

For NHDOT use only: Application #: _____ LOI Received on: _____ MMW Attendee: _____ MMW Date: _____ Application Received on: _____
--

**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 \$

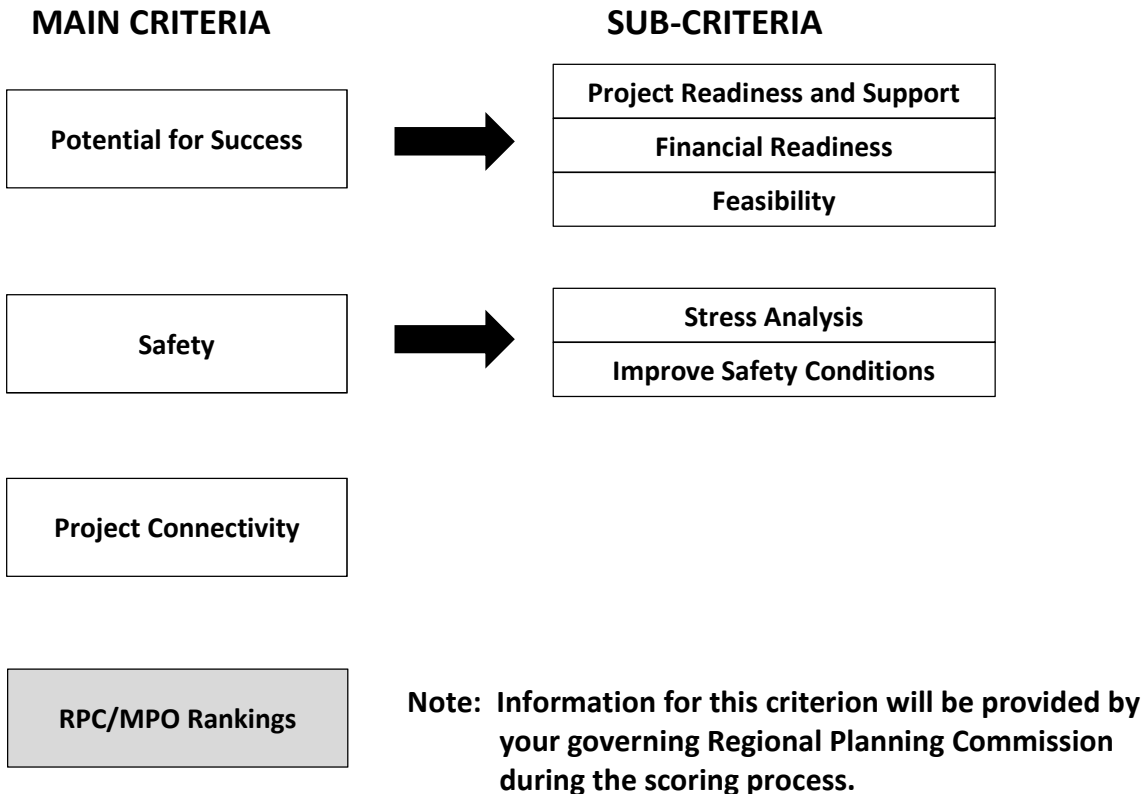
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

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.

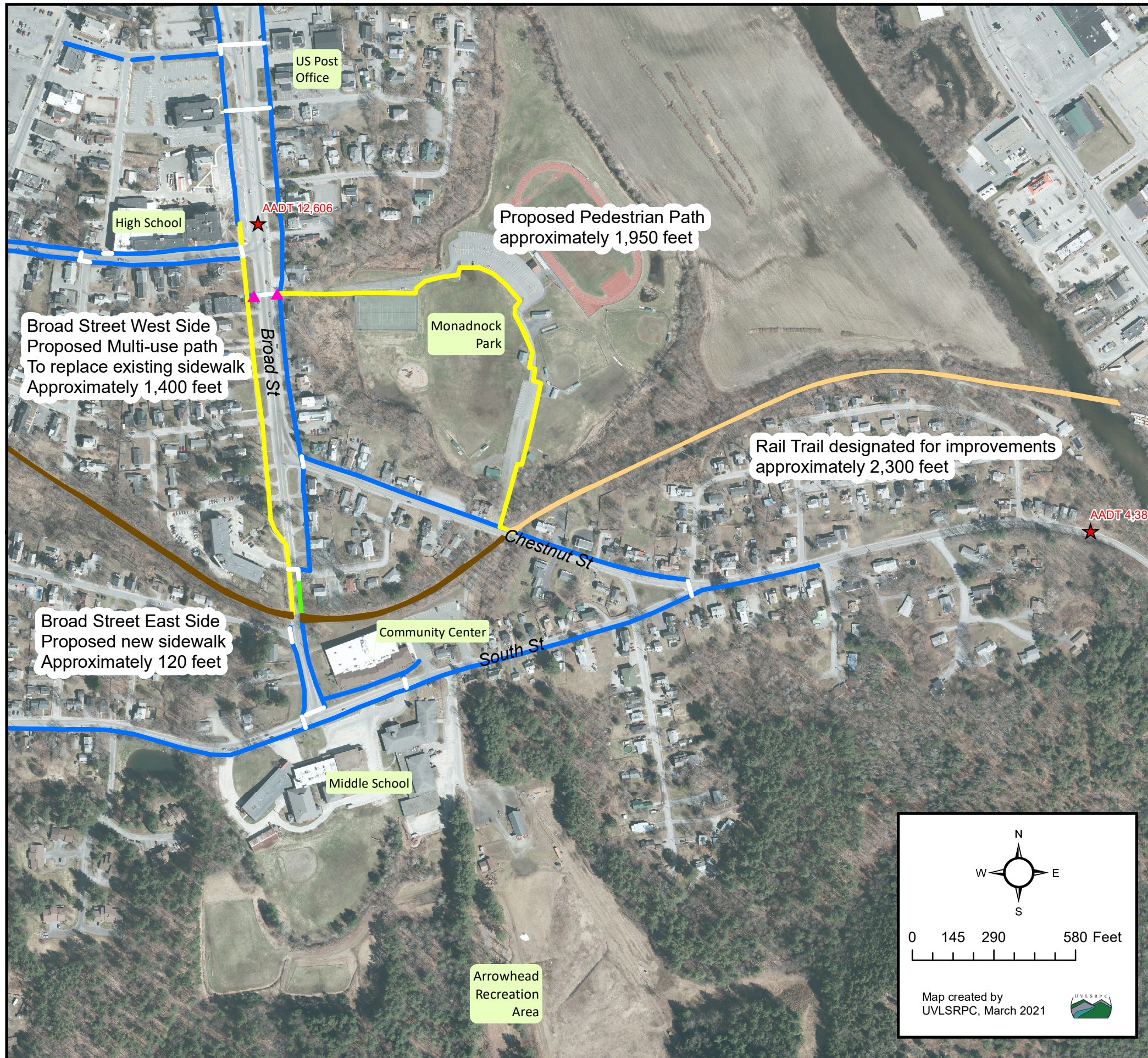
Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

