

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 \$

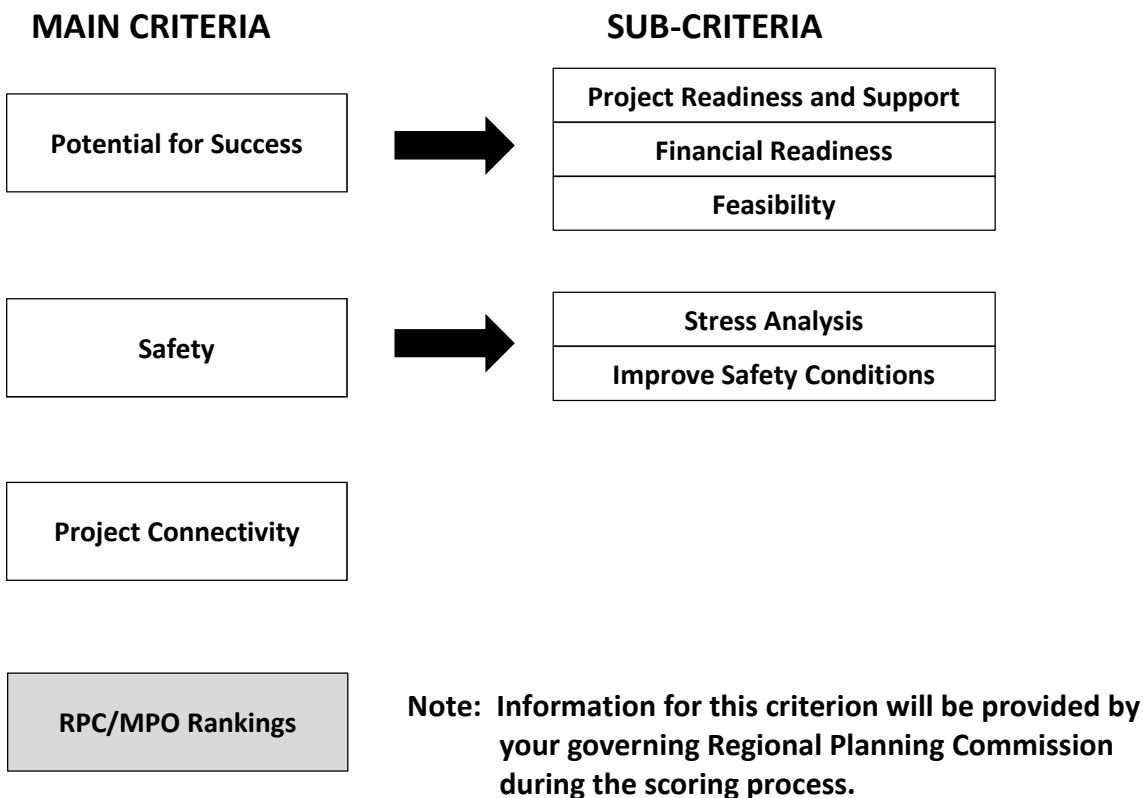
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

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.

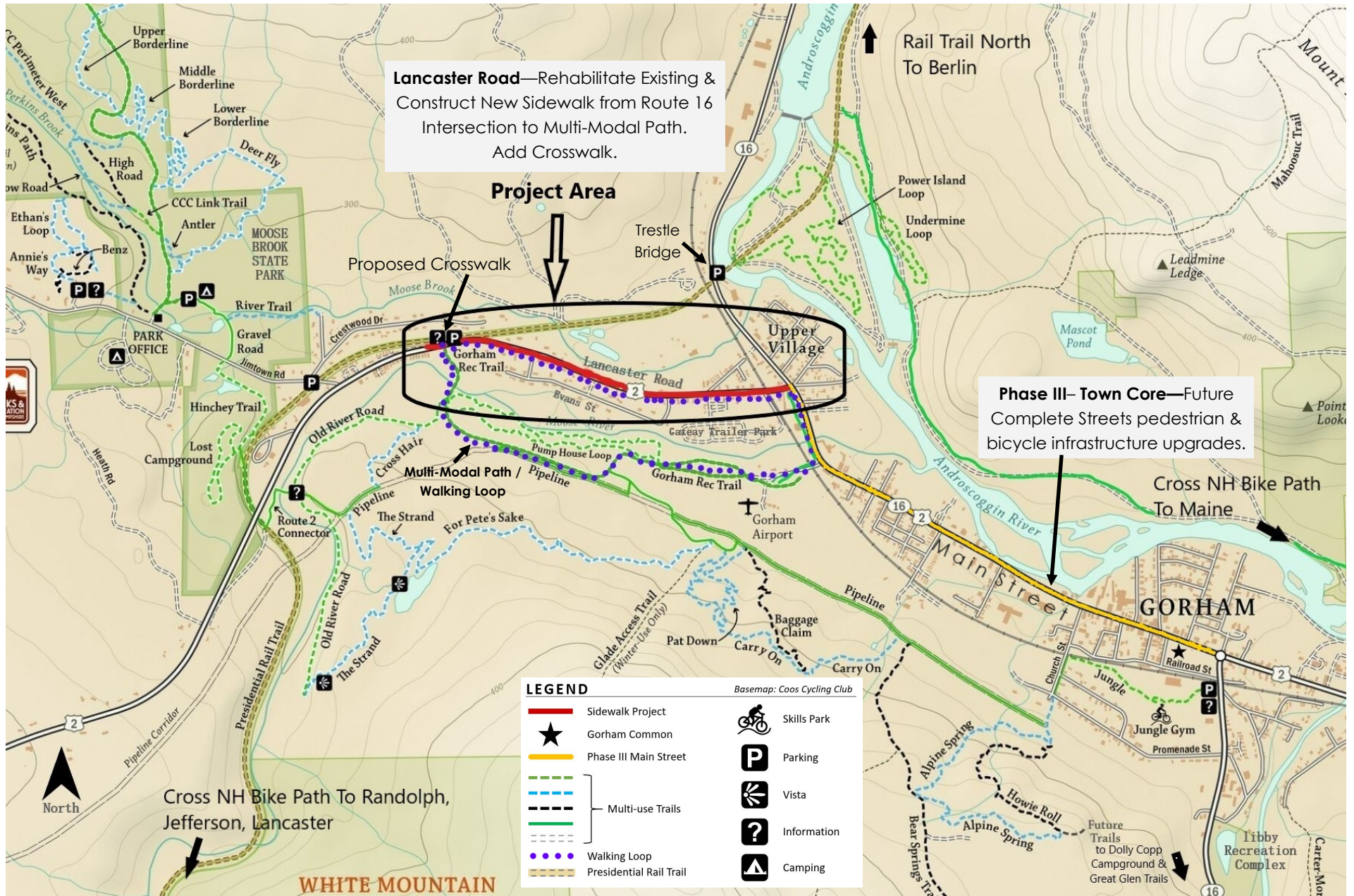
A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

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

TOWN OF GORHAM—TAP APPLICATION

Project Area showing connectivity into Main Street and multi-use trail systems.

