

<b>For NHDOT use only:</b> 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** *(Please see Attachment #1: Site Map and Attachment #2: Concept Plan)*

**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)*

%

*Reason for non-participating funds*

**Non-Participating \$**

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

*(Please see Attachment #3 for estimate details)*

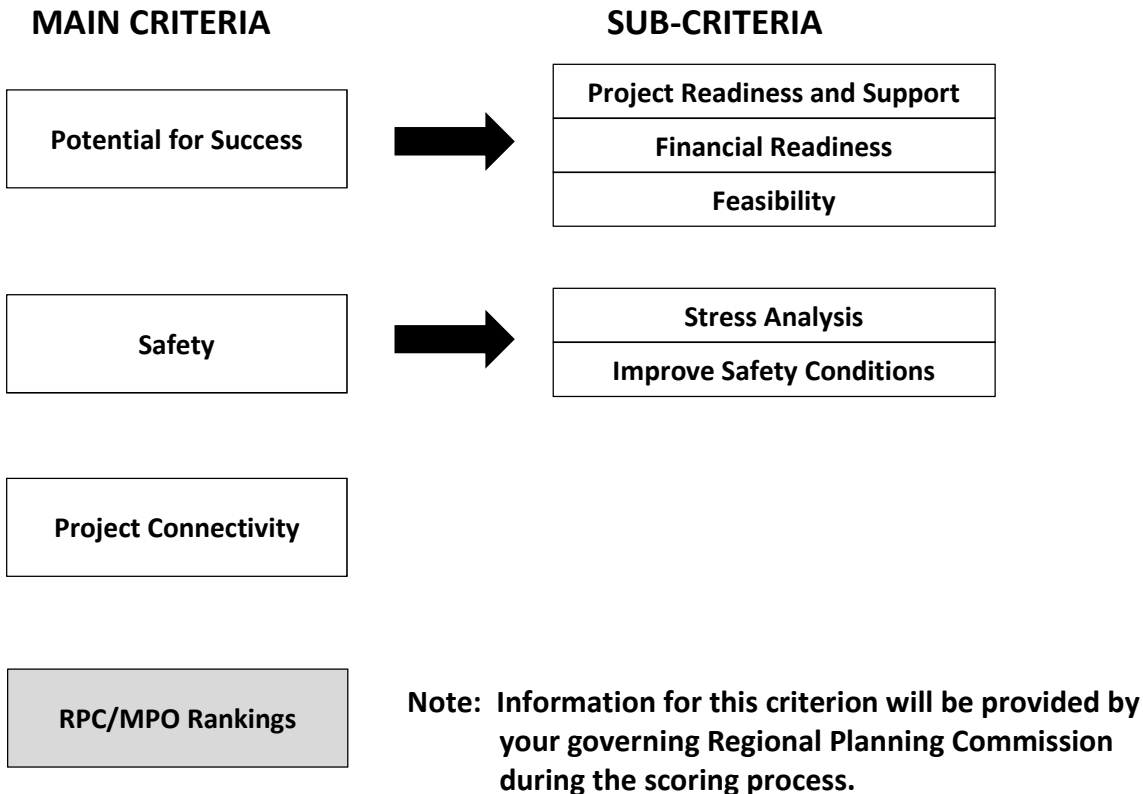
---

**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](mailto:thomas.e.jameson@dot.nh.gov) , phone: 271-3462







City of Nashua  
2021 TAP Application  
Attachment #4: Letters of Support

# Jim Donchess

Mayor • City of Nashua

March 8, 2021

Thomas Jameson, P.E. TAP Program Manager  
NHDOT Bureau of Planning & Community Assistance  
John O. Morton Building  
7 Hazen Drive, P.O. BOX 483  
Concord, NH 03302-0483

RE: Transportation Alternatives Program (TAP) Letter of Support

Dear Mr. Jameson,

As Mayor of the City of Nashua, I am pleased to offer this letter of support for the city's application for funding through the Transportation Alternatives Program (TAP). If awarded, this funding will be used to build a vital connection between the Nashua Riverwalk and the Nashua Heritage Rail Trail. Specifically, this important project proposes to construct a 10-foot wide asphalt multi-use path, beginning where the Riverwalk crosses the Nashua River along an existing rail-with-trail bike/pedestrian way, and extending southeasterly to Temple Street and then down Spruce Street, connecting to the Heritage Rail Trail East by Howard Street.

Bicyclists, pedestrians, personal mobility device users and other non-motorists will have the ability to travel safely for miles on paths and trails separated from vehicular traffic. Both the Heritage Rail Trail and the Nashua Riverwalk connect the downtown area to the 325-acre Mine Falls Park, providing several options for multi-mile loops around the city and access to key destinations such as the Nashua Transit Center, City Hall, the Post Office, the senior center and the public Library. Additionally, several large employers including BAE Systems and Southern New Hampshire Medical Center, would have easy access to the well-connected system.

The project will serve several large housing developments, including low-income and senior housing, as well as several high density neighborhoods north and south of East Hollis Street. According to the 2019 American Community Survey 5-year estimates, there is a large percentage of households without access to a vehicle in the two census tracts in the project area, at 17.5% (Tract 106) and 47.2% (Tract 107).

