



TOWN OF SALEM, NEW HAMPSHIRE

33 GEREMONTY DRIVE, SALEM, NH 03079

(603) 890-2086 · FAX: (603) 890-2220

COMMUNITY DEVELOPMENT DEPARTMENT

March 19, 2021

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

Dear Mr. Jameson,

On behalf of the Town of Salem, I am pleased to submit the enclosed application for Cluff Road Sidewalk Improvements for consideration of funding through the Round 4 Transportation Alternatives Program. The application and supporting documents are all attached in a single PDF document.

Financial support from TAP will help us provide a safe alternative transportation option for the Salem community and will enhance the value of the investments already made in the Salem Bike-Ped Corridor.

If you have any questions, please contact me at (603) 890-2086 or kmakinen@salemnh.gov.
Thank you for your consideration of our request.

Sincerely,

Karri Makinen

Karri Makinen
Community Development Program Manager

For NHDOT use only: Application #: _____ LOI Received on: _____ MMW Attendee: _____ MMW Date: _____ Application Received on: _____
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**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

Round 4 - 2021 APPLICATION FOR FUNDING

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

Sponsor Name:

Mailing Address:

Telephone:

Email:

Contact Name:

Title:

Mailing Address:

Telephone:

Email:

Governing Regional Planning Commission:

2. Project Information

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

MAP SUBMITTED

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

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.

Description of work being proposed:

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

Resources within project limits:

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

Project Details

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

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

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

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

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

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

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

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

3. Project Cost Estimate

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

A) Design/Engineering: \$
(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)

B) Right-Of-Way: \$
(Cost of easement acquisition and/or land acquisition)

C) Construction: \$
(Cost of constructing project, materials, and labor)

D) Construction Engineering: \$
(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)

Project Total: \$
(Min. \$400,000 Max \$1,250,000)

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get your total up to \$400,000 or over \$1,250,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the TAP program but you want the work done under the overall contract.

Federal \$ %
(\$1,000,000 Max. \$320,000 Min. for federal amount requested) (80% Max. for TAP reimbursement)

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

Non-Participating \$

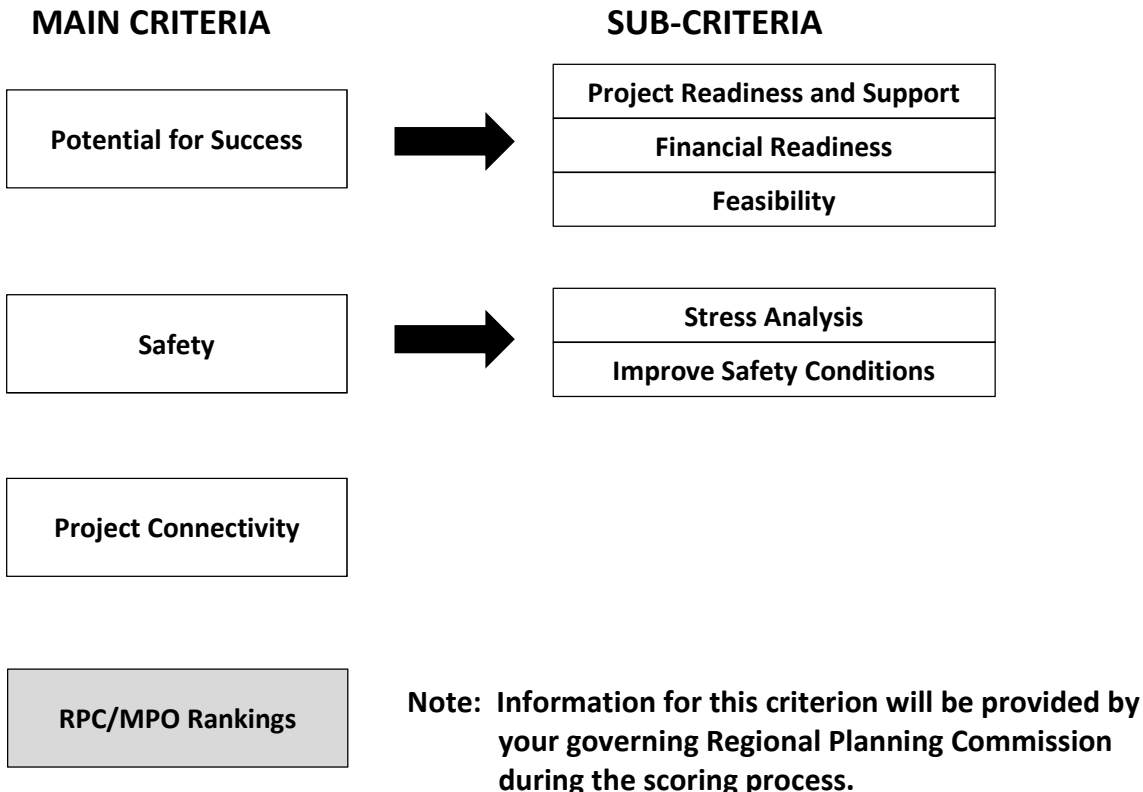
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

Reason for non-participating funds

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

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

- **RPC/MPO Ranking criterion, Section D will be done by the governing regional planning commission using the information provided in the application. Application will be submitted to the Department and the Department will forward copies to the Regional Planning Commissions**



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

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

Letter of support attached:

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

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

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

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

- **Stress Analysis:**

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

A - Facility is reasonably safe for all children.

B - Facility can accommodate users with basic skills and knowledge of traffic.

C - Facility requires an intermediate level of skill and knowledge of traffic to use.

D - Facility requires an advanced level of skill and knowledge of traffic to use.

E - Facility is generally not suitable for pedestrians or bicyclists.

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

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

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

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

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

NO ACTION NEEDED FROM APPLICANT FOR SECTION D

Only one application will be accepted per municipality

- *The Department received 43 letters of interest requesting more than \$29.6 million in federal funds.*

5) Application Submission Information: The application is an adobe .pdf form and it must be saved and copied to our Department FTP site. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format and saved to the FTP site. Directions on accessing the Department FTP site are below. A tutorial on accessing the FTP site and copying files will be on the TAP website.

APPLICATIONS ARE DUE BY 11:59PM FRIDAY MARCH 19, 2021!

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

Submission Guidelines

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

Naming Convention: The FTP site has one folder for all submissions, **TAP Applications Round 4**. To keep track of the applications and attachments it is ***essential*** you follow the following naming convention. Name of town/city followed by file.

Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

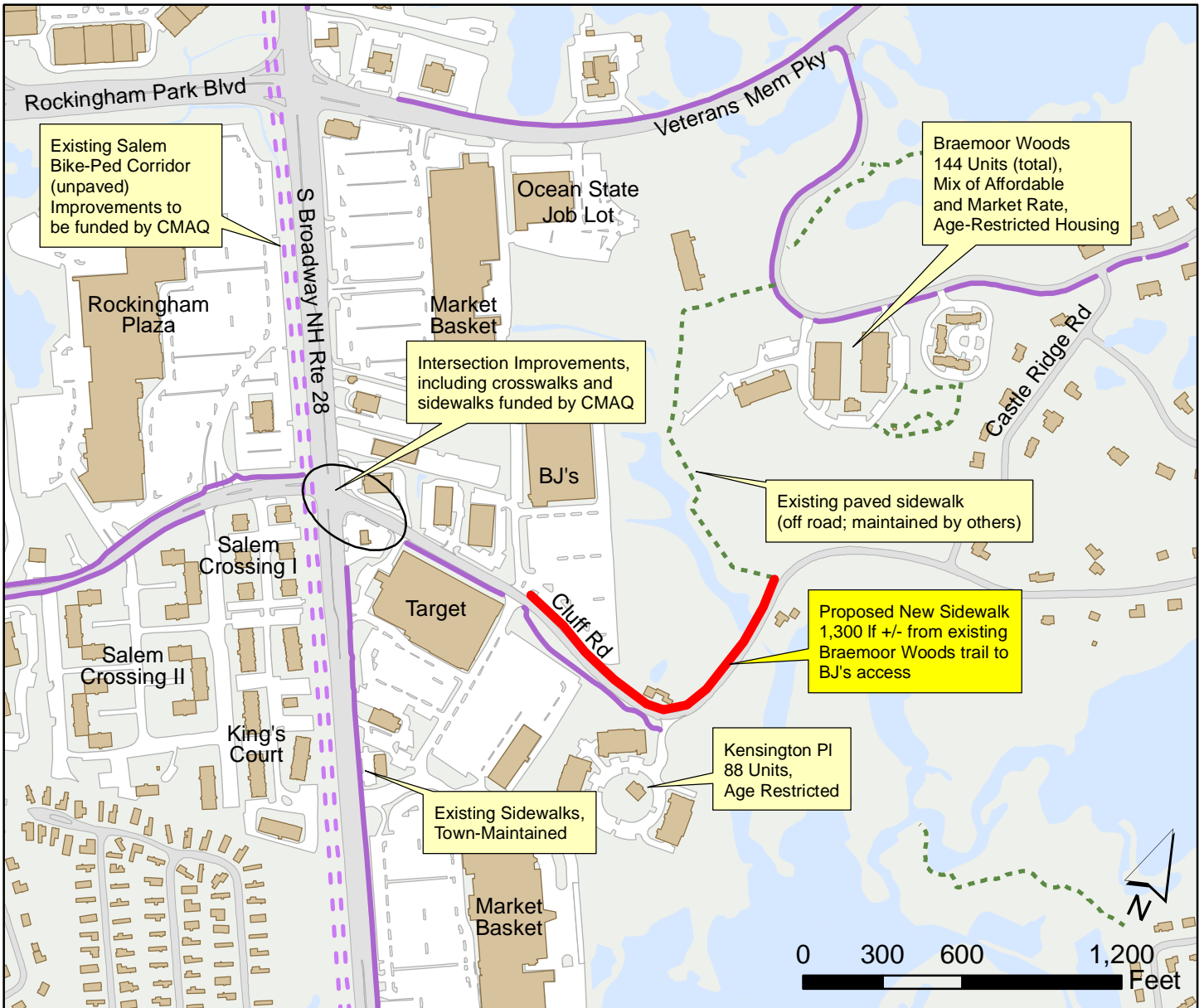
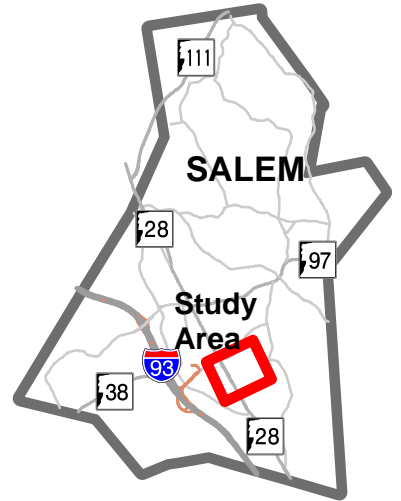
Failure to follow this naming convention will cause confusion and could result in applications and/or attachments being lost.

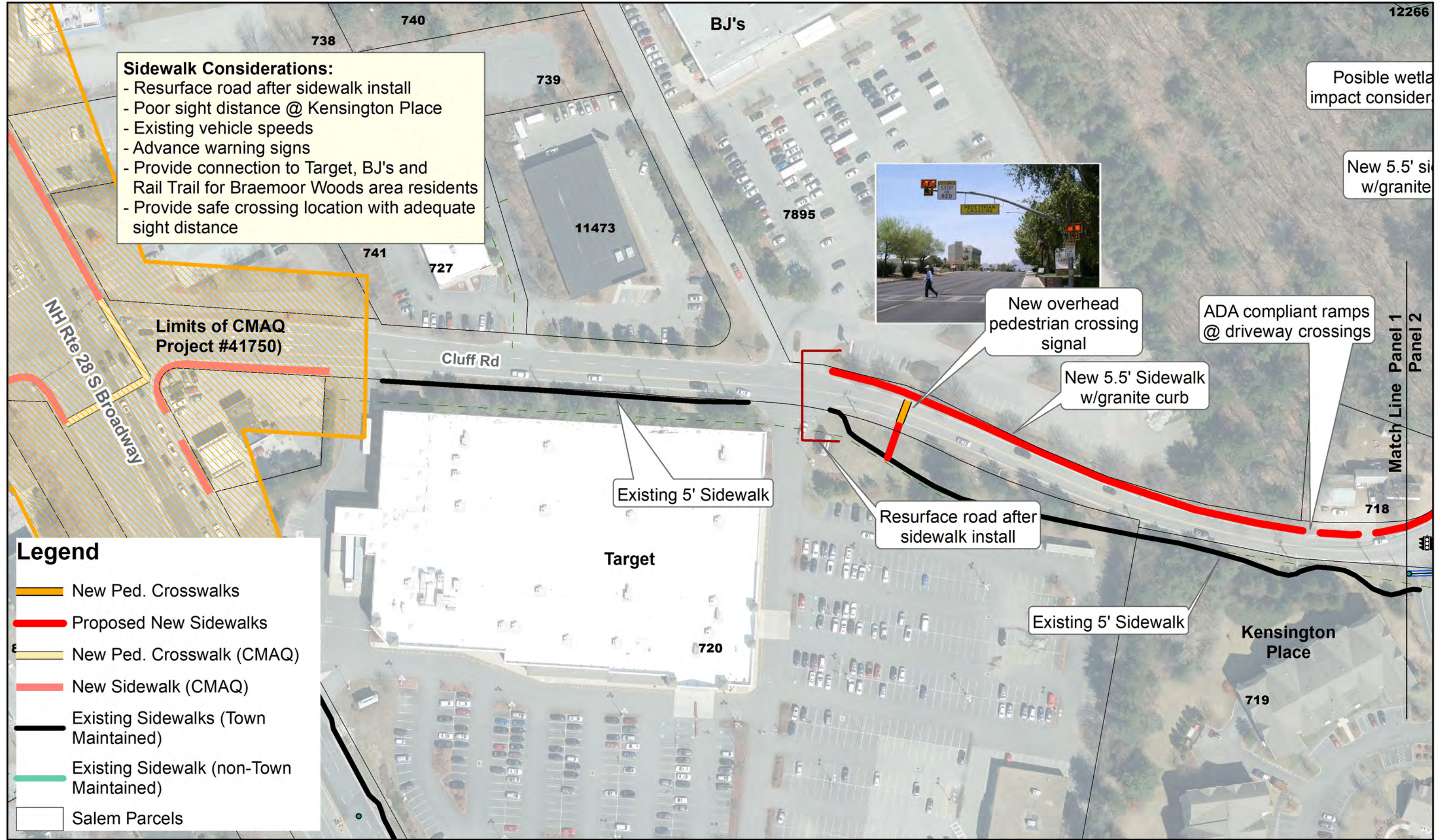
A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

Submission: All files must be received on or before 11:59 PM Friday March 19, 2021.

