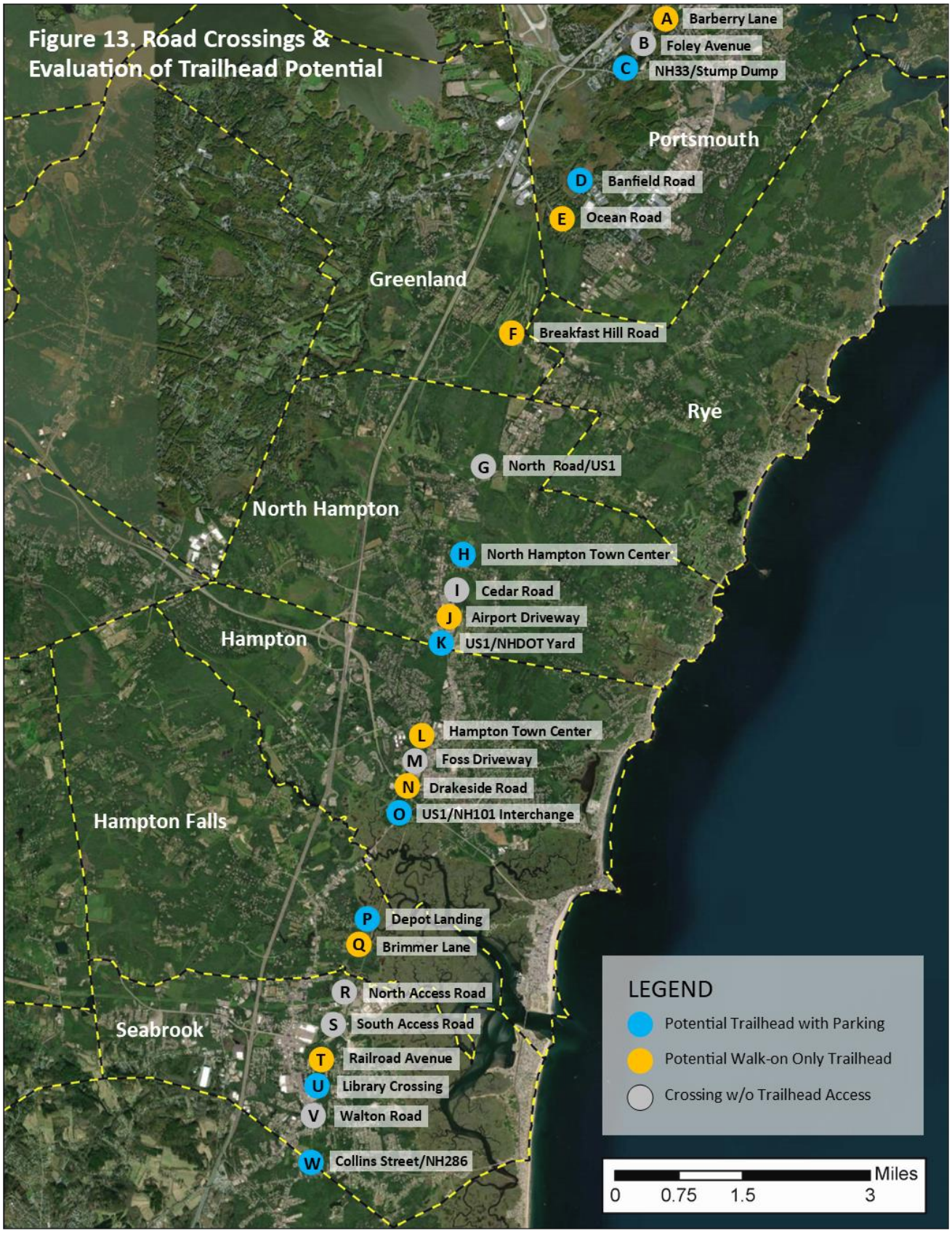


Figure 13. Road Crossings & Evaluation of Trailhead Potential
A Barberry Lane
B Foley Avenue
C NH33/Stump Dump
Portsmouth
D Banfield Road
E Ocean Road
Greenland
F Breakfast Hill Road
Rye
G North Road/US1
North Hampton
H North Hampton Town Center
I Cedar Road
J Airport Driveway
K US1/NHDOT Yard
Hampton
L Hampton Town Center
M Foss Driveway
N Drakeside Road
O US1/NH101 Interchange
Hampton Falls
P Depot Landing
Q Brimmer Lane
R North Access Road
S South Access Road
Seabrook
T Railroad Avenue
U Library Crossing
V Walton Road
W Collins Street/NH286
LEGEND
Potential Trailhead with Parking
Potential Walk-on Only Trailhead
Crossing w/o Trailhead Access
Miles
0 0.75 1.5 3

Summary of Trail Crossings & Trailhead Potential

#	City/Town	Intersecting Road(s)	Access Type	Business Proximity	Notes
A	Portsmouth	Barberry Lane	Walk-On	Access to major employers on Borthwick Avenue	Northern Terminus for Hampton-Portsmouth Phase I. At one point there was a plan for limited parking here. Need to check on this with the City.
B	Portsmouth	Foley Avenue (off Islington)	Non-Public		Public access uncertain
C	Portsmouth	NH33/Middle Road	Parking Potential		Stump Dump site. Portsmouth has plans to develop municipal park here with parking and restroom facilities.
D	Portsmouth	Banfield Road	Parking Potential		Portsmouth is also working on a smaller parking area for trailhead access here.
E	Portsmouth	Ocean Road	Walk-On	Access to US1 Retail	
F	Greenland	Breakfast Hill Road	Walk-On	Golf Course and businesses on US1	Closest access point for most Rye residents
G	North Hampton	US1 & North Road	Separated grade		Limited potential due to grade separation
H	North Hampton	NH111/Atlantic Avenue	Existing Parking	North Hampton Town Center	Joe's Meat Market/Town Center site. There is a parcel on NE quadrant that came with the corridor purchase. Also potential for parking strip along corridor within right of way just north of old freight building
I	North Hampton	Cedar Road	Separated grade		Limited potential due to grade separation
J	North Hampton	Private Drive at Airfield	Walk-On	Restaurant at North Hampton Airfield	Restaurant might allow limited parking
K	Straddles North Hampton/ Hampton Town Line	US1/Lafayette Road	Parking Potential	US1 Retail	NHDOT Yard site. Working w/Sen. Sherman to get building expanded at NHDOT North Hampton Yard that will allow release of this site.

Summary of Trail Crossings & Trailhead Potential

#	City/Town	Intersecting Road(s)	Access Type	Business Proximity	Notes
L	Hampton	NH27/Exeter Road	Walk-On	Hampton Town Center	Key access for downtown Hampton
M	Hampton	Foss Underpass	Non-Public		Not a public access option
N	Hampton	Drakeside Road	Walk-On	Hampton Town Center	Southern terminus for Hampton-Portsmouth Phase I
O	Hampton	US1/Lafayette Road	Parking Potential		Potential major trailhead could to included as part of interchange realignment programmed for 2028
P	Hampton Falls	Depot Road	Existing Parking	Hampton Falls Town Center	Town landing limited parking already present. Town making improvements here as boat launch and trailhead area.
Q	Hampton Falls	Brimmer Lane	Walk-On	Hampton Falls Town Center	
R	Seabrook	North Access Road at Seabrook Station	Non-Public		Not a public access option
S	Seabrook	South Access Road at Seabrook Station	Non-Public		Not a public access option
T	Seabrook	Railroad Avenue	Walk-On	US1 Retail	
U	Seabrook	Informal crossing at Library	Existing Parking	Seabrook Public Library, US1 Retail	Parking already present for Seabrook Public Library, used as trailhead now.
V	Seabrook	Walton Road	Separated grade	Seabrook Elementary and Middle Schools	Limited potential due to grade separation
W	Seabrook	NH286/Collins St	Existing Parking		EXISTING TRAILHEAD FOR OLD EASTERN MARSH TRAIL IN SALISBURY - Parking lot and connector trail already built as part of Seabrook-Salisbury Connector Trail

Analysis of Road Crossings & Trailhead Access Potential

for the

The New Hampshire Seacoast Greenway

New Hampshire's Segment of the East Coast Greenway

Rockingham Planning Commission

DRAFT – January 2021

NH Seacoast Greenway – Trailhead Access Analysis

INTRODUCTION

The New Hampshire Seacoast Greenway (NHSG) will be New Hampshire's segment of the East Coast Greenway (ECG), envisioned as a non-motorized "urban Appalachian Trail" extending 3000 miles from Calais Maine to Key West Florida. The New Hampshire Seacoast Greenway will be a community asset offering a safe place for children, seniors, and all members of the community to exercise, learn to ride a bike, enjoy nature, or simply get where they need to go without a car.

The trail is being built on the abandoned Hampton Branch railroad corridor, also known as the Eastern Railroad corridor, owned by the State of New Hampshire. The first phase of the NHSG, extending from Hampton to Portsmouth, is in design as of late 2020 and scheduled for completion in 2022. Phase 2 will be in Seabrook and extend from the Massachusetts state line to the Hampton Falls town line. At the state line the trail will connect to the Old Eastern Marsh Trail and continue on the Clipper City Rail Trail through Salisbury and Newburyport. Phase 3 will cross Hampton/Hampton Falls Marsh, covering the length of the corridor through Hampton Falls and the southern part of Hampton.

Trailhead facilities are critical to the success of a rail trail. Trailheads as discussed here will be designated public access points where people can start, finish or pause their trip on the New Hampshire Seacoast Greenway. Trailheads serve as community gateways - connection points for people who are already on the trail and want to take a break for ice cream, lunch, a restroom, a bike repair, buying a souvenir, sightseeing or lodging for the night. Ideally trailheads should be visually interesting to spark the curiosity of residents and visitors to explore the trail.

This document describes key desirable features and design considerations for trailheads, then inventories opportunities for trailhead facilities along the Hampton Branch railroad corridor that will soon carry the NH Seacoast Greenway. It recommends several sites with greatest potential for trailhead development that should be a focus of fundraising and project programming in parallel with development of the rail trail itself.

PLANNING CONTEXT

The East Coast Greenway was first conceived in 1991 when advocates from multiple states met to explore the idea of a long distance, protected trail connecting major cities, small towns and natural areas along the entire Eastern Seaboard. There was a brief planning effort for New Hampshire's segment of the East Coast Greenway in the 1990s that lost momentum when a key project leader needed to relocate to another state. The planning effort was revived in 2007 with a federal grant from the New Hampshire Department of Transportation matched with funds from the regional non-profit group Seacoast Area Bicycle Riders (SABR). A Conceptual Design & Implementation Plan for the NHSG was completed in 2009 by the Rockingham Planning Commission with guidance from a regional advisory committee including representatives from the seven corridor communities (Portsmouth, Greenland, Rye, North Hampton, Hampton, Hampton Falls, Seabrook), three state agencies, Seacoast Area Bicycle Riders (SABR), the East Coast Greenway Alliance (ECGA), adjoining trail organizations in southern Maine and northern Massachusetts, and individual advocates.

Since 2009 the NHSG Advisory Committee has presented the trail concept to planning boards, select boards and city councils in the corridor communities; worked to develop local trail committees in each community; developed Municipal Trail Management Agreements between NHDOT and host municipalities; advocated for federal funding for corridor acquisition and trail construction and generally worked to build public support for the trail effort. In 2020 the Advisory Committee established the New Hampshire Seacoast Greenway Alliance (NHSGA), a regional non-profit trail organization that will take a lead role in funding development, volunteer recruitment, training and organizing, as well as trail marketing. The NHSGA will work with trail communities and RPC to secure funds to develop the network of trailheads described here.