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

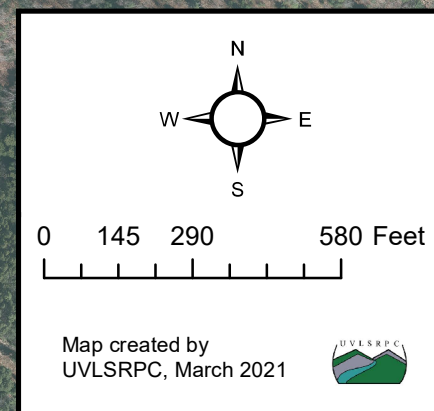


City of Claremont Transportation Alternative Program Grant 2021

- Proposed Multi-Use or Pedestrian Path
- Rail Trail**
- Improvements
- Existing
- Sidewalks along Primary Roads**
- Proposed
- Existing
- Crosswalks**
- Proposed bump outs & RRFBs
- Crosswalk
- Annual Average Daily Traffic (2019)

Data Sources:

Imagery (2014), Sidewalks, Crosswalk, and Rail Trail (2021) details provided by the City of Claremont.
Traffic Volume provided by the NH Department of Transportation (2019)





City Manager's Office
58 Opera House Square
Claremont, New Hampshire 03743
Ph: (603) 542-7002 Fax: (603) 542-7014
Email: citymanager@claremontnh.com
www.claremontnh.com

March 15, 2021

Tom Jameson
New Hampshire Department of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
PO Box 483
Concord, NH 03302-0483

Re: Round 4 - 2021 APPLICATION FOR FUNDING – Transportation Alternative Program (TAP) Letter of Support

The City of Claremont, New Hampshire, City Council met Wednesday, February 24, 2021, where it received a presentation and voted unanimously to approve the application for grant funds from the N.H. Department of Transportation – Transportation Alternative Program (TAP). Enclosed is a copy of the certified Council motion.

A handwritten signature in black ink, appearing to read "Ed Morris", written over a light blue horizontal line.

Ed Morris
City Manager

Enclosure

Motion to Apply for Grant Funds from the N.H. Department of Transportation - Transportation Alternative Program (TAP)

The Claremont City Council hereby authorizes the City Manager or his designee to execute and perform all actions as may be required on behalf of the City of Claremont to apply for a Transportation Alternative Program grant from the N.H. Department of Transportation, said funds to be used for Broad Street sidewalk and crosswalk improvements, new pedestrian/bike access at Monadnock Park and surface improvements to the rail trail from Chestnut Street to the bridge on Washington Street.

AYES	<u>8</u>	ABSENT	<u>1</u>
NAYS	<u>0</u>	ABSTAIN	<u>0</u>

CERTIFICATION

I, Dorée Russell, the undersigned officer, hereby certify that the foregoing Motion was adopted by the City Council of the City of Claremont, New Hampshire, at a meeting, duly noticed, and held on Wednesday, February 24, 2021.