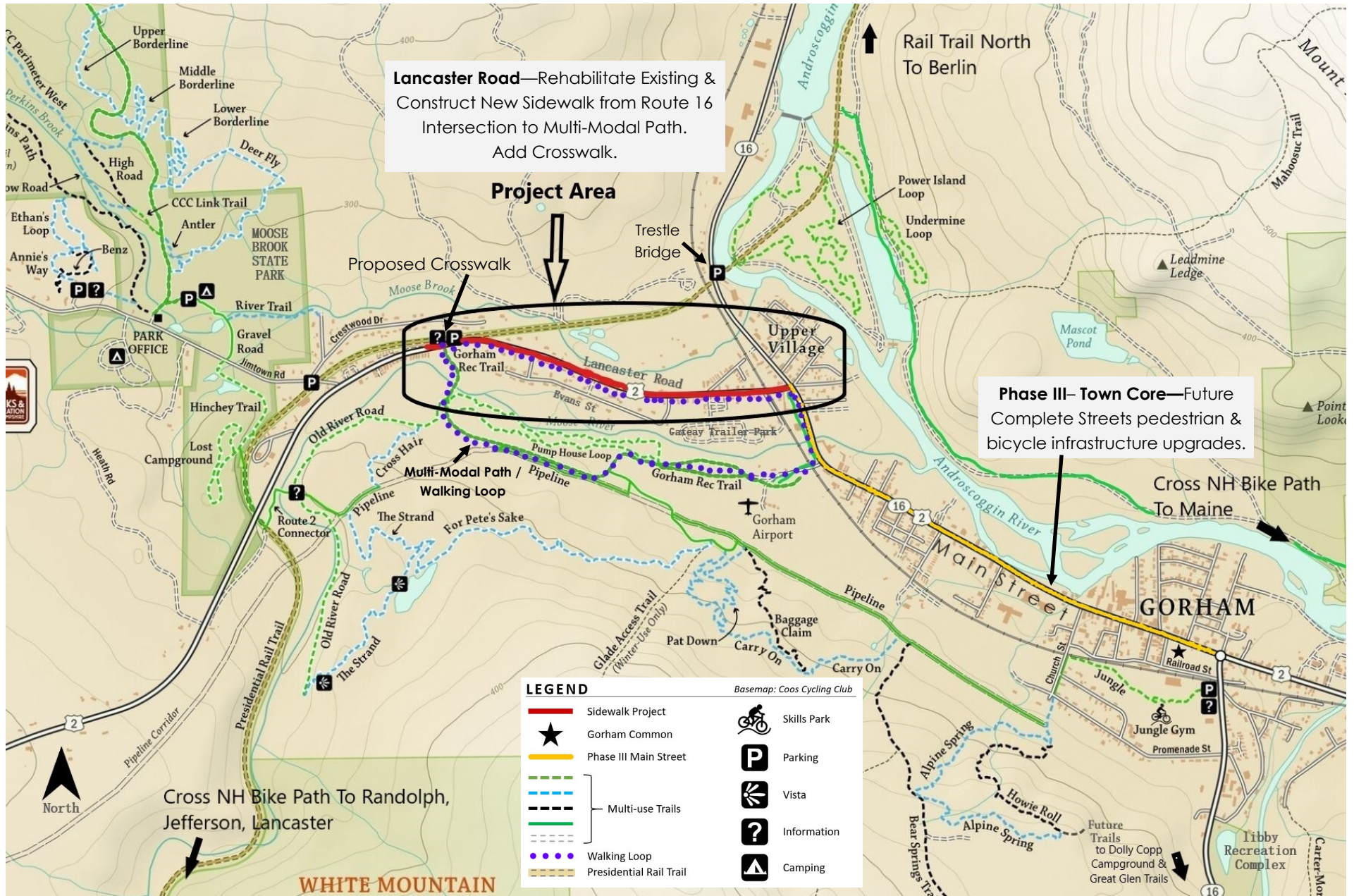


GORHAM TAP PROPOSAL ATTACHMENTS

1. PROJECT MAP (1 Map)
2. LETTERS OF SUPPORT (10 Letters)
3. PHOTOGRAPHS OF PROJECT AREA (2 Pages)
4. CORRIDOR STUDY EXCERPT (1 Page)
5. TEN-YEAR MASTER PLAN EXCERPT (15 Pages)

TOWN OF GORHAM—TAP APPLICATION

Project Area showing connectivity into Main Street and multi-use trail systems.



ATTACHED LETTERS OF SUPPORT

LOCAL/MUNICIPAL LETTERS OF SUPPORT:

Gorham Conservation Commission
Gorham Board of Selectmen
Gorham Planning Board
Gorham Public Works Department
Gorham Police Department
Gorham Parks and Recreation Department

REGIONAL AND STATE LETTERS OF SUPPORT:

North Country Council
Senator Erin Hennessey

LOCAL RECREATION ECONOMY PARTNERS LETTERS OF SUPPORT:

Coos Cycling Club
Cross New Hampshire Adventure Trail

TOWN OF GORHAM CONSERVATION COMMISSION

20 Park Street
Gorham, New Hampshire 03581

March 15, 2021

Thomas Jameson, P.E.
Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson,

The Conservation Commission recognizes the critical need for sidewalk enhancements, improved safety measures and intuitive connectivity for non-motorized access to and from the westerly points of town that are currently not traversable due to lack of infrastructure. This is especially true for our large population of elderly residents, residents with physical challenges and our youth. On Route 2/Lancaster Road, where the proposed activities will take place, entire neighborhoods—including two trailer parks comprised of low-income and senior residents—are barricaded from accessing existing sidewalks and multi-use pathways because there is no safe way to reach this infrastructure from busy Route 2 near their homes. This “barricading” prevents residents from enjoying the benefits that a town like Gorham has to offer: They cannot reach downtown and its amenities without getting in a car (and many can no longer drive). Modernizing existing sidewalk to ADA-compliant standards, installing a crosswalk and extending non-motorized infrastructure along Route 2 to the rail trail and Multi Modal Path will enable these residents (and visitors) to safely access Main Street by foot, as well as safely accessing our mixed-use trail system—including a popular, scenic 2.75-mile loop.

Gorham’s proposal not only addresses the above needs for residents, but it also serves as a major piece to a much larger revitalization plan that the Conservation Fund supports. We realize that, to pull ourselves up after decades of economic depression, we must capitalize upon our unique nature and recreation economy opportunities. With this in mind, the Conservation Commission has been working for the past five years toward the acquisition and addition of 2,020 acres to our Town Forest. This multi-grant project, totaling \$1.3 million, was completed on July 31, 2020 at no cost to the Town. The addition of the Tinker Brook Parcel included conservation easements and increased protection for the town’s water shed. This also ensures connectivity to our growing multi-use pathways and improves recreation opportunities for residents and visitors alike as we grow our “Trail Town Hub” reputation.

The Conservation Commission whole-heartedly supports Gorham’s TAP Grant proposal. The goals set forth are important to the Commission’s vision of Gorham as a livable/walkable community which also enjoys a robust recreation economy. We hope that the New Hampshire Department of Transportation views our vision and request favorably.

On behalf of the Gorham Conservation Commission,

Michael L. Waddell, Chairman





March 15, 2021

Thomas Jameson, P.E., Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson:

The Town of Gorham is proposing ADA compliant sidewalk infrastructure upgrades and new construction along Route 2/Lancaster Road in Gorham. The project goal is to create safe, non-motorized access between this section of town—currently isolated from Gorham’s town core and its growing network of non-motorized commuting and recreational pathways—by modernizing 4,400 linear feet of sidewalk. The starting point of this project will begin at the north-west intersection of Routes 2 and 16 on Main Street, then stretch west along Route 2 to reach Gorham’s Presidential Rail Trail parking lot, multi modal path, and multi-use trails. This modernization and extension of our current infrastructure will enable residents and visitors alike to safely access Main Street by foot, link into our mixed-used trail network, as well access a popular 2.75-mile scenic walking loop. A crosswalk across a busy section of Route 2 joining the rail trail parking area to the multi modal path is also a part of this proposal.

Currently, there is no safe sidewalk access from either direction of town to/from Lancaster Road, and our poor infrastructure proves especially dangerous for a large population of elderly and disabled residents who live in this area—as well as the significant population of children who utilize the rail trail facilities.

This project is part of a larger comprehensive revitalization plan which incorporates a multipronged approach to sustainably rejuvenate and develop our community. It also directly furthers the objectives of our recently adopted Ten-Year Master Plan, and creates a much-needed connectivity piece to our non-motorized recreation economy objectives that have grown from last year’s Recreation Economy for Rural Communities multi-day workshop with the EPA. The Board has committed the required 20% in local matching Funds, which have been fully appropriated and transferred into our Road Resurfacing and Construction Capital Reserve Fund (which includes sidewalk infrastructure). Our former Finance Director, and current Town Manager, has been with the town for 25 years, is LPA certified, and has extensive experience in the administration of Federal and State grants. Most recently with the Spring Road Culvert Project #P4 1396 Gorham (\$630,835 project total) which was completed in 2019, closed out in 2020, and involved both FEMA and NH DOT funds.