TRAILHEAD DESIGN CONSIDERATION

From the standpoint of trail users, desired trailhead characteristics include:

- A kiosk with maps and information to orient visitors to the trail
- Parking for those who drive to access the trail (as space allows)
- Safe bicycle and pedestrian connections to adjacent neighborhoods, business districts or schools
- Signage guiding users to nearby food, lodging and other attractions
- Restroom facilities or guidance to nearby public facilities
- Accessibility features for users with mobility impairments

Related or in addition to the factors above, for the agency managing the trail additional considerations include:

- Cost of construction
- Cost and ease of maintenance
- Cost and ease of law enforcement
- Design to limit access by prohibited vehicles while allowing emergency vehicles
- Lighting for safety and security
- Provision of amenities like drinking fountains, trash receptacles and pickup, dog waste bag dispensers, bike racks, bike repair stations, and seating (picnic tables, benches, etc.).
- Landscaping
- Public art
- Additional considerations for equestrian access including parking sized for trailers, adequate turning radii for trailers, etc.

The following summary of recommended trailhead facilities is adapted from the Pennsylvania Trail Design & Development Principles: Guidelines for Sustainable, Non-Motorized Trails:

- Kiosks: Kiosks introduce users to a trail. Signs and maps, as well as safety information are valuable to both inexperienced and experienced outdoor travelers and are typically posted at kiosks. The East Coast Greenway Alliance has a standard template for trailhead kiosks that can be built by volunteers for under $500/unit and which has been installed in multiple locations throughout New England following appropriate permitting. In addition to a trail map and guidance to nearby attractions, kiosks are a place to post trail rules and broader stewardship messages. Encouraging the responsible use of the outdoors conveys an important message for users, setting the stage for future generations utilizing public lands. Well-designed information kiosks that communicate to persons of all skill levels are important for the continued enjoyment of outdoor recreation areas. It is important to have a common design for all kiosks and trail information signs along a trail corridor

Figure 1. ECG Kiosk on Old Eastern Marsh Trail in Salisbury, MA

- Parking: Consider the length of a trail, number of visitors, and proximity to population centers when determining the parking requirements for a trailhead. Also consider the type of trail, and the typical vehicle used to transport persons and equipment to the trailhead. Visitors to equestrian trails need parking for their towing vehicles/trailers and prefer pull-through parking spaces when available. Standard parking stalls on paved parking lots can be either angled or 90 degrees to the travel lane, measuring 10' wide by 20' long or as established by local zoning. The American Association of State Highway Transportation Officers (AASHTO) states that the minimum inside turning radius of a car is about 6 1/2' and the maximum outside turning radius is 25'. Travel lanes in a one-way parking lot should be a minimum of 12' wide, and 24' wide when designed as a two-way lane. Specialized parking areas for tow vehicle and trailer combinations (such as for horses) are typically between 18 to 28' wide and between 55' to 78' long. Parking at rural or small town trailheads are often unpaved such that spaces are not marked but the calculations above should still be considered in lot sizing.

- Trail Barriers: There any multiple options for barriers at trail crossings that will keep out motor vehicles while allowing people walking, bicycling or riding horseback to pass. These include boulders, bollards, fences, and gates. Barrier types are further discussed in AASHTO's *Guide for the Planning, Design, and Operation of Bicycle Facilities*. Typically at trailheads for multi-use trails these barriers need to be moveable to allow access for emergency vehicles and maintenance vehicles. Removable bollards are a common solution in suburban and urban areas. Gates are more common in rural areas.

Figure 2. Removable bollard access control at trailhead

- ADA Accessibility: The 2010 Americans with Disabilities Act (ADA) *Standards for Accessible Design* establish the design requirements to provide accessibility for individuals with disabilities as classified under the ADA. The design standards outline requirements for the number and size of parking stalls and access isles, as well as ground surface conditions and slopes for the parking areas. At least one accessible route must be provided from accessible parking stalls to all accessible facilities. Further, the parking area must have a stable and firm surface. The minimum ratio of accessible parking spaces to standard parking spaces is one accessible parking space for every 25 spaces.

Figure 3. ADA parking and trailhead bollard access controls

- Toilets: Toilets are a necessary amenity and should be provided at trailheads when feasible. Construct restrooms from materials that are in character with the surrounding setting. Construct restrooms from vandal resistant materials and connect them to municipal sewer and water lines when available. In communities without municipal water and sewer an ADA accessible portable toilet can be a reasonable substitute. Use agreements with adjoining facilities can allow trail users to access existing restrooms. Many modular restrooms can be monitored and secured remotely.

Figure 4. Trailhead restroom facilities, temporary or permanent

- Safety Design at Grade Crossings: Safety signage and pavement marking are critical where trails cross roadways. The level of advance warning and appropriate signage types vary based on sight lines, traffic speed and traffic volume in the intersecting roadway, as well as anticipated trail usage volume. For crossings on low traffic volume roads with good sight distances a well-striped and mainteained crosswalk and Trail Crossing signs may be sufficient. For higher volume roads in urban and suburban areas high visibility warning signage will be appropriate at the crossing itself and in some cases in advance. Flashing beacons activated by trail users are also appropriate at these higher volume crossing points, including Rectangular Rapid Flashing Beacons (RRFBs); or on multi-lane highways High Intensity Activated Crosswalk (HAWK) beacons are appropriate. A HAWK beacon has been installed on Route 125 in Epping at the crossing of the Rockingham Recreation Trail. Crossing areas should be well lit so approaching drivers can clearly see trail users in the crosswalk or waiting to cross during low light conditions.

- Bicycle Racks: Choose a bicycle rack based on its ability to secure a bicycle while protecting it from vandalism. In addition, consider any potential damage that a bicycle may incur while it is in the rack. The preferred style of rack is one that secures the bike in two locations on the bicycle frame. Traditional bicycle racks, like the comb or ribbon

Figure 5. Trailhead bicycle parking

racks, are also known as wheel benders because of the ease with which one can damage the bicycle by bending the rim. Where an aisle separates the bike racks a minimum width of 48 inches should be provided. Bike racks can be custom designed and fabricated to reflect local heritage or a local theme. The American Association of Pedestrian and Bicycle Professionals' (APBP) guide *Essentials of Bicycle Parking* provides recommendations for choosing bicycle racks.

- Air & Maintenance Station: For the convenience of bicyclists consider providing an air station at trailheads. These typically provide a fixed stationary pump and often a set of basic tools secured with cables (allen/hex keys, wrenches, tire levers) for minor bicycle adjustments. Often these are sponsored by nearby bike shops and include directions to the shop in case more significant repairs or other parts are needed. Figure 4 shows a maintenance and air station on a trail in Dearborn Michigan.

Figure 6. Bicycle air and maintenance

Figure 7. Trailside bench

- Benches: The location of rest opportunities is crucial to ensuring a positive trail experience. Benches should have backrests and at least one armrest to provide support as a user returns to the standing position, as required by ADA. Benches, as well as drinking fountains, bike racks, and other amenities can be funded through dedicated donations/sponsors. They also make excellent community volunteer, school woodshop class or Eagle Scout projects.

Picnic Shelters: Locate picnic shelters at trailheads. The minimum size of a shelter should be 20' x 28', housing 4 accessible picnic tables, to provide adequate cover from wind and rain. Consider using laminated wood beam shelters, or shelters with a similar roof truss design, as they eliminate roosting opportunities for birds and subsequently are much easier to maintain.

Figure 8. Picnic shelter

Figure 9. Dog Waste Bag Station

- Trash and Recycling Containers: Trash and recycling containers should be located at trailheads, where volunteers or municipal services agree to empty them at regular intervals. This said, if regular servicing cannot be implemented it is better to not install receptacles. A 50 gallon drum with a removable plastic liner is typically the most cost effective receptacle. The trail's logo can be painted on the container. Dispensers for dog waste bags also provide a convenience for unprepared dog walkers that helps limit waste along the trail. Bag dispensers likewise need to be maintained and refilled on a regular basis by volunteers, public works or parks and recreation staff.

- Drinking Water: Access to potable water is a welcome amenity at intervals along a trail. Select a cost-effective frost-free design to provide a water source where practical at trailheads. Drinking fountains that include a pet fountain are desirable at trailheads when dog walking is a popular trail use. Where municipal water is not available, consider providing a well and hand pump with a water purification system. In these instances trail managers must have the staff and financial resources available to test the water supply for public use.

Figure 10. Trail Lighting

- Security Lighting: Limit trail to daylight hours unless the trail manager intends to light the trail corridor. Where feasible, provide at least one dawn-to-dusk security light at each trail access point. If electric service is not available, solar panels can be utilized to generate the electricity necessary for security lighting.

- Loading/Unloading: Where horses are permitted provide loading and unloading areas for the horses. These areas should measure about 20' wide by 55 to 78' long and should be separate from other areas of the parking lot.

Figure 11. Equestrian Access

- Landscaping: Screening along the trail provides a finished appearance to a trail, as well as protects wildlife habitat, streamside buffers, erosion control, windbreaks, and separates areas of different uses. Consider limiting landscaping along the corridor and at trailheads to the use of native plant species that will require little maintenance. When selecting trail amenities consider an item's required maintenance, quality, affordability, and construction details. Use high quality, yet affordable items of simple design, reflective of the heritage of the area. The Willow Street trailhead to the Salem Bike/Ped Corridor shown in Figure X turns a road crossing into a gateway. It features an assembly of vertical rail ties with a small garden in front, a sign welcoming people to the rail trail, and a sponsor sign crediting the Salem Kiwanis Club for donating the garden and sculpture.

Figure 12. Landscaping on Salem Bicycle & Pedestrian Corridor

INVENTORY OF POTENTIAL TRAILHEAD LOCATIONS

Figure 35 includes an inventory of all road crossings on the Hampton Branch between Portsmouth and Seabrook. Not all of these crossings have the potential for trailhead access. Some of the roads are not publicly accessible. Other crossings are grade separated making access between road and trail challenging and expensive. In some cases road design and traffic conditions make certain crossing points less desirable from a safety standpoint. Of those crossings with access potential, some have potential for trail access with parking, while others will support walk-on or bike-on access only.

The roster and map of proposed trailheads included here identifies points where the Hampton Branch corridor crosses state and local roads, points with access for users arriving by bicycle, on foot or by car, and points with access to nearby amenities. All told access points are proposed on average 0.9 miles apart, though actual distances range from 0.2 miles to 2.7 miles. The distance between access points with parking potential averages 1.7 miles, with actual distances from 1.0 mile to 4.7 miles. Horseback riding is part of the intended mix of uses for the trail so equestrian access is a significant consideration. Given the greater space requirements for horse trailers at trailhead parking areas, there appears to be potential for 3-4 equestrian access points along 14 miles of proposed trail.

Rockingham Planning Commission analyzed land ownership in the vicinity of each public road crossing to determine whether there is adjacent municipal or state land on which trailhead parking could be developed. Aerial images with parcel boundaries are included with the description of each crossing, and presence or absence of land with trailhead parking potential is noted for each crossing location.

Crossing are color coded based on potential for trailhead access. Crossings with adjacent public land that could support trailhead parking are shown in blue, crossings with potential for walk-on access only are shown in yellow, and crossings with grade separation or on private property are shown in gray to denote no practical public access.