Dorée Russell, Clerk to the Council



School Administrative Unit #6
Serving Claremont and Unity, NH
165 Broad Street Claremont, NH 03743

Phone: 603-543-4200
Fax: 603-543-4244
Website: www.sau6.org

March 17, 2021

**LETTER OF SUPPORT FOR THE NEW HAMPSHIRE DEPARTMENT OF
TRANSPORTATION (TAP) TRANSPORTATION ALTERNATIVES PROGRAM**

To Whom It May Concern:

It is my pleasure to write this letter of support for the Claremont, NH application for funding for the Transportation Alternatives Program (TAP) to connect pedestrian and bicycle access to the rail trail affecting our student safety for students at Stevens High School, Claremont Middle School and the Sugar River Valley Regional Technical Center who walk through that area on a daily basis. Additionally, a majority of all Claremont students participate in organized activities at Monadnock Park as well as the surrounding areas of the rail trail access. I am also excited that this project will positively impact and support the cooperative efforts of the Claremont Public Schools with the Claremont Youth Center to add more programs for teachers which also abuts the rail trail area near Monadnock Park. This area is always bustling with student and community activity year-round and I for one greatly appreciate any funds or projects that will enable more people to safely access and use this wonderful resource area.

If I can be of further assistance in this matter, please do not hesitate to call me at work (603) 543-4200 or on my cell phone at (774) 432-1176. I appreciate the constant efforts that the City of Claremont as well as NHDOT provide to protect and support all Claremont students and the entire Claremont Community.

Sincerely,

A handwritten signature in blue ink that reads "Michael C. Tempesta".

Michael C. Tempesta

Michael Tempesta, Superintendent

Donna Magoon, Assistant Superintendent

SAU #6 Vision Statement: SAU #6 inspires self-driven excellence for all stakeholders through rigorous curricula and effective home-school-community partnerships, emphasizing individual strengths and goals in a safe and supportive environment where all students will learn, grow, and become contributing members of our society.

Adopted by the SAU #6 Board on 9-30-10



Parks and Recreation Commission

152 South Street
Claremont, New Hampshire 03743
Ph: (603) 542-7019
www.claremontnh.com

March 15, 2021

Tom Jameson
NHDOT
7 Hazen Drive
Concord, NH

Dear Mr. Jameson,

The Claremont Parks and Recreation Commission would like to express our enthusiastic support for the City of Claremont's TAP Application. The proposed improvements are on the central portion of the Claremont rail trail, and will significantly benefit the system as a whole. This portion of the rail trail provides valuable transportation and recreation opportunities in the downtown, serving visitors and the densest resident population in the city.

The rail trail in Claremont is a heavily used and appreciated asset in the City. The proposed improvements will connect the downtown section of the Claremont trail - a heavily used artery for pedestrian, bicycle, and motorized wheelchair traffic - to the Washington Street portion of the trail. That trail section serves the commercial shopping "big-box" district, and connects to other extensive trail systems like the rail trail between Claremont and Newport, and rural trail systems used for hiking, biking, and other all-season recreation use. This new section will be a valuable connector for the downtown residents. For instance, a pedestrian who would like to shop at Market Basket currently would have to travel twice the distance to get to the point in the rail trail (2 miles). The rail trail connection will reduce that to 1.1 miles.

Additional improvements and additions will further help safety and accessibility in the heart of downtown. Currently there is no safe way for pedestrians to travel through Monadnock park, a heavily used park for community and school sports and recreation. This plan will provide vital safe options to pedestrians and bikers, and improve the user experience of the park overall. New and improved sidewalks in the downtown improve access from on Broad Street where Claremont Savings Bank Community Center, Claremont Middle School, Arrowhead Recreation area, and Monadnock Park are, with City Hall, the historical downtown shopping district, and the western end of the commercial shopping district. These improvements provide notable upgrades in safety and ADA accessibility. Features like new ADA curb cuts, and new sidewalks will offer important accessibility to those using motorized scooters and others with mobility issues. This is especially important considering the location of one large senior housing facility in the middle of the proposed upgrades. Additional upgrades like wider paths on sections of the rail trail make for a more user friendly experience for multiple user groups.

The Claremont rail trail is a huge asset for the residents and visitors to Claremont. It helps support healthy habits, eco-friendly travel by bike, builds community relationships, and improves the safety of all who use the system. We are pleased to support this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Coburn", written over a horizontal line.

Jeff Coburn

Chair of Claremont Parks and Recreation Commission



Claremont Cycle Depot
12 Plains Road
Claremont, NH 03743
(603) 542-2453
www.claremontcycle.com

March 17, 2021

To whom it may concern,

On behalf of Claremont Cycle Depot, I'm excited to express our support of the Transportation Alternatives Program in Claremont, NH. We're especially interested in the proposed improvements to two sections of the Rail Trail, one from Chestnut Street to Washington Street, the other through Monadnock Park to Broad Street.

Our bike shop is closely tied to outdoor recreation in our community and to those people who take advantage of all that Claremont has to offer. Having a close sense of how beneficial outdoor recreation is on the quality of life and the economy, we're passionate about places like the Claremont Rail Trail that offer recreational opportunities.

Claremont's Rail Trail system is positioned to be a major asset and crucial link for users to safely recreate, engage in fitness/wellness activities, commute, and enjoy a unique outdoor experience in our city.

We believe that the Claremont Rail Trail is underutilized in its current state. But we're convinced that the proposed improvements would highly benefit the users and the city of Claremont, increasing the draw and use not only in our community but well beyond it.

In conclusion, we pledge our total support, cooperation and energy toward this phase of user-friendly trail improvements to further enhance the Claremont experience.