We sincerely hope that the NH Department of Transportation views our vision and request favorably and we thank you for your time and consideration.

Sincerely,

BOARD OF SELECTMEN

Michael Waddell, Chairman

Adam White

Judith LeBlanc

TOWN OF GORHAM PLANNING BOARD
20 Park Street
Gorham, NH 03581

March 11, 2021

Thomas Jameson, P.E.
Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson,

The Planning Board recognizes the critical need for sidewalk enhancements, improved safety measures and intuitive connectivity for non-motorized access to and from the westerly points of town that are currently not traversable due to lack of infrastructure. This is especially true for our large population of elderly residents, residents with physical challenges and our youth. On Route 2/Lancaster Road, where the proposed activities will take place, entire neighborhoods—including two trailer parks—comprised of low-income and senior residents are completely barricaded from accessing existing sidewalks and multi-use pathways because there is no safe way to reach this infrastructure from busy Route 2 near their homes. This “barricading” prevents residents from enjoying the benefits that a town like Gorham has to offer: They cannot reach downtown and its amenities without getting in a car (and many can no longer drive); they cannot reach walking paths or the town core. This obviously proves a problem for quality of life and practical access and engenders a sense of isolation—which is the very opposite environment our small town wishes to foster. Adding the new section of sidewalk along Route 2 will enable residents and visitors alike to safely complete a scenic 2.75- mile loop. A crosswalk across a busy section of Route 2 joining the rail trail parking area to the multi modal path is also a part of this proposal.

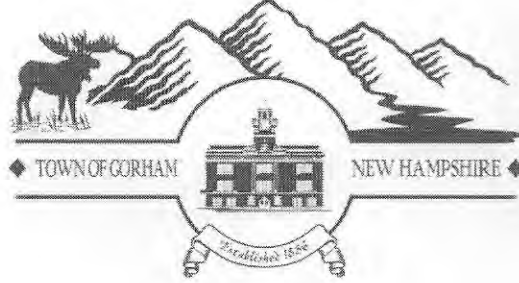
Gorham’s proposal not only addresses the above needs for residents, but it also serves as a major piece to a much larger revitalization plan that the Board has been working toward. We realize that, to pull ourselves up after decades of economic depression, we must capitalize upon our unique nature and recreation economy opportunities. We must increase non-motorized connectivity to our growing multi-use pathways and improve town-core infrastructure to make our downtown more inviting and vibrant to residents and visitors alike, and to grow our “Trail Town Hub” reputation. While the Board and the Town are working on town-core infrastructure and planning improvements with flagged potential funding sources, there is no other source of funding (other than TAP) to help us achieve the essential connectivity pieces set forth in the proposal.

The Planning Board whole-heartedly supports Gorham’s TAP proposal. The goals set forth are in furtherance of Gorham’s recently adopted Ten-Year Master Plan, and the specific activities outlined in the TAP proposal have been voted on by our Board and approved by a unanimous vote. We hope that the New Hampshire Department of Transportation views our vision and request favorably.

Sincerely,

A handwritten signature in black ink that reads "Paul R. Robitaille". The signature is written in a cursive, slightly slanted style. Below the signature is a thick, horizontal black line that tapers at both ends, serving as a decorative underline.

Paul Robitaille, Chairman



March 15, 2020

Thomas Jameson, P.E., Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson:

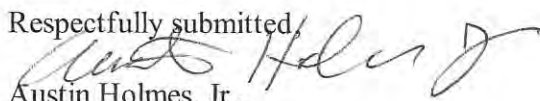
I, Austin Holmes, Public Works Director am in favor and am endorsing the Lancaster Road sidewalk grant project for the following two reasons:

The first reason is for public safety. Over the past thirty years (30) the State of New Hampshire has repaved Lancaster Road several times with an overlay (adding more pavement on top of the existing pavement). This procedure works well in some situations, but on the Lancaster Road the Street has been built up so much that the road is now higher than the sidewalk in certain areas. With that being said, and the road being higher, the ditch line has been moved to the sidewalk, which means water now runs onto the sidewalk making it unsafe for people to walk because of puddles and/or ice on the sidewalk forcing people to walk in the roadway to avoid being wet or slipping.

The second reason is I believe that a new constructed sidewalk in this area would help connect the upper portion of Gorham with the busier section of Gorham. I also believe a new sidewalk would show interest in this section of town to encourage potential business growth and enhance the businesses in this area.

Public Works is fully committed to supporting this project. We are also committed to providing ongoing year-round maintenance to ensure the integrity and preservation of these much-needed improvements.

Respectfully submitted,


Austin Holmes, Jr.,
Public Works Director
Town of Gorham
Public Works
24 Main Street
Gorham, NH 03581
603 466-5025



Adam Marsh
Chief of Police

"Serving the people with pride and integrity."

Gorham Police Department
20 Park Street • Gorham, N.H. 03581

Emergency • 603-466-3336

Business • 603-466-2334

Fax • 603-466-3113

Email • amarsh@gorhamnh.org

March 15, 2021

Thomas Jameson, P.E.
Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson,

My name is Adam Marsh. I am the Chief Police in the Town of Gorham, where I have been employed since 2019. I have been a police officer for 16 years, starting my law enforcement career in the City of Laconia, New Hampshire. I moved with my wife and children to the North Country in 2013, to experience what this area has to offer. I took a position with the Berlin Police Department before transferring to the Town of Gorham.

I am a runner and outdoors enthusiast, and value the recreational opportunities available here. During the warmer months, I can be found running outside and utilizing the sidewalks on Lancaster Road, which is one of my most desired routes. My family and I also utilize the bicycle and walking trails on and connected to the Multi-Modal Path, which are located in close proximity to Lancaster Road.

The Gorham Police Department fully supports the Town of Gorham's Transportation Alternatives Program (TAP) proposal to the New Hampshire Department of Transportation (NHDOT). I believe that improving the condition of the current sidewalks, and extending the sidewalks farther to the west, would help encourage the residents of Brae Burn Trailer Park and other nearby residents to utilize them for walking and exercise. This would also encourage visitors to our town to walk to nearby attractions including Moose Brook, which is a short distance from Lancaster Road.

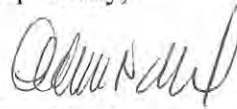
As the Chief of Police, one of the aspects of my position is to promote safety and enhance the quality of life of the residents within our community. To ensure this effort is successful, routine traffic enforcement is conducted on the roads in our town, including Lancaster Road. Lancaster Road has become a focal point especially during Spring, Summer and Fall with the return of off-highway recreational vehicles. With shared access on a portion of Lancaster Road, OHRV traffic significantly increases the number of vehicles traversing on this section of the roadway. The police department makes it a priority to enforce motor vehicle infractions on Lancaster Road, where vehicles are entering and leaving Gorham. In the more recent years, speed enforcement has been a major focus, to make this part of town safer for residents and pedestrians.

Lancaster Road allows for access to the Multi-Modal Path and bicycle/walking trails, leading from Bellevue Place to Lancaster Road. Due to the layout of the road, and the location of the Multi-Modal Path access directly across Lancaster Road, it is important to provide a safe mode of travel for pedestrians. Currently, the sidewalk ends just west of High Street. Extending the sidewalk to the west will help increase the safety of pedestrian traffic along Lancaster Road, and encourage residents to get outside and walk instead of drive. A crosswalk would also be a desired feature to assist pedestrians in crossing the road safely, especially with the limited sight distance to the east and west because of the curvature of the road.

I am in full support of the current proposal to improve the existing sidewalks on Lancaster Road and extend the sidewalks as far to the west along Lancaster Road as possible. One of the issues our department tackles on Lancaster Road is speeding vehicles. Our statistical data conveys that speeding vehicles was the number one reason for motor vehicle stops on Lancaster Road in 2020. Our department received 137 motor vehicle related complaints during the year 2020 from the residents on Lancaster Road, including speeding motor vehicles.

The improvement and installation of sidewalks is a necessity to allow for safe travel of pedestrians on Lancaster Road, and would also serve as a traffic-calming measure on one of the most highly traveled roads in our town. I have taken the opportunity to research and review the proposal. I am in full support of the Transportation Alternatives Program and feel that this project will provide our town with safer modes of ingress and egress for all pedestrians.