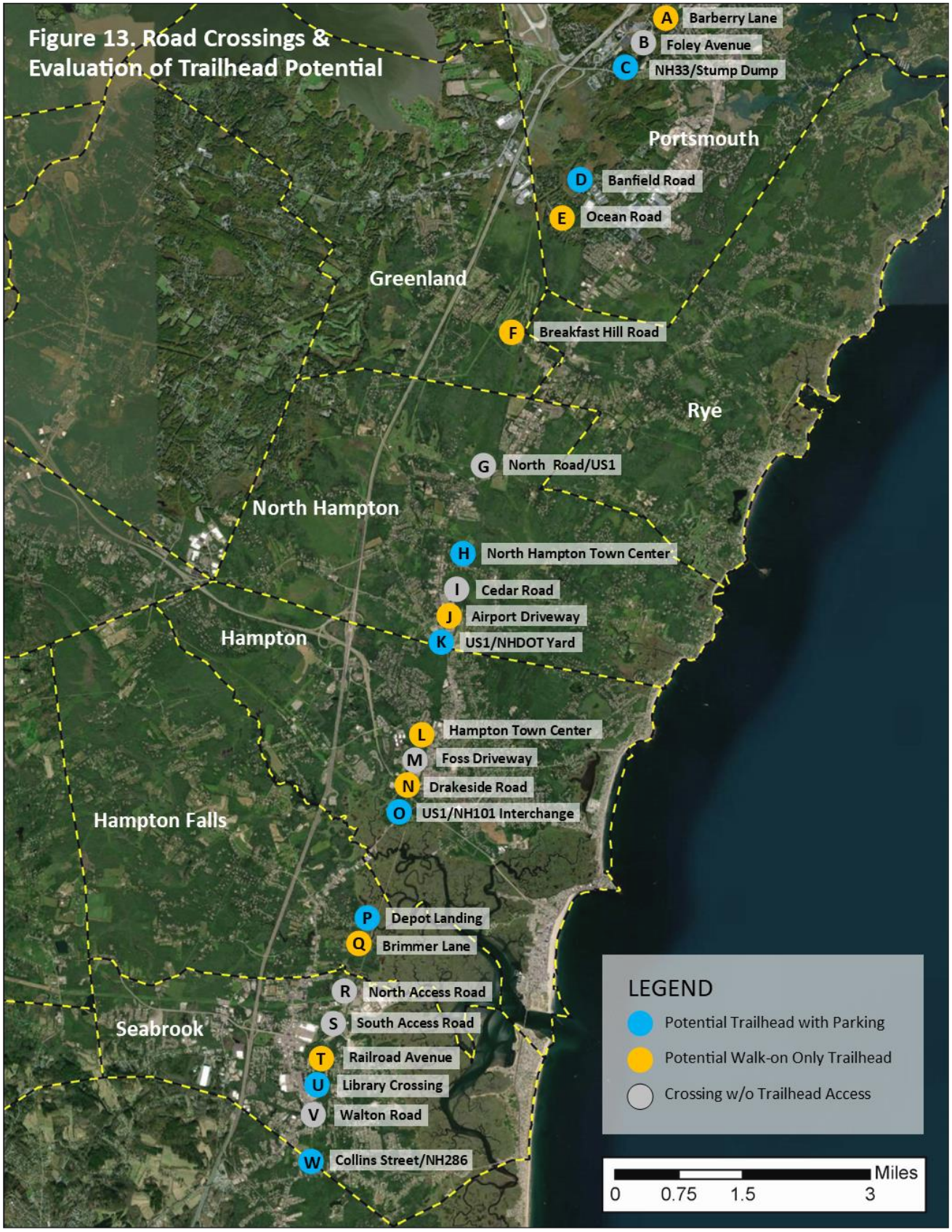


Figure 13. Road Crossings & Evaluation of Trailhead Potential
A Barberry Lane
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Seabrook
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V Walton Road
W Collins Street/NH286
LEGEND
Potential Trailhead with Parking
Potential Walk-on Only Trailhead
Crossing w/o Trailhead Access
Miles
0 0.75 1.5 3

A Barberry Lane

City/Town: Portsmouth

Intersecting Road(s): Barberry Lane

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: Residential development on Islington Street, Barberry Lane

Proximity to Businesses: Near Borthwick Avenue industrial parks as commute destinations. Minimal retail development nearby.

Trailhead Potential: Medium - Walk-on

Notes: The Portsmouth City Ped/Bike Plan recommends trailhead facilities and parking here. While there is no public land adjacent, there may be opportunity for an agreement with private developers.

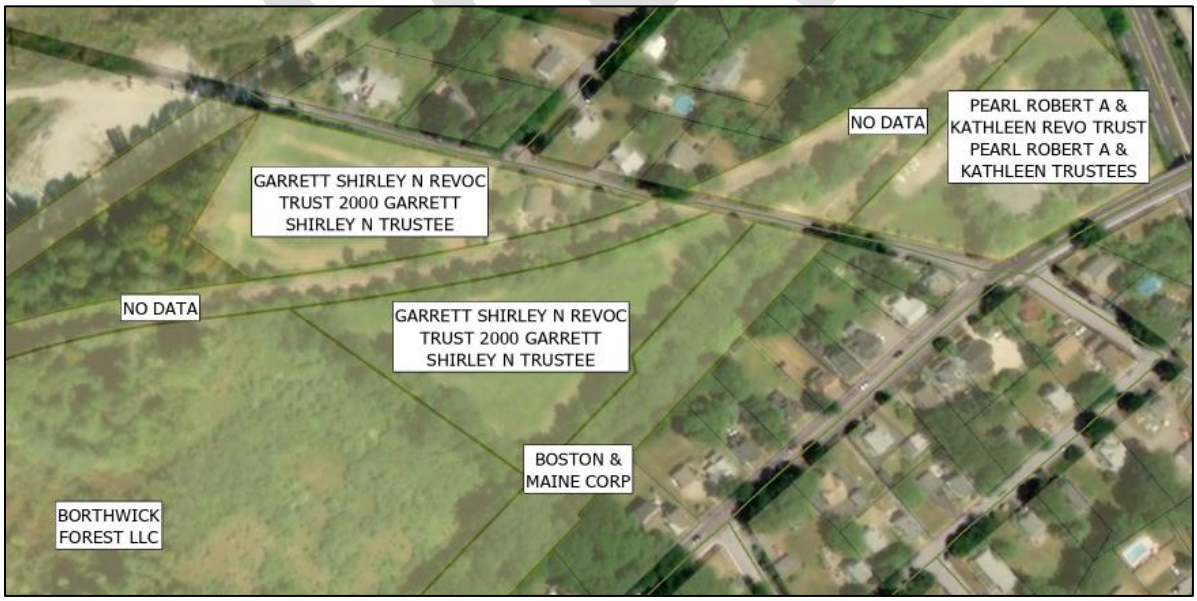

Figure 14. Barberry Lane Crossing – Ownership of Adjacent Lane Parcels

B Eileen Dondero Foley Avenue

City/Town: Portsmouth

Intersecting Road(s): Eileen Dondero Foley Avenue

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: Residential development on Islington Street

Proximity to Businesses: Near Borthwick Avenue industrial parks as commute destinations if cut-through is created. Minimal retail development nearby.

Trailhead Potential: Medium - Walk-on

Notes: While there is no public land adjacent, there may be opportunity for an agreement with private developers.

Figure 15. Eileen Dondero Foley Avenue Crossing – Ownership of Adjacent Lane Parcels

C NH33/Middle Road (Stump Dump)

City/Town: Portsmouth

Intersecting Road(s): Middle Road/NH33

Crossing Type: Separated grade, trail under highway

Adjacent Public Land: Yes, City of Portsmouth & State of New Hampshire

Proximity to Neighborhoods: Residential development on Islington Street, Pearson Street, Plains Ave, Peverly Hill Road, Dodge Ave, Oxford Ave, Davis Road, Harvard Street

Proximity to Businesses: Near Griffin Road and Borthwick Avenue industrial parks as commute destinations. Minimal retail development nearby.

Trailhead Potential: High – Trailhead with parking

Notes: Portsmouth City Ped/Bike Plan recommends significant trailhead facilities and park here. City owns land on northeast and northwest quadrants of grade crossing. New Hampshire Fish and Game owns land along both sides of trail south of NH33/Middle Road

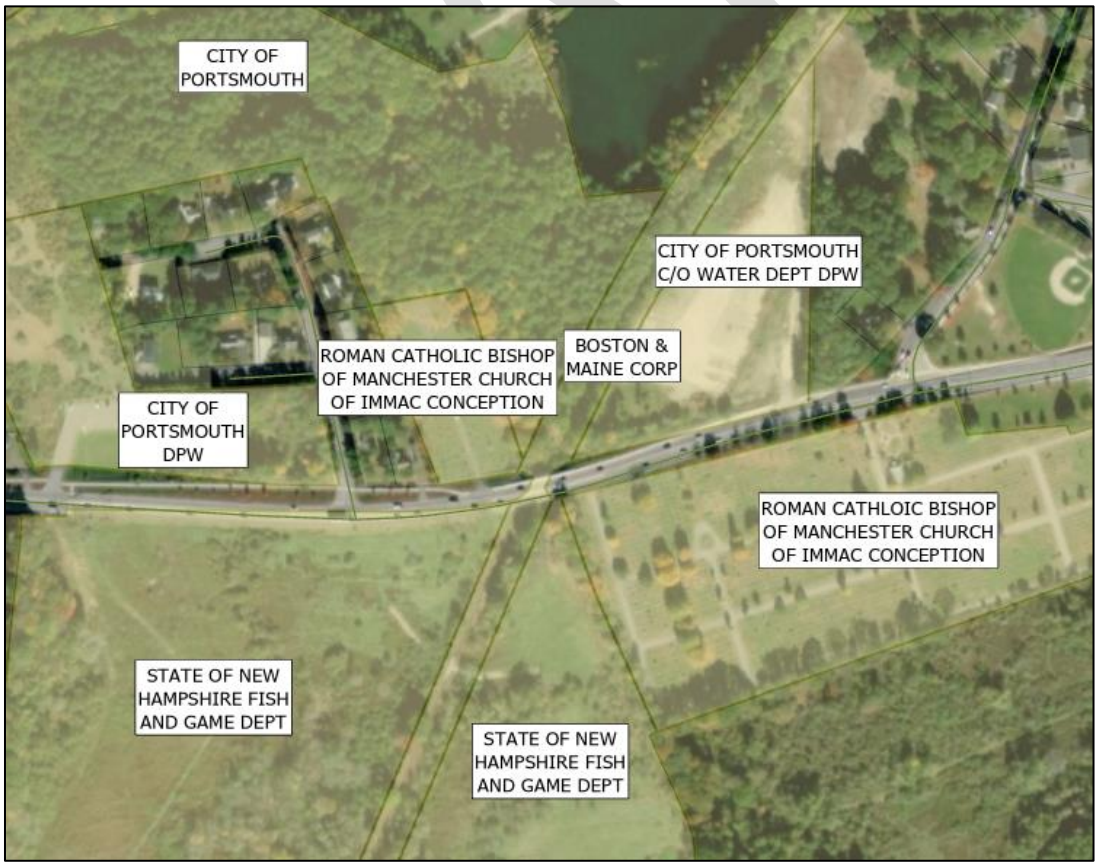

Figure 16. Greenland Road/NH33 Crossing – Ownership of Adjacent Lane Parcels

D Banfield Road

City/Town: Portsmouth

Intersecting Road(s): Banfield Road

Crossing Type: At Grade

Adjacent Public Land: Yes, City of Portsmouth

Proximity to Neighborhoods: Limited residential development in proximity to crossing

Proximity to Businesses: Adjacent to manufacturing and wholesale businesses along Heritage Avenue and Constitution Ave.