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Walker". The signature is fluid and cursive, with a prominent loop at the end.

Robert Walker
General Manager
Claremont Cycle Depot.



Upper Valley Lake Sunapee
Regional Planning Commission

March 19, 2021

Thomas Jameson, P.E.
TAP Program Manager, NHDOT Bureau of Planning and Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 0302-0483

Re: Support for Transportation Alternatives Program

Dear Mr. Jameson,

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) is pleased to offer this letter in support of the City of Claremont's application for a New Hampshire Department of Transportation, Transportation Alternatives Program (TAP) grant. The proposal seeks to improve connectivity between services, residents, and the commercial area in Claremont. The proposal includes sidewalk improvements in regard to accessibility and ADA compliance, Sugar River Rail Trail improvements, and the construction of a multi-use path to upgrade existing pedestrian routes and to add access to Monadnock Park.

The improvements identified support regional priorities and goals as identified in the 2015 UVLSRPC Regional Plan and the Route 11/103 Draft Chapter of the UVLSRPC Regional Corridor Transportation Plan (anticipated to be approved December 2021). The plans include transportation goals of providing safe bicycle and walking routes; encouraging non-motorized travel; ensuring residents, businesses, and visitors have access to viable, efficient, and affordable transportation options; and safe walking routes within village and city centers. This improved amenities would safely connect residents including, students and senior citizens, to the local High School, Community Center, Monadnock Park, and to local businesses and restaurants. This section of road has up to 12,600 cars per day (AADT) which is significant for a City the size of Claremont.

UVLSRPC believes this proposed pedestrian improvement project will address a gap in the safety of Claremont's downtown transportation facilities and further encourages non-motorized travel. Please accept this letter as our support of this well deserving initiative.

Respectfully,

Meghan Butts
Executive Director

Upper Valley Lake Sunapee Regional Planning Commission

choices, opportunities for exercise. HEAL NH envisions, “a New Hampshire where all residents have options to make healthy choices.”

- Objective 2.1: Support opportunities for healthy eating and nutrition education.
 1. Farm-to-school:
 - a. Educate schools about the benefits of farm-to-school initiatives.
 - b. Pursue partnership with farm-to-school programs for technical assistance or seek grant funding, if needed.
 2. Farmers’ market:
 - a. Encourage availability of healthier retail options at the farmers’ market.
 - b. Support implementation of EBT system to allow low-income residents to use federal or other food assistance programs to purchase fresh fruits and vegetables.
 3. Community gardens:
 - a. Support maintenance of the Claremont Community Garden to ensure health and quality of soil and produce
 - b. Encourage development of micro-groceries that integrate produce from community garden.
 - c. Expand the community garden program.
 - d. Support gardening, nutrition and cooking education.
- Objective 2.2: Support opportunities for active living.
 1. Support recreational programs in partnership with the Claremont School District, Parks and Recreation Department, and area health agencies, where appropriate.
 2. Safe routes to school and safe routes to play:
 - a. Seek grant funding to support initiatives that ensure children have safe routes to school and to play.
 3. Pedestrian improvements:
 - a. Incorporate complete streets design into the City Center to increase the opportunity for active living. Complete Streets is a philosophy that guides community, planning, and transportation agencies to consider and incorporate safe access to destinations for everyone, regardless of age or ability, or mode of transportation, when feasible.
 - b. Support Department of Public Works work program and/or capital improvements program to maintain safe and adequate pedestrian pathways connecting neighborhoods to the downtown area.
 - c. Explore opportunities to develop facilities accessible to people with disabilities.
 - d. Continue to develop and facilitate use of rail trail.
 - e. Identify opportunities for improvement to pedestrian routes between key community destinations (e.g. between grocery store and senior living facility, etc.). Include improved signage and accessible crosswalks in these projects.
- Objective 2.3: Support opportunities for community awareness about the impact of poverty and stress on childhood development.
 1. Partner with the School District and key stakeholders to educate the community on the impacts of poverty on public health.
 2. Identify opportunities in this chapter and other chapters in this Master Plan to alleviate the impact of poverty on children and adults to include health services for those with

2016 Master Plan survey

Survey work conducted in connection with the 2016/17 master plan revisions reaffirmed the strong community support in Claremont for recreation and culture.

- The Claremont Savings Bank Community Center was identified as one of the top reasons citizens “like living in Claremont.”
- Enhancing arts and culture was identified as one of the top areas citizens “would like to change about Claremont.”
- The vast majority of respondents have personally utilized park facilities and rate the condition as either fair, good or excellent. Security and restroom facilities were identified as priorities for improvement.
- Pedestrian and bike access and safety were identified as areas needing improvement.

Goals

Goal 1: Promote Health and Wellness in our community

1. Take the steps necessary to again become a Tree City.
<https://www.arborday.org/programs/treecityusa/about.cfm>
2. Take the steps necessary to make Claremont, especially the downtown core, a pedestrian and bicycle friendly community, including the maintenance, improvement and creation of biking and walking trails.
3. Prevention of vandalism and promoting safety should be priorities.
4. Maintain and improve pedestrian and bicycle access to all parks and facilities.
5. Address invasive plant species throughout the park system.
6. Enhance public spaces with public art that will delight, engage, and inspire
7. Develop a mission statement for community wellness as part of the Parks and Recreation Department planning process.