Over the last 30 years, the city has made significant investments targeted at creating a safe transportation system for non-drivers, including bicyclists, pedestrians, children, older adults,



# Jim Donchess

Mayor • City of Nashua

and individuals with disabilities. This project builds upon those investments and adds value to future projects planned for the area.

Sincerely,

A handwritten signature in cursive script, reading "Jim Donchess", enclosed in a decorative, scalloped border.

Jim Donchess, Mayor  
City of Nashua



# Senior ACTIVITY CENTER

March 15, 2021

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

Re: Transportation Alternatives Program (TAP) Letter of Support

Dear Mr. Jameson,

The Nashua Association for the Elderly, Inc. d/b/a Nashua Senior Activity Center is pleased to provide a letter of support for the City of Nashua's application for funding through the Transportation Alternatives Program (TAP). If awarded, the valuable funding would be used to build a connection between the Nashua Riverwalk and the Nashua Heritage Rail Trail. The project proposes to construct a 10-foot wide paved multi-use path beginning where the Riverwalk crosses the Nashua River along an existing rail-with-trail pedestrian/bike way, and extending southeasterly to Temple Street and then down Spruce Street, and connecting to the heritage Rail Trail East by Howard Street.

If approved, non-motorists including pedestrians, cyclists, and personal mobility device users will have the ability to travel safely for miles separated from vehicular traffic. Both previously mentioned trails connect the downtown area to the 325 acre Mine Falls Park, providing access to destinations inclusive of Nashua Transit Center, City Hall, the Post Office, the Public Library and the Nashua Senior Activity Center.

Over the last 30 years, the City has made significant investments targeted at creating a safe transportation system for non-drivers including walkers, cyclists, children, older adults and individuals with disabilities. This project supports those investments and adds value to future projects planned in the area.

The Nashua Senior Activity Center is a local, self-standing, non-profit organization. Serving the Nashua Area since 1978. Our mission is to promote health aging, independence and the well-being of older adults through health, wellness, educational, cultural, and recreational programs and services. Our vision: Today's active older adults are redefining quality of life and healthy aging. The Nashua Senior Activity Center will continue to be a focal point for area older adults who rely on us to support their independence, provide them with a sense of purpose and provide the opportunity for seniors to help seniors.

As an abutter to this project, I feel that this addition would be a welcome resource to the Community and the residents it serves.

Kind regards,

A handwritten signature in cursive script that reads "Margo Bell". The signature is written in black ink and is positioned above the printed name.

Margo Bell

Executive Director

Nashua Senior Activity Center

70 Temple Street

Nashua, NH 03060

(603) 816-2643 direct

Ray Brousseau  
Vice President & Deputy General Manager  
BAE Systems Electronic Systems  
65 Spit Brook Road  
Nashua, NH 03061

**BAE SYSTEMS**

March 15, 2021

Mr. Thomas Jameson, P.E. TAP Program Manager  
NHDOT Bureau of Planning & Community Assistance  
John O. Morton Building  
7 Hazen Drive, P.O. BOX 483  
Concord, NH 03302-0483

RE: Transportation Alternatives Program (TAP) Letter of Support

Dear Mr. Jameson;

BAE Systems is pleased to provide a letter of support for the City of Nashua's application for funding through the Transportation Alternatives Program (TAP). If awarded, this funding will be used to build a vital connection between the Nashua Riverwalk and the Nashua Heritage Rail Trail. Specifically, this important project proposes to construct a 10-foot wide asphalt multi-use path beginning where the Riverwalk crosses the Nashua River along an existing rail-with-trail bike/pedestrian way, and extending southeasterly to Temple Street and then down Spruce Street, connecting to the Heritage Rail Trail East by Howard Street.

Bicyclists, pedestrians, personal mobility device users and other non-motorists will have the ability to travel safely for miles on paths and trails separated from vehicular traffic. Both the Heritage Rail Trail and the Nashua Riverwalk connect the downtown area to the 325-acre Mine Falls Park, providing several options for multi-mile loops around the City and access to key destinations such as the Nashua Transit Center, City Hall, the Post Office, the Senior Center and the Public Library.

Over the last 30 years, the City has made significant investments targeted at creating a safe transportation system for non-drivers, including bicyclists, pedestrians, children, older adults, and individuals with disabilities. This project builds upon those investments and adds value to future projects planned for the area. BAE Systems has a long history in Nashua and supports efforts by the City to further expand and connect its already impressive system of trails, walkways, and parks.

Best Regards,



Ray Brousseau  
Vice President & Deputy General Manager  
BAE Systems Electronics Systems



City of Nashua  
2021 TAP Application  
Attachment #9: Existing Conditions



Existing Rail-with-Trail



Temple Street Crosswalk (no beacon)

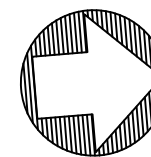


Bicycling on Spruce Street (against traffic...)



Existing sidewalk obstruction on Spruce Street





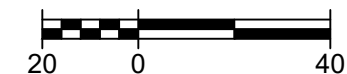
City of Nashua  
2021 TAP Application  
Attachment #2: Concept Plans



LEGEND

-  MULTI-USE PATH
-  GRASS LANDSCAPE STRIP
-  VERTICAL GRANITE CURB
-  DRIVEWAY APRON
-  DETECTABLE WARNING DEVICE
-  PROPERTY/ROW LINE

GRAPHICAL SCALE



CITY OF NASHUA NEW HAMPSHIRE  
ENGINEERING DEPARTMENT  
9 RIVERSIDE STREET  
NASHUA, NEW HAMPSHIRE 03062

DESIGNED BY: TL
DRAWN BY: TL
REVIEWED BY: DH
DATE: 3/17/2021

NO.	DESCRIPTION	DATE

PROJECT

CITY OF NASHUA  
2021 TAP GRANT APPLICATION

SHEET TITLE

SPRUCE STREET  
MULTI-USE PATH  
(SHEET 1 OF 3)

DRAWING NO.