Respectfully,

A handwritten signature in black ink, appearing to read 'Adam Marsh', written in a cursive style.

Adam Marsh
Chief of Police

March 11, 2021

Thomas Jameson, P.E.
Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation



Dear Mr. Jameson,

The Parks & Recreation Department fully supports the Town of Gorham's Transportation Alternatives Program (TAP) proposal to the New Hampshire Department of Transportation (NHDOT).

While the Parks & Recreation Department offers most of our programs on the eastern/southern part of town (including the Town Common which hosts a playground, baseball field, soccer field, tennis courts, a half-basketball court and a live entertainment venue and the Libby Recreation Complex which hosts a softball field, soccer field, ice rink and swimming area), children and elderly residents who participate in our various programs often choose to reach us by foot or bicycle. Many residents who live on the western side of town (along Route 2) have little means of safe, nonmotorized access to our facilities. With the proposed improvements, however, a critical connectivity need will be met. It also implements the first of several revitalization phases planned for future development that will expand upon the nonmotorized improvements of Route 2.

For example, it is our hope that, within the near future, Gorham's eastern section of town will also be connected by sidewalks and bicycle lanes to the town core (which includes the Common) and to the Libby Recreation Complex (to the south) by a second phase of development which will implement a sidewalk all the way to the Libby Recreation Complex. Without first improving the safety and connectivity along Route 2, however, this second phase of nonmotorized infrastructure will prove significantly less impactful.

It should also be noted that, every summer, our department hosts a popular Farmers' Market. In 2 years, the market has grown from 14 vendors with an average of 50 visitors per week to 28 vendors with an average of 200+ visitors per week. This market is an important initiative of our town's revitalization plan, as it not only fosters entrepreneurial economy, but it also draws visitors to our town who might not otherwise choose to come. These visitors, in turn, remark upon our village appeal; our accessibility to nature; our beautiful mountain and river views; our family-friendly community, and our growing network of bicycle and mixed-use pathways. Many residents and visitors either walk from their homes on the western side of town, or park at the rail trail parking lot to then walk or cycle to the Common. This practice is currently unsafe as the sidewalk along Route 2 on that section of town is in terrible condition, and there is no crosswalk for pedestrians/cyclists to traverse from the rail trail parking lot to the proposed sidewalk and/or the existing multi-modal path. The improvements set forth in this proposal address these safety issues, expand connectivity, improve Gorham's reputation as a safe, connected, outdoor-recreation hub and fosters economic revitalization.

It is my sincere hope that NHDOT views Gorham's proposal favorably.

Sincerely,

Jeff Stewart, Director
Gorham Parks & Recreation Department

March 13, 2021

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

Re: The Town of Gorham TAP Proposal

Dear Mr. Jameson,

North Country Council is pleased to provide this letter of support for The Town of Gorham's application for NHDOT Transportation Alternatives Program funds to support the reconstruction and construction of sidewalks along from intersection of NH Route 16 & US 2 to the Multil-Modal Recreation Plath (Lancaster Road).

This proposed project will create and improve safe routes for non-drivers, children, older adults, and individuals with disabilities through the construction and rehabilitation of sidewalks. The project will provide safe and accessible connections to recreation sites and important services located on NH Route 16 and Gorham's Main Street.

North Country Council is supportive of this project and believes that if funded, will be very beneficial for providing improved safety and connectivity to trail facilities for pedestrians, bicyclists and other non-motorized users. The proposed project supports the goals within the North Country Council 2015 Regional Transportation Plan by significantly improving pedestrian and vehicle safety along the roadway while improving walkability and conditions for cyclists and other forms of alternative transportation.

Sincerely,



Michelle Moren-Grey
Executive Director
North Country Council

cc: Denise Valle, Town Manager, town of Gorham
Katie Lamb, Planner, North Country Council



**THE GENERAL COURT
OF NEW HAMPSHIRE**
Concord, NH 03301

March 16, 2021

Thomas Jameson, P.E., Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson:

I am writing to you today in full support of the Town of Gorham's TAP grant application to upgrade sidewalk infrastructure in order to create safe, non-motorized access to the town's core.

This important infrastructure project is a vital part of Gorham's Trail-Town Hub vision. This project will provide both residents and visitors with a safe way to access the town's core services without having to get into a car. This would not only enhance public safety for pedestrians, but enhance the town's year-round recreational options.

While funding sources have been earmarked in the Growing a Greener Gorham revitalization plan, I understand that TAP funding will be crucial to enhancing and creating the approximately 4,400 linear feet of sidewalks and crosswalks needed under this project. I believe that leveraging TAP funds in this way would provide benefits to public safety, to the environment, and to the outdoor recreation economy so central to Gorham's identity.

Thank you for your consideration of this valuable endeavor as it has my full support. Please feel free to contact me with any questions or concerns you may have at (603) 271-4151 or via email at Erin.Hennessey@leg.state.nh.us.

Sincerely,

A handwritten signature in black ink that reads "Erin Hennessey".

Senator Erin Hennessey
NH Senate District 1



3/15/2021

Thomas Jameson, P.E.
Project Manager
Bureau of Planning & Community Assistance
NH Department of Transportation

Dear Mr. Jameson,

I am writing to express the Coos Cycling Club's (CCC) support of the Town of Gorham's Transportation Alternatives Program (TAP) proposal to the New Hampshire Department of Transportation (NHDOT).

The CCC, a non-profit 501 (c)(3), has been active over the past decade in the development and maintenance of the non-motorized [Coos Trails Network](#). The Coos Trails network is intended to improve the quality of life for residents while contributing to a balanced outdoor recreation economy that is helping attract new residents and entrepreneurs to the region. These purpose-built trails are designed to be used by mountain bikers but are open to all human powered recreationists including walkers, trail runners, snowshoers, and skiers.

Use of these trails over the last five years have increased dramatically as the popularity of human powered recreation has increased. The emergence of COVID-19 in 2020 only added to the growth and popularity of human powered recreation, with an estimated increase of almost 9% over 2019 according to the [Outdoor Industry Association](#).

One of the Coos Trails' primary trail hubs is located at the Presidential Rail Trail Parking lot on Route 2 across from the town of Gorham's "Multi-Modal Trail". This popular trailhead serves as a central staging area for locals and visitors looking to access some of the more beginner friendly trails in our network as well as the popular Presidential Rail Trail. This trailhead also serves as the gathering location for the [Berlin-Gorham Mountain Bike Team](#) (featured here at the rail-trail parking area), a cooperative effort among SAU 3 and 20 for Middle and High School Students in the Berlin Gorham community. Currently, the Coos Cycling Club provides bikes at no cost for use by any local youth as a component of the club's [Pete's Bikes Youth Cycling Initiative](#).



All team practices begin at this trailhead, and the current lack of sidewalk infrastructure to enable safe access to this growing hub for recreation sites is a legitimate safety concern.

In addition, trail users leveraging the Route 2 parking area are required to cross the busy Route 2 corridor, known for the high volume of tractor trailer traffic and for vehicles traveling at a high rate of speed resulting from the descent of Gorham Hill prior to entering a reduced speed zone. The lack of a crosswalk for pedestrians/cyclists to traverse from the rail trail parking lot to the proposed sidewalk and/or the existing multi-modal path also represents a safety concern.

The CCC continues to advocate for infrastructure that supports the increased walkability of our community. This includes our recent participation in an Environmental Protection Agency's Technical

Assistance [Recreation Economy for Rural Communities](#) (RERC) program. This program was piloted to help communities develop strategies and an action plan to revitalize their Main Streets through outdoor recreation.

As a complement of the RERC Workshop and related Community Action Plan, the CCC is working with partners in the private sector to support the development of a bike shop, restaurant and brewery on the eastern side of town. Increasing the infrastructure to enable locals and visitors to safely link recreation infrastructure with local business will continue to be a point of emphasis and is a notable component outlined in the Town of Gorham's 2020 [Master plan](#) as well as the RERC Technical Assistance Workshop.

The improvements set forth in the TAP proposal address these safety issues, expand connectivity, improve Gorham's reputation as a safe, connected, outdoor-recreation hub and fosters economic revitalization.