Trailhead Potential: Trailhead with parking

Notes: Called for in Portsmouth City Ped/Bike Plan. City owns land on northeast and northwest quadrants of grade crossing

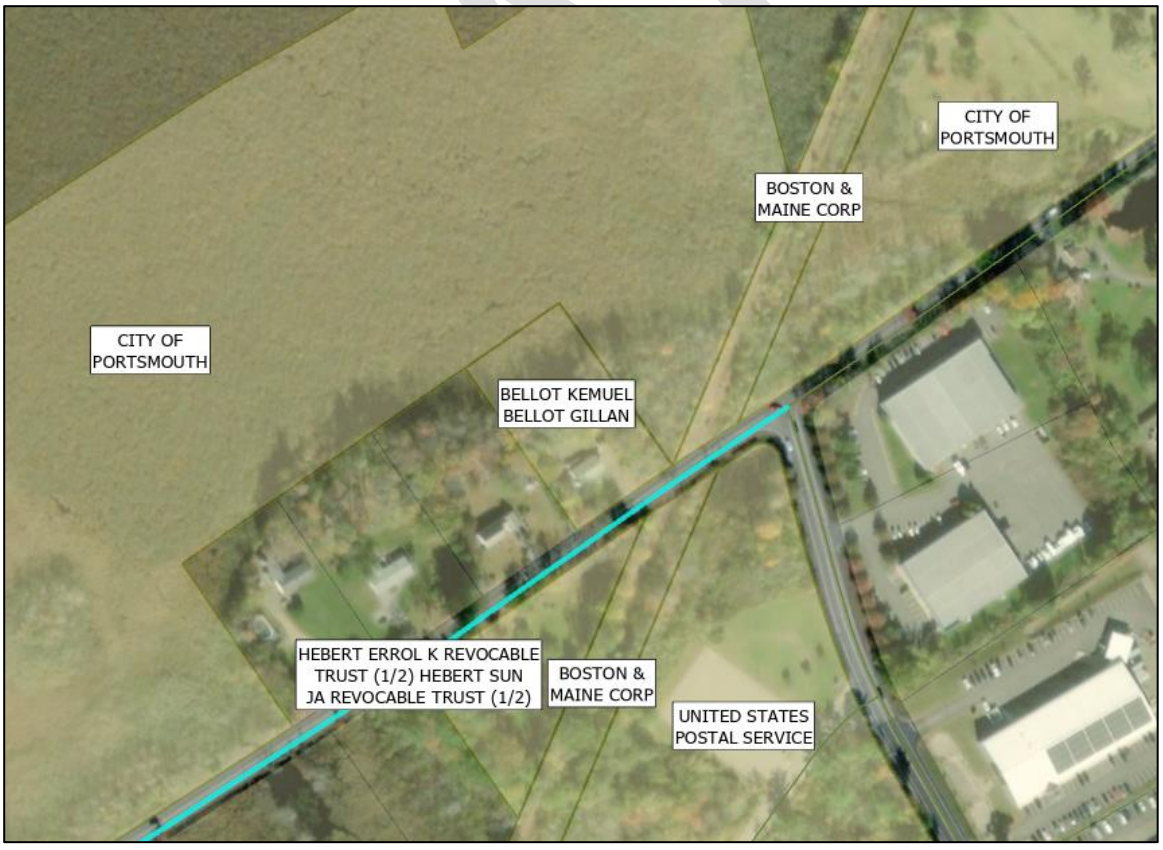

Figure 17. Banfield Road Crossing – Ownership of Adjacent Lane Parcels

E Ocean Road

City/Town: Portsmouth

Intersecting Road(s): Ocean Road

Crossing Type: At Grade

Adjacent Public Land: Yes, City of Portsmouth

Proximity to Neighborhoods: large residential neighborhoods within less than a half mile, including Mariette Drive/Winchester Way, Suzanne Drive, Martha Terrace, and Buckminster Way on west side of US1, plus Arbor View apartments and Hillcrest Estates on East side of US1.

Proximity to Businesses: Commercial node at intersection of US1 and Ocean Road with coffee shop and restaurants, Putnam's Sports.

Trailhead Potential: Trailhead with parking

Notes: Called for in Portsmouth Ped/Bike Plan. City owns land on northwest quadrant and southeast quadrant of grade crossing.

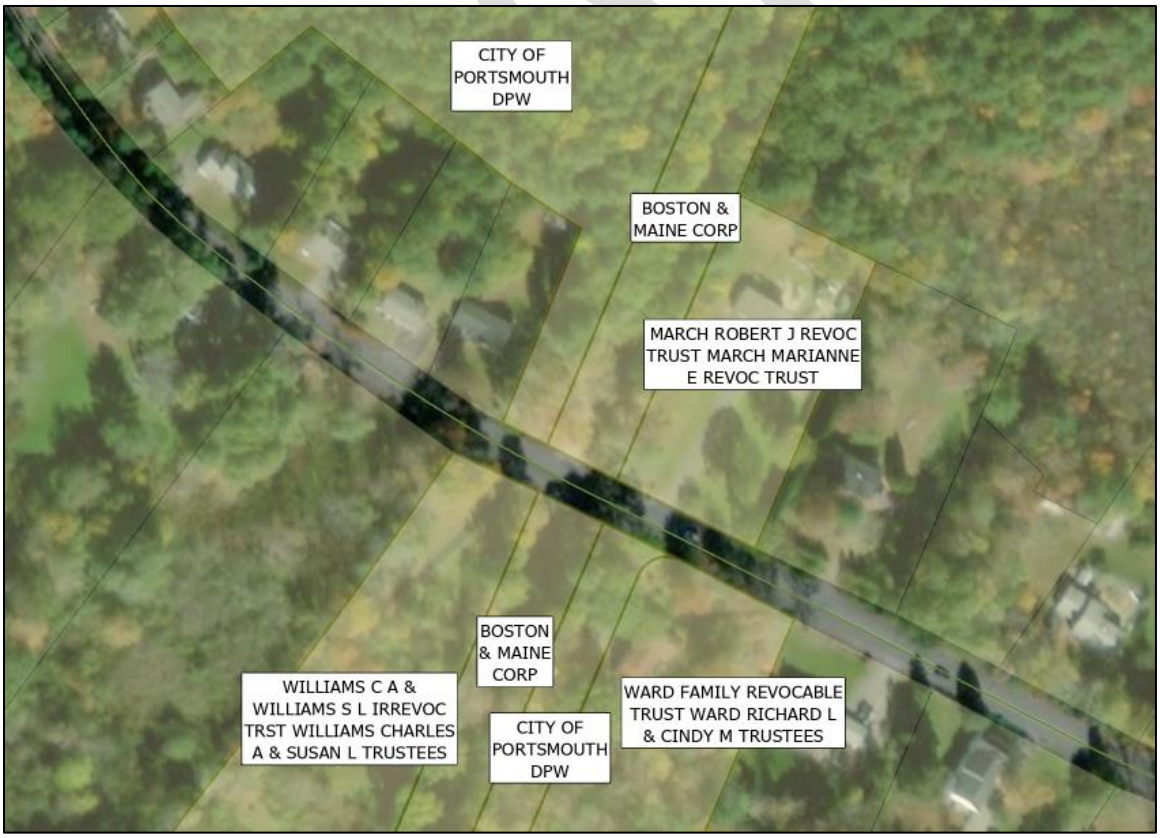

Figure 18. Ocean Road Crossing – Ownership of Adjacent Lane Parcels

F Breakfast Hill Road

City/Town: Greenland

Intersecting Road(s): Breakfast Hill Road

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: Within a half mile of several residential developments off of Brakfast Hill Road, including Windsor Green, Coombs Farm, Sunnyside Drive, Maple Drive, Falls Way and September Drive

Proximity to Businesses: Small business node at intersection of Lafayette Road/Breakfast Hill/Washington Road. Immediately adjacent to Breakfast Hill Golf Club

Trailhead Potential: Walk-on/Bike-on. No Adjacent Public Land for parking.

Notes: While there is no public land adjacent to this grade crossing this will be the closest trailhead for much of Rye. Shoulder bicycle route improvements are recommended on Washington Road in Rye and Breakfast Hill Road in Greenland to improve safe access to the trail from adjacent residential area.

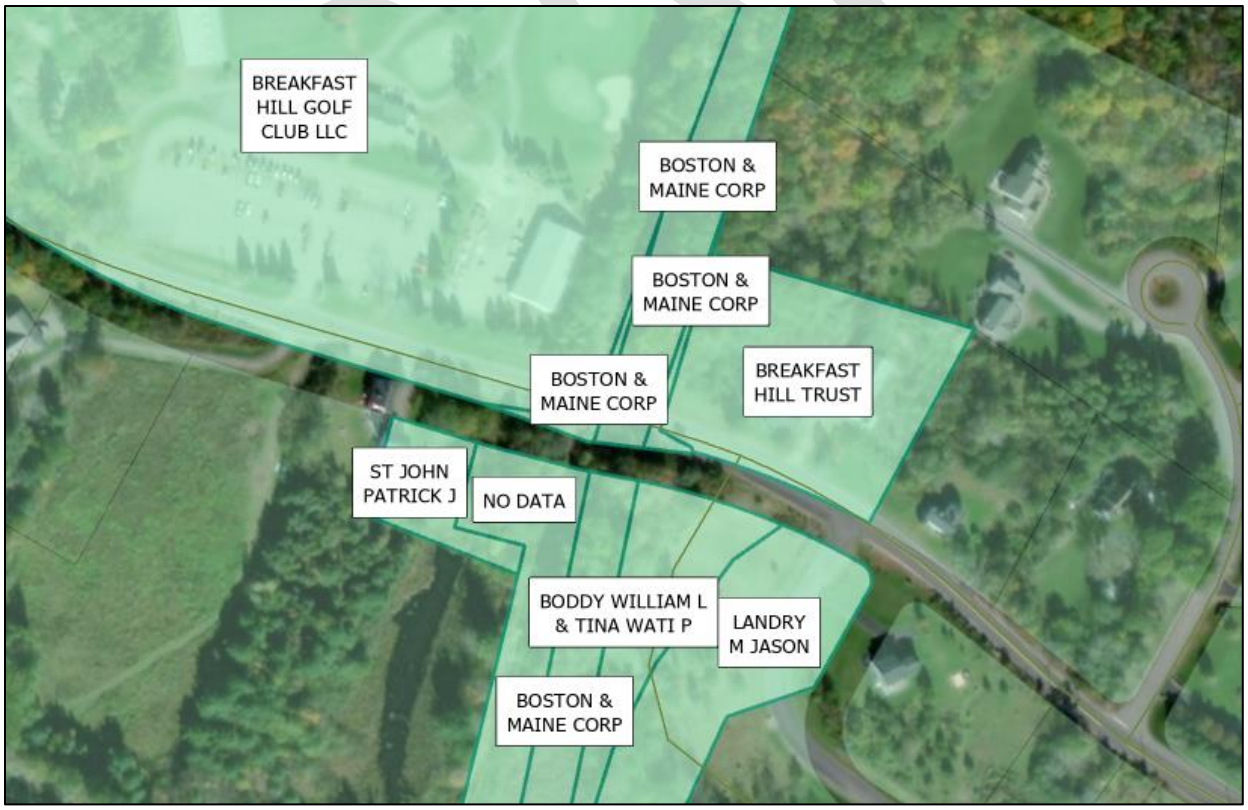

Figure 19. Breakfast Hill Road Crossing – Ownership of Adjacent Lane Parcels

G Lafayette Road/US1 and North Road

City/Town: North Hampton

Intersecting Road(s): Lafayette Road/US1 & North Road

Crossing Type: Separated Grade, Highway over trail

Adjacent Public Land: No

Proximity to Neighborhoods: No

Proximity to Businesses: No

Trailhead Potential: Minimal – access impractical

Notes: The intersection of North Road and US1 is currently being realigned. At present there is no plan to establish trail access here due to the substantial grade separation.