P1

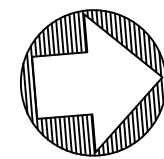
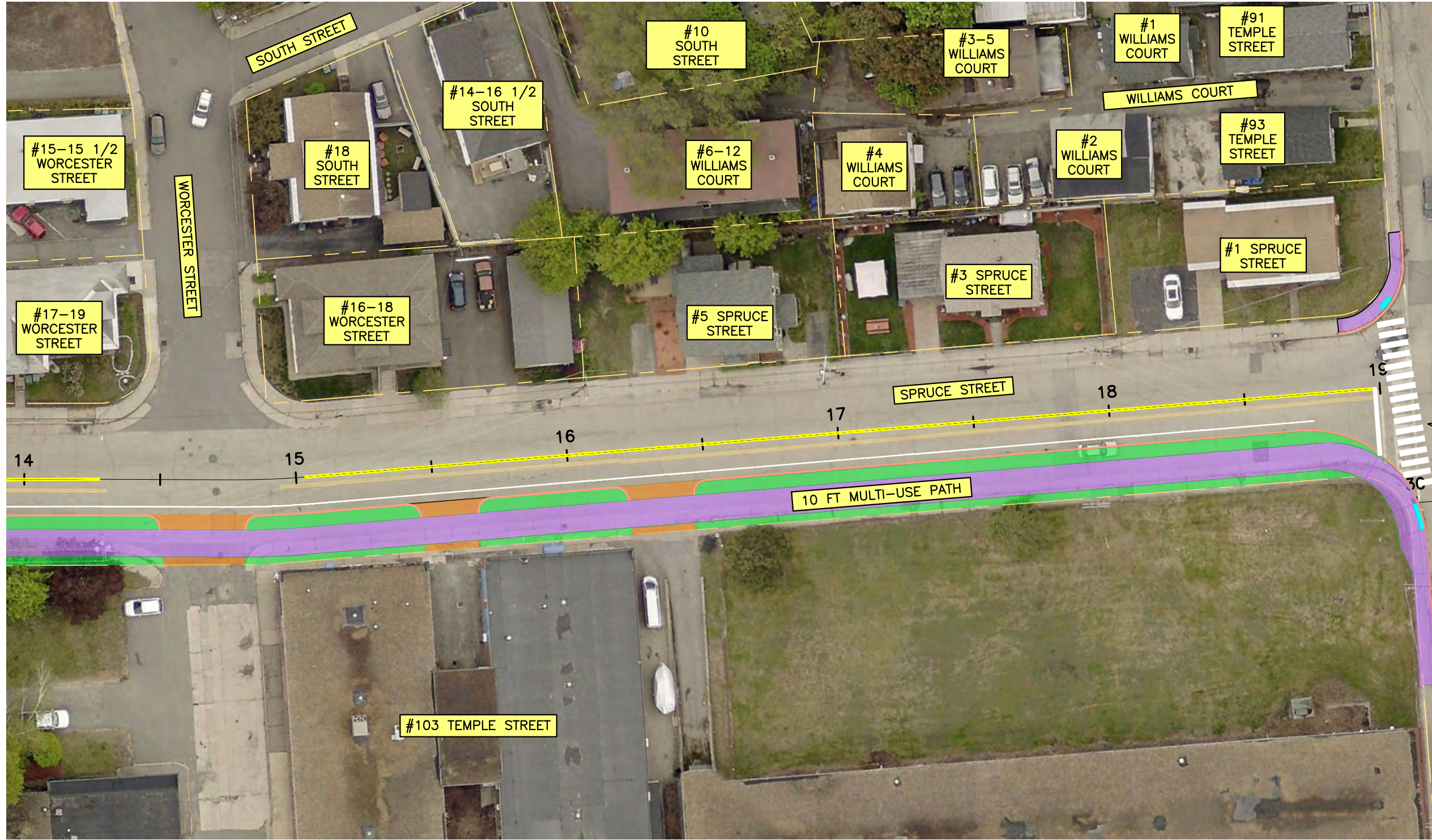
SHEET 1 OF 4



DRAFT  
NOT FOR  
CONSTRUCTION

CONCEPT DESIGN





**LEGEND**

- MULTI-USE PATH
- GRASS LANDSCAPE STRIP
- VERTICAL GRANITE CURB
- DRIVEWAY APRON
- DETECTABLE WARNING DEVICE
- PROPERTY/ROW LINE

**GRAPHICAL SCALE**



**CITY OF NASHUA NEW HAMPSHIRE**  
**ENGINEERING DEPARTMENT**  
 9 RIVERSIDE STREET  
 NASHUA, NEW HAMPSHIRE 03062

DESIGNED BY: TL	
DRAWN BY: TL	
REVIEWED BY: DH	
DATE: 3/17/2021	

NO.	DESCRIPTION	DATE

PROJECT

**CITY OF NASHUA**  
**2021 TAP GRANT APPLICATION**

SHEET TITLE

**SPRUCE STREET**  
**MULTI-USE PATH**  
 (SHEET 2 OF 3)

DRAWING NO.