It is my sincere hope that NHDOT views Gorham's proposal favorably.

Sincerely,

A handwritten signature in cursive script that reads "Aaron Gorban".

Aaron Gorban
Executive Director
Coos Cycling Club



Cross New Hampshire Adventure Trail
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Glen, NH 03838
crossnewhampshire@gmail.com

New Hampshire Department of Transportation
Transportation Alternatives Program (TAP) Grant Application for the Town of Gorham

March 15, 2021

Dear New Hampshire Department of Transportation,

The Cross New Hampshire Adventure Trail (xNHAT) is submitting this letter in strong support of the Town of Gorham's TAP Grant Application for much needed improvements to safely connect the core services available in Gorham and the growing commuting and recreational resources along the Route 2/Lancaster Road.

Gorham is the beginning of the Presidential Range Rail Trail, a 20-mile off-road trail to Whitefield. The Rails-to-Trails Conservancy, the national organization that promotes a vision of safe ways for everyone to walk, bike and be active outdoors, just named the Presidential Range Rail Trail as number one on the list of Rail Trails in New Hampshire.

The Presidential Range Rail Trail is an important component for the xNHAT as it connects the western and eastern endpoints in northern New Hampshire and Maine and is considered the most scenic. With the explosive growth of off-road biking and bikepacking, the xNHAT has attracted cyclists from 30 states and 4 countries who wish to safely enjoy the scenery, history, wildlife and adventure along this multi-surfaced, mostly off-road route. A significant part of this growth is also from cyclists located within an hour of Gorham who drive up to enjoy the Presidential Range Rail Trail for the day. This includes families, walkers, casual cyclists and bike packers of all ages.

Along with connectivity for a scenic and interesting route, enjoyable bicycling, whether multi or single day, requires amenities: campgrounds, lodgings, restaurants, convenience stores, coffee shops, bakeries, ice cream, etc. The Town of Gorham has the potential for becoming the major hub for bike tourism, much like how it has become a "Trail Town" for Thru-Hikers of the Appalachian Trail.

What Gorham does NOT currently have are safe sidewalks or access from the Route 2 Rail Trail parking area to the services in Town. Route 16 and Route 2 are busy with trucks, traffic and ATVs which can be intimidating for cyclists, citizens and their families. This reduces the safety of biking into the center of Gorham to access amenities. While the Multi Modal trail offers a safe route, there is no cross walk or signal to help cyclists or pedestrians cross the very busy Route 2 to access the trail to the Town center.

Gorham has significant resources to attract cyclists and become a notable bicycling destination. Attracting cyclists to the Town Center could support the creation of new business opportunities such as a bike shop (repairs, rentals), shuttle services, tour providers, B&B lodging, while also supporting the existing restaurants, lodging, convenience stores and coffee shops, etc.

In addition to benefiting the residents of the community, becoming a “Trail Town” for cyclists would also enhance Gorham’s “AT Community” reputation. Improvements that welcome and provide a safe environment for cyclists, walkers, hikers and XC skiers will promote the recreation economy, establishing the Town of Gorham as a destination for non-motorized recreational activities in addition to OHRVs and snowmobilers.

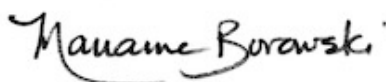
The Cross New Hampshire Adventure Trail strongly supports the Town of Gorham’s proposal for funding because the vision of a “Trail Town” depends on providing a safer and more welcoming infrastructure to access businesses and services along the Route 16 and Route 2 corridors. Additionally, Gorham residents will benefit from this project whether getting outside for exercise or accessing these same businesses.

To demonstrate our commitment and support to Gorham as a critical hub for the Cross New Hampshire Adventure Trail and for the shared vision of a bicyclist and pedestrian welcoming town, we have committed to:

- Install three self-standing bicycle repair stations and pumps in Gorham. One of these is at the Route 2 Rail Trail parking lot at the intersection of the Multi Modal path to the Town’s core amenities, the Presidential Range Rail Trail and near Moose Brook State Park.
- Provide funds to help sponsor a kiosk at the Route 2 parking lot to provide wayfaring and services information to access all the town’s amenities. This kiosk is a critical Action Item as identified in the final report of the Recreation Economics for Rural Communities committee.
- Working with the Town of Gorham on other funding needs to support these goals.

Thank you for your time and consideration of this project. The Cross New Hampshire Adventure Trail, the cyclists who have enjoyed it, those who will enjoy it and the citizens of Gorham hope that the Department of Transportation reviews Gorham’s application favorably!

Sincerely,



Marianne Borowski
President and Founder of The Cross New Hampshire Adventure Trail

crossnewhampshire@gmail.com
www.crossnewhampshire.org

Route 2 (Lancaster Road), Gorham, NH Project Area



Area of proposed new sidewalk construction, approaching Multi-Modal Path



Proposed crosswalk construction area



Existing sidewalk with no elevation



Existing sidewalk with little elevation



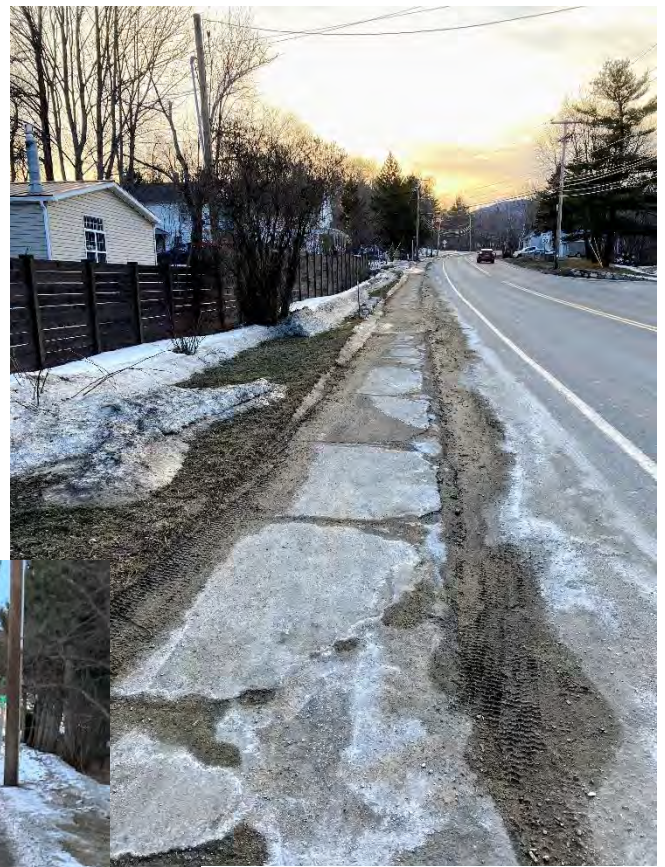
Sidewalk with cracks, loose pavement, holes, no elevation, etc.