Goal 2: Expand and enhance recreational facilities, parks, trails, and bike paths to encourage additional use opportunities

1. Develop “pocket parks” in appropriate City-owned lots.
2. Construct and properly maintain splash pads and other water features at appropriate venues around the city.
3. install suitable lighting, fencing, landscaping and comfort facilities as appropriate throughout the parks system.
4. The process of reconfiguring and improving Broad Street Park initiated by the Parks Department should be encouraged and continued.
5. Appropriate available property adjacent to any park should be considered for possible addition to the park system.
6. Visitor Center Green
 - a. Installation of lighting, electrical power, restrooms and a water supply.
 - b. This area is becoming a venue for public art, concerts, community festivals and cultural events. This “identity” should be encouraged and supported with proper planning, improvements, maintenance and allocation of resources.
 - c. Clarify administrative jurisdiction over the Green and the Visitors Center.

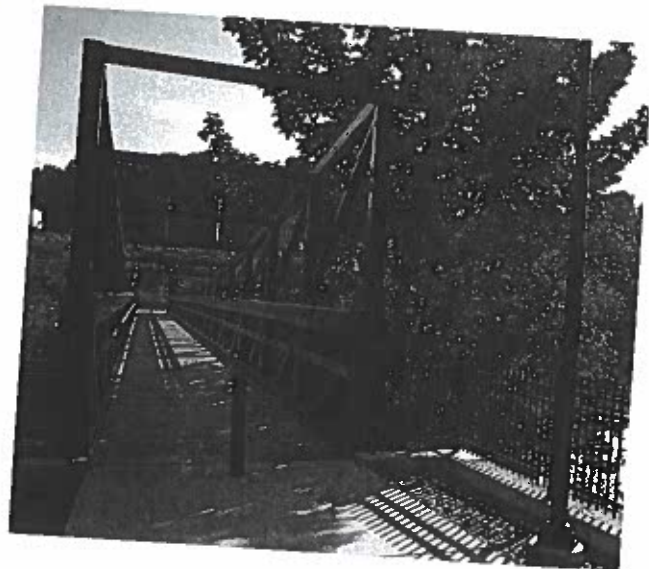
6. Add information/tourism signage, including "you are here" type signage and online resources.

Goal 3. Develop bicycle, hiking and recreational vehicle routes. As roads are repaved or rebuilt provide where technically possible pedestrian and bicycle facilities by adding sidewalks or pathways, or markings providing space for joggers and bicyclists to travel. Any improvements should include lighting and security measures.

1. Ensure that crossings and curbs throughout Claremont are ADA compliant.
2. Use directional and warning signs which promote these forms of transportation on and off city streets.
3. Look for opportunities to develop walking trails along the Sugar River and on City- owned property making sure that any new trails consider the installation of benches and adequate lighting.
4. Install secure bicycle racks at frequently visited places, including places where regional public transit is provided. Ensure that bike racks are aesthetically pleasing and usable year-round.
5. Advocate for the installation of a seasonal boat dock to improve the utility of the Connecticut River launch site.
6. Create a policy for the safe use of recreational vehicles and coordinate with the State of New Hampshire, when necessary.
7. Include provisions for bicycle travel in future land use regulation updates.
8. Set policy for use of watershed areas for hiking and recreational vehicles.
9. Continue the efforts of the Conservation Commission to complete the Rail Trail Master Plan and if needed identify alternative routes for All-Terrain Vehicle(ATV) use.

Goal 4. Provide for a walkable and bikeable community.

1. Build sidewalks on at least one side of every City street within the developed portion of the community and include connections/crosswalks for continuous network with a priority on streets within a one-mile radius of public schools.
2. Promote active student transportation opportunities like walking school bus or bike train programs for student commutes to and from schools.
3. Ensure that streets leading to school bus stops have sidewalks.
4. Provide sidewalks and bicycle routes between City parks.
5. Require new development to provide for sidewalks either through construction or an easement for future construction.



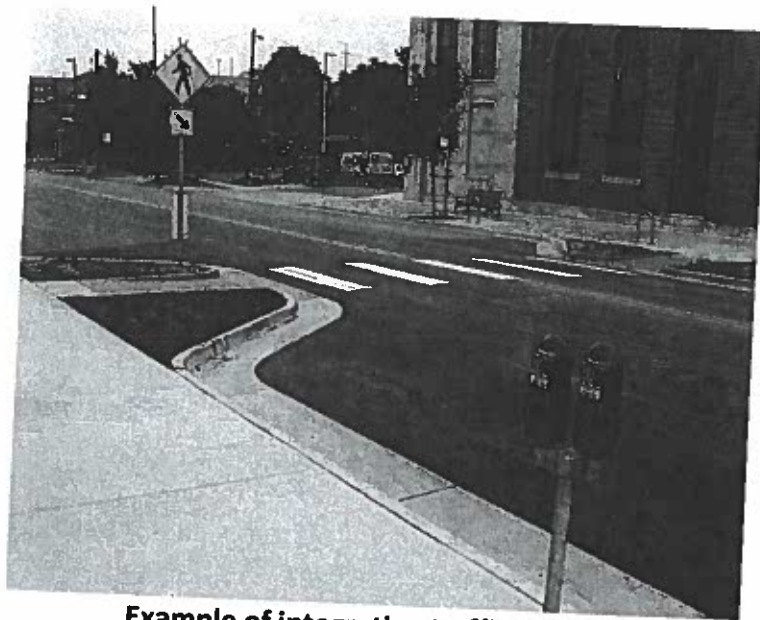
6. Consistently fund the repair and construction of sidewalks.
Develop a City-wide bicycle and pedestrian plan that can be gradually achieved by acquiring property, easements, and additional space on roads.
7. Seek state and federal funding for bicycle and pedestrian projects.
8. Improve pedestrian and crosswalk signage
9. Encourage crosswalk enforcement.
10. Achieve national recognition as a bicycle and walking friendly community.
11. Ensure that all newly built sidewalk and pedestrian amenities are ADA compliant and work to bring existing sidewalks into compliance.
12. Consider creating artistic sidewalks.
13. Review crosswalk locations to ensure they meet safety standards.
14. Remove utility poles from sidewalks when possible.