**P2**

SHEET 2 OF 4

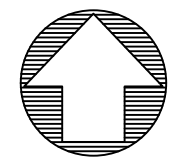


DRAFT

NOT FOR  
CONSTRUCTION

CONCEPT DESIGN





**LEGEND**

- MULTI-USE PATH
- GRASS LANDSCAPE STRIP
- VERTICAL GRANITE CURB
- DRIVEWAY APRON
- DETECTABLE WARNING DEVICE
- PROPERTY/ROW LINE

**GRAPHICAL SCALE**



**CITY OF NASHUA NEW HAMPSHIRE**  
**ENGINEERING DEPARTMENT**  
 9 RIVERSIDE STREET  
 NASHUA, NEW HAMPSHIRE 03062

DESIGNED BY: TL	
DRAWN BY: TL	
REVIEWED BY: DH	
DATE: 3/17/2021	

NO.	DESCRIPTION	DATE

PROJECT

**CITY OF NASHUA  
 2021 TAP GRANT APPLICATION**

SHEET TITLE

**SPRUCE STREET  
 MULTI-USE PATH  
 (SHEET 3 OF 3)**

DRAWING NO.

**P3**

SHEET 3 OF 4

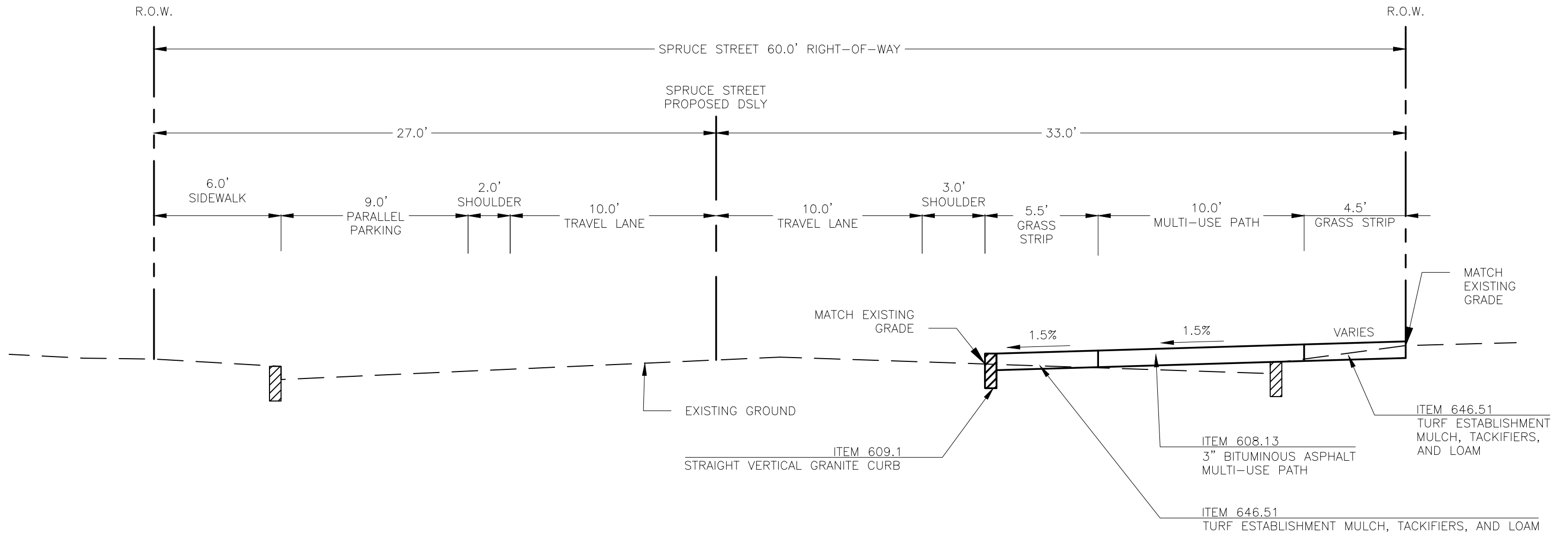


DRAFT

NOT FOR  
 CONSTRUCTION

CONCEPT DESIGN





**CITY OF NASHUA NEW HAMPSHIRE**  
**ENGINEERING DEPARTMENT**  
 9 RIVERSIDE STREET  
 NASHUA, NEW HAMPSHIRE 03062

DESIGNED BY: TL	
DRAWN BY: TL	
REVIEWED BY: DH	
DATE: 3/17/2021	

NO.	DESCRIPTION	DATE

PROJECT

**CITY OF NASHUA**  
**2021 TAP GRANT APPLICATION**

SHEET TITLE

**SPRUCE STREET**  
**MULTI-USE PATH**  
**TYPICAL SECTION**

DRAWING NO.