Direct any questions to: Tom Jameson, email: thomas.e.jameson@dot.nh.gov , phone: 271-3462

Attachment A





Sidewalk Considerations:
- Resurface road after sidewalk install
- Poor sight distance @ Kensington Place
- Existing vehicle speeds
- Advance warning signs
- Provide connection to Target, BJ's and Rail Trail for Braemoor Woods area residents
- Provide safe crossing location with adequate sight distance

Limits of CMAQ Project #41750



New overhead pedestrian crossing signal

New 5.5' Sidewalk w/granite curb

ADA compliant ramps @ driveway crossings

Existing 5' Sidewalk

Resurface road after sidewalk install

Existing 5' Sidewalk

Possible wetland impact consideration

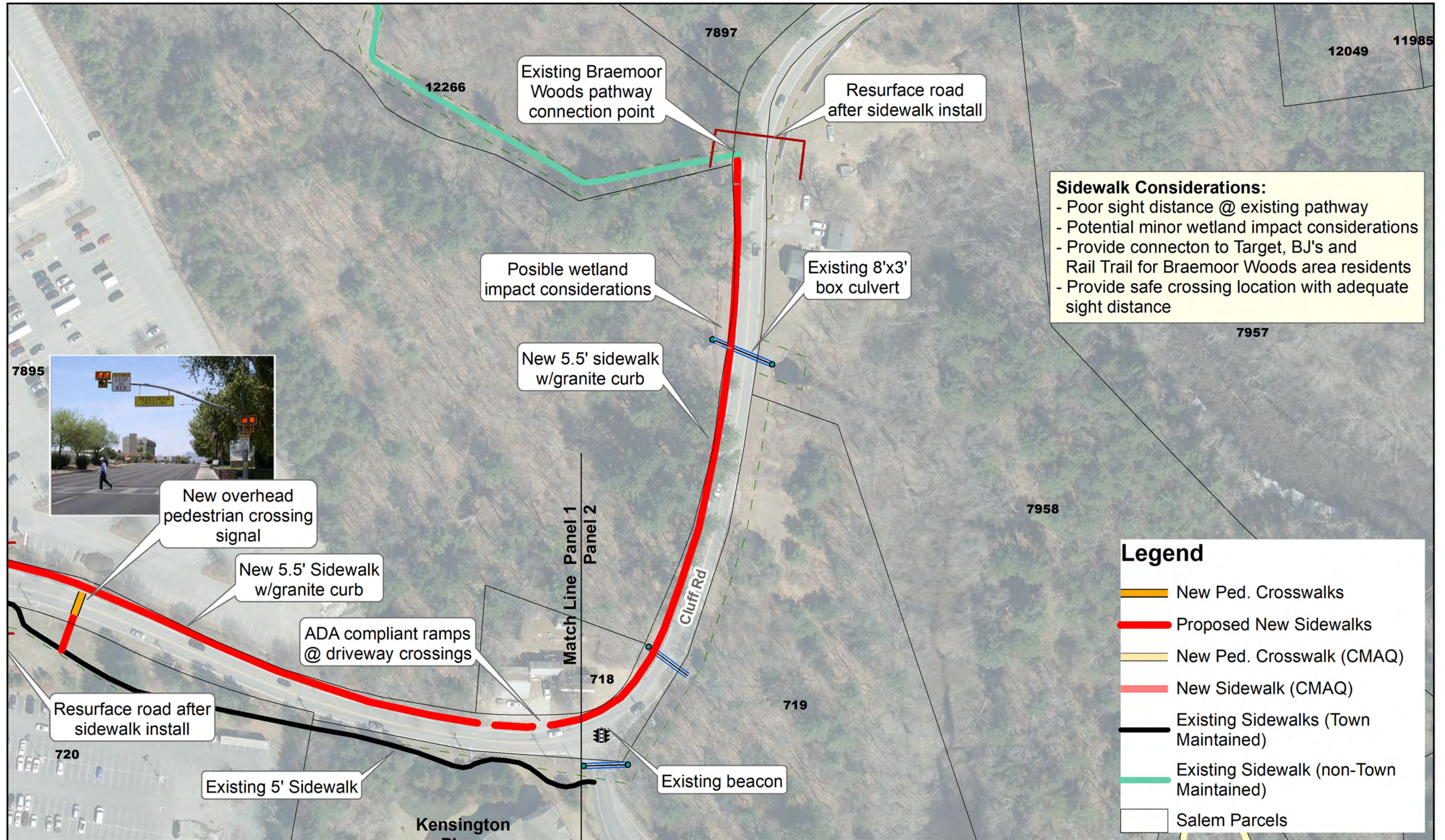
New 5.5' sidewalk w/granite curb

Match Line Panel 1 Panel 2

Proposed Cluff Road Sidewalk Improvements, Salem, NH

Panel 2 of 2

0 25 50 100 150 200 Feet



Sidewalk Considerations:

- Poor sight distance @ existing pathway
- Potential minor wetland impact considerations
- Provide connecton to Target, BJ's and Rail Trail for Braemoor Woods area residents
- Provide safe crossing location with adequate sight distance



Legend

- New Ped. Crosswalks
- Proposed New Sidewalks
- New Ped. Crosswalk (CMAQ)
- New Sidewalk (CMAQ)
- Existing Sidewalks (Town Maintained)
- Existing Sidewalk (non-Town Maintained)
- Salem Parcels

Attachment C



TOWN OF SALEM, NEW HAMPSHIRE

33 GEREMONTY DRIVE, SALEM, NH 03079

(603) 890-2107 · FAX: (603) 890-2220

www.salemnh.gov

March 3, 2021

Mr. Thomas Jameson, PE Program Manager
NH Department of Transportation
DOT Bureau of Planning & Community Development
7 Hazen Drive, P.O Box 483
Concord, NH 03002-0483

RE: Transportation Alternatives Program – Cluff Road Sidewalk Improvements, Salem

Dear Mr. Jameson:

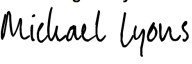
Please accept this correspondence on behalf of the Town of Salem Board of Selectmen indicating our enthusiastic support for the proposed sidewalk improvements on Cluff Road. This segment of sidewalk has been previously identified as a priority in Salem's Sidewalk Master Plan.

For a number of reasons, this particular segment of sidewalk will form a vital link in our community. As the Salem Bike-Ped Corridor continues to be developed into an outstanding transportation asset, the need for adequate perpendicular connection routes has become even more clear. By closing this gap in sidewalk, residents from the Braemoor Woods neighborhood, extending to the Salem Housing Authority residents at Telfer Circle, will have safe pedestrian access to shopping and employment opportunities, both on Cluff Road, and all along the Route 28 Corridor.

We look forward to working with the NH Department of Transportation to achieve this alternative transportation objective for the Town of Salem.

Thank you for your time and consideration.

Sincerely,

DocuSigned by:

5422C3134003431...