Goal 5. Incorporate Complete Streets Design into the Central Business District

Complete Streets is a philosophy that guides community, planning, and transportation agencies to consider and incorporate safe access to destinations for everyone, regardless of age or ability, or mode of transportation, when feasible.

Depending on the street that could translate into a wider sidewalk, bike lanes, safe crossing opportunities, bus lanes, median islands, roundabouts and more.

1. Pursue engineering design concepts and design study to redesign downtown streets to incorporate Complete Streets and improve character of downtown.
2. Develop a Complete Streets policy to be followed on streets in the Mixed-Use District.
3. Use traffic calming techniques such as narrowing the roadway for crosswalks to improve pedestrian safety. (See Figure 8-1)
4. Eliminate parking spaces and other obstructions near intersections which block the



Example of integrating traffic calming and pedestrian safety

line of sight drivers have for oncoming traffic. Amend the City's land use regulations to maintain safe sight distance.

5. Develop a committee to review the truck route studies completed to date and identify solutions for implementation.

At pedestrian crossings, particularly near schools, roadways can be narrowed to shorten the crossing distance and prevent vehicles from passing on the right side of the street which endangers pedestrians. (Source: FHWA – Traffic Calming Primer)

Goal 6. Improve public transportation resources.

1. Identify and maintain commuter parking areas for park and ride commuters who car pool or use transit for commuting.
2. Evaluate the need to build and maintain shelters for people waiting to use public transportation.
3. Provide shuttle service from commuter parking areas to the central business district to ease the downtown parking demand, including River Valley Community College.
4. Support regional bus service and the Route 120 corridor transit service. Expand the public transit system to meet employer/employee demand, particularly to and from River Road.
5. Consult regularly with private and governmental groups interested in public transit.
6. Investigate ways to contribute financially for the development of mass transit.
7. Evaluate the feasibility of a transit connection between downtown Claremont and the Weathersfield Park & Ride.



Goal 7. Improve traffic flow on main retail and business corridors, including Washington Street and Charlestown Road.

1. Develop road network redundancy so that accidents or blockages along Washington Street, particularly in the vicinity of the North Street and Winter Street intersections, do not impede emergency service to or from the hospital.
2. Create zoning and planning provisions that reduce curb cuts along major roadways such as common entrances for several businesses on parcels which may have separate ownership. Careful consideration and assessment of future development should be taken to mitigate and limit negative impacts to road safety.
3. Approve zoning and planning measures that require or create parallel back street connections to improve roadway network connectivity.
4. Apply policies for traffic on Washington Street to other areas of heavy commercial development such as Charlestown Road and North Street.
5. Conduct periodic corridor studies of principal routes throughout the City.