**P4**

SHEET 4 OF 4



**DRAFT**  
 NOT FOR  
 CONSTRUCTION

CONCEPT DESIGN

City of Nashua  
2021 TAP Application  
Attachment #3: Project Estimate

City of Nashua, New Hampshire  
Division of Public Works

3/19/2020  
By: M. Franz

City of Nashua TAP Grant Application  
Spruce Street Multi-Use Path  
Concept Estimate

Item No.	Item Description	Unit	Unit Price	Est. Quantity	Total Cost
203.1	Common Excavation	CY	\$40.00	1089	\$43,560.00
304.3	Crushed Gravel (F)	CY	\$45.00	1451	\$65,295.00
304.35	Crushed Gravel For Drives (F)	CY	\$100.00	41	\$4,100.00
403.12	Hot Bituminous Pavement, Hand Method	TON	\$180.00	92	\$16,560.00
603.00212	12" R.C. PIPE, 2000D	LF	\$100.00	90	\$9,000.00
604.124	Catch Basin Type B, 4' Diameter	U	\$5,000.00	6	\$30,000.00
604.4	Reconstructing/Adjusting Drain Inlets and Catch Basins	VF	\$700.00	6	\$4,200.00
604.62	Drainage Manhole Frame and Grate	EA	\$800.00	6	\$4,800.00
607.36	Chain Link Fence with Vinyl Coated Steel Fabric, 6' High	LF	\$20.00	320	\$6,400.00
607.436	Post Assemblies for Chain Link Fence with Vinyl Coated Steel Fabric, 6' High	EA	\$150.00	58	\$8,700.00
608.13	3" Bituminous Sidewalk (F)	SY	\$45.00	1308	\$58,860.00
608.36	6" Concrete Sidewalk (F)	SY	\$200.00	56	\$11,200.00
608.54	Detectable Warning Devices, Cast Iron, Powder Coated	SY	\$400.00	14	\$5,600.00
609.01	Straight Granite Curb	LF	\$60.00	1040	\$62,400.00
615.0301	Traffic Sign Type C	SF	\$70.00	35	\$2,450.00
615.064	Relocate Traffic Sign Type CC	U	\$250.00	2	\$500.00
615.20007	Hawk Pedestrian Signal System	U	\$160,000.00	1	\$160,000.00
618.61	Uniformed Officers with Vehicle	\$	\$20,000.00	1	\$20,000.00
618.7	Flaggers	HR	\$35.00	1000	\$35,000.00
619.1	Maintenance of Traffic	U	\$20,000.00	1	\$20,000.00
628.2	Sawed Bituminous Pavement	LF	\$1.50	1190	\$1,785.00
632.0104	Retroreflective Paint Pavement Marking, 4" Line	LF	\$0.20	1400	\$280.00
632.0106	Retroreflective Paint Pavement Marking, 6" Line	LF	\$0.25	1500	\$375.00
632.3118	Retroreflective Thermoplastic Pavement Marking, 18" Line	LF	\$10.00	100	\$1,000.00
632.3124	Retroreflective Thermoplastic Pavement Marking, 24" Line	LF	\$10.00	370	\$3,700.00
632.911	Obliterate Pavement Marking Line, 12" Wide & Under	LF	\$2.50	1400	\$3,500.00
645.3	Erosion Stone	TON	\$75.00	10	\$750.00
645.51	Hay Bales for Temporary Erosion Control	EA	\$20.00	10	\$200.00
646.51	Turf Establishment with Mulch, Tackifiers and Loam	SY	\$13.00	638	\$8,294.00
670.42	Concrete Filled Bollards	EA	\$1,500.00	5	\$7,500.00
692	Mobilization (6%)	U	\$50,000.00	1	\$50,000.00
699	Miscellaneous Temporary Erosion and Sediment Control	\$	\$2,000.00	1	\$2,000.00
1A	Light Infrastructure (Wiring, Conduit, Cabinet, Connection, Controls)	LS	\$50,000.00	1	\$50,000.00
1B	New Poles, Footing, and LED Luminaires	LS	\$7,200.00	12	\$86,400.00

Construction Items Subtotal = \$784,409.00  
10% Contingency/Misc. Items = \$78,440.90  
FY22 Construction Subtotal = \$862,849.90  
Inflation (3% per yr) = \$80,009.48  
FY25 Construction Subtotal = \$942,859.38  
**FY25 Construction Total (Rounded) = \$945,000.00**

PE = \$125,000.00  
CE = \$150,000.00  
ROW = \$30,000.00

<b>Total Project Cost = \$1,250,000.00</b>
--

# Nashua Bicycle and Pedestrian Project

## Analysis & Recommendations Summary

October 2020

Prepared by:

**Nashua Regional Planning Commission**

30 Temple Street

Nashua, NH 03060

On behalf of:

**The City of Nashua, NH**

229 Main Street

Nashua, NH 03060



#### 4. PEDESTRIAN INFRASTRUCTURE ASSESSMENT

To provide additional detail about existing conditions. NRPC used the Statewide Asset Data Exchange (SADES) framework and ArcGIS mobile technology to collect field data on sidewalks, crosswalks, curb ramps, and pedestrian signals, all of which were compiled into a geodatabase that includes the presence or absence of features, their relative condition, and associated physical barriers. Between spring and fall 2020 NRPC surveyed **approximately 17 linear miles of pedestrian assets** around Main St, the Tree Streets, and North of Main St/Mount Pleasant neighborhood (Figure 3) which present the typical variety of pedestrian infrastructure conditions found throughout the City.