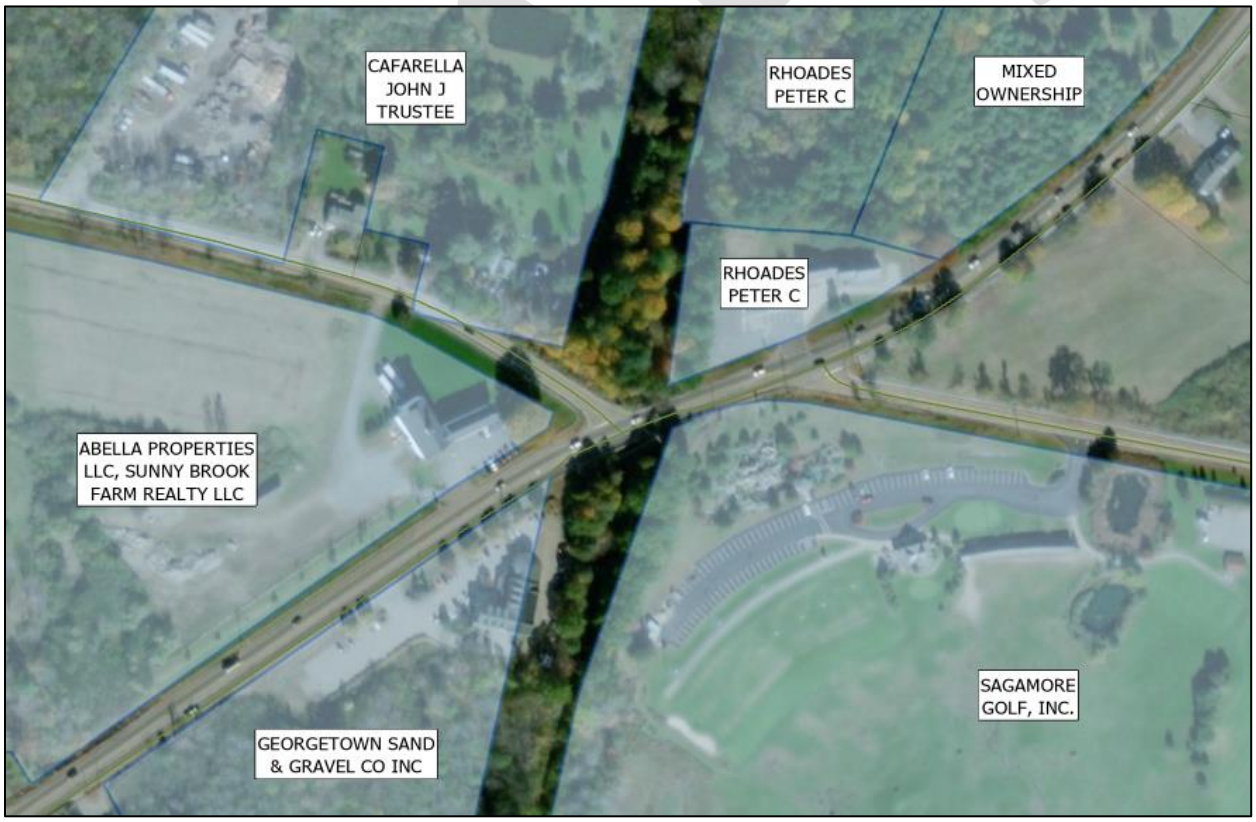

Figure 20. North Road & Lafayette Road/US1 Crossing – Ownership of Adjacent Lane Parcels

H Atlantic Avenue/NH111

City/Town: North Hampton

Intersecting Road(s): Atlantic Avenue/NH111

Crossing Type: Separated grade, highway over trail

Adjacent Public Land: Yes - State of New Hampshire

Proximity to Neighborhoods: Yes

Proximity to Businesses: Yes – North Hampton Village Center is immediately adjacent to the intersection, including Joe's Meat Market which serves sandwiches and ice cream, Town Hall, North Hampton Public Library, and North Hampton Elementary School

Trailhead Potential: High, including opportunity for parking

Notes: The combined public right of way for NH111/Atlantic Avenue and the rail corridor itself appear from GIS parcel data to include the current driveway off Atlantic Avenue around Joe's Meat Market and paralleling the rail corridor for approximately 500 feet, creating potential for nose-in trailhead parking along the corridor itself. The sale of the corridor from Pan Am to the State also included a __ acre parcel on the northeast quadrant of the crossing that may be suitable for additional trailhead facilities.

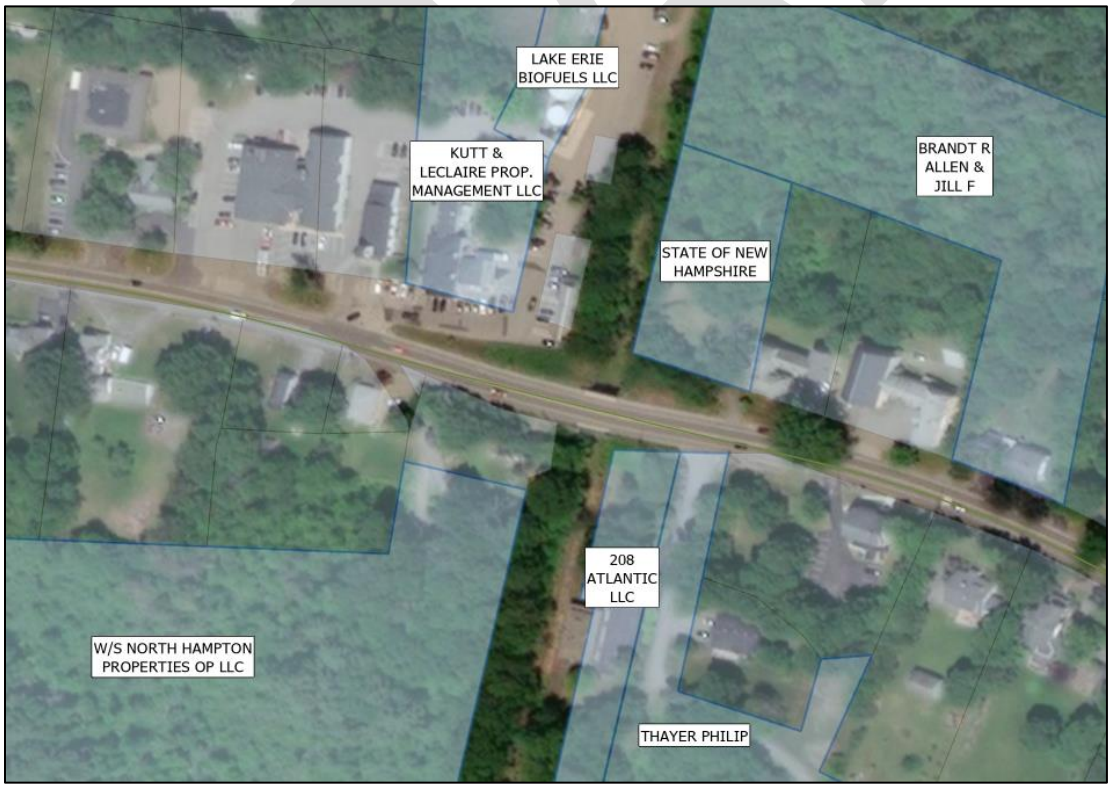

Figure 21. Atlantic Avenue/NH111 Crossing – Ownership of Adjacent Lane Parcels

I Cedar Road

City/Town: North Hampton

Intersecting Road(s): Cedar Road

Crossing Type: Separated grade – road over trail

Adjacent Public Land: No

Proximity to Neighborhoods: Houses along Cedar Road and Mill Road on east side of US1, and South Road/Post Road on west side of US1. These will also have access to proposed trailhead at crossing of rail corridor and US1 at North Hampton/Hampton town line.

Proximity to Businesses: Near Airfield Café and businesses along Lafayette Road/US1 (Home Depot, Marshalls, LL Bean).

Trailhead Potential: Low – poor access from road to trail due to grade separation. Road passes over trail on wooden bridge. Abutment slopes not well suited for ramping or stairs.

Notes: Not a priority for access development

Figure 22. Cedar Road Crossing – Ownership of Adjacent Lane Parcels

J Private Drive at North Hampton Airfield

City/Town: North Hampton

Intersecting Road(s): Private Drive at North Hampton Airfield

Crossing Type: At Grade

Adjacent Public Land: Yes, Town of North Hampton, but minimal

Proximity to Neighborhoods: South Road/Post Road on west side of US1.

Proximity to Businesses: Near Airfield Café and businesses along Lafayette Road/US1 (Home Depot, Marshalls, LL Bean).

Trailhead Potential: Primarily walk-on. Café owner may allow limited parking for trailhead use given potential for trail users to frequent the café.

Notes: Potential for limited parking at Airfield Cafe

Figure 23. Private Drive Crossing at North Hampton Airport– Ownership of Adjacent Lane Parcels

K Lafayette Road/US1

City/Town: North Hampton & Hampton at Town Line

Intersecting Road(s): Lafayette Road/US1

Crossing Type: Separated grade, road over trail

Adjacent Public Land: Yes, State of New Hampshire

Proximity to Neighborhoods: Piper Lane, Reddington Landing neighborhood on east side of US1 and residential development along Post Road on west side of US1.

Proximity to Businesses: Mostly auto oriented retail, industrial and wholesale development along US. Few restaurants

Trailhead Potential: High

Notes: NHDOT owns a maintenance yard parcel between rail corridor and Lafayette Road. The parcel includes __ acres in North Hampton and __ acres in Hampton. There is currently a wood frame equipment shed/garage on the property. There may be potential to relocate equipment stored here to NHDOT's primary North Hampton maintenance yard on South Road. The two communities should explore extending sewer and water to this location for a potential restroom facility. This is one of a limited number of parcels with potential for significant trailhead parking.

Figure 24. US1 Crossing at Hampton/North Hampton Town Line: Ownership of Adjacent Lane Parcels

L Exeter Road/NH27

City/Town: Hampton

Intersecting Road(s): Exeter Road/NH27

Crossing Type: Separated grade – road over trail

Adjacent Public Land: No

Proximity to Neighborhoods: Exeter Road/NH27, Josephine Drive

Proximity to Businesses: Hampton Town Center including multiple restaurants

Trailhead Potential: Walk on only as Depot Square development is privately owned with limited parking for business customers only.

Notes: Excellent access for trail users to patronize businesses in downtown Hampton.

Figure 25. Exeter Road/NH27 Crossing– Ownership of Adjacent Lane Parcels

M Driveway to Foss Manufacturing

City/Town: Hampton

Intersecting Road(s): Private Driveway to Foss Manufacturing

Crossing Type: Separated grade – trail over road

Adjacent Public Land: No

Proximity to Neighborhoods: No

Proximity to Businesses: Yes – Hampton Town Center

Trailhead Potential: No

Notes: Private driveway with other access options nearby. Should not be considered trailhead access.

Figure 26. Private Drive Crossing at Foss Manufacturing– Ownership of Adjacent Lane Parcels

N Drakeside Road

City/Town: Hampton

Intersecting Road(s): Drakeside Road

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: Several houses nearby on Drakeside. Apartment complex at 329 Lafayette Road slightly to the north.

Proximity to Businesses: Hampton Town Center retail district. Access to Winnacunnet High School via Drakeside and Park Avenue.

Trailhead Potential: Walk on only. There is no Adjacent Public Land for parking.

Notes: Drakeside Road is the southern terminus of phase one Hampton to Portsmouth trail, so will be an important access point particularly until the Hampton/Hampton Falls Marsh section is completed.