Sidewalk debris deposited in resident's yard after snow plow



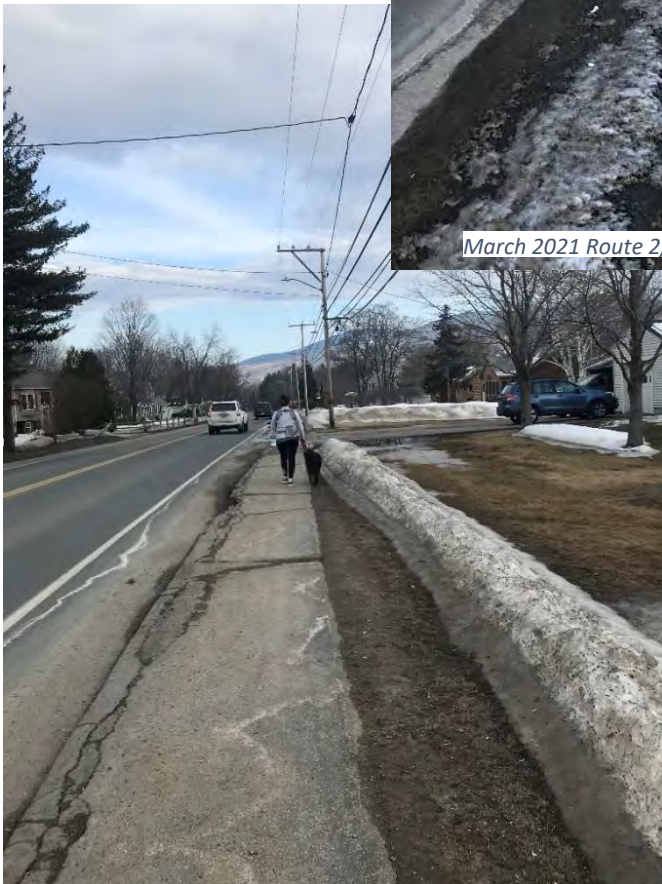
Example of August 2020 repairs



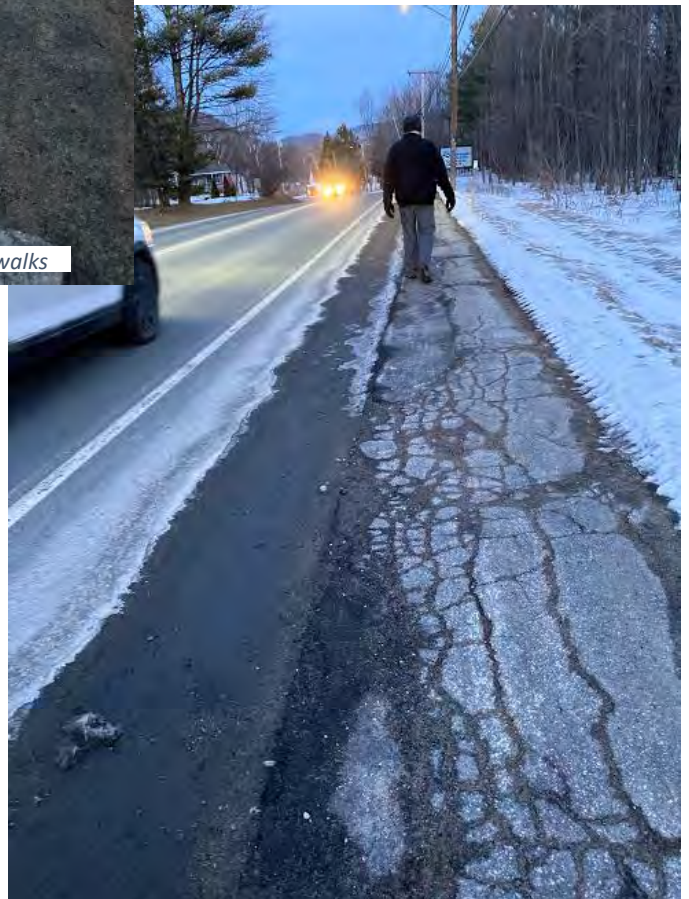
Same Section of repaired sidewalk, March 2021



March 2021 Route 2/ Lancaster Road sidewalks



March 2021 Route 2/Lancaster Road sidewalks



March 2021 Route 2/Lancaster Road sidewalks

Issues and Opportunities

Issues and opportunities were identified at the Community Meeting and as part of the deficiency analysis.

Location	Road Safety / Capacity
Town and Country Inn	<p>Road alignment and cross section</p> <ul style="list-style-type: none"> ➤ Plowing is very difficult- stone walls - 14' wide plows with wings down ➤ People leaving by east exit can't see to the west because of curve and wall ➤ Golf carts come up right at entrance ➤ Just after railroad tracks people start to speed up ➤ The road seems to drop off to the north; no shoulder; guardrail needed (could also separate golf cart traffic from roadway) ➤ 50 MPH in front of Town and Country - too fast ➤ Need to rework entrances/exits at Town and Country to control right & left turns ➤ Straighten curve
Cumberland Farms Area	<p>Traffic issues:</p> <ul style="list-style-type: none"> ➤ Many conflicts ➤ Consider 3 lanes ➤ Consider 2 lanes and use one parking lane as extension of walking/bicycle experience ➤ Take one lane of parking and have a median that allows left turns ➤ Bump outs for pedestrians
Lancaster Road	Lots of conflicts, crashes, no crosswalk, too dangerous
Routes 2/16 intersection west	<p>Route 2 is narrow, shoulders are narrow</p> <p>Sidewalk on south side is getting more use from White Street to the intersection</p> <p>A lot more bicycle traffic</p> <p>Trucks take up 2 lanes when they turn at this intersection</p> <p>Take out gas station? Put in a roundabout</p>
Route 2 at RR crossing	<p>Railroad crossing dangerous:</p> <ul style="list-style-type: none"> ➤ no gate ➤ red and black railroad flashing signals alert motorists ➤ no traffic signals to stop traffic ➤ very close to intersection

Water Resources	Responsibility (Lead in Bold)
1. Stay abreast of affordable safe alternatives to road salt in order to reduce contamination of private wells from road salt.	Town Manager, NH DOT, Selectboard, Conservation Commission
2. Pursue easements for shoreline buffers along the Androscoggin River, Moose Brook, Moose River, Peabody River and Tinker Brook.	Conservation Commission, Planning Board, Town Manager, Selectboard, Town Meeting
3. Review the stormwater management elements of the site plan review regulations and subdivision regulations to ensure they require the most current best management practices (BMPs) and do not allow stormwater to leave the site in greater quantity or lower quality post-development.	Planning Board
4. Strive to reduce the quantity and improve the quality of stormwater currently being discharged into surface waters.	Planning Board, Selectboard
Energy	Responsibility (Lead in Bold)
1. Keep abreast of grant opportunities to improve energy efficiency of town buildings, vehicles and equipment.	Town Manager, Selectboard
2. Incorporate renewable energy into town facilities where practical.	Town Manager, Selectboard
3. Support private efforts to provide charging stations for electric vehicles.	Town Manager, Planning Board
4. Encourage alternative modes of transportation such as walking, biking, ride sharing and public transportation.	Town Manager, Planning Board

Dark Skies	Responsibility (Lead in Bold)
1. Implement and periodically review the town’s lighting regulations to ensure they adequately prevent glare, over-lighting, light trespass and skyglow.	PLANNING BOARD

Economic Development Recommendations

Economic Action Team	Responsibility (Lead in Bold)
1. Build and maintain a local economic action team to actively partner with municipal government, the business community, and regional and state economic development organizations to spearhead and implement projects that will enhance Gorham’s economic development.	Town Manager, Selectmen, AV Chamber of Commerce, North Country Council (NCC), Coos Economic Development Corporation (CEDC)
2. Populate and maintain NH Economic Development’s on-line database of available buildings and sites for business.	Economic Action Team, Property owners, Real estate agents
3. Hire an intern to develop a list of available buildings with specs.	Town Manager, Economic Action Team
4. Hire an intern to Identify developable land with water and sewer.	Town Manager, Economic Action Team

<p>5. Develop and maintain a website with a focus on being a resource for existing and prospective businesses and job seekers. Have sections with links to local job opportunities, job training, available housing, business assistance programs, and NH Economic Development’s selectnh.com on-line database of buildings and sites available for businesses. Format so that sections of the website appropriate to use as a marketing flyer can easily be printed on-demand (rather than paying to develop a print version that will quickly become out-of-date).</p>	<p>Economic Action Team</p>
<p>6. Help existing and prospective businesses learn about and connect with assistance available from town, regional and state groups and programs.</p>	<p>Economic Action Team, Town Manager, NH Division of Economic Development, Coos Economic Development Corporation (CEDC), USDA Rural Development, Northern Community Investment Corporation (NCIC), North Country Council (NCC), White Mountains Community College (WMCC), Local schools</p>
<p>7. Raise local match for grants.</p>	<p>Economic Action Team</p>
<p>8. Identify action items to ensure the town capitalizes on the Appalachian Trail Community designation; use this activity-focused message as a theme to attract young people to town.</p>	<p>Economic Action Team</p>
<p>9. Follow up on UNH Cooperative Extension’s First Impressions study of Gorham’s downtown and associated recommendations. Focus on achievable small steps such as banners, art, and holiday lighting.</p>	<p>Economic Action Team, First Impressions Committee</p>