Michael J. Lyons, Chairman
Board of Selectmen

Attachment D



TOWN OF SALEM, NEW HAMPSHIRE

33 GEREMONTY DRIVE, SALEM, NH 03079
603/890-2000
www.townofsalemnh.org

SIDEWALK COMMITTEE

Background

As noted in the initial charge from the Board of Selectmen's June 13, 2016 meeting, the Town of Salem has developed an extensive sidewalk network throughout the town. The cost to maintain, reconstruct, and/or resurface these sidewalks will be substantial. In many cases, sidewalk rehabilitation is expected to be as much money as roadwork. The Board of Selectmen seeks to align the maintenance and reconstruction of sidewalks with the 10-year road program and the Planning Board's Sidewalk Master Plan. In as much as the sidewalk maintenance will require a substantial monetary investment, the Board of Selectmen created this committee to assist in determining a definitive list of which sidewalks should be maintained, eliminated and/or extended.

Committee Charter

The Board of Selectmen charged the sidewalk committee to review and assess Salem's current sidewalk inventory and to present the Board of Selectmen with a recommendation that specifically addresses the following areas:

Identify sidewalks in key walking areas (town center district, etc.) which have disconnections or gaps in the sidewalk connections

Identify which sidewalks the committee would recommend eliminating when its associated roadway is reconstructed or paved.

Identify which new sidewalks (if any) should be constructed

The committee's final work product should be:

- 1) A list of Side Walks that should be constructed to compliment and complete the final town wide system.
- 2) A map of the proposed "new" sidewalk system which would delineate which sidewalks should be added and which should be phased out at next opportune reconstruction of the accompanying road.

The composition of this committee was as follows:

- 2 Planning Board Members – Linda Harvey (Vice Chairman) and Paul Pelletier
- Budget Committee Member – Paul Huard
- Selectman – Mike Lyons (Secretary)
- School Board Representative – Pamela Berry
- Town Staff – Chris Dillon (Chairman)

Report:

The sidewalk Committee held an organizational meeting on September 8th. This meeting was used to elect officers, go over the purpose of the committee, and to discuss the timeline and goals.

It is the Sidewalk Committee's recommendation that the sidewalks listed in this plan be addressed when the roads abutting them are reconstructed. If the recommendation is to remove, bring up to ADA Standards, or to extend the sidewalk, this should be part of the road reconstruction planning process.

While reviewing the need for a plan for the sidewalks in Salem, the group came to a general consensus similar to the Planning Board's Master Plan for sidewalks.

1. If no sidewalk exists, they should be added along major roadways in highly developed areas with significant traffic volumes.
2. We should provide access to public buildings, parks, recreational areas, and around the schools.
3. Our Main Street/Route 97 through town should have a sidewalk on both sides of the Road from N/S Policy Streets to the cemetery/North Main Street split.
 - a. Other than Main Street, review necessity of sidewalks on both sides of the street.
4. Route 28 should have a complete sidewalk on the Eastern side from Methuen to Windham
5. We need to close gaps in the existing sidewalk system.
6. Sidewalks should be added to provide access to major destinations.
7. Review the current system in relation to higher density residential development including senior housing, and apartments to ensure they have access to the larger sidewalk network.

Although some would like sidewalks along every road, due to lack of right-of-ways, cost of maintenance, and cost of construction, the committee is focused on the criteria listed above and is recommending the removal of sidewalks from smaller neighborhoods but proposing larger lanes be constructed and marked for bicycles.

Discontinued Sidewalks

The list of sidewalks the committee is recommending to remove should not occur as a separate project, but factored into the plans when reconstructing the abutting road. Also, the committee is recommending constructing wider roads in these areas for bike lanes to ensure those in the neighborhoods keep some of their existing protections. We would further recommend a public hearing and notify any abutters in the areas we recommend discontinuing prior to removal of the sidewalks as they may bring additional information to light.

1. Adam Ct
2. Becky Drive
3. Bridge Street – West Side
4. Brimstone Lane
5. Canterbury Court
6. Chestnut St
7. Elmwood Ave
8. Emileo Lane
9. Equestrian Road
10. Flintlock Road
11. Fraser Street - the section on the east side in front of only two homes
12. Hemlock Lane
13. Hunters Run
14. Jana Road

15. Kayla Ave
16. Kelly Road – Only on one side of the road – Staff Recommendation for which side
17. Kim Road
18. Meredith Road
19. Nathans Way
20. Nirvana Drive
21. Remington Road
22. Route 28 – remove the side walk on the West side of the road South of the intersection of 97 and Route 28
23. Stone Post Road
24. Sullivan Ave
25. Waldron Road
26. Wesley Lane
27. Wheeler Dam Road
28. Woodmeadow Drive

New Sidewalks

The committee is proposing adding sidewalks to connect broken links, add them in highly traveled areas, and to provide better access to many large features in town. These recommendations are solely those of this committee and we recommend the Board of Selectmen and Planning Board meet to discuss the recommendations and modify as they [Board of Selectmen and Planning] see appropriate.

1. Stiles Road – from existing sidewalk to Lowell Road
2. Lowell Road – from Stiles Road to South Policy
3. Pelham Road – from Stiles Road to Bailey Road
4. Mall Road – from existing sidewalk to Rockingham Park Boulevard
5. Rockingham Park Boulevard – from Mall Road to Route 28
6. Route 28 – from Cluff to Veteran’s Memorial
7. Route 28 – from Dyer Road to Shadow Lake Road
8. Lawrence Road – from Town Village to the new Senior Development
9. Butler Street – from Lawrence Road to existing sidewalk by Tyler Street
10. Butler Street – from existing sidewalk to the State Line
11. Veterans Memorial – from Geremonty Drive to Lawrence Road (North Side)
12. Veterans Memorial – from existing around the corner to existing on Route 28 (North)
13. Veterans Memorial – from Braemore to Route 28 (South Side)
14. Cluff Road – extend existing to the connection of the Braemore Woods Trail
15. Meisner – from Geremonty Ext. to School Street
16. Main Street – from Canterbury Court to Lawrence on South Side of the Road
17. School Street – from Stonepost to Millville Street
18. Millville Street – from existing by Scotland Ave up to Bluff Street
19. Pleasant Street – South Policy to the rear entrance of the mall (by the food court)

Closed Loops

If the recommendations of this report are completed, there will be complete loops around Geremonty, to Veterans, to Main, back to Geremonty. We will also have access from the network to Hedgehog Park which removes a “stub”/dead end on Stiles Road. Finally, between the rail trail and the sidewalk on Route 28 people will be able to go from Methuen to Windham on both sides of Route 28.

Attachment F

SALEM MASTER PLAN 2016 UPDATE



**Prepared for:
Town of Salem Planning Board**

Adopted December 12, 2017

**Prepared by:
Scott Fox, Planning Intern
Leigh Komornick, Planning Intern
Karri Makinen, Community Development Coordinator
Katharine Labrecque, Community Development Intern**

Construction was completed in the summer of 2015 to widen each side of Interstate 93 through Salem to four lanes and make other important adjustments. Work is still ongoing on widening the rest of I-93 north of Salem to Manchester. A park-and-ride lot at Exit 2 in Salem was added in 2008 which has allowed direct bus service from Salem to downtown Boston and Concord. Each day, 115,000 vehicles pass through Salem on Interstate 93. However, the Rockingham Planning Commission (RPC) notes that the widening of I-93 has done little to reduce congestion. A Bi-State Transit Investment Study has begun to look at future transit needs for I-93.