#### D. RESULTS

##### 1. TAKEAWAYS FROM PUBLIC INPUT ACTIVITIES

Fortunately, the level of participation in both the survey and webinar was robust. As expected, Nashua residents provided most of the participation, but those that work in Nashua were also well-represented. Participants who walk frequently significantly outnumbered those that bike frequently, but there was adequate representation from both bicyclists and pedestrians. Many bike participants indicated that they did so for recreational and health reasons rather than for everyday trips. Notable points relative to these activities are the following:

- *Overall Impression:* Respondents gave Nashua **below-average grades** regarding how well Nashua accommodates biking and walking in the City

- *Specific Areas of Concern:* Areas of Nashua repeatedly identified as particularly problematic or otherwise worthy of additional improvement include **Main Street/Downtown, Amherst Street, Daniel Webster Highway, and the North End.**

*Consensus on Deterrents to Walking and Biking:* **Lack of bike lanes, traffic stress, and difficult intersections and crossings** were the top reasons that participants would NOT ride a bike to a destination, **while lack of sidewalks, traffic stress, and time and distance** were the top reasons to avoid walking.

- *Consensus that Connectivity is Lacking:* There was near-unanimous agreement that **“connectivity between trails”** should be a top City focus on bike and ped improvements.

- *The Needs of Experienced Bicyclists Shouldn't be Overlooked:* The majority, over two-thirds, of polling participants would prefer that Nashua address improvements to its bike infrastructure that would most **impact experienced users**. About one-third said the City should focus on improvements that would encourage the more casual or beginner cyclists.

# Nashua Master Plan

Topic Area Goals

March 2, 2021

City of Nashua  
2021 TAP Application  
Attachment #6: Draft Master Plan - Core Values and Mobility Goals  
*Selected pages only*

**Wf**

# DRAFT GOALS: Mobility and Transit

- **Equitable and Connected Multimodal network:** Ensure access to a range of transportation options that meet the current and future mobility needs of residents, workers, and visitors of all ages, incomes and abilities.
- **Climate Mitigation and Environmental Health:** Advance carbon-free transportation to reduce greenhouse gas emissions and promote walking, biking, and public transit as means to reduce environmental impact and protect public health.
- **Land Use Integration:** Ensure that transportation policy decisions, strategies, and investments are coordinated with land use goals and support the desired urban environment.
- **Reliability and Efficiency of Multimodal Options:** Ensure safe and efficient operation of transportation systems and balanced use of street systems for all modes, with focus on pedestrian and bicycle networks.
- **Regional connectivity:** Enhance movement of people and goods between Nashua and the greater metropolitan region, and encourage increased activity north and south via improved passenger rail connections.






**REGIONAL  
PEDESTRIAN  
AND BICYCLE  
PLAN**

FOR THE  
**NASHUA REGION**

July 2015

 **NASHUA REGIONAL  
PLANNING COMMISSION**

The central graphic is a white rectangular box with a thin black border. It contains the title 'REGIONAL PEDESTRIAN AND BICYCLE PLAN' in large, stylized, hand-drawn letters. Below the title, it says 'FOR THE NASHUA REGION' in a smaller, blue, blocky font. Underneath that is the date 'July 2015'. At the bottom left is the NRPC logo, which consists of a green sunburst shape next to the letters 'NRPC'. To the right of the logo is the text 'NASHUA REGIONAL PLANNING COMMISSION' in a bold, black, sans-serif font.



# Plan Goals

① TRANSPORTATION EFFICIENCY

② INCREASED AWARENESS

③ HEALTH, FITNESS & SAFETY

④ ECONOMIC VITALITY

⑤ SOCIAL EQUITY

⑥ ENVIRONMENTAL QUALITY

⑦ IMPLEMENTATION & SUSTAINABILITY

# 1

## TRANSPORTATION EFFICIENCY

Encourage short-distance, non-motorized trips because they are the most likely to be done on foot or by bike, and also focus on regional corridors that connect employment, shopping and residential uses.

### Objective 1.1:

#### Routinely Accommodate Bicycles & Pedestrians on all Transportation Facilities.

*Guarantee that accommodations for bicyclists and pedestrians are routinely considered in the planning of all roadway, transit and other transportation facilities.*

- Action Item: Encourage bicycle and pedestrian friendly design of all roadways, public transit systems and other transportation facilities through **best practices**, new technologies and innovative treatments.

### Objective 1.2:

#### Encourage Towns to Adopt Complete Streets Guidance and Policies:

*Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely move along and across a Complete Street.*

- Action Item: NRPC compiles a fact sheet that will provide communities with a comprehensive overview of the benefits of Complete Streets planning and design.
- Action Item: NRPC distributes fact sheet to local decision makers
- Action item: Local communities adopt Complete Streets policies.

### Objective 1.3:

#### Encourage Towns to Adopt Land Use Regulations that Support Active Transportation:

*Land use regulations can be used to encourage the development of bicycle and pedestrian facilities.*

- Action Item: NRPC compiles a fact sheet/checklist of zoning and subdivision regulations that can be used by local communities to break barriers to walking & biking.
- Action Item: NRPC distributes fact sheet to local decision makers
- Action item: Local communities adopt bike-ped friendly zoning & subdivision regulations.