Figure 27. Drakeside Crossing at North Hampton Airport– Ownership of Adjacent Lane Parcels

O Lafayette Road/US1 & NH101

City/Town: Hampton

Intersecting Road(s): Lafayette Road/US1, NH101

Crossing Type: Separated grade – highway over trail

Adjacent Public Land: Yes

Proximity to Neighborhoods: Tidewater Campground is immediately to the west of US1

Proximity to Businesses: No

Trailhead Potential: High

Notes: There is potential for regional trailhead parking lot to be constructed as part of realignment of US1/NH101 interchange, which is currently programmed in the Ten Year Plan for design beginning in 2027 and construction in 2030. It is unclear whether this is included in the current project scope, but a a major regional trailhead was proposed and a conceptual design developed by McFarland Johnson as part of the interchange realignment study. Under the preferred alternative design all US1 traffic would be routed onto the current northbound alignment and a new diamond interchange constructed with NH101. The currently southbound alignment of US1 would be closed off at one end and support local traffic only. With consequent lower traffic volumes and slower speeds a safe crossing could be constructed from Tidewater Campground to the trail and trailhead.

Figure 28. Lafayette Road/US1 & NH101 Interchange – Ownership of Adjacent Lane Parcels

P Depot Road

City/Town: Hampton Falls

Intersecting Road(s): Depot Road

Crossing Type: At Grade

Adjacent Public Land: Yes – Hampton Falls town landing

Proximity to Neighborhoods: Depot Road, Coach Lane, Meadow Lane neighborhoods

Proximity to Businesses: Hampton Falls Town Center is approximately 0.7 miles away

Trailhead Potential: High

Notes: This is already a de factor trailhead used to access the causeway through the Marsh as well as for boat launching.

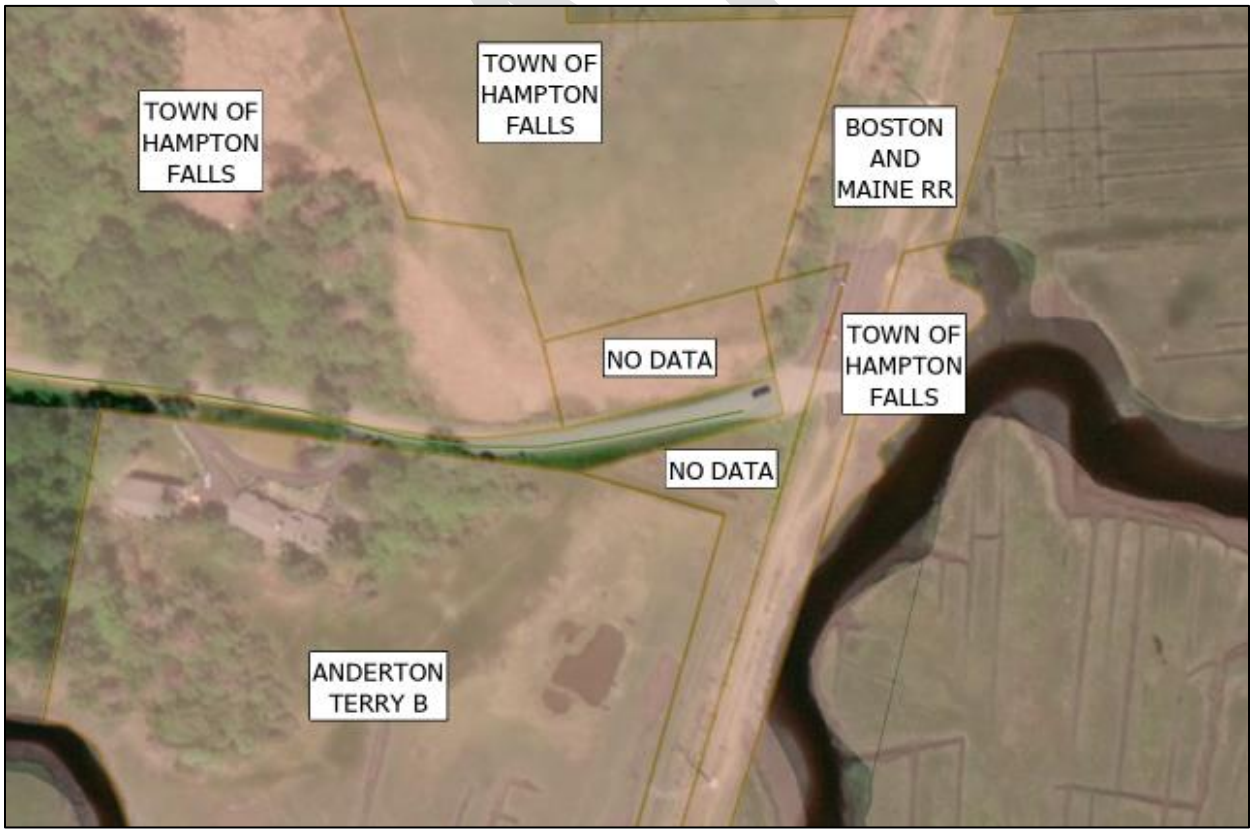

Figure 29. Depot Road Crossing – Ownership of Adjacent Lane Parcels

Q Brimmer Lane

City/Town: Hampton Falls

Intersecting Road(s): Brimmer Lane

Crossing Type: Separated grade – road over trail

Adjacent Public Land: No

Proximity to Neighborhoods: Limited number of houses on Brimmer Lane itself

Proximity to Businesses: Limited. US1 is 0.6 miles away but business mix on that segment of U1 is not geared to trail user needs

Trailhead Potential: Not a priority for public access

Notes: Brimmer lane originally crossed over railroad by bridge. At some point bridge was replaced with fill, and embankment blocks trail. Installation of box culvert or bridge will be needed to clear path of trail. Currently a goat path leads from the trail up over the embankment and back down to the trail.

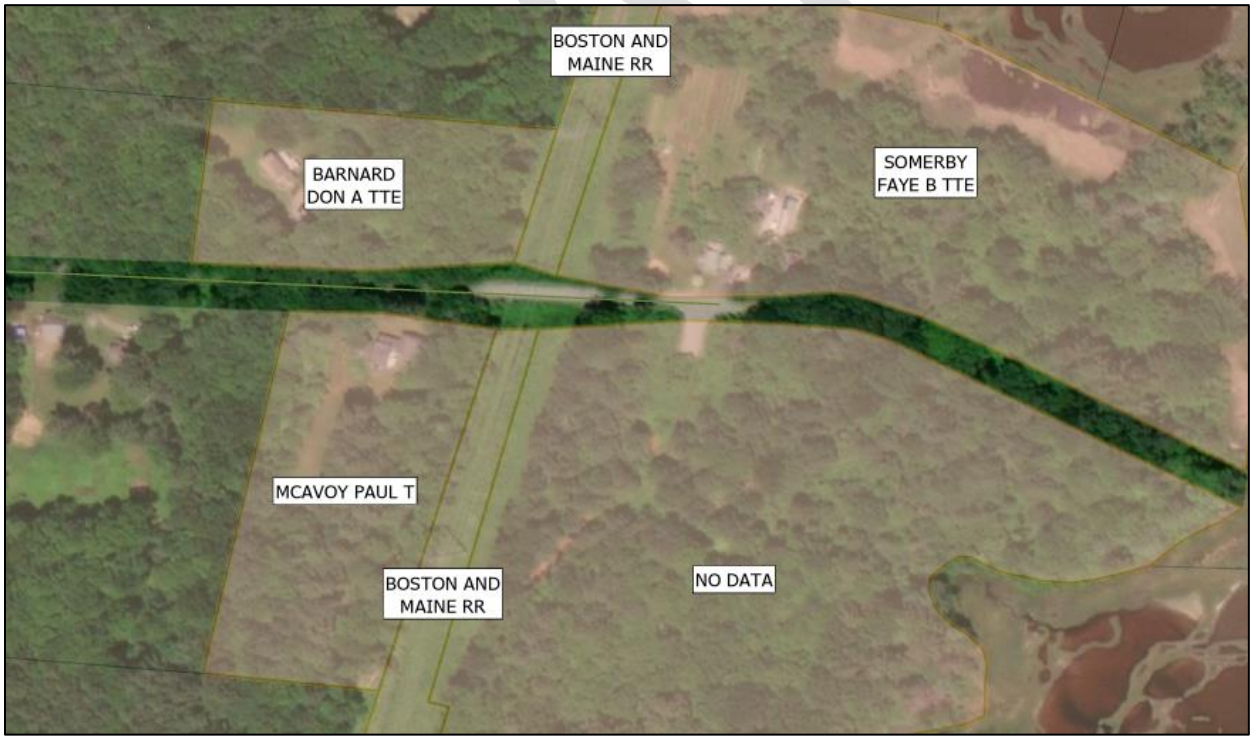

Figure 30. Brimmer Lane Crossing – Ownership of Adjacent Land Parcels

R Seabrook Station Access Roads

City/Town: Seabrook

Intersecting Road(s): North Access Road & South Access Road at Seabrook Station

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: No

Proximity to Businesses: No

Trailhead Potential: Very limited – Not a public access point, but potentially a connection for Seabrook Station staff commuting to the plant by foot or bicycle

Notes: As of 2020 Seabrook Station administration appears supportive of the trail crossing plant property on the rail corridor itself. The corridor is outside of the plant's security zone. Fencing and signage will be needed to make clear to trail users not to stray onto plant property.

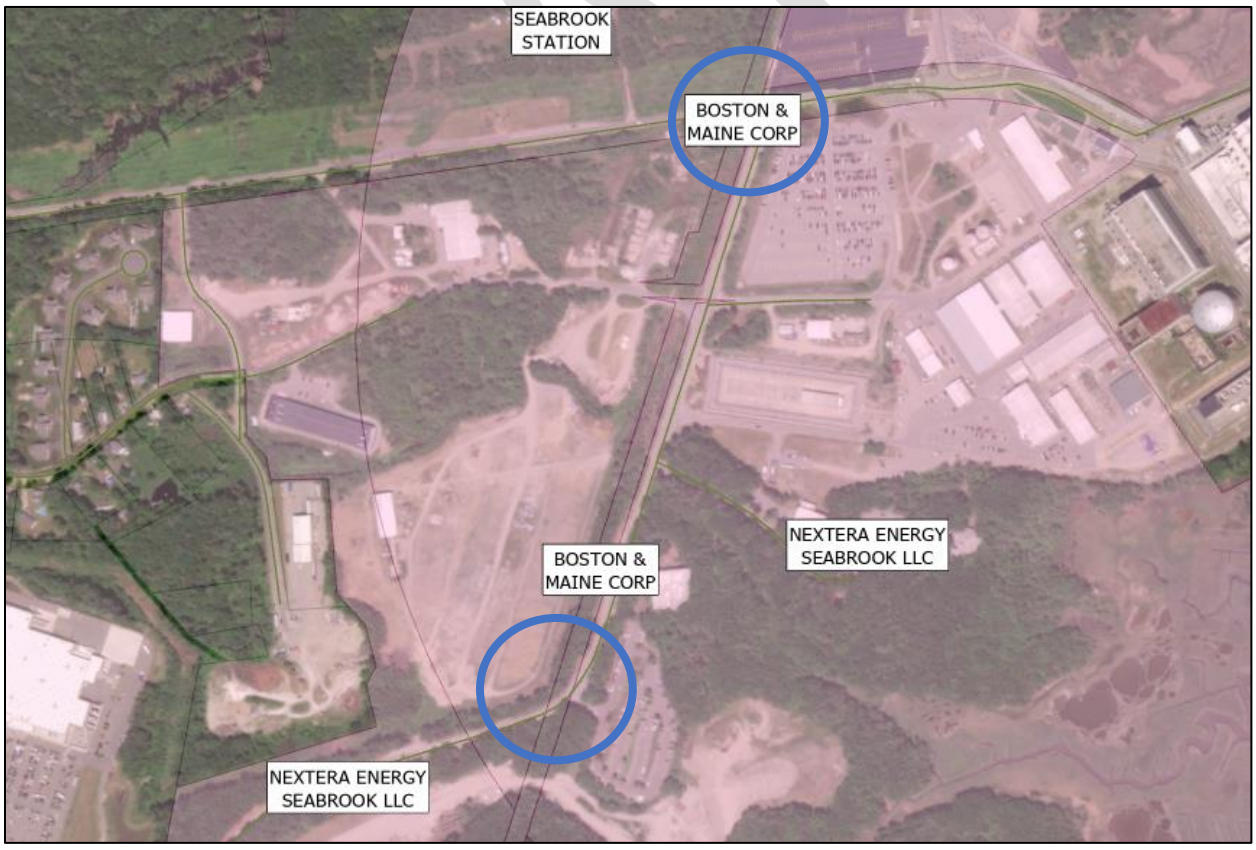

Figure 30. Seabrook Station North & South Access Roads – Ownership of Adjacent Land Parcels

S Railroad Avenue

City/Town: Seabrook

Intersecting Road(s): Railroad Avenue

Crossing Type: At Grade

Adjacent Public Land: No

Proximity to Neighborhoods: Multiple residential streets feed onto Railroad Avenue within a quarter mile, including Seabrook Housing Authority apartments at 81 Railroad Avenue with a substantial senior population. Sidewalks on the north side of the road will connect to the trail.