Several of the other state highways passing through the town will soon be improved as well, particularly on NH 28. The Depot intersection of NH 28 (North Broadway) and NH 97 (Main Street) is scheduled to be reconstructed in 2019. New traffic signals, left-turn lanes, and approaches will be added to make traffic flow more safely. NH 28 is one of the most heavily traveled non-interstate roads in New Hampshire with an estimated 24,000 vehicles daily.

Since 2001, Salem has developed an Intelligent Transportation System (ITS) centered on NH 28 to help manage traffic. The ITS allows traffic signals to communicate with each other to allow or halt traffic flow based on the number of vehicles passing through various intersections. Most of the vehicle crashes occurring in Salem are based in the central area of the ITS. ITS will increase traffic throughput, reduce delays, assist emergency and incident management by pre-empting signals, and quickly identify conflicts or maintenance problems at each signalized intersection.

PUBLIC TRANSPORTATION

In 2006, the Greater Derry-Salem Cooperative Alliance for Regional Transportation (CART) was established. CART provides demand response services and fixed route service (Salem Shopper Shuttle) several days a week along Salem's shopping corridor. CART provides services during weekdays from 8 a.m. to 5 p.m. and taxi vouchers for residents over 62 during weekday evenings and Saturdays. Since 2008, Boston Express has also provided daily commuter bus service from Salem to Boston and Concord. Additionally, vanpool services for Salem workers are currently provided by MassRides, funded by the Commonwealth of Massachusetts, which has matched many local commuters together for daily vanpools from Salem to Greater Boston.

NON-MOTORIZED TRAVEL

Over the past ten years, interest in non-motorized transportation options has increased in Salem with the addition of public transit and a growing population of seniors who do not drive. Greater emphasis will be placed on developing a long-term sidewalk plan to create a network of non-motorized paths in Salem, making the town more pedestrian-friendly.

Pedestrian travel occurs on sidewalks, paved and unpaved shoulders and road rights-of-way. However, Salem has a smaller network of sidewalks compared to Rockingham County communities of similar size like Derry and Exeter because a greater portion of its development occurred in the last 70 years when automobiles became the dominant form of transportation. As of 2011, there were approximately 35 miles of sidewalks and 13 pedestrian crosswalk signal locations in Salem: 5 on Main Street, 5 on South and North Broadway (NH Route 28), 2 on Cluff Crossing Road, and one on Mall Road. More sidewalks have been added since then. Effective sidewalk systems connect destinations such as residential areas, schools, recreation areas, shopping areas, park-and-ride lots, and places of employment. Traffic controls that

allow safe passage across heavily traveled roads are important and encourage pedestrian rather than motorized travel.

Many Town roads that lack sidewalks are narrow, have poor sight distance, and are heavily traveled by vehicles. The lack of sidewalks on these roads makes them unsafe for walking. Adequate pedestrian facilities are important for both safety and a higher quality of life. The provision of additional and intentional sidewalk facilities would add enjoyment for users, increase adjacent property values, and reduce the number of vehicles on the Town's roads. Adequate sidewalks are at least five feet wide, clear of obstructions (utility poles, traffic signs, mail boxes, hydrants), and free from holes, bumps, and/or disintegrating pavement.

2016 Sidewalk Committee

Sidewalks, although beneficial in multiple ways, are costly to construct, maintain, and resurface. To address these concerns the Board of Selectmen formed a sidewalk committee on June 13, 2016. The committee came to a general consensus on a plan for sidewalk development as Salem which includes:

- If no sidewalk exists, consider adding one along major roadways in highly developed areas with significant traffic volumes.
- Provide access to public buildings, parks, recreational areas, and around the schools.
- Consider on Main Street/Route 97 a sidewalk on both sides of the road from N/S Policy Streets to the cemetery/North Main Street split.
 - Other than Main Street, review necessity of sidewalks on both sides of the street.
- On Route 28 consider a complete sidewalk on the eastern side from Methuen to Windham
- Close gaps in the existing sidewalk system.
- Sidewalks should be added to provide access to major destinations.
- Review the current system in relation to higher density residential development including senior housing, and apartments to ensure they have access to the larger sidewalk network.

The sidewalk committee has also proposed a list of new sidewalks to build, as well as a list of sidewalks to remove based on appropriate measures of usage and connectivity. In order to ensure a pedestrian-friendly environment, sidewalks being removed or modified will be replaced with methods such as bike lanes.

Salem Bike-Ped Corridor

One new proposal to provide greater transportation options for pedestrians and bicyclists is using the former B & M rail line for a pedestrian-bike path that parallels NH Route 28, the road with the most vehicle traffic in Salem. The proposed path would be part of the Southern New Hampshire Rail Trail, spanning from Salem to Concord. Only six of the thirteen signalized intersections on the highway's 5.2-mile stretch in Salem have crosswalks. More pedestrian crossings will likely be added in the near future. Without bicycle lanes, there are few daily bicyclists traveling on NH 28 despite its importance to accessing destinations throughout town.

NH Route 28 is a central residential and commercial hub in Salem with an estimated 4,800 households within ¼ mile of the corridor. A 2008 survey by the Salem Bicycle and Pedestrian Corridor Community of households living with ¼ mile of the corridor found that 25% would use the bike-pedestrian path daily and another 59% would use it weekly. A 2009 study by planning consultant Roger Hawk suggested that 35,000 to 350,000 trips would be made along the trail annually. A 2012 study by VHB suggested that 245,000 trips would be made annually due to the centrality of NH 28 to the entire region.

The proposed multi-use, non-motorized vehicle path would generally be 10 to 12 feet wide and separated from NH 28 by commercial development. Access to the path from NH 28 could be provided through areas that are currently open parking spaces that allow a paved connection. Part of the plan to create a multi-use path would be to also install more sidewalks on NH 28 to make walking near the path easier. The VHB study estimated that the path could be installed in four segments that would each cost between \$500,000 and \$750,000. Private funding from benefactors and preservation societies could help traditional transportation funding methods.

In recent years, the Town has made significant progress implementing the trail over a series of progressive phases. Implementation has come about through a number of grants and off-site improvements that complement the Tuscan Village development. Figure IV-4 presents the phasing plan and construction status as of Fall 2017. Phase I, from Range Road to Old Rockingham Road, was paved and completed in 2016, and construction for Phase II to Willow Street will occur in 2018. The Town is in the process of securing funding for future phases to the south.

2040 LONG RANGE TRANSPORTATION PLAN-ROCKINGHAM PLANNING COMMISSION (2012)

The 2040 Plan serves as the long-range transportation planning document for the Rockingham Planning Commission (RPC), which is the designated Metropolitan Planning Organization (MPO) for the area and includes 27 communities in Southeastern New Hampshire. The Plan contains the region's adopted policies, goals and objectives, and specific project proposals to improve the transportation system through the year 2040. The Plan reflects the goals and objectives of member communities in their own master plans and policies, of the New Hampshire Department of Transportation (NHDOT) in its Long Range Transportation Business Plan, as well as those established by the RPC via the Regional Master Plan and the MPO process.

REGIONAL MASTER PLAN - ROCKINGHAM PLANNING COMMISSION - OCTOBER 2014

The transportation chapter of the Regional Master Plan describes the transportation network of the Rockingham Planning Commission (RPC) region and the current issues and challenges faced in aligning limited financial resources with growing transportation network needs. It includes the following goals:

- Develop a regional multi-modal transportation system that offers safe, secure and efficient access to employment, housing, commerce, services, entertainment, and recreation.
- Provide adequate, appropriate and equitable transportation choices for all users.
- Make adequate and predictable funding available to meet current and future needs for transportation system maintenance, operation and modernization across all modes.
- Prioritize maintenance, preservation, and modernization needs of the existing multi-modal transportation system ahead of adding new highway capacity.

- Discourage the creation of dead-end streets and require the reservation of one or more right-of-way parcels at appropriate connection points in all street designs for new subdivisions
- Implement traffic calming measures, where appropriate, to reduce the volume and speed of motor vehicles on residential streets.










Recommendations for Pedestrian Travel

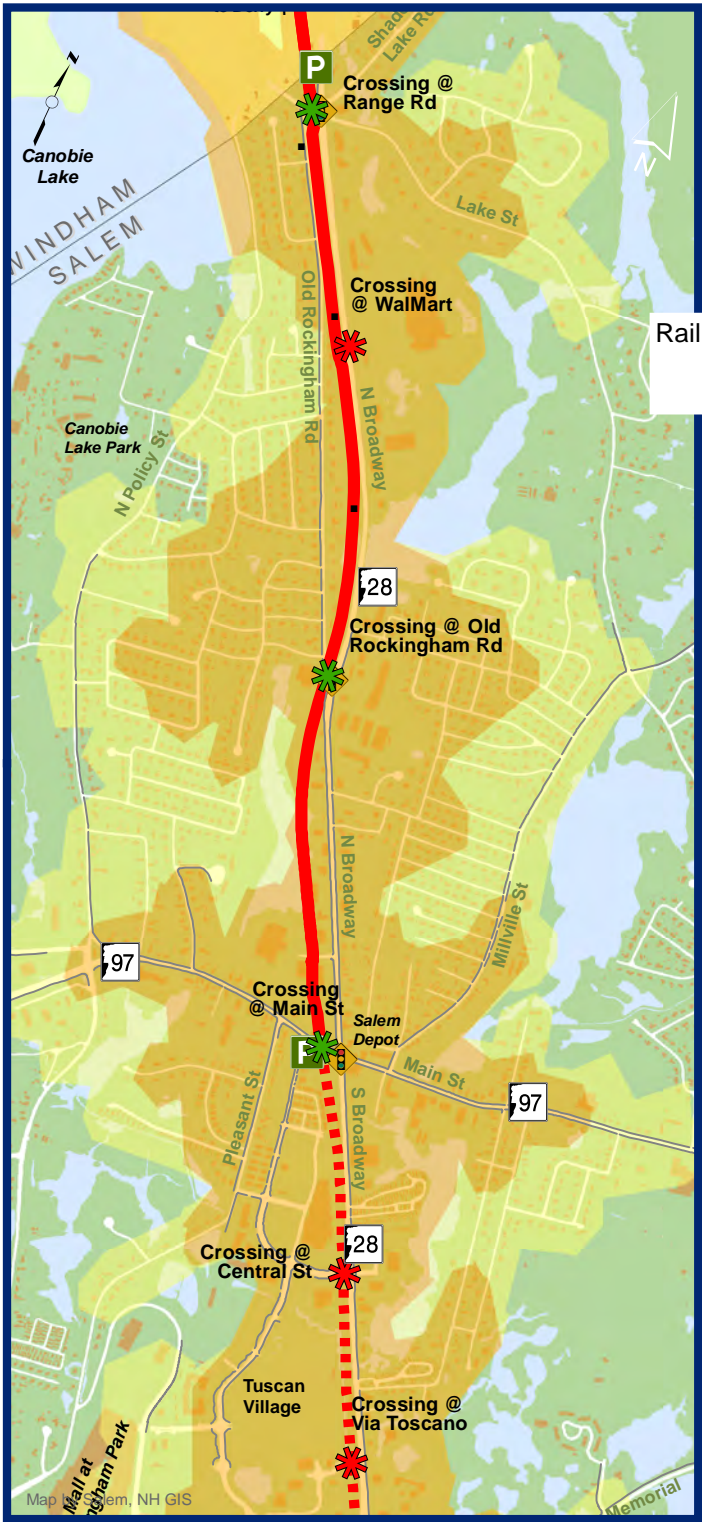
A 2011 update to the Transportation Chapter of the Salem Master Plan proposed these recommendations to provide a greater network of routes for pedestrian travel that also correspond to the recommendations of the 2016 Sidewalk Committee:

- Prioritize sidewalk development using the following guidelines:
 - i. Along major roadways in highly developed areas with significant traffic volumes;
 - ii. Closing gaps in the existing sidewalk system;
 - iii. In the vicinity of schools, public buildings, parks, and recreational areas;
 - iv. In the vicinity of higher density residential development including senior housing, apartments, and compact neighborhoods;
 - v. In the vicinity of major destinations (for example malls, stores and other commercial areas, industrial parks, medical facilities)
- Continue efforts to develop a pedestrian and bicycle facility on the former B&M rail line that parallels NH Route 28 through Salem.
- Prepare a priority plan for constructing the recommended sidewalks based on the Town's Road Stabilization Program and the recommendations of the 2016 Sidewalk Committee.
- Incorporate sidewalk surface rehabilitation in the Town's Road Stabilization Program.
- Identify, and when feasible, provide additional pedestrian crosswalks and signals at key intersections to allow safe passage across high traffic/arterial roads;
- Encourage private developers to include sidewalks and bicycle facilities in their plans for residential and commercial projects. Emphasis should be given to areas where people are currently walking and safe passage would be enhanced, including roads classified as "Principal Arterial", "Minor Arterial", or "Collector", those within industrial and office park areas, and those within ½ mile of schools, shopping areas, public parking areas, and major recreational facilities;
- Establish a process to update the sidewalk inventory in the Geographic Information System;
- Prepare a policy for sidewalk maintenance that includes brush trimming and surface rehabilitation. Emphasis should be given to maintenance where safe pedestrian passage is compromised if the sidewalk is not maintained;
- Consider prepare a policy for future road reconstruction that includes paved shoulders for use as bicycle/pedestrian lanes, where possible, including bicycle activators with in-ground signal controls at key intersections or other electronic systems to activate lights. The policy should include requirements for appropriate road striping and signage. As a minimum the policy should apply to all roads contained on the NH Bicycle Route system, within ½ mile of the schools, in the vicinity of public buildings, parks and recreation areas, in the vicinity of higher density residential development

Attachment G

Salem Bike-Ped Corridor Walk Access Areas (1/2 mile distance to access points)

-  Access Point with Full Ped. Controls
 -  Access Point with funded Ped. Controls
 -  Access Point with Future Ped. Controls
 -  Paved Section of Trail
 -  Unpaved Section of Trail
 -  Construction Pending
 -  Paved Sidewalks
 -  0.5 Mile to Access Point
 -  0.75 Mile to Access Point
- 0 0.25 0.5
Miles



Rail Trail Improvements funded by CMAQ Project #41750



Proposed Project Limits

Route 28 Bike-Pedestrian Corridor

Salem
New Hampshire

Prepared for **Town of Salem, New Hampshire**

Prepared by **Vanasse Hangen Brustlin, Inc.**
Bedford, New Hampshire

July 9, 2012



design requirements, surface requirements, sidewalk and crosswalk standards, and other relevant criteria.

AASHTO Guide for the Development of Bicycle Facilities This guide provides detailed information on the development of on and off road bicycle facilities.

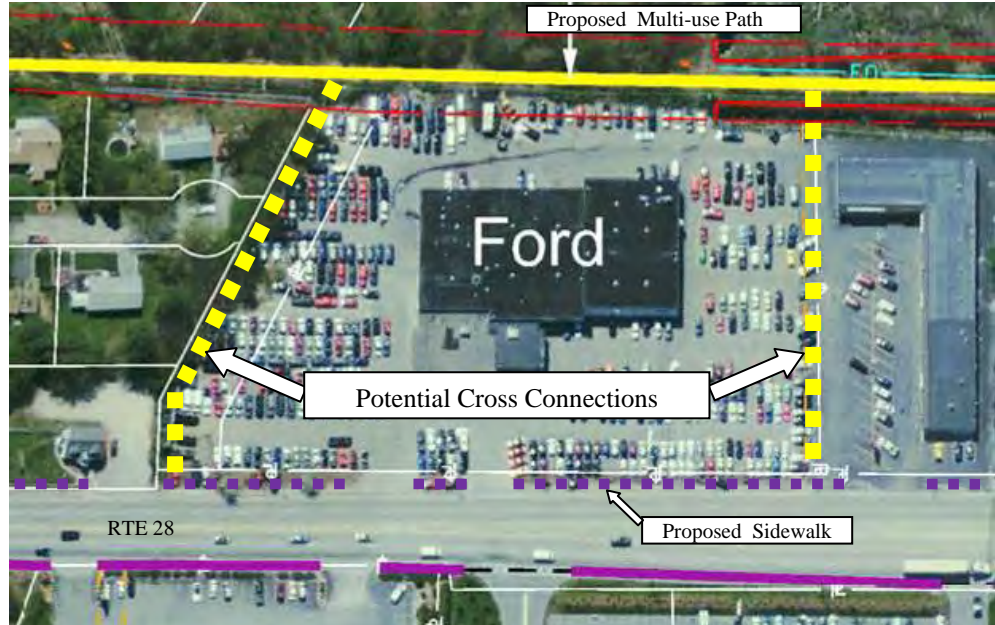
MUTCD: The Manual on Uniform Traffic Control Devices This manual prescribes national design guidance on signing, pavement markings and traffic signals, including in reference to bike and pedestrian facilities.

Cross Connections

The development of a paved multi-use path along the former railroad bed will provide the north-south bike and pedestrian transportation backbone for the Route 28 corridor. But in order to maximize the effectiveness of such a facility it will be advantageous to identify, enhance and formalize the connections that provide access to the path from the many origins and destinations on both sides.

Beginning at the southern end of the corridor at the Methuen border the rail corridor is separated from Route 28 by as much as 450 feet. The land use between the rail corridor and Route 28 is predominantly business/retail with some residential development mixed in. This separation between the rail corridor and Route 28 continues until just north of Kelley Road, and it begins again in the vicinity of the Depot and ends at Old Rockingham Road. There are over 40 business parcels that are located between the rail corridor and Route 28.

In most instances there are no formal bike or pedestrian connections between the rail corridor, the businesses and Route 28. The buildings tend to be isolated islands surrounded by parking lots. In some cases there are even fences between the businesses and the rail corridor. The below graphic shows an example of how it may be possible to add connecting paths between the proposed multi-use path and sidewalks on Route 28.



This condition could be improved by including connections between the trail and Route 28 as the trail is developed as well as by providing such connections as properties are redeveloped. The belief is that these connections will help improve bike and pedestrian mobility, increase utilization of the trail and reduce automobile trips to the businesses, thus reducing traffic on Route 28 and increase parking capacity for the businesses.

There are a handful of possible connections along the corridor based on available existing space as well as possible existing easements. But as properties are redeveloped the intent would be to include new cross connections as long as terrain, environmental constraints and site conditions allow.

Possible connections are depicted on the attached Route 28 Pedestrian/Bicycle Corridor plans.

Suggested Town Policy:

Multi-use paths, bike lanes and/or bike routes shall be implemented where the Town has identified appropriate corridors and locations. This includes connections to the proposed multi-use trail in the former Manchester-Lawrence railroad corridor. These connections shall be added where possible and where appropriate for the intended public non-motorized access.



Cross Connections:

The location of cross connections between the multi-use path and the Route 28 sidewalks will likely be influenced by the redevelopment plan for the Salem Depot.

Miscellaneous:

Today there are cases of private encroachment onto the existing rail corridor. These include the Agway store and others. Development of the trail will require that these encroachments be rectified. This may include sharing the right-of-way through creative design accommodations in instances where the businesses would be severely impacted by complete prohibition from the rail right-of-way.

It is worth noting that the historic Salem Depot train station was recently restored and is immediately adjacent to the proposed multi-use path within the rail corridor. The development of the path within the existing rail corridor will provide increased public access to and appreciation of this historic attraction.

Segment 3: - Rockingham Park Race Track to Kelley Street

Multi-use Path:

The path will continue along the former rail bed until it reaches Rockingham Park Boulevard. Crossing the Boulevard represents one of the greatest challenges along the corridor since adding an exclusive signalized pedestrian phase to cross the 9 travel lanes would result in unacceptable peak hour delay. The ideal solution from a traffic and safety perspective is a grade separated crossing, although a pedestrian bridge is also a very costly solution. Another alternative is to divert the path west along Rockingham Park Boulevard to a crossing at the existing Race Track entrance signal. There are however wetlands on both sides of the Boulevard, and there is concern over whether bicyclists and pedestrians will actually divert out of their way to the other signal as opposed to crossing unprotected at the Route 28 signal.

South of Rockingham Park Boulevard the path would pass by large parking lots (Kohls and Christmas Tree Shops). It would then cross Cluffs Crossing Road through a signalized crossing. Then it would pass dense single family and multi-unit housing developments before re-entering the commercial zone just before Kelley Street.

Construction of the path through this segment would require removal of existing track and ties and consideration for drainage and utilities.

Cross Connections:

Connections to the adjacent neighborhoods are an important consideration. The residents will likely use the path extensively for transportation to the many nearby businesses, for recreation, and for social interaction. But the residents may also be concerned about security, so formal connections from the trail to the residential developments should be considered with neighborhood input.



6

Recommendations

Implementation Recommendations

The following recommendations are made for prioritizing the implementation of bike and pedestrian improvements within the Route 28 corridor.

General Approach:

Connect Origins and Destinations

This essentially means connect people to places. Consider where the greatest demand is for improvements and where the greatest number of people will be served.

Consider Safety

It may be desirable to prioritize specific locations where the envisioned bike and pedestrian improvements will provide a marked improvement on safety. This might include adding sidewalks and/or crosswalks where pedestrians are currently observed crossing without traffic controls or walking along the edge of the road.

Be Opportunistic

Integrate the bike/ped corridor improvements into public or private development projects as they unfold. This requires flexibility and agility with respect to local prioritization, and it may require partnering to accomplish common goals. Examples may include large opportunities such as the redevelopment of the Depot area or other major or minor developments where it is possible to integrate Route 28 sidewalks or the Multi-use path into the proposed development plan.

Weigh the Cost/Benefit

The areas of the greatest need are not always the most affordable. The costs should be weighed against the benefits when prioritizing the improvements.



Weigh Public Input

The implementation approach would ideally be publically vetted to gauge public support, receive input and ideas, and to complete a transparent and inclusive development process.

Specific Recommendations

The following is the recommended order of development of the segments, subject to changes in funding, adjacent development opportunities and local sentiment.

Iron Horse Preservation Society

There are currently plans to utilize the services of Iron Horse Preservation Society to remove track and ties wherever it exists in the corridor and construct a dense granular trail surface in those areas at little to no cost to the Town. Their efforts will leave a path that that can be walked and ridden but which is an intermediate step toward the goal of eventually having a paved path for the entire corridor. Iron Horse will not address difficult roadway crossing concerns, but they will save the Town from considerable costs associated with track and tie removal. When they are done portions of the corridor will resemble a usable path and that may generate community support for continuing with the development of the entire path. The Iron Horse work will generally occur in the southern half of the corridor where most of the track exists.

Segment 1: Northern Segment – Windham Town Line to Old Rockingham Road.

This northern segment was included in a tri-town Transportation Enhancements (TE) grant application that also included rail trail work in Derry and Windham. That grant application resulted in an award of enhancement funds to be divided by the three communities for their projects. It does not cover the full cost of the three projects. This segment should be advanced early because the enhancement funds are available and because it will form a logical southern extension of the trails in Derry and Windham. The expectation is that the Windham trail will be completed to the Salem town line in 2012.

Segment 3: Commercial Zone- Rockingham Park Race Track south to Kelley Street

This segment of the rail corridor touches a large number of residential units along its western side and a large number of business properties on its east side. The multi-use path would initially function as a local connector between these origins and destinations.

The portion of segment 3 south of Rockingham Boulevard should be developed early since it passes next to dense residential development as well as a dense commercial zone. The envisioned sidewalk, crosswalk and multi-use path improvements will allow people to walk and ride between all of these destinations. This segment would therefore provide independent utility without being connected into the final



sidewalk or multi-use path system. It would provide significant public benefit without being on a regional trail and should therefore be considered for early development.

The proposed grade separated crossing of Rockingham Park Boulevard remains a significant financial challenge that could delay the completion of this entire segment, but the portions to the south have standalone merit that place this segment high on the priority list. The crossing of Rockingham Park Boulevard remains a key component of the eventual completion of the overall Route 28 corridor.

Segment 4: Commercial Zone- Kelley Street to Methuen, MA Town Line

This segment has many of the same characteristics as Segment 3 and could even become a higher priority than segment 3 since the town of Methuen, MA has recently developed their rail trail up to the Salem border.

Segment 2: Salem Depot - Old Rockingham Road to Rockingham Park Race Track

This segment could become second in overall importance if the redevelopment plans for the Salem Depot area are formalized near term. It would then be logical to complete this segment as a continuation of segment 1.

As suggested earlier, external factors may dictate which segments fall into place when, and the Town should be flexible as developments unfold. Furthermore, it may be advantageous to complete portions of one segment if private development opportunities arise and if there are logical termini that would allow that segment to exist independently.

Attachment I



Friends of Salem Bike-Ped Corridor
2 Townsend Avenue ♦ Salem, NH 03079-2332
www.fsbpc.org ♦ info@fsbpc.org ♦ 603.898.9926

"For everyone, everyday."

March 16, 2021

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

Re: Town of Salem TAP grant application for sidewalk project

Dear Mr. Jameson:

The Friends of the Salem Bike-Ped Corridor (FSBPC) wish to fully support the Town of Salem's TAP grant application for sidewalk development providing better and safer access for Salem residents, employees, guests, and shoppers to reach the Salem Bike-Ped Corridor.

The congested business area along the bike-ped corridor and residential areas including Braemoor Woods needs more sidewalks for pedestrians to access essential businesses along South Broadway, Route 28. Certainly safe walking is better than trying to drive a car less than two miles to then find no parking space. Providing an alternative transportation option which is safe and convenient will reduce motor vehicle use for short trips and subsequent traffic on South Broadway. The crosswalks and sidewalks included in this application are key components leading to improved non-motorized transportation.

Thank you for your attention and please contact me if desired concerning our FSBPC support for this project

Sincerely,

David Topham
FSBPC Board Member
603.898.9926
dstopham@comcast.net



U.S. Department of Transportation
Federal Highway Administration

Strategic Agenda for
PEDESTRIAN *and* BICYCLE
TRANSPORTATION



SEPTEMBER 2016

Executive Summary

This Strategic Agenda for Pedestrian and Bicycle Transportation is a framework to guide the United States Department of Transportation (USDOT) Federal Highway Administration's pedestrian and bicycle initiatives and investments during the five-year period from Federal Fiscal Year (FY) 2016-17 to FY 2020-21. This Executive Summary provides a high level overview of goals, key issues, and top priority actions. The body of the report contains more detailed examinations of issues, full lists of action steps, and links to white papers, technical memoranda, and resources.

This Agenda establishes a strategic, collaborative approach for making walking and bicycling viable transportation options for people of all ages and abilities in communities throughout the U.S. (note that references to “walking” in this document are intended to encompass people using mobility aids including wheelchairs). It should help advance related policies such as the *2014-2018 USDOT Strategic Plan* and the *2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*.

Developed with input from a broad range of technical experts, transportation agency staff, and stakeholders from across the nation, the Agenda articulates goals and supporting actions to promote safe, accessible, and comfortable, and connected bicycle and pedestrian networks; ensure the safety of nonmotorized travelers; advance [Ladders of Opportunity](#) and [Community Connections](#), equitable access for everyone to jobs, schools, and essential services; and to expand transportation options and choices for all.

WHY INVEST IN PEDESTRIAN AND BICYCLE TRANSPORTATION?

The USDOT mission is to “serve the United States by ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.” Effective transportation systems provide options that allow people to choose the routes and modes that best suit their daily needs. For example, seamless

FIGURE 1: GOALS



connections among pedestrian, bicycle, and transit routes are essential to urban mobility for people of all ages, abilities, and income levels. To accomplish its mission, USDOT strives to provide the Nation with a full range of viable, flexible transportation choices, from highways, bridges, railways, ferries, and airports to transit services, pedestrian facilities, bicycle networks, and trails. Providing multimodal transportation options improves equitable access to jobs and essential services, encourages efficient mobility of people and goods, and contributes to a range of policy goals related to equity, health, economic development, and the environment. USDOT is committed to making all travel modes, including walking and bicycling, safe, accessible, comfortable, and convenient for everyone. Investing in these modes yields multiple benefits to the nation:

- » **Improved safety for travelers of all ages and abilities:** Well designed multimodal streets meet the needs of all users. They facilitate safe and comfortable interactions between modes, minimize potential conflicts, and moderate motor vehicle speed.
- » **Improved mobility for all people and businesses:** By providing for more efficient travel movement, local complete street networks play a key role in preserving and enhancing mobility throughout the entire transportation

Attachment K

**Curves limit
sight distance**

1-foot shoulder

Braemoor Woods Path

Cluff Road

Google