### BICYCLE STRESS MAPPING

*A large majority of bicycle riders are traffic intolerant, willing to tolerate only a small degree of traffic stress.*

*One way of defining a bicycling network is the set of streets and paths that do not exceed people's tolerance for traffic stress*

*Stress mapping is a way of classifying road segments and intersections by their level of traffic stress. Once identified, stress points can be repaired or avoided.*

**Objective 1.4:**

**Support Local Pedestrian Networks.**

*An attractive and safe walking environment will encourage non-motorized travel.*

- Action Item: NRPC helps communities inventory, map and identify gaps/stress points in existing pedestrian infrastructure.
- Action Item: Communities develop plans to improve pedestrian infrastructure.
- Action Item: Communities improve pedestrian infrastructure using current **best practices**.

**Objective 1.5:**

**Support Local Bicycle Networks.**

*A designated bicycle network will enhance the environment for non-motorized transportation in the region.*

- Action Item: NRPC helps communities inventory, map and identify gaps/stress points in existing bicycle infrastructure.
- Action Item: Communities develop plans to improve bicycle infrastructure.
- Action Item: Communities improve their bicycle infrastructure using current **best practices**.

**Objective 1.6:**

**Support A Regional Bicycle Network.**

*Define a comprehensive Regional Bicycle Network that connects every NRPC community and provides connections to central business districts, employment, shopping, and residential land uses and to transit.*

- Action Item: NRPC develops a map of existing regional bicycle connections including gaps and stress points.
- Action Item: Use planning and engineering **best practices** to eliminate gaps and stress points in the regional bicycle network
- Action Item: Increase the mileage in the regional bike network that are Level of Traffic Stress 2 (LTS2) or better.
- Action Item: Develop feasibility study of a separated use trail along the NH101A Corridor.

**Objective 1.6:**

**Integrate Active Transportation With Public Transit**

- Action Item: NTS should consider Active Transportation when planning transit routes.
- Action Item: NTS to provide bike parking at key transit stops.

- Action Item: Incorporate Strava data and other innovative data sources.
- Action Item: Provide data to stakeholders.

3

## HEALTH, FITNESS & SAFETY

**Improve the overall health of resident and reduce health care costs by making it easier, safer, and more convenient for citizens to be physically active.**

### Objective 3.1

**Increase the safety of individual pedestrians and bicyclists by identifying where collisions with motor vehicles are most common.**

*Knowing the location of collisions will help improve safety.*

- Action Item: NRPC develops and maintains regional pedestrian/motor vehicle and bicycle/motor vehicle crash database and displays crash data on NRPC website.

### Objective 3.2

**Increase safe behavior and improve the general perception of walking and biking.**

*A better understanding between motorized and non motorized users of the roadways will improve safety.*

- Action Item: Encourage comprehensive safety awareness, driver education, cyclist education and pedestrian safety education.
- Action Item: Local school districts should participate in Safe Routes to School programs and provide pedestrian/bike safety training to elementary school students.

### Objective 3.3

**Increase the knowledge of public health benefits of active transportation**

*A better understanding of the health benefits of biking/walking will encourage active transportation.*

- Action Item: Develop educational policies & events that promote individual & public health benefits of walking/biking.

### Objective 3.4

**Partner with enforcement agencies and safety committies to create a safer bicycling & walking environment**

*Local police officers know the realities of neighborhood safety and may have resources & ideas to reduce crime and improve driver behaviors.*

- Action Item: Invite enforcement and safety professionals into conversations about Safe Routes to School, biking and walking.

# 4

## ECONOMIC VITALITY

Enhance the economic vitality of the region by increasing economic development opportunities, providing greater transportation efficiency and choice, celebrating community culture, improving demographic balance, promoting tourism, and spreading out the overall demand on transportation infrastructure.

### Objective 4.1

#### Develop an Economic Impact Study

*Policy makers demand hard numbers on the impacts of projects before making significant investments.*

- Action Item: Determine if there is support for a region wide economic impact study.
- Action Item: Hire an academic institution or consultant to create the economic impact study.

### Objective 4.2

#### Enhance walking and biking conditions in local business districts.

*More walkers and cyclists on downtown streets means more business and revenues. Studies have shown retail businesses on bike-friendly streets have higher sales.*

- Action Item: Provide bicycle and pedestrian amenities in downtown business districts.

### Objective 4.3

#### Increase the number of households that are within ½ mile of a bicycle-pedestrian greenway.

*Proximity to separated use bicycle-pedestrian trails can have a positive, statistically significant effect on property values*

- Action Item: Quantify & map the number of households within ½ mile of a separated use trail.
- Action Item: Increase separated use trail mileage near residential areas.

### Objective 4.4

#### Increase the amount of spending on bike-pedestrian infrastructure.

*Building bike-ped infrastructure projects are more labor-intensive than building roads meaning they create more jobs per dollar than road projects*

- Action Item: Increase the number of successful Transportation Alternatives Program (TAP) applications in the region
- Action Item: Identify other sources of funding

## 5

## SOCIAL EQUITY

Enhance active transportation options in the region so that citizens, regardless of socioeconomic status, can choose a seamless, convenient and comfortable mode of transportation that fits their needs.

### Objective 5.1

Tailor planning efforts to diverse communities and land uses, giving priority to disadvantaged communities.

*Members of disadvantaged communities are often the most likely to use alternative forms of transportation*

- Action Item: Include disadvantaged areas and communities in bike-ped planning efforts.
- Action Item: Find ways to encourage input, such as holding bike repair clinics, and talking to the people who attend about their active transportation needs.