Municipal Leadership	Responsibility (Lead in Bold)
1. Emphasize the development director-like function of the Town Manager position to ensure the town has a point of contact for prospective businesses and other developers, as well as economic development partners. This role should also include grant writing, coordinating with the economic action team, recruiting and overseeing interns, and developing a capital improvements program.	Town Manager, Selectboard
2. Decide as a community what types of business are appropriate in what locations – downtown, Berlin-Gorham Road, Upper Village – and enlist the help of regional and state economic development experts to align local preferences with market opportunities.	Town Manager, Planning Board, Selectboard, Economic Action Team
3. Review the zoning ordinance to ensure that land is zoned in a manner which will achieve the town’s economic development goals while balancing those with other priorities, such as maintaining the contrast between the downtown and surrounding forests and mountains.	Planning Board, Town Meeting
4. Identify opportunities to utilize the presence of the river alongside the downtown as an asset.	Town Manager, Conservation Commission, Planning Board
5. Review parking requirements to ensure they are not unnecessarily reducing the density of downtown development.	Planning Board
6. Conduct a parking study to identify opportunities to optimize available areas for public parking.	Planning Board, North Country Council (NCC)
7. Renew Town Meeting CIP authorization for Planning Board or Selectboard-appointed CIP Committee. Develop a capital improvements program to prioritize improvements, identify funding sources, and schedule projects in a manner which avoids significant fluctuations in the local tax rate and reduces the cost of deferred maintenance.	Selectboard, Town Meeting, Town Manager, CIP Committee, Budget Committee, Planning Board

<p>8. Implement the town’s hazard mitigation plan to reduce the potential financial impacts of disasters on business.</p>	<p>Town Manager, Selectboard, CIP Committee, Emergency Management Director</p>
<p>9. Ensure the community’s regulatory environment is supportive of housing for young people to get started in order to replace retirees in the workforce.</p>	<p>Town Manager, Selectboard, Planning Board, Code Enforcement Officer</p>
<p>10. Review the zoning for the downtown and other tools to ensure the community is promoting the kinds of businesses that attract and meet the needs of younger people, such as a brewpub and small coop-type food store.</p>	<p>Planning Board, Town Meeting</p>
<p>11. Identify opportunities to increase the programming at the Medallion for all ages, including concerts and contradances aimed at participants age 20-40.</p>	<p>Medallion Opera House Committee</p>
<p>12. Continue to advocate for expanded cell service options.</p>	<p>Town Manager, Selectboard, AV Chamber of Commerce, Coos Economic Development Corporation (CEDC), NH Division of Economic Development</p>
<p>13. Coordinate local elected and appointed Boards toward a unified effort to increase Gorham’s tax base.</p>	<p>Selectboard, Town Manager</p>
<p>Trails Committee</p>	<p>Responsibility (Lead in Bold)</p>
<p>1. Develop a town trails committee to develop a comprehensive trails plan and work on enhancing the physical, visual and service connections between the business community and all kinds of trail users, including hikers, mountain bikers, Nordic skiers, snowmobilers, and ATVers.</p>	<p>Selectboard, Town Manager, Conservation Commission, Town Forest Committee</p>

<p>2. Build upon the AT Community/outdoor recreation focus and increased popularity of the Appalachian Trail, and participate with the Appalachian Trail Conference to promote the local trail network.</p>	<p>Trails Committee, Selectboard, Town Manager, Town Forest Committee, Conservation Commission</p>
<p>3. Develop linkage between Main Street and the mountain bike trails, including signs along Main Street pointing to the trails.</p>	<p>Trails Committee, Town Forest Committee, Conservation Commission</p>
<p>4. Look for ways to make the downtown area more accessible to trail users.</p>	<p>Trails Committee, Town Forest Committee, Conservation Commission</p>
<p>5. Provide a connection for trail users to Berlin-Gorham Road commercial areas. The bus every two hours is not adequate. Explore the possibility of a seasonal market for an Uber or Lyft-type service as a means for providing transportation while providing an earning opportunity for residents.</p>	<p>Trails Committee, Town Forest Committee, Conservation Commission</p>
<p>6. Look at Hogan Road with bridge for bikes/pedestrians as potential alternate route parallel to the busy highway. The road connects with the Appalachian Trail in Shelburne.</p>	<p>Trails Committee, NHDOT, Town Forest Committee, Conservation Commission</p>
<p>7. Identify and mark a bike route through town.</p>	<p>Trails Committee, NHDOT, Town Forest Committee, Conservation Commission</p>
<p>8. Develop a trails map showing trailheads, parking and significant views.</p>	<p>Trails Committee, Town Forest Committee, Conservation Commission</p>
<p>9. Improve existing or former trailheads for the following USFS trails: Mount Moriah on Bangor Street, Stony Brook on Route 16, Pine Mountain on Promenade, Mahoosuc at the Black Trestle, and Hunter’s Pass on Jimtown Road.</p>	<p>Trails Committee, Conservation Commission, Selectboard, Town Meeting</p>

Land Use Recommendations

Land Use Planning	Responsibility (Lead in Bold)
1. Develop maps of water and sewer service areas and ensure that future extensions are compatible with the town’s land use goals.	Town Manager , Water & Sewer Commission, Planning Board, Town Meeting
2. Renew Town Meeting authorization for Planning Board or Selectboard-appointed CIP Committee. Develop and maintain a capital improvement plan to ensure that facility and infrastructure improvements support the location and type of development desired.	Selectboard , Town Meeting, Town Manager, CIP Committee, Planning Board
3. Strengthen the focus on the Androscoggin River to increase the degree to which it can be an asset to the town.	All
4. Keep key municipal functions in the village area.	Selectboard , Town Meeting
5. Conduct a corridor study on Route 16 north of US 2 including the Commercial B District and other lands with the potential to generate traffic in the future.	Planning Board
Regulation of Land Use	Responsibility (Lead in Bold)
1. Consider zoning overlay districts to ensure that development on steep slopes and ridgelines is designed to minimize impacts on scenic views and prevent erosion.	Planning Board , Town Meeting
2. Enable a diversity of year-round and seasonal residential types.	Planning Board , Town Meeting
3. Ensure that the town’s Zoning Ordinance is flexible enough to respond to emerging land uses, business models and residential arrangements.	Planning Board , Town Meeting

<p>4. Maintain the existing land use pattern which is currently supported by the Zoning Ordinance and which sets Gorham apart from many other northern New Hampshire communities:</p> <ul style="list-style-type: none"> ➤ Development concentrated around the major river and transportation corridors ➤ Surrounding forestlands available for forest-based industries such as wood products and recreation ➤ Clear contrast between the developed areas and surrounding forestlands, i.e., no sprawl ➤ Developed areas with discrete characters, e.g., village, neighborhoods, highway commercial, industrial 	<p>Planning Board, Town Meeting</p>
<p>5. Consider the following possible zoning amendments to strengthen the role of the village center commercial district:</p> <ul style="list-style-type: none"> ➤ Encourage densely developed residential uses that maximize the number of dwelling units per acre, such as townhouses or multifamily housing. Limit other residential use in the Commercial A to above street level. ➤ Ensure the Zoning Ordinance allows creative approaches to increasing housing density in the village. ➤ Examine opportunities to expand the Commercial A district to additional adjacent lots when neighboring land uses are compatible. One such example may be the Residential A lots east of the town common. ➤ Expand the Commercial Compact Overlay District. This overlay allows for new development and redevelopment with more of a “downtown feel” with reduced lot sizes and reduced setbacks, similar to existing buildings in the commercial center. This district would be compatible with existing development around the town common, south to Railroad Street and west along Main Street for several blocks. 	<p>Planning Board, Town Meeting</p>