Proximity to Businesses: Lafayette Road/US1 business district approximately 0.5 miles to the west. Includes Market Basket

Trailhead Potential: Walk-on only, but likely to see heavy use.

Notes: Informal trail clearing has already created trail access to the south of Railroad Avenue. Corridor to the north of Railroad Avenue remains overgrown, and extends for only a short distance before reaching the south perimeter of Seabrook Station.

Figure 31. Railroad Avenue Crossing – Ownership of Adjacent Land Parcels

T Library Crossing

City/Town: Seabrook

Intersecting Road(s): Informal access road across rail trail corridor connecting Seabrook Police Department and Public Library to the back of the Home Depot plaza on Lafayette Road/US1.

Crossing Type: At Grade

Adjacent Public Land: Large parcel on west side of trail owned by Town of Seabrook already has a parking lot used by local residents for trail access.

Proximity to Neighborhoods: Centennial Road and multiple adjoining residential streets to east of trail.

Proximity to Businesses: Big box retailers on Lafayette Road/US1.

Trailhead Potential: High – Public Library parking lot already function as a de facto trailhead.

Notes: The Library crossing is highlighted with the southerly of the two blue circles in the image below. Another potential access point just to the north, also highlighted, is Boynton Lane. This is not formally connected currently but the end of the cul de sac comes within 400' of the trail and appears from aerial imagery to have a connecting goat path. The intersection of Boynton Lane and Lafayette Road/US1 is immediately across from the Seabrook Community Center. The potential for this connection was identified as part of planning for the Seabrook Safe Routes to School program.

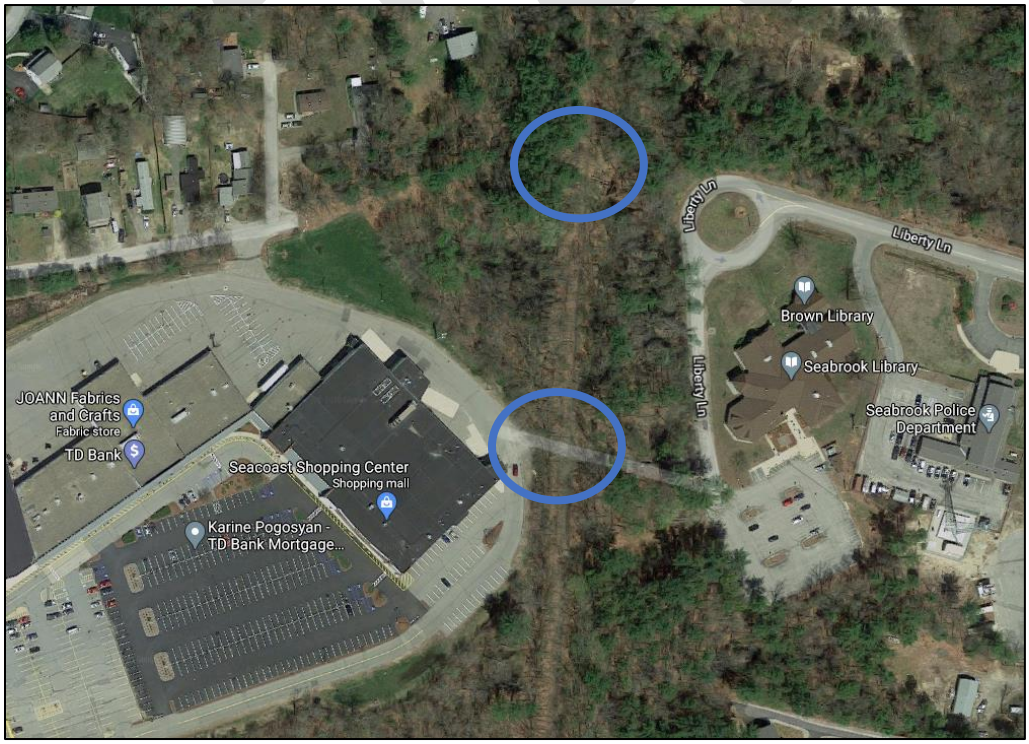

Figure 32. Library Crossing & Boynton Lane Access – Ownership of Adjacent Land Parcels

U Walton Road

City/Town: Seabrook

Intersecting Road(s): Walton Road

Crossing Type: Currently Separated Grade with rail over road

Adjacent Public Land: No

Proximity to Neighborhoods: Residential development on Walton Road, Quaker Lane and Violette Lane

Proximity to Businesses: Lafayette Road/US1 approximately 0.4 miles to the west at Seabrook Town Hall. Access to Seabrook Elementary School and Middle School located 0.8 miles to the east. Trail considered as part of school access planning for Seabrook Safe Routes to School Program

Trailhead Potential: Currently limited given grade separation

Notes: Origin bridge span was removed from rail overpass of Walton Road due to repeated strikes by large trucks. Abutments remain and a new higher span could be reinstalled. Whether there is adequate land to build a ramp from road up to trail is unclear.

Figure 33. Walton Road Crossing – Ownership of Adjacent Land Parcels

V Collins Street

City/Town: Seabrook

Intersecting Road(s): Collins Road/NH286

Crossing Type: Highway passes over trail on a bridge, but connecting trail recently completed.

Adjacent Public Land: State owned land on northeast quadrant of road/trail intersection

Proximity to Neighborhoods: Janvrin Lane, Pickens Ave, Collins Street, Christopher Manor apartments at 11 Collins Street immediately across from trailhead.

Proximity to Businesses: Minimal retail access

Trailhead Potential: Trailhead with limited parking completed in 2020

Notes: Friends of the Seabrook Rail Trail worked with the Seabrook Firemen's Association, the Coastal Trails Coalition and Rockingham Planning Commission to secure an easement from the Firemen's Association and grants from the federal Recreational Trails Program to build 1200 feet of trail (600' in Seabrook, 600' in Salisbury) connecting the recently completed Old Eastern Marsh (OEM) Trail to Route 286. This trailhead allowed completion of the OEM to within approximately 100 yards of the state line rather than terminating further south at the next northernmost intersection. Trailhead is managed by the Friends of the Seabrook Rail Trail.

Figure 34. Collins Road/NH286 Crossing – Ownership of Adjacent Land Parcels

Figure 35 – Summary of Trail Crossings & Trailhead Potential

#	City/Town	Intersecting Road(s)	Access Type	Business Proximity	Notes
A	Portsmouth	Barberry Lane	Walk-On	Access to major employers on Borthwick Avenue	Northern Terminus for Hampton-Portsmouth Phase I. At one point there was a plan for limited parking here. Need to check on this with the City.
B	Portsmouth	Foley Avenue (off Islington)	Non-Public		Public access uncertain
C	Portsmouth	NH33/Middle Road	Parking Potential		Stump Dump site. Portsmouth has plans to develop municipal park here with parking and restroom facilities.
D	Portsmouth	Banfield Road	Parking Potential		Portsmouth is also working on a smaller parking area for trailhead access here.
E	Portsmouth	Ocean Road	Walk-On	Access to US1 Retail	
F	Greenland	Breakfast Hill Road	Walk-On	Golf Course and businesses on US1	Closest access point for most Rye residents
G	North Hampton	US1 & North Road	Separated grade		Limited potential due to grade separation
H	North Hampton	NH111/Atlantic Avenue	Existing Parking	North Hampton Town Center	Joe's Meat Market/Town Center site. There is a parcel on NE quadrant that came with the corridor purchase. Also potential for parking strip along corridor within right of way just north of old freight building
I	North Hampton	Cedar Road	Separated grade		Limited potential due to grade separation
J	North Hampton	Private Drive at Airfield	Walk-On	Restaurant at North Hampton Airfield	Restaurant might allow limited parking
K	Straddles North Hampton/ Hampton Town Line	US1/Lafayette Road	Parking Potential	US1 Retail	NHDOT Yard site. Working w/Sen. Sherman to get building expanded at NHDOT North Hampton Yard that will allow release of this site.

Table X (Continued) – Summary of Trail Crossings & Trailhead Potential

#	City/Town	Intersecting Road(s)	Access Type	Business Proximity	Notes
L	Hampton	NH27/Exeter Road	Walk-On	Hampton Town Center	Key access for downtown Hampton
M	Hampton	Foss Underpass	Non-Public		Not a public access option
N	Hampton	Drakeside Road	Walk-On	Hampton Town Center	Southern terminus for Hampton-Portsmouth Phase I
O	Hampton	US1/Lafayette Road	Parking Potential		Potential major trailhead could to included as part of interchange realignment programmed for 2028
P	Hampton Falls	Depot Road	Existing Parking	Hampton Falls Town Center	Town landing limited parking already present. Town making improvements here as boat launch and trailhead area.
Q	Hampton Falls	Brimmer Lane	Walk-On	Hampton Falls Town Center	
R	Seabrook	North Access Road at Seabrook Station	Non-Public		Not a public access option
S	Seabrook	South Access Road at Seabrook Station	Non-Public		Not a public access option
T	Seabrook	Railroad Avenue	Walk-On	US1 Retail	
U	Seabrook	Informal crossing at Library	Existing Parking	Seabrook Public Library, US1 Retail	Parking already present for Seabrook Public Library, used as trailhead now.
V	Seabrook	Walton Road	Separated grade	Seabrook Elementary and Middle Schools	Limited potential due to grade separation
W	Seabrook	NH286/Collins St	Existing Parking		EXISTING TRAILHEAD FOR OLD EASTERN MARSH TRAIL IN SALISBURY - Parking lot and connector trail already built as part of Seabrook-Salisbury Connector Trail

POTENTIAL FUNDING SOURCES

The first phase of trail construction from Drakeside Road in Hampton to Barberry Lane in Portsmouth is being funded under the federal Congestion Mitigation/Air Quality (CMAQ) program, as was the acquisition of the 9.7 mile Hampton-Portsmouth segment of the rail corridor. While construction of some number of trailhead facilities could in theory be included in the scope of this project, NHDOT has indicated that the project will include only the trail itself and crossing safety improvements due in part to higher than anticipated costs for the original corridor acquisition as well as drainage. At present it will be up to corridor communities and the New Hampshire Seacoast Greenway Alliance (NHSGA) to develop resources for trailhead improvements. The following are several potential sources of funding:

Federal Transportation Alternatives Program (TAP) - TAP is one of the main sources of Federal funding available to municipalities for constructing bicycle and pedestrian facilities and offers reimbursement of up to 80% of eligible project costs. The Federal funds are programmed by NHDOT on a two-year grant cycle that normally opens in the spring of even numbered years. Funds are available to begin project design typically the year after project selection and typically take 2-4 years to complete. Due to COVID-19 there was no funding round in 2020 but a new round is anticipated in spring 2021. TAP funding is tightly limited and therefore very competitive, with only about a quarter of applications funded. This said TAP funds also come with significant administrative requirements and federal stipulations which increase project costs and extend implementation timelines to 4-5 years.

Federal Congestion Mitigation/Air Quality (CMAQ) Program – CMAQ is another common source of Federal funding for pedestrian and bicycle facility improvements. To qualify for CMAQ funding a project must be able to demonstrate a positive air quality benefit and/or benefit in alleviating traffic congestion. Typically this is based on projections of automobile trips that can be replaced with walking or bicycling trips with the development of safe ped/bike facilities. While CMAQ is being used to construct the first phase of the trail itself, it would be difficult to demonstrate air quality benefits for a stand-alone trailhead project. As with the Transportation Alternatives Program, CMAQ funds provide up to an 80% federal share and are typically programmed through a competitive funding round every two years. Like TAP they are also available on a relatively short timeline, with funding for design available the year following project selection.

Federal Surface Transportation Block Grant (STBG) Program – While the STBG program is primarily used for road and bridge projects in New Hampshire, it was designed by Congress to be flexible such that states and regions could use it for pedestrian and bicycle projects or for transit projects at their discretion. Unlike TAP and CMAQ, STBG funds are programmed through the State Ten Year Transportation Plan development process which is highly competitive and newly selected projects are placed at the back end of the Ten Year Plan. For example new projects added to the TYP in 2020 are programmed for construction in 2029 and 2030, with engineering beginning 3-5 years in advance of construction. It is somewhat unusual for pedestrian and bicycle projects to be programmed with STBG funding, but this has been done in circumstances where projects are too large for the TAP or CMAQ programs. One opportunity to use STBG funding for trailhead development could be as part of Hampton project #41584 to reconfigure the interchange of US1 and NH101 in Hampton. The conceptual design study for the project recommended that a portion of the state owned land in the middle of the current interchange ramp system be developed as a trailhead when the interchange is realigned. This project is currently programmed in the State Ten Year Transportation Plan for 2028.

Federal Recreation Trails Program (RTP) – The Recreational Trails Program (RTP) is another federal funding stream that originates with the U.S. Department of Transportation but is administered at the state level through the New Hampshire Trails Bureau. Like TAP and CMAQ it is a reimbursement program covering up to 80% of eligible project costs for trails and trail facilities, and it is awarded through a separate competitive grant process. Unlike TAP and CMAQ this process is annual, matching resources may be in the form of in-kind labor, goods or services, and the project administration process through the Trails Bureau is somewhat less cumbersome than through NHDOT. RTP funding was used in 2019 by the Friends of the Seabrook Rail Trail to construct the Seabrook-Salisbury Connector Trail and the associated trailhead on Collins Road/NH286 in Seabrook. Projects may request a federal share of not greater than $80,000, though smaller requests tend to be more competitive given a small total funding pool and an imperative to distribute funds around the state.

Municipal Funding – For relatively small trailhead improvements such as kiosks, gravel parking lots and signage, municipal funding can be a more streamlined and straightforward way to construct facilities on a short timeline and with a lower administrative burden than pursuing federal grants. Portsmouth has allocated funds in their municipal Capital Improvement Program to construct trailheads at the crossing of Greenland Road/NH33, Banfield Road and Ocean Road.

Private Fundraising – As with municipal funding, private sponsorship will be an important tool for developing smaller trailhead areas. This can be in the form of actual dollars or donated materials and labor. The Coastal Trails Coalition - the regional trail group serving Salisbury, Amesbury, Newbury, and Newburyport Massachusetts – has had success raising private funding through annual sponsorship of adopt-a -trail markers placed every tenth of a mile on their trail network. These revenues support trail maintenance, sign printing, kiosks and other trail facilities. There is significant potential to attract similar sponsorships along the New Hampshire segment of the East Coast Greenway.

CONCLUSION

While funding is in place to build the first phase of the NHSG from Hampton to Portsmouth with a likely completion date in 2022 or 2023, the success of the trail will also depend on the ability of trail users to conveniently access the trail. Some users who live locally will simply need walk-on or bike-on access at cross-streets. Others traveling a greater distance will need a safe, legal and accessible place to park in order to get on the trail. All users will benefit from orientation maps, information on trail rules and etiquette, and wayfinding signage with segment distances and directions to town centers and services.

Thankfully, of the 23 road crossings along the Hampton branch corridor between the Massachusetts state line and Portsmouth, more than a third of them have adjacent state or locally owned land suitable for trailhead development with some level of parking. Another eight lack adjacent land but can easily accommodate walk-on or bike-on access. Only seven are not suitable for trail access due to grade separation or private property limitations. Eventually additional connections may be developed between the trail as a linear park and individual pocket neighborhoods along Lafayette Road/US1 and connecting highways. An analysis of the potential for such connections is a next step.

In the meantime the analysis here is intended to serve as a first step for trail advocates and corridor communities in identifying trailhead needs and opportunities, with a goal that basic trail access can be in place by the time the Hampton-Portsmouth segment of the trail is completed and opened to the public in late 2022 or early 2023.

ROCKINGHAM PLANNING COMMISSION
theRPC.org

ATTACHMENT #4

156 Water Street | Exeter, NH 03833
Tel. 603-778-0885 | Fax 603-778-9183
email@theRPC.org | www.theRPC.org

Memorandum

DATE: January 21, 2021

TO: MPO Transportation Advisory Committee

FROM: David Walker

RE UPWP for FY22 and FY23

The Unified Planning Work Program (UPWP) guides the work that the MPO undertakes over a two year period. It translates established planning priorities, processes, and tasks into expected activities and work products, and provides general timeframes for task completion. The UPWP is supported by FHWA Urban Planning (PL) and FTA Transit Planning funds, which are combined under FHWA jurisdiction in a unified contract. These funds are supplemented by Federal State Planning and Research (SPR) funds apportioned to NHDOT and are matched with a 20% local contribution. One half of that 20% match is provided via RPC community dues. The other half is provided by NHDOT via "Turnpike Toll Credits" which allows the MPO meet the match requirement but provides no real revenue. The current UPWP is available on the MPO website: http://www.therpc.org/upwp.

There is no UPWP funding increase for FY 2022 and 2023 and the total available is the same as for the current UPWP (FY2020-2021). Funding has remained essentially flat since 2012 and this has resulted in a continuous erosion in UPWP scope and work effort over time due to inflation.

In addition to the planning regulations and requirements that guide the work that is done, each UPWP must also consider the 10 Planning Factors and 7 National Performance Goals included in the FAST Act (Federal Funding and guidance document), and the 12 Planning Emphasis Areas (PEAs) developed by Federal Highway Administration (FHWA) New Hampshire Office and Federal Transit Administration (FTA) Region 1. Finally, the region establishes it's own planning priorities based on understanding of local needs and ongoing planning processes and efforts. The proposed MPO Planning Priorities for this cycle of the UPWP are:

- ***Planning & Environmental Linkages (PEL):*** Currently working to understand the work effort and process of ensuring that our planning documents can act as baseline environmental documents for projects in the region.
- ***Resiliency and Adaptation:*** Ensuring that the transportation system has the absorptive, restorative, and adaptive capacity as well as equitable access required to be resilient to climate change, natural events, and other disruptions.
- ***Census 2020:*** Addressing the changes resulting from the release of the 2020 Census and the subsequent designation of Urbanized Areas (UZAs).
- ***Long Range Transportation Plan:*** Full rework of the LRTP including revisiting the goals and objectives, public outreach, incorporating PEL and resiliency, and updating the structure of the document.

As illustrated in the table below, the UPWP is organized around six categories with multiple tasks included in each. Time and resources are set for each of the categories but can be adjusted during the course of the two years as needed. Approximately 70-75% of the work is budgeted for the day-to-day planning work incorporated in Categories 200, 400, and 500, with the remainder supporting administration and public outreach.

Work Category	**Primary Tasks**
100: Administration & Training (10-15% of work effort)	MPO Administration, financial management. Trainings, conferences, and workshops.
200: Policy and Planning (~30% of work effort)	MPO TIP and Plan, Congestion Management Process, Bicycle & Pedestrian Planning, Interagency coordination, State Ten Year Plan, Planning and Environmental Linkages
300: Public Involvement & Coordination (10% of work effort)	MPO TAC and Policy Committee work, Public Outreach and engagement
400: Planning Support (20-25% of work effort)	GIS Support, Traffic counts and data collection, Census and demographics, travel demand model
500: Technical Assistance & Support (15-20% of work effort)	Local and regional technical assistance, participation in State planning efforts and project advisory committees, Transit Planning
600: FTA5305e Funded Transit Planning (<5% of work effort)	Used only if awarded a 5305e transit planning grant. Provide technical assistance in support of a specific project.

The existing scope of the UPWP is inclusive of a wide variety of tasks and work efforts. A large portion of that is mandated or required in some way to support the tasks established for Federal and State Planning processes. The MPO does have a substantial amount of discretion regarding the actual work conducted as long as those federal and state requirements are met. This allows us some flexibility to undertake unexpected tasks and be responsive to community, regional, and state needs as they arise. ***TAC members have the opportunity at this time*** to provide input into the draft document. If there are additional priorities or areas of work that stakeholders believe the MPO should include, that can be considered in the development of the draft.

A draft UPWP document is due to NHDOT by ***February 5***, ***2021*** and staff is working on producing that document and budgeting to meet that deadline. Comments are expected back from NHDOT, FHWA, and FTA by ***March 12***, and the MPO will have until ***April 9*** to finalize the document. Once submitted to NHDOT, the UPWP will go through the State contracting process which will conclude with approval from the Executive Council sometime in June (usually). The ideal is to have the contract in place for the start of fiscal year 2022 on July 1, 2021.

FAST Act Planning Factors

1. Support Economic Vitality
2. Increase the Safety of the transportation system
3. Increase the Security of the transportation system
4. Increase access & mobility for people and freight
5. Protect & enhance the environment
6. Enhance the integration & connectivity of the transportation system
7. Promote efficient system management & operation
8. Emphasize preservation of existing system
9. Improve resiliency & reliability of the transportation system.
10. Enhance travel and tourism

National Performance Goals (FAST Act)

- Safety (HSIP)
- Infrastructure Condition (Bridge and Pavement)
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

FY2022 Planning Emphasis Areas

- Ensuring that the MPO considers the Planning Factors and complies with all metropolitan planning and programming requirements and timeframes.
- MPOs should continue to cooperatively develop and monitor performance measures and targets.
- Continue to work collaboratively to ensure that set-aside, suballocation, and project selection requirements are implemented as required.
- Budget resources for the review, adjustment, and incorporation of potential changes to Urbanized Areas as a result of the 2020 Census.
- Implement the Congestion Management Process as required.
- Budget resources for maintaining metropolitan statewide and freight plans.
- Demonstrate fiscal constraint by year and funding category in the Transportation Improvement Program (TIP) and continue to coordinate with NHDOT on cooperative revenue forecasting.
- Continue to collaborate with other NH MPOs and NHDOT on development and maintenance of the Regional Travel Demand Model.
- Budget resources to support effective project monitoring of projects, the development of the annual List of Obligated Projects, and complete and timely reporting.
- Include consideration of Climate Adaptation and Resilience evaluations in the development of transportation plans and programs, including the TIP.
- Consider emerging technologies such as Connected and Automated Vehicles (CAVs), Transportation Network Companies (TNCs), micro-mobility, and the shift toward telecommuting and online shopping will impact transportation.