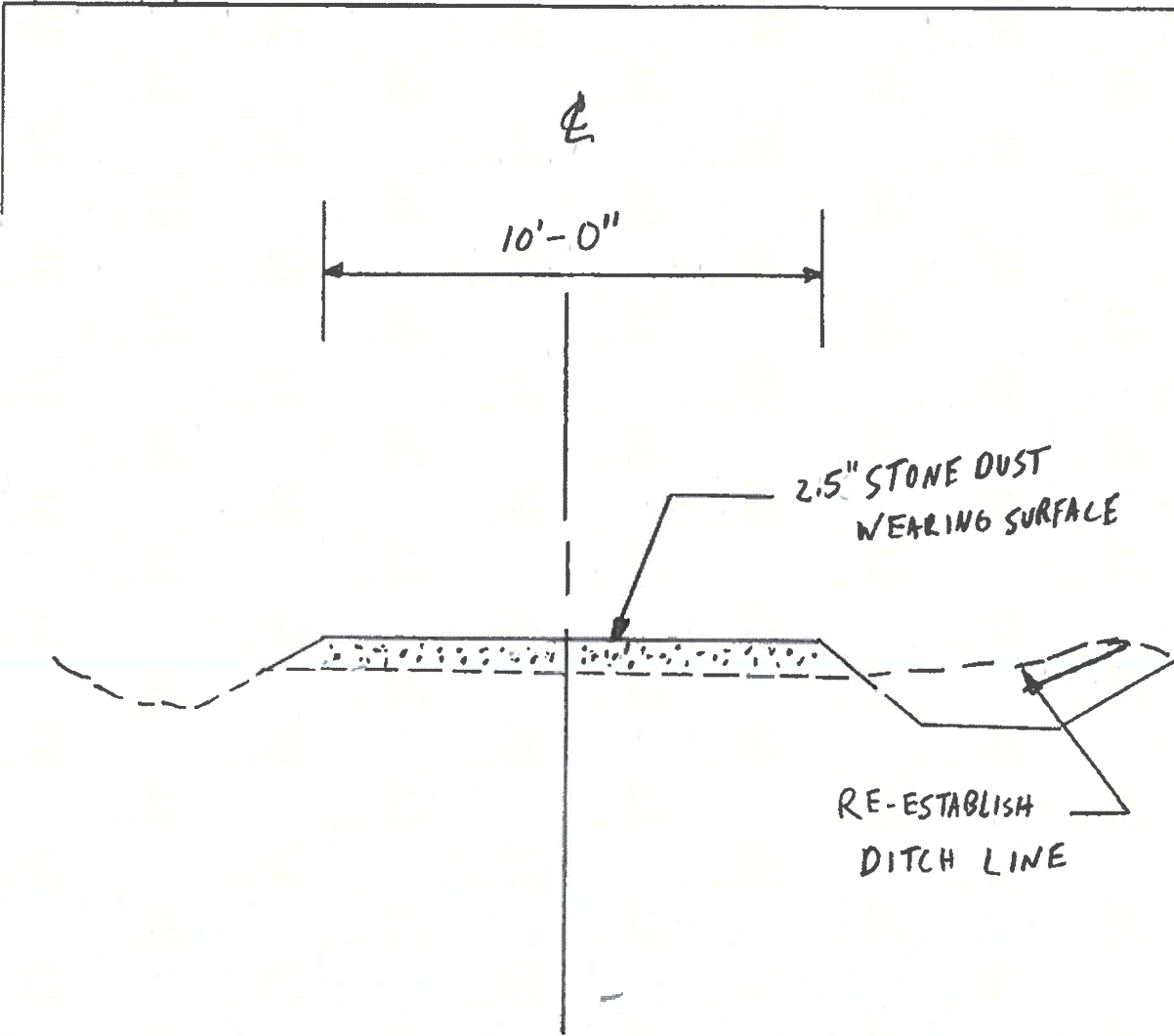
6. Improve the linkage of the Bobby Woodman Rail Trail to Washington Street to provide access to the pedestrian amenities the rail trail provides.
7. Implement the Washington Street safety study. See Appendix 1.

Goal 8. Steadily improve the roadways in Claremont.

1. Develop a Complete Streets policy to be implemented City wide.
2. Consistently fund the rebuilding and repaving of roads.
3. Create a pavement management program including a system to prioritize most important byways are maintained first and the ones in the worst condition, but less often used, are maintained secondarily. Explore the utilization of a Road Surface Management System (RSMS) to accomplish this task.
4. Ensure that new road and sidewalk construction meet the City code requirements before they are accepted by the City.
5. Acquire property or easements so that when funding becomes available for improvements to the transportation network the City can act.
6. Do design work so that projects are "shovel ready" in case funding becomes available.
7. Continue to improve the Route 103 roadway to facilitate east-west traffic.
8. Continue to participate in the Upper Valley Lake Sunapee Regional Planning Commission's Transportation Advisory Committee, which plans for improvements on a regional basis.
9. Communicate with elected local officials and state representatives about City and regional transportation needs in order to get necessary planning and funding.
10. Communicate to the state DOT the City's fiscal constraints and transportation needs for long-term improvement.
11. The Traffic Advisory Committee (TAC) should review accident statistics so that dangerous intersections can be identified and improved. In addition, TAC should review when roads are added or improved.
12. Make aesthetically pleasing improvements to the transportation system.
13. Work with NHDOT to improve River Road (Route 12A) to include shoulders to better accommodate emergency situations, bicycles, pedestrians, line of sight, and increased truck traffic.
14. Review standards for roads in ordinances to ensure they are appropriate.
15. Implement a maintenance program to bring City road signs in conformance with the Manual of Uniform Traffic Control Devices.
16. Work with the NHDOT preventative maintenance program for bridges.
17. Pursue the reconstruction of Main Street from Elm Street to Citizen Street utilizing Complete Streets design.

Goal 9. Apply for grants that support this chapter.

Rail Trail Detail
2021 Transportation Alternatives Program
Broad Street and Monadnock Park
Date: March 18, 2021



RAIL TRAIL
IMPROVEMENTS

Rectangular Rapid Flash Beacon: RRFB-XL™

Extra-large beacons provide greater visibility, ideal for high-speed and multi-lane pedestrian & school crossings

- Driver yielding rates of 80-90%
- Large LEDs exceed FHWA standards
- Web-based monitoring/alert option
- Easy installation, maintenance free



TAPCO's pedestrian-activated RRFB-XL™ systems feature large, 7" x 3" LED arrays that exceed FHWA standards. They provide greater visibility, ideal for high speed and multi-lane pedestrian and school crossings. When activated, the SAE J595 certified LED arrays flash an FHWA specified, alternating 'wig-wag' pattern. Side-mounted LED arrays flash concurrently to advise pedestrians that the units are flashing.

RRFBs have produced 80% to 90% driver compliance in yielding to pedestrians at high-risk uncontrolled crossings. This is the highest yielding rate of all devices not featuring a red display, and up to 4 times greater than standard round beacons. RRFBs cost less than other devices with similar vehicular yield rates.

RRFB options include:

- Advance RRFB, wirelessly linked to Crossing RRFB
- Self-powered remote bollard-mounted pushbutton
- Passively activated systems: microwave or infrared



Applications

- High-speed and multi-lane crossings
- School crossings
- Pedestrian crossings
- Roundabout crossings

Benefits

- Larger 7" x 3" LED arrays provide increased visibility
- Significantly higher driver awareness and compliance
- High-intensity leds command attention, day and night

Features

- Installation onto new or existing sign poles: single bar or back-to-back available
- Stand-alone, self-powered remote pushbutton bollard available
- 3-Year warranty



Visit **Traffic and Parking** on YouTube for videos on these products and more.



Optional Push Button Activation

Activated with less than 2 lbs. of force. Provides two-tone audible confirmation as well as visual confirmation. Meets ADA, MUTCD and TAC requirements, and housing meets NEMA specifications. Remote mounting available. Audible navigation units are available.



Optional Pedestrian Motion Detector

Active infrared and microwave technologies work together to provide precise presence and accurate motion detection. Mountable between 8' and 16'. Impervious to light, sun rain and snow. Housing is rated NEMA-4.



Optional Wireless Bollard Activation

Pedestrians and bicyclists can passively trigger flashing BlinkerSign® LED signs, RRFB, BlinkerBeacon® LED Beacons, pavement LEDs and other ITS devices. Actuators are housed in anodized aluminum cabinets that can be secured to concrete or asphalt. Battery operated: no grid wiring required.



Standard specifications (subject to change without notice)

Extra Large Rectangular Rapid Flash Beacon RRFB-XL

MUTCD Approval	Interim FHWA Approval Memorandum (1A-11)
Housing	Powder coated aluminum
LED modules: 7¼" x 3"	2 arrays of 8 amber LEDs, SAE J595 certified
Pedestrian LED module: 1 ½" x 3 ½"	Side-mounted, flash concurrent with Vehicle LEDs
Flash pattern	MUTCD specified 'wig-wag' flash pattern
Mounting hardware	Stainless steel u-bolts for 4" to 4 ½" O.D. pole

110V Hardwired System

Housing	NEMA 4X rated fiberglass or aluminum cabinet with lockable clasps
Mounting	Aluminum mounting bracket (fits 4" – 4½" O.D. pole)
Control Circuit	IP-67 NEMA rated enclosure: dust proof and waterproof (up to 30 minutes in 3 feet of water)

Programming

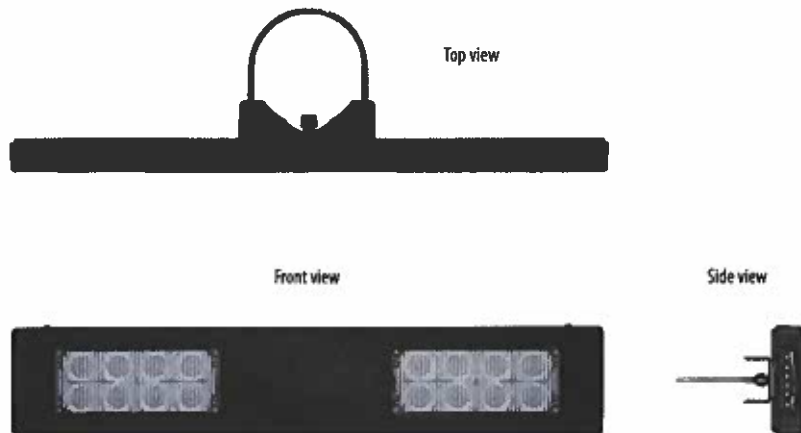
Windows TAPCO configuration software
Optional web-based cellular communication for monitoring and control available
Optional time clock system available for school zone signs

W11-2 Ped Xing, W11-15 Bike/Ped and S1-1 School Crossing Signs & Plaques (W16-7P or W16-9P)

Sign Substrate (30" or 36" signs)	.080" 5052 highway grade aluminum
Reflective Sheeting	3M™ DG ³ FYG 4083 with anti-graffiti overlay
Mounting Hardware	Aluminum anti-vandal fasteners for signs and RRFB units
Compliance	MUTCD Compliant

Warranty

3 year standard warranty



1-800-236-0112 • www.tapconet.com • blinkersales@tapconet.com



The AC-powered Extra-Large Rectangular Rapid Flashing Beacon (RRFB-XL) from TAPCO represents the latest technology in the field of LED-enhanced traffic control, and is designed to provide you with years of trouble-free service.

Parts List (per assembly)

1. Control Cabinet, including circuitry and BlinkerBeam® Wireless Radio
2. Extra-Large Rectangular Rapid Flash Beacon: RRFB-XL
3. RRFB Mounting Hardware, including U-bolt, nuts and washers
4. Pushbutton: can be one of several models
5. Cables: Pushbutton and LED