6. Explore whether there is any developable land in the Timber and Agriculture District adjacent to the Residential A that would be suitable for residential development on small lots if rezoned to Residential A	Planning Board
7. Explore whether there is any developable land in the Timber and Agriculture District adjacent to the Residential B that would be suitable for residential development if rezoned to Residential B. Consider, for example, land along Gorham Hill Road.	Planning Board
8. Consider decreasing the density of development allowed in the Timber and Agriculture District and at the same time decreasing the minimum lot size, i.e., a lot size averaging approach.	Planning Board
9. Review the zoning ordinance, subdivision and site plan review regulations to ensure they are “farm friendly” and support non-traditional agricultural operations (small scale, seasonal, organic, specialty or “niche markets”).	Planning Board, Conservation Commission, Town Meeting
10. Continue to enforce the earth excavation regulations.	Code Enforcement Officer, Town Manager, Selectboard, Planning Board
Access to Development	Responsibility (Lead in Bold)
1. Review road slope requirements.	Planning Board
2. Maintain strict limits on road construction to discourage development in the Timber and Agriculture zoning district.	Planning Board, Town Meeting

<p>3. Consider allowing subdivisions on private roads with strong controls on required design, construction and long-term maintenance, including:</p> <ul style="list-style-type: none"> ➤ Strong road construction standards requiring private roads to be built to the same standards and construction specifications as town roads. ➤ Requiring the cost of inspections by a town engineer during and after the construction of the road to be paid by the developer and placed in escrow before plans are signed and recorded. ➤ Requiring a performance bond or letter of credit, reviewed by the town attorney, to be provided to the town for the cost of road construction prior to plans being signed and recorded. ➤ Requiring covenants, reviewed by the town attorney at the developer’s expense prior to approval, to be incorporated into each deed ensuring that there will be a mechanism in place with the capacity to carry out and pay for summer and winter maintenance of the proposed road in perpetuity. ➤ In case of the event that the road is allowed to deteriorate despite these precautions, include as a condition of approval that, prior to any request for the town to take over the road, it will need to be brought up to town standards at the expense of homeowners. ➤ Require that all conditions be either written on the plan to be signed and recorded, or write a separate notice of action including all conditions to be recorded with the plan. 	<p>Planning Board, Town Manager, Selectboard</p>
<p>Resilient Land Use</p>	<p>Responsibility (Lead in Bold)</p>
<p>1. Continue to pursue federal funds for easements for maintenance of flood control dikes.</p>	<p>Town Manager, Selectboard</p>
<p>2. Promote uses in floodplains and shoreline areas that don’t put lives, property or infrastructure at risk.</p>	<p>Planning Board, Selectboard</p>

Transportation Recommendations

Condition	Responsibility (Lead in Bold)
1. Continue to advocate for Gorham’s needs for regular maintenance of US Route 2 and NH Route 16, and improvement of the section of NH Route 16 South identified as the region’s highest priority, to the NHDOT and elected leaders through the Ten Year Plan process and through the District 1 Engineer.	Town Manager, Selectboard, NCC Transportation Advisory Committee appointee
2. Regularly budget amounts adequate to maintain municipal roads that are in good shape.	Town Manager, Selectboard, Budget Committee, CIP Committee
3. Utilize the HEB Roadway Improvement Plan to plan capital expenditures for rehabilitation or priority roads.	Town Manager, Selectboard, Budget Committee, CIP Committee
4. Periodically review and update the Roadway Improvement Plan and integrate with a municipal Capital Improvement Plan.	Town Manager, Selectboard, Budget Committee, CIP Committee
Safety	Responsibility (Lead in Bold)
1. Continue to monitor crash data and work with NHDOT and North Country Council to evaluate areas of emerging concern.	Town Manager, Selectboard
2. Ensure that consistent accident data is collected and provided to NHDOT to enable continued monitoring of the safety of the town’s roadways.	Town Manager, Selectboard
3. Request that NHDOT provide signage and/or identifying markings for the downtown to warn drivers that US Route 2/NH Route 16 is a shared roadway with bicycles and ATVs.	Town Manager, Selectboard, Trails Committee

<p>4. Review options to improve the markings and warnings for crosswalks.</p>	<p>Town Manager, Selectboard, Trails Committee, NHDOT</p>
<p>5. Consider possibilities for additional traffic calming through the downtown, such as a portable radar speed sign, and enhanced crosswalks, e.g., textured or painted in bright color.</p>	<p>Town Manager, Selectboard, NHDOT</p>
<p>6. Periodically review crosswalk locations.</p>	<p>Town Manager, Selectboard, Trails Committee, NHDOT</p>
<p>7. Consider building an emergency bypass on the south side of the downtown.</p>	<p>Selectboard</p>
<p>8. Implement traffic calming techniques on new roadway projects when appropriate, and on existing roadways when possible.</p>	<p>Planning Board, Town Manager, Selectboard, NHDOT</p>
<p>9. Implement access management techniques when appropriate as part of site plan and subdivision reviews. Coordinate these requirements with the NH Department of Transportation and consider signing a Memorandum of Understanding with the Department. This will ensure better coordination over future curb cuts. Implement access management improvements through development exactions and through municipal and state roadway projects. Consider the following access management measures:</p>	<p>Planning Board, Town Manager, Selectboard</p>

- Reduce the number of curb cuts along arterials by increasing frontage requirements or the required distance between driveways, and encourage the use of common driveways.
- Encourage the development of service roads parallel to arterials that allow for access to adjacent commercial developments. Depending on the roadway, determine whether buildings, parking, and signs should be set back from the road sufficiently to allow for a future parallel frontage road, or moved closer to the roadway with all access from the rear of the lots.
- Require connections to adjacent developments and other local roads, not just the collector or arterial roadway to allow employees and customers to move from site-to-site without repeatedly entering and exiting the arterial.
- Require developers to consider their plans within the context of the community and regional roadway system.
- Place parking behind or beside buildings and screen parking when possible to make the building the focal point of the destination. Use green spaces to articulate the differences between driveways, parking, and pedestrian areas.
- Allow for pedestrian access between commercial developments. Crossing points for pedestrians should be across driveways rather than through parking areas.
- Non-residential driveway entrances should be designed to prevent vehicles on the arterial from backing up while waiting to access the site. By providing adequate depth or driveway throat length at the curb cut access, vehicles are allowed sufficient maneuvering space on-site to move away from the entrance and allow other vehicles to efficiently and safely enter or exit the site.
- Vehicular and pedestrian traffic should be separated as much as possible. Foot traffic should be permitted to access buildings without crossing driveways or excessive parking areas.

Planning	Responsibility (Lead in Bold)
1. Connect side streets to each other where possible.	Selectboard , Planning Board
2. Ensure that proposed highway improvements are designed and scaled to fit the character of the community and nearby land uses.	Town Manager , Planning Board, NHDOT
3. Develop a corridor plan for the Berlin-Gorham Road (NH Route 16 north of the downtown) that looks at future development potential and the highway in an integrated way.	Planning Board , North Country Council, NHDOT
Transportation Alternatives	Responsibility (Lead in Bold)
1. Continue to accommodate walking as a key mode of transportation in the downtown and adjacent neighborhoods by maintaining and enhancing existing sidewalks and other pathways as well as connections to trails, and connections between parking areas and trails.	Town Manager , Selectboard, Trails Committee, Conservation Commission, Planning Board
2. Require provisions for bicycle and pedestrian facilities in site plans and subdivisions when appropriate.	Planning Board
3. Continue to support Tri-County Transit. Periodically review the schedule and stops with Tri-County Transit.	Town Manager , Selectboard
4. Ensure that information on public transportation is easily available to residents and visitors through a variety of mechanisms.	Town Manager , Everyone who distributes or displays information about the community for the public

<p>5. Encourage rideshare services to develop a network in the Berlin-Gorham area.</p>	<p>Economic Action Team, Trails Committee</p>
<p>6. Continue to promote mixed-use development in the downtown area through planning and land use regulations so that daily activities are walkable.</p>	<p>Planning Board, Town Meeting</p>
<p>Resilience</p>	<p>Responsibility (Lead in Bold)</p>
<p>1. Work with Androscoggin River Watershed Council, Trout Unlimited and North Country Council to develop grant proposals to replace high priority culverts. (Prior to accepting grant funds, it is important to make sure the grant provisions are in accord with the town’s future needs, for example, being able to remove deposits and debris to return culverts to design flow.)</p>	<p>Conservation Commission, Town Manager, Selectboard</p>