## 6

## ENVIRONMENTAL QUALITY

Improve air quality, increase energy conservation and shrink greenhouse gas emissions by reducing motor vehicle miles traveled.

### Objective 6.1

Decrease motor vehicle emissions that emit hydrocarbons and nitrous oxides which combine to form ground level ozone (smog), a serious air pollutant.

*The largest percentage of these pollutants per mile are generated during the first few miles of travel. Eliminating short motor vehicle trips will therefore improve air quality. These short trips have the greatest potential for being replaced by bicycling and walking.*

- Action Item: increase the number of children who walk or bike to school.
- Action item: Increase the number of people who walk or bike to local parks.



## INDEPENDENT AUDITORS' REPORT

To the Honorable Mayor and Board of Aldermen  
City of Nashua, New Hampshire

### Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units (except Nashua Airport Authority), each major fund, and the aggregate remaining fund information of the City of Nashua, New Hampshire, as of and for the year ended June 30, 2020 (except for Pennichuck Corporation which is as of and for the year ended December 31, 2019), and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the Table of Contents.

### Management's Responsibility for the Financial Statements

The City's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We did not audit the financial statements of Nashua Airport Authority, which represents 6.9 percent, 90.1 percent, and 3.8 percent, respectively, of the assets, net position and revenues of the aggregate discretely presented component units. Those financial statements were audited by other auditors whose report thereon has been furnished to us, and our opinion, insofar as it relates to the amounts included for Nashua Airport Authority is based solely on the report of other auditors. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

---

Merrimack, New Hampshire  
Andover, Massachusetts  
Greenfield, Massachusetts  
Ellsworth, Maine



An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### **Opinions**

In our opinion, based on our audit and the report of other auditors, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Nashua, New Hampshire, as of June 30, 2020 (except for Pennichuck Corporation which is as of and for the year ended December 31, 2019), and the respective changes in financial position and, where applicable, cash flows thereof and the respective budgetary comparison for the general fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### **Other Matters**

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis, and certain Pension and OPEB schedules be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with evidence sufficient to express an opinion or provide any assurance.





***Other Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise City’s basic financial statements. The introductory section, combining and individual fund financial statements and schedules, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual fund financial statements and schedules appearing on pages 162 through 184 are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual fund financial statements and schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections appearing on pages 1 through 15, and 186 through 209, have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

***Other Reporting Required by Government Auditing Standards***

In accordance with Government Auditing Standards, we have also issued our report dated February 25, 2021 on our consideration of the City’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City’s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering City’s internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Melanson". The signature is written in a cursive, flowing style.

Merrimack, New Hampshire  
February 25, 2021

**Summary:**

**Nashua, New Hampshire; General  
Obligation**

**Primary Credit Analyst:**

Christian Richards, Boston (1) 617-530-8325; christian.richards@spglobal.com

**Secondary Contact:**

Krystal Tena, New York + 1 (212) 438-1628; krystal.tena@spglobal.com

**Table Of Contents**

---

Rating Action

Stable Outlook

Credit Opinion

Related Research

## Summary:

# Nashua, New Hampshire; General Obligation

### Credit Profile

US\$17.897 mil GO bnds ser 2020 due 07/15/2045

<i>Long Term Rating</i>	AAA/Stable	New
Nashua GO		
<i>Long Term Rating</i>	AAA/Stable	Affirmed
Nashua GO (MBIA) (National)		
<i>Unenhanced Rating</i>	AAA(SPUR)/Stable	Affirmed

Many issues are enhanced by bond insurance.

## Rating Action

S&P Global Ratings assigned its 'AAA' long-term rating to Nashua, N.H.'s series 2020 general obligation (GO) bonds and affirmed its 'AAA' long-term rating on the city's existing GO debt. The outlook is stable.

The city's full-faith-and-credit pledge secures the bonds. Officials intend to use series 2020 bond proceeds to fund various capital improvement and construction projects.

Under our criteria, titled "Ratings Above The Sovereign: Corporate And Government Ratings—Methodology And Assumptions" (published Nov. 19, 2013, on RatingsDirect), we rate Nashua higher than the sovereign because we think the city can maintain better credit characteristics than the nation in a stress scenario based on its predominantly locally derived revenue base and our view that pledged revenue supporting bond debt service is at limited risk of negative sovereign intervention. In 2019, local property taxes generated 75% of revenue, which demonstrated a lack of dependence on central government revenue.

### Credit overview

The city has a history of outperforming its budget, due to conservative budgetary assumptions and careful in-year monitoring. This has led to the maintenance of very strong available reserves. Despite not making structural changes in the fiscal 2021 budget relative to other recent budgets, we expect the flexibility built into the initial budget, along with management's ability and willingness to adjust midyear is likely to lead to rating stability. Additionally, the city's low reliance on state aid, along with its high reliance on local property taxes, should also provide relative revenue stability. Our outlook is generally for two years, but we see some risks due to the COVID-19 pandemic and uncertain economic recovery over the next six-to-12 months. We incorporated this uncertainty into our view of the city's budgetary performance and overall creditworthiness. Over the longer term, pension and benefit costs could pressure the budget, although we do not believe they pose an immediate budgetary pressure. We do not expect to change the rating within the outlook period.

The long-term rating also reflects our view of the city's: