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

**Round 4 - 2021 APPLICATION FOR FUNDING**

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**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).*

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**Sponsor Name:**

**Mailing Address:**

**Telephone:**

**Email:**

**Contact Name:**

**Title:**

**Mailing Address:**

**Telephone:**

**Email:**

**Governing Regional Planning Commission:**

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## 2. Project Information

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**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)*

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### 3. Project Cost Estimate

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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*

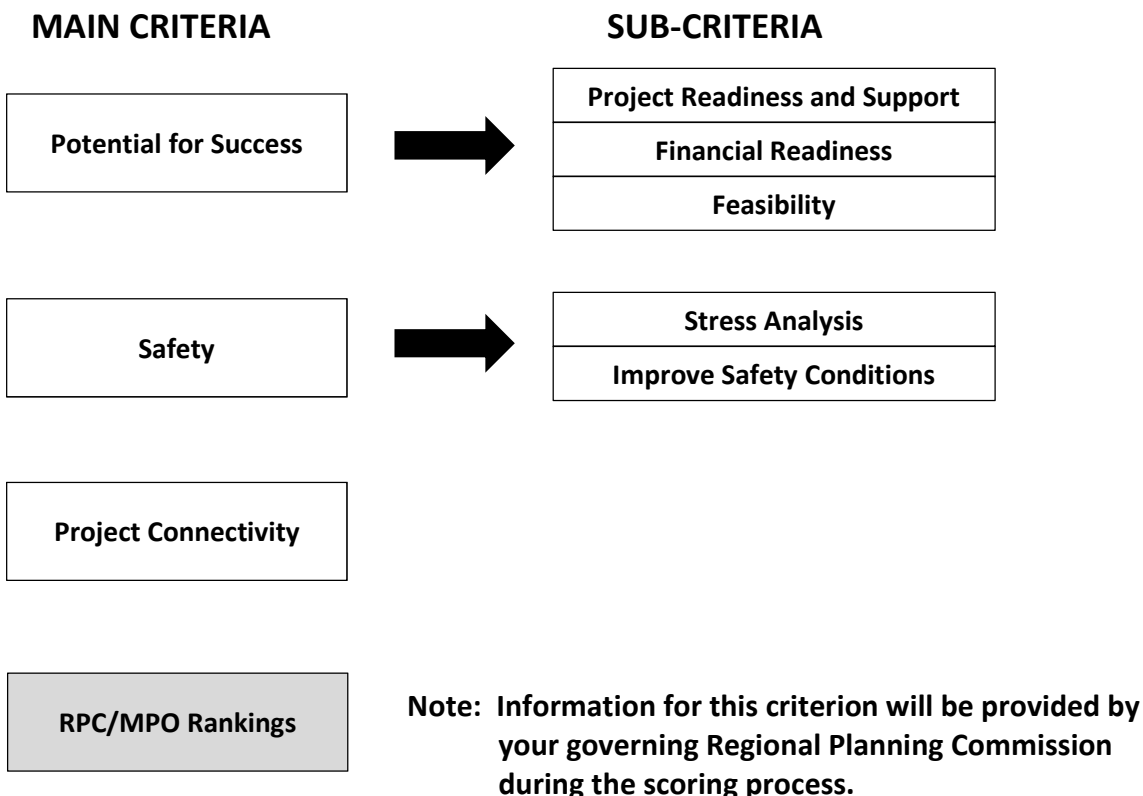
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**4. Evaluation Criteria** (*Applications will be scored on criteria developed by the Department's Transportation Alternatives Program Advisory Committee (TAPAC). The TAPAC developed these criteria to select the best applications for funding.*)

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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**



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

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**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.*



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**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.**

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- **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.*

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**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.**

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- *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.*

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

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- *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***

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**Only one application will be accepted per municipality**

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- *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.

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**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.

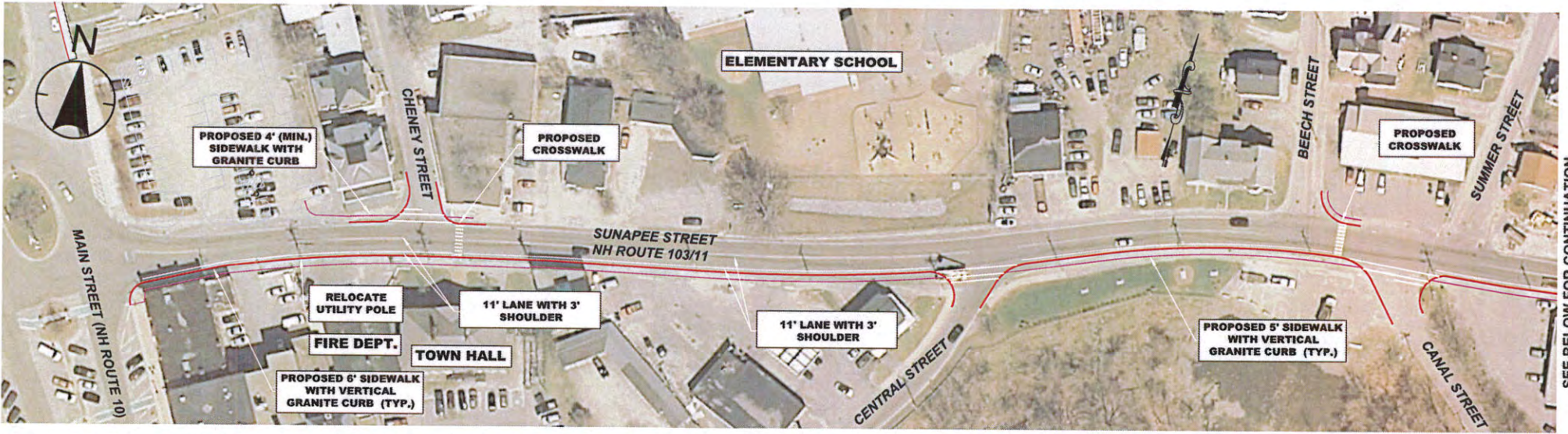
Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

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

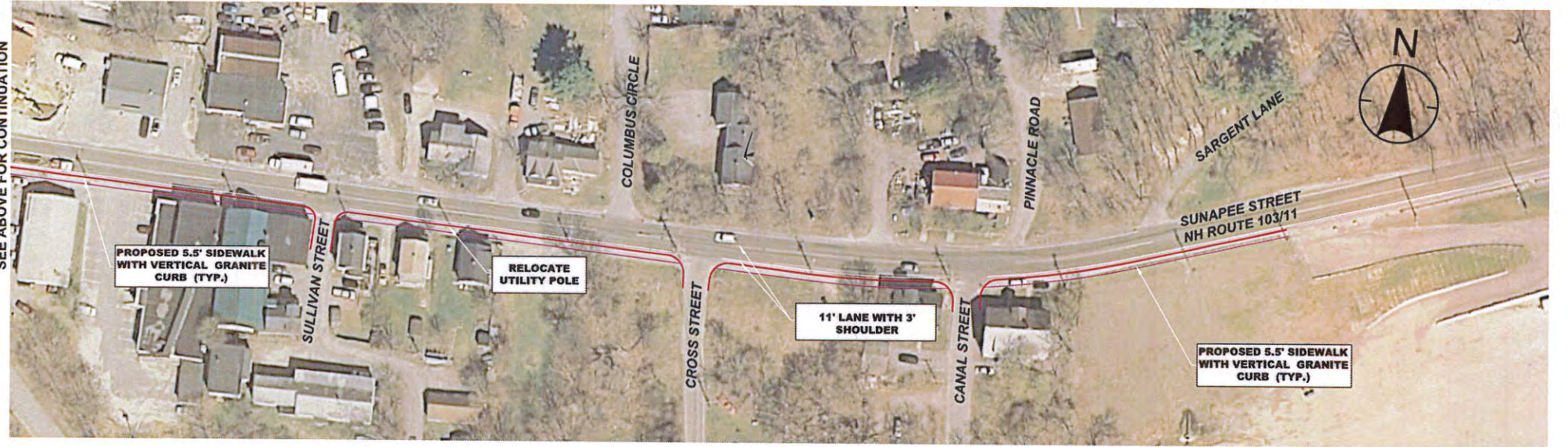
**A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION**

**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



SEE BELOW FOR CONTINUATION

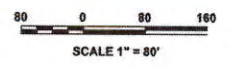


SEE ABOVE FOR CONTINUATION

**KVP**Partners LLC

P.O. Box 432  
 New Boston, NH 03070  
 (603) 413-6650

SIDEWALK PROJECT – TAP APPLICATION  
 NEWPORT, NEW HAMPSHIRE

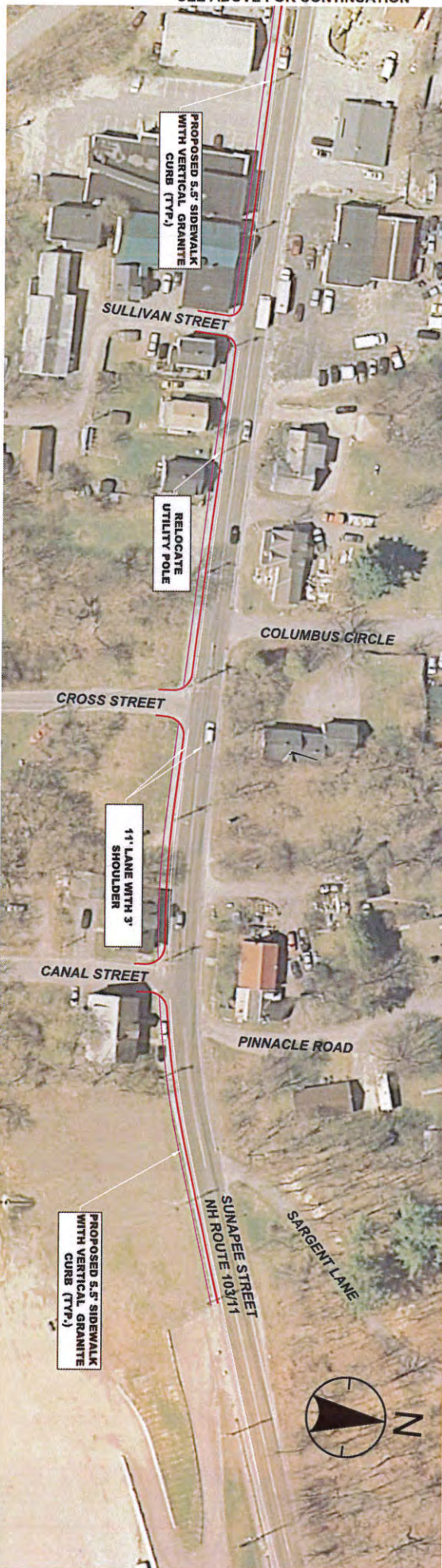


Town of Newport  
TAP Application – Round 4

# **Appendix A**

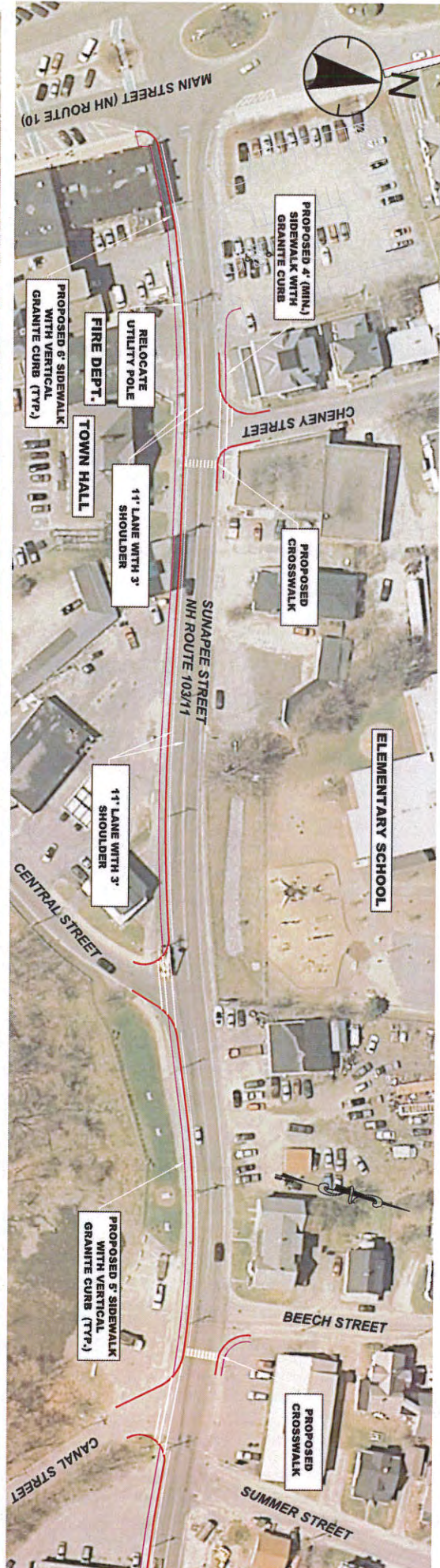
Project Map

SEE ABOVE FOR CONTINUATION



**KVPartners LLC**  
 P.O. Box 432  
 New Boston, NH 03070  
 (603) 413-9650

**SIDEWALK PROJECT - TAP APPLICATION**  
 NEWPORT, NEW HAMPSHIRE



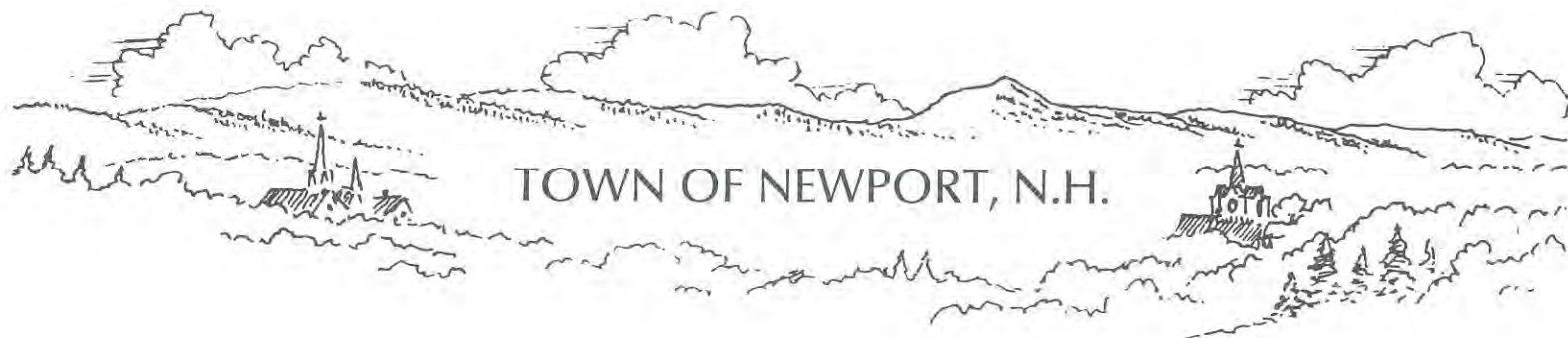
SEE BELOW FOR CONTINUATION



Town of Newport  
TAP Application – Round 4

# **Appendix B**

Letters of Support



## TOWN OF NEWPORT, N.H.

March 4, 2021

Thomas Jameson, P.E.  
Project Manager  
Bureau of Planning & Community Assistance  
N.H. Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Jameson:

As you know, the Town of Newport has submitted a Transportation Alternative Program (TAP) application in the amount of \$718,000 (TAP: \$574,400, Town: \$143,600) to assist our community with the replacement of approximately 2800' of sidewalk along Sunapee Street (Rte 11) here in Newport.

As our application suggests, this section of sidewalk is in deplorable condition. It also happens to be located adjacent to one of the State's busiest roadways with traffic counts in excess of 10,000 vehicles per day serving as an integral link between our residents, various places of business and the local elementary school.

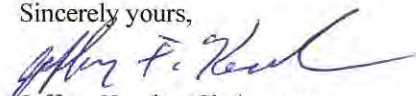
The Town is committed to renovating its overall sidewalk system and this particular segment of sidewalk thereby; providing our residents with safe routes by which they may go about their day-to-day affairs, improving associated drainage, assisting us with our efforts to maintain our sidewalk system during our harsh winter months, and last but not least helping to offer a welcoming entrance to our community for travelers from near and far – an important contribution to the local economy.

The Town will commit to providing the required 20% match (\$143,600) from our annual operating budget that already contains similar levels of funding allocated for annual sidewalk repair/replacement. Additionally, if requested, we will also be pleased to have these same funds further secured by virtue of a special appropriation or warrant article as you may prefer. Lastly, the Town has an adequate cash flow sufficient to complete this project until program reimbursements are available.

While we understand that there are many more such needs throughout our State than there are funds to address them, we hope that you will give favorable consideration of Newport's request for funding to support this project. As a community with limited resources (53% LMI), your assistance with this effort will be deeply appreciated. Should you have any questions or need additional information, please feel free to contact us directly.

Please rest assured of the Town's complete and enthusiastic support for this project. On behalf of and as duly authorized by the Board of Selectmen, I remain

Sincerely yours,



Jeffrey Kessler, Chairperson  
Selectboard

Cc: File



Edward Emond  
*Business Administrator*

Patrice Glancey Brown  
*Director of Education*

**Newport School District**  
Inspire | Prepare | Challenge

[www.sau43.org](http://www.sau43.org)

Dr. Brendan Minnihhan, Superintendent of Schools

86 North Main Street,  
Newport, NH 03773

Phone (603) 865-9500  
Fax: (603) 865-9555

March 9, 2021

Thomas Jameson, P.E.,  
Project Manager  
Bureau of Planning & Community Assistance  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Jameson,

As Superintendent of SAU 43, serving Newport NH, and on behalf of the Principal of Newport's Richard's Elementary School, we wholeheartedly share our support for the proposed sidewalk replacement project set forth in the Town of Newport's TAP application.

Richards Elementary, located right off of Sunapee Street enrolls anywhere between 350 and 400 students per year. Of the 364 students enrolled this year, close to 45% are on the school's free or reduced lunch program. As such, any ability to improve transportation opportunities thereby lessening the burden on the families is of utmost importance to us.

As you may be aware, the resources available to many Newport families are limited and therefore can have a severe impact on their children's academic attendance and performance. However by improving transportation alternatives to and from school, these children can maintain a high attendance rate as well as become healthier, happier students. A study out of Springfield, Massachusetts highlighted this correlation. Springfield's "Walking School Bus" study showed that students participating in the program, having safe, accessible routes to walk to and from school on, had a somewhat better attendance rate than their peers.

Moreover, the safety of these routes is vital to a community like ours which depends on pedestrian traffic. The area of this proposed sidewalk renovation is home to many of the families we serve. Their ability to access these walkways would greatly improve their quality of life, educational participation and student safety. For these reasons, we enthusiastically support this application and are available for any questions or additional feedback.

Sincerely yours,

Dr. Brendan Minnihhan

*Mission Statement*

The mission of the Newport School District is to inspire, prepare and challenge ALL students with a relevant, rigorous curriculum, driven by outstanding instructional leaders in partnership with our families, businesses, and community, consistent with our core values

*Equal Opportunity Employer/Equal Educational Opportunities*



**NEWPORT**  
Area Chamber of Commerce

[newportnhchamber.org](http://newportnhchamber.org)

March 11, 2021

Thomas Jameson, P.E.  
Project Manager  
Bureau of Planning & Community Assistance  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Jameson,

I write on behalf of the Newport Area Chamber of Commerce and the many businesses that make up Newport's Main Street in full support of the Town's TAP application and proposed sidewalk project. With over 20 small businesses, the County Court and administrative buildings, NH Department of Motor Vehicles and our newly renovated Opera House located on Main Street, there is no denying the importance of accessibility to Main Street for both commerce and an improved quality of life. For many of Newport's residents, the ability to access these businesses and life necessities rests on the availability of safe, stable pedestrian walkways. By expanding our sidewalk system up Sunapee Street it would allow for a large percentage of our residents to access businesses they may not otherwise get to enjoy, improve walking commerce for our Main Street window fronts and drive up the "walkability" of our community for potential tourists.

As we continue our efforts of economic development for our beautiful community, safer, new sidewalks are listed as one of the priorities, including in our newly released Economic Strategic Plan. With your assistance, Newport's businesses, residents, and visitors will be able to enjoy our community in a much more secure, inclusive way. As President of the Newport Chamber of Commerce, I speak for all of our businesses in supporting this application and potential project and the great impact it would have on the safety, sustainability, and prosperity of our Town.

Yours truly,

Shannon MacMichael  
President  
Newport Area Chamber of Commerce



*Victoria F. Sheehan*  
*Commissioner*

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*William Cass, P.E.*  
*Assistant Commissioner*

March 18, 2021

Thomas Jameson, P.E.  
Project Manager  
Bureau of Planning & Community Assistance  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Jameson,

I write to you to share District 2's support for the Town of Newport's TAP application and proposed sidewalk construction project. With an annual average daily traffic rate of over 10,000 vehicles, Sunapee Street (NH Route 103) is a widely used state highway serving traffic from multiple communities including Newport, Sunapee, Grantham and many throughout the Upper Valley.

As you are aware, the proposed project builds an improved sidewalk system up Rt 103, which is within the existing state right of way. This system would greatly affect the state highway maintenance, safety, and accessibility to motor vehicles and pedestrians alike. The project would allow for improved curbing directing water to appropriate, and at times, new drainage points. This increases the sustainability and longevity of our state roadway. Moreover, the proposed granite curb would help to define the road's edge, thereby assisting District crews in safe, efficient snow removal and road maintenance.

In addition, the new sidewalk system greatly helps to direct and channel pedestrian traffic to the appropriate, new crosswalks. As a frequent traveler of this roadway, I can attest to the fact that limited crosswalks and ill-defined pathways invite unsafe travel by pedestrians and motor vehicles, many of which are larger trucks traveling to and from NH Route 10. This project reduces the number and width of uncontrolled access points, creating safer, more sustainable traffic patterns and improved accessibility for pedestrians while easing the State's impediments to efficient, secure maintenance. Because of this reason, the District supports this application and urge the TAP scoring committee to look at the many benefits locally and on a state level of this project.

Thank you for your time,

Douglas R. King, PE  
District Engineer, District 2  
NH Department of Transportation



Upper Valley Lake Sunapee  
Regional Planning Commission

March 17, 2021

Thomas Jameson, P.E.

TAP Program Manager, NHDOT Bureau of Planning and Community Assistance

7 Hazen Drive, P.O. Box 483

Concord, NH 0302-0483

**Re: Support for Transportation Alternatives Program**

Dear Mr. Jameson,

The Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) is pleased to offer this letter in support of the Town of Newport's application for a New Hampshire Department of Transportation, Transportation Alternatives Program (TAP) grant. The proposal seeks to reconstruct sidewalk along Sunapee Street/Routes 11/103 reconnecting businesses and residents to the heart of the downtown.

The improvement of sidewalks in this area of Newport supports regional priorities and goals as identified in the 2015 UVLSRPC Regional Plan and the Route 11/103 Draft Chapter of the UVLSRPC Regional Corridor Transportation Plan (anticipated to be approved December 2021). The plans include transportation goals of providing safe bicycle and walking routes; encouraging non-motorized travel; ensuring residents, businesses, and visitors have access to viable, efficient, and affordable transportation options; and safe walking routes within village and city centers. This improved sidewalk would allow residents and employees of business along Sunapee Street a safe transportation route to core facilities such as the Sullivan County Court House, local businesses, restaurants, and to a transit bus stop. This section of road has up to 9,000 cars per day (AADT) which is significant for a town the size of Newport.

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

Respectfully,

Meghan Butts

Executive Director

Upper Valley Lake Sunapee Regional Planning Commission

603-448-1680

# RUGER®

March 16, 2021

Thomas Jameson, P.E.  
Project Manager  
Bureau of Planning & Community Assistance  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302


Dear Mr. Jameson,

For over 50 years, Sturm Ruger Firearms has called Newport home. At one time, we employed more than 1,000 Granite Staters, many of whom live right in Newport. We are proud to be part of Newport's economy and serve as one of New Hampshire's largest employers.

However, our workforce needs are immense and transportation options have been mentioned as impediments to potential applicants. With our NH facility located right on Sunapee Street, any efforts to improve and build on the dilapidated sidewalk system would be a huge asset to our Newport plant and company as a whole. Ruger is looking to grow extensively but we must have the workforce to do so. This project directly impacts our hiring efforts and would improve our sustainability and lifetime here in New Hampshire.

With these significant facts in mind, on behalf of the Newport, NH Ruger plant leadership, I whole-heartedly support this application and urge you to look at the many impacts this new sidewalk system would have on our community, our business and our state as a whole.

Sincerely,



Thomas Sullivan  
Sr. VP of Ruger Operations



Randall Wheeler  
Vice President of Newport Operations



Joseph Blair  
HR Director of Newport Operation



169 Sunapee Street, LLC  
300 River Road  
Ste 110  
Manchester, NH 03104

---

March 1, 2021

Christine Benner  
Economic Development Coordinator  
Town of Newport  
15 Sunapee Street  
Newport, NH 03773

RE: **Sidewalk Linkage with Newport Mills and Downtown Newport**

Dear Christine:

As owners of the Historic Newport Mill located at 169 Sunapee Street in Newport, NH, we are very excited to learn that efforts are underway to create a sidewalk link between our mill and downtown Newport. As you know from day one in our development process for the mill, we have expressed the importance of creating a path of some kind to link the mill with downtown. The concept of making downtown Newport more walkable in conjunction with our historic mill redevelopment, has always been a priority for us. To that end, we wholeheartedly support the town's efforts to create a sidewalk that will tie our two properties together and, we will do whatever we can do to help effectuate the process.

The redevelopment of the Historic Newport Mill will benefit both the residents of Newport and those of the Upper Valley Region in general. A modernized sidewalk that would connect the short distance from Main Street and the downtown area to our building, would help tremendously in making our property more marketable and, the project itself more viable. It would also help the community in making for a more 'family friendly' experience.

This applies whether the eventual end use of the mill is commercial or residential in nature. A new sidewalk connection to and from the mill would also create both a safer and an easier access for the families throughout the community who would utilize it while walking to and from downtown Newport.

Please let us know if we can do any more to make this happen and, feel free to contact me at any time.

Sincerely,



Ronald K DeCola, Managing Partner  
169 Sunapee Street, LLC

cc: Hunter F Rieseberg, Town Manager  
Jay Lucas



Town of Newport  
TAP Application – Round 4

# **Appendix C**

Planning Documents

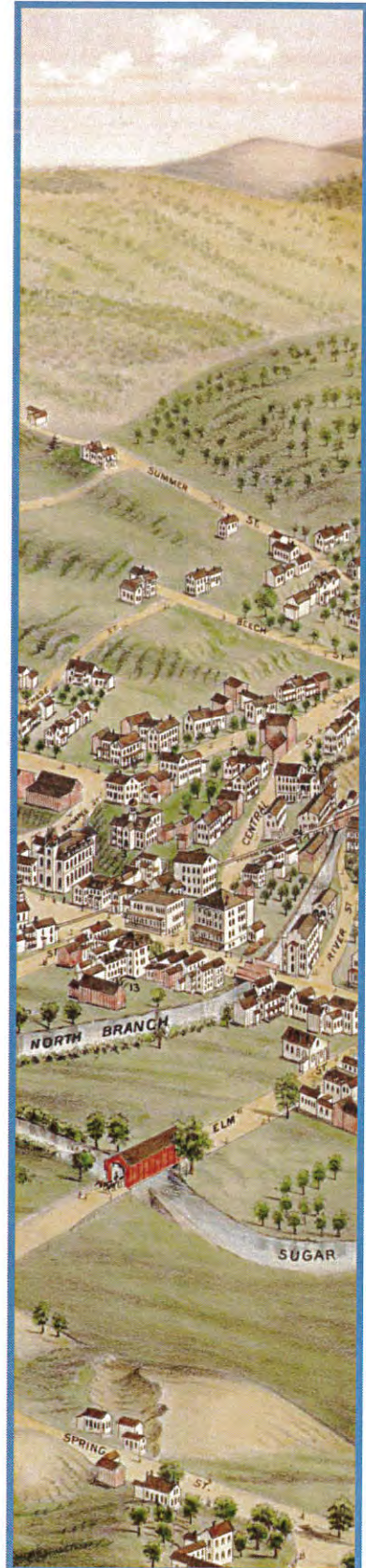
# Newport, New Hampshire

## Master Plan

April 10, 2012

**Prepared By:**  
Town of Newport Planning Board

with assistance from:  
Upper Valley Lake Sunapee  
Regional Planning Commission



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## IX. TRANSPORTATION

### Introduction

This purpose of this chapter is to provide guidance and recommendations for addressing the Town of Newport's current and future transportation needs. The town's primary goal is to develop and maintain a transportation system that meets the needs of residents and facilitates economic development while maintaining and complementing the character of Newport's village centers and rural areas.

### Community Vision

In 2010, the Town of Newport surveyed the opinions of residents as part of the Master Plan update process. Below is a summary of community opinion related to Newport's transportation system.

#### Make New Investments in Road Maintenance

Newport residents indicated that new investments should be made in the town's road maintenance efforts. A majority of Newport residents, 78% of respondents, indicated that the town's existing maintenance services were "Fair" or "Poor". Similarly, 58% of residents indicated that more funding should be allocated to the maintenance of town roads.

#### Continue to Strengthen Connections to the Interstate System

Survey respondents indicated that the town's access to Interstate 89 and Interstate 91 is of critical importance to Newport's residents and businesses. Marketing and strengthening the connections provided by NH Route 10 (to Interstate 89) and NH Route 11/103 (to Interstate 93) will not only benefit local commuters, but will also foster the town's continued economic development.

#### Support the Development of Alternative Transportation Modes

Newport residents indicated that the continued development of alternative transportation modes, including public transportation, is important for local employees and businesses. Survey respondents also indicated that existing routes should be expanded to reach new areas, and services targeted to the elderly and disabled should be enhanced.

#### Improve the Aesthetics of Gateway Corridors

Newport residents indicated that they support aesthetic improvements to the town's gateway corridors, including NH Route 10 and NH Route 11/103. More than 70% of survey respondents indicated that they "agree" or "strongly agree" that "it is important to improve the appearance of the town's gateways."

## **Regional Transportation Issues**

To manage and minimize the adverse impacts of commuter and through traffic on the community, the Town of Newport must continue to actively support regional transportation planning efforts.

The Town of Newport should advocate for studies of the NH Route 11/103 and NH Route 10 corridors. Corridor studies bring local, regional, and state officials together to examine existing and future conditions along key highways. For the Route 11/103 and Route 10 corridors, it will be essential to identify ways to maximize capacity, improve safety, and ensure that the public benefit from investment in infrastructure is maintained while enabling continued economic development in Newport's village areas.

Specific to NH Route 10, a corridor study would need to involve the neighboring communities of Croydon and Grantham. Land use issues, including zoning and current development trends, should be considered. Alternatives for enhancing access to Interstate 89 should also be a component of the study.

Specific to NH Route 11/103, a corridor study would need to consider commercial development trends in downtown Newport and Kelleyville. Given that the Route 11/103 corridor links Newport with both Interstate 89 and 91, considering alternatives for enhancing interstate access would be an essential aspect of the study.

The Town of Newport should work cooperatively with the Upper Valley Lake Sunapee Regional Planning Commission to identify opportunities to secure Special Projects and Research (SPR) funding through the New Hampshire Department of Transportation to develop corridor studies for NH Route 10 and NH Route 11/103.

## **Transportation Alternatives**

### *Pedestrian Considerations*

As evidenced in the community survey conducted as part of this master planning process, public opinion indicates that Newport residents desire a walkable downtown core. However, people will not choose to walk in areas that they feel are unsafe or unwelcoming. If walking in Newport was a more pleasant experience, there would be greater incentive for people to leave cars at home and spend more time in the downtown on foot, rather than driving.

Pedestrian connectivity throughout Newport needs to be enhanced through the expansion of the town's sidewalk network. One cost effective method of accomplishing this is to incorporate pedestrian enhancements into other, regularly-scheduled infrastructure maintenance or capital improvement projects. The town may also consider applying for federal Transportation Enhancement funding to construct specific pedestrian improvements. Emphasis should be placed on improving connections between neighborhoods, community services, and recreational opportunities.

The Safe Routes to School (SRTS) program is a federally-funded initiative to develop and improve connections between neighborhoods and (elementary and middle) schools. The SRTS program funds projects to improve infrastructure around schools, educate children about walking/cycling safety, and improve local enforcement. The Town of Newport should form a local Safe Routes to School Task Force to identify, evaluate, and implement pedestrian improvements in the vicinity of the Newport Middle School.

#### Community Alliance Transportation Services

Community Alliance Transportation Services (CATS) provides public transportation services Monday through Friday. The service links Newport, Claremont, and Charlestown beginning at 6:25 AM and ending at 4:30 PM. Regular stops include Shaw's market, Pearl Street, Maple Manor Senior Housing Complex, and the Newport Senior Center.

CATS' service is used by commuters (employees), shoppers, students, and senior citizens traveling to medical appointments. Fares are \$1.00 for a one-way ride in-town and \$2.00 for a one-way ride to Claremont. CATS provided 9,500 rides within the Town of Newport in 2010.

The Town of Newport should work cooperatively with CATS in service planning (i.e. route development) and marketing efforts to enhance public awareness of the transit system. Cooperation is also necessary to improve the accessibility, visibility, and accommodation of local transit stops. As developments in the vicinity of existing transit stops are reviewed by the Planning Board, consideration should be given to improving transit stops, including installing shelters, as a condition of the development's approval.

CATS provides an important service to the Town of Newport. The town should encourage and financially contribute to the continued development of the service as a viable transportation alternative for commuters, students, and retired persons in Newport.

#### Upper Valley Rideshare

Upper Valley Rideshare is a free carpooling program for Vermont and New Hampshire commuters facilitated by Advance Transit. Upper Valley Rideshare maintains a database of commuters throughout 125 Vermont and New Hampshire towns who are interested in carpooling. When commuters enroll in the program, they receive a "match list" of others who have similar commuting patterns. Members may then contact each other directly to set up a carpool or can coordinate with each other via an on-line "rideboard".

#### Recreational Transportation

The Sugar River Rail Trail provides excellent recreational and transportation access for bicyclists and pedestrians along a nine-mile stretch of the former Claremont-Concord

- site plan, subdivision, and zoning regulations for consistency with access management and transportation demand management principles.
5. Consider developing local access management standards throughout the community, and consider developing a Memorandum of Understanding (MOU) with NHDOT regarding access management on state highways in Newport, specifically NH Route 10, NH Route 11/103, and East Unity Road.
  6. As part of the Planning Board approval process, ensure that off-site impacts resulting from a proposed development are properly mitigated. These improvements could include: utility extensions and upgrades, road widening and sidewalks.
  7. Consider developing a list of candidate roads for Scenic Road designation to help preserve the character of rural areas of Newport.

Goal #2: Support Transportation Alternatives

1. Encourage the development and use of alternative forms of transportation, such as public transit, ridesharing, and vanpooling to reduce reliance on the use of single occupancy vehicles.
2. Encourage and financially contribute to the continued development of Community Alliance Transportation Services as a viable transportation alternative for commuters, students, and retired persons in Newport.
3. Encourage the development of intermodal transportation (air, bicycle, public transit, shuttle services) to better serve recreation and tourism needs in Newport and the Greater Lake Sunapee area.
4. Enhance pedestrian amenities throughout the Town, including constructing new sidewalks in key areas, increasing shoulder widths for bicyclist safety, providing additional signage, and improving landscaping as a means of encouraging pedestrian activity.
5. Form a local Safe Routes to School Task Force to identify, evaluate, and implement pedestrian improvements in the vicinity of the Newport Middle School.
6. Develop new public access points to the Sugar River Rail Trail to encourage its increased use as a recreational transportation corridor.
7. Work cooperatively with the towns of New London, Newbury, and Sunapee to evaluate alternatives for expanding the Sugar River Rail Trail to the Lake Sunapee communities of New London, Newbury, and Sunapee.
8. Support the construction of an officially designated Park-and-Ride location to serve residents who wish to carpool or take public transportation.

Goal #3: Support Regional Transportation Planning Efforts

1. Work cooperatively with the Upper Valley Lake Sunapee Regional Planning Commission to identify opportunities to secure Special Projects and Research (SPR) funding through the New Hampshire Department of Transportation to develop corridor studies for NH Route 10 and NH Route 11/103.
2. Participate in the Upper Valley Lake Sunapee Regional Planning Commission's Transportation Advisory Committee to ensure that Newport's infrastructure needs



# UVLSRPC Regional Plan 2015

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*Chapter 3*

Transportation

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## 3.1 INTRODUCTION

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The Regional Transportation Plan presents a bold vision for the future of all components of the region's transportation system based on extensive input from the general public, municipal officials, employers, and partner agencies in the 27 communities of the Upper Valley Lake Sunapee Region.

What does this transportation vision look like?

- A region with no structurally-deficient bridges and all roads maintained in good or fair pavement condition.
- A region where no motorist, motorcyclist, bicyclist, or pedestrian is fatally injured while traveling.
- A region where all residents, businesses, and visitors can access viable, efficient, and affordable transportation options.
- A region where every elderly and disabled resident can access medical appointments and other essential services.
- A region where there are safe bicycling routes to our village and city centers, and safe walking routes within our village and city centers.
- A region where both passenger and freight rail transportation enhance the movement of goods and people from our communities to the major metropolitan areas of Boston, New York City, and Montreal.
- A region with robust airline access to the world with connections in Boston and New York City; and General Aviation access to the northeast, United States, and the world.
- A region where businesses, municipalities, and state agencies work together to reduce the prevalence of single-occupant vehicle travel, and realize the health and environmental benefits of active transportation.

This vision will not happen overnight. In fact, it will take many years of hard work. It will require political will and new partnerships between all levels of government, the business community, advocacy groups, regional institutions, and of course, the general public.

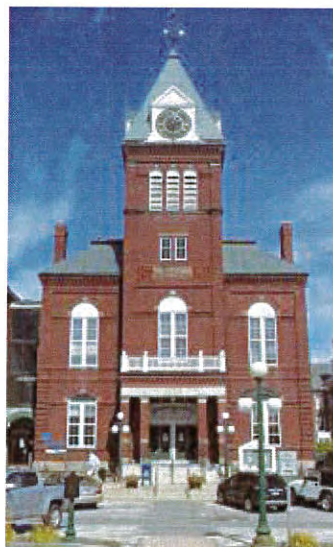
The plan presents short, medium, and long-term improvement needs and strategies for how to implement those improvements. But, perhaps most importantly, the plan establishes a series of performance measures for the region to track its progress towards the vision over time.

The plan will serve as a policy document for the UVLSRPC Transportation Advisory Committee (TAC), and will inform the TAC's criteria for prioritizing projects for inclusion in New Hampshire's Ten-Year Transportation Improvement Plan. Adoption of this plan also means that the Commission will commit its staff and available program resources toward achieving the region's transportation vision and implementing the plan's recommendations.

Each section of the plan addresses a specific component of the region's transportation system. Five key elements are included in each section. The first element outlines the vision for that component of the transportation system. The second element provides an overview of existing conditions and trends. The third element presents the performance measures that will be used to track progress towards the vision. The fourth element details the short, medium, and long-term improvement needs. Last, the fifth element presents strategies for implementing the needed improvement.

# Economic Development Strategic Plan

Town of Newport, New Hampshire



**RKG**  
ASSOCIATES INC

Prepared For:  
Town of Newport, NH

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## DOWNTOWN INITIATIVES

Downtown presents itself as the economic backbone of Newport to residents and visitors alike. A downtown that includes a mix of uses (retail, restaurants, services, and housing) equates to a healthy economy offering a place where people want to be, as opposed to where they have to go.

**Goal** – Reposition downtown Newport as a “destination downtown” within the region, attracting a more diversified retail, entertainment, and dining base for residents and visitors. The following action items are recommended:

- Continue investment in sidewalk repair and improvement. Allocate funding to streetscape and pedestrian improvements and amenities such as benches, planters, or public art. While the Town may need to provide the initial capital for these efforts, their ongoing “ownership” can fall to others such as the Chamber, garden clubs, or involvement from local schools in a street arts program (*immediate and ongoing*).
- Work to expedite the possible utilization of the upper floors of the 20 South Main Street property for knowledge-based sectors of the economy, offering an attractive, affordable environment where residents can live, work and play. Discussions with representatives of the Sunshine Initiative indicate that such exploratory talks are underway (*immediate and ongoing*).
- Work with local finance institutions (or others) to establish a low/no interest matching grant program for re-investment in building facades, new signage, or minor exterior renovations. An initial fund of \$25,000 in total, capped at \$5,000 per match, could allow for five projects per year from owners requiring investments less than the 79E minimum threshold, or those with limited resources (*near term – 1 year and ongoing*).

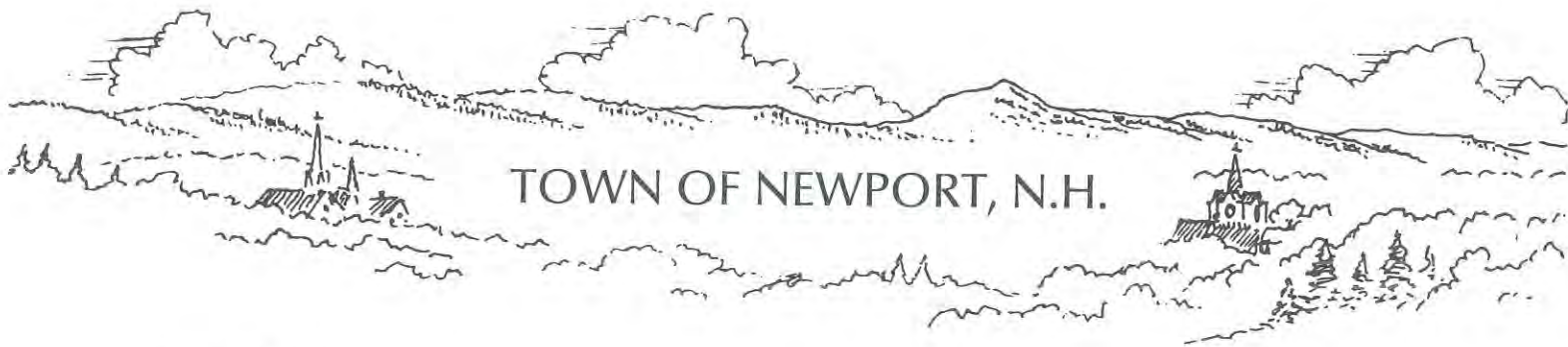
| Downtown Initiatives   |
|--|
| <p><b>Strengths</b> - attractive architecture and nicely maintained and well-built environment. Limited ground floor vacancies, with an exception here and there. Reasonably strong local, entrepreneurial mercantile base. Comparatively affordable lease rates.</p>  |
| <p><b>Weaknesses</b> - problematic upper-story vacancies or under-utilization of space. Nominal elevator capacities reported. Somewhat weak diversification of retailing and service base, reportedly too few restaurants and other evening uses. Need for a more cohesive and economically pro-active business association.</p>     |
| <p><b>Opportunities</b> - expansion and diversification to better capture seasonal and tourism spending. Targeted efforts to better utilize upper story space where possible with residential components. Further improvements to streetscape and pedestrian amenities and possible facade or other minor building improvements.</p> |
| <p><b>Threats</b> - further diminution of consumer activity resulting from changing consumer habits brought on by the Covid-19 pandemic and transitioning from an "in-person" to an "on-line" shopping pattern.</p>  |



Town of Newport  
TAP Application – Round 4

# **Appendix D**

Financial Readiness



March 17, 2021

Thomas Jameson, P.E.  
Project Manager  
Bureau of Planning & Community Assistance  
NH Department of Transportation  
7 Hazen Drive  
Concord, NH 03302

Dear Mr. Jameson,

The Town of Newport is submitting an application for TAP funding to fund a sidewalk construction project on Sunapee Street/NH Route 103. I understand the grant operates on a reimbursement basis. The Town tries to use the reimbursement system whenever possible on its State and Federal grant programs to avoid any cash management issues with those grants. The Town maintains sufficient cash balances to operate this way, most recently on its \$2.2M Oak Street Bridge Project, and we will be financially ready to do the same if awarded the TAP grant.

The Town's share of the project will be \$143,600. The funding for that share will be budgeted in its capital component of the operating budget the year prior to construction.

Finally, as the former Town Manager, I personally highly support this application. The section of sidewalk being proposed abuts a very busy section of the State road and is heavily used as a route to school and by the general public.

Please let me know if you have any questions and thank you for your consideration of Newport's application.

Sincerely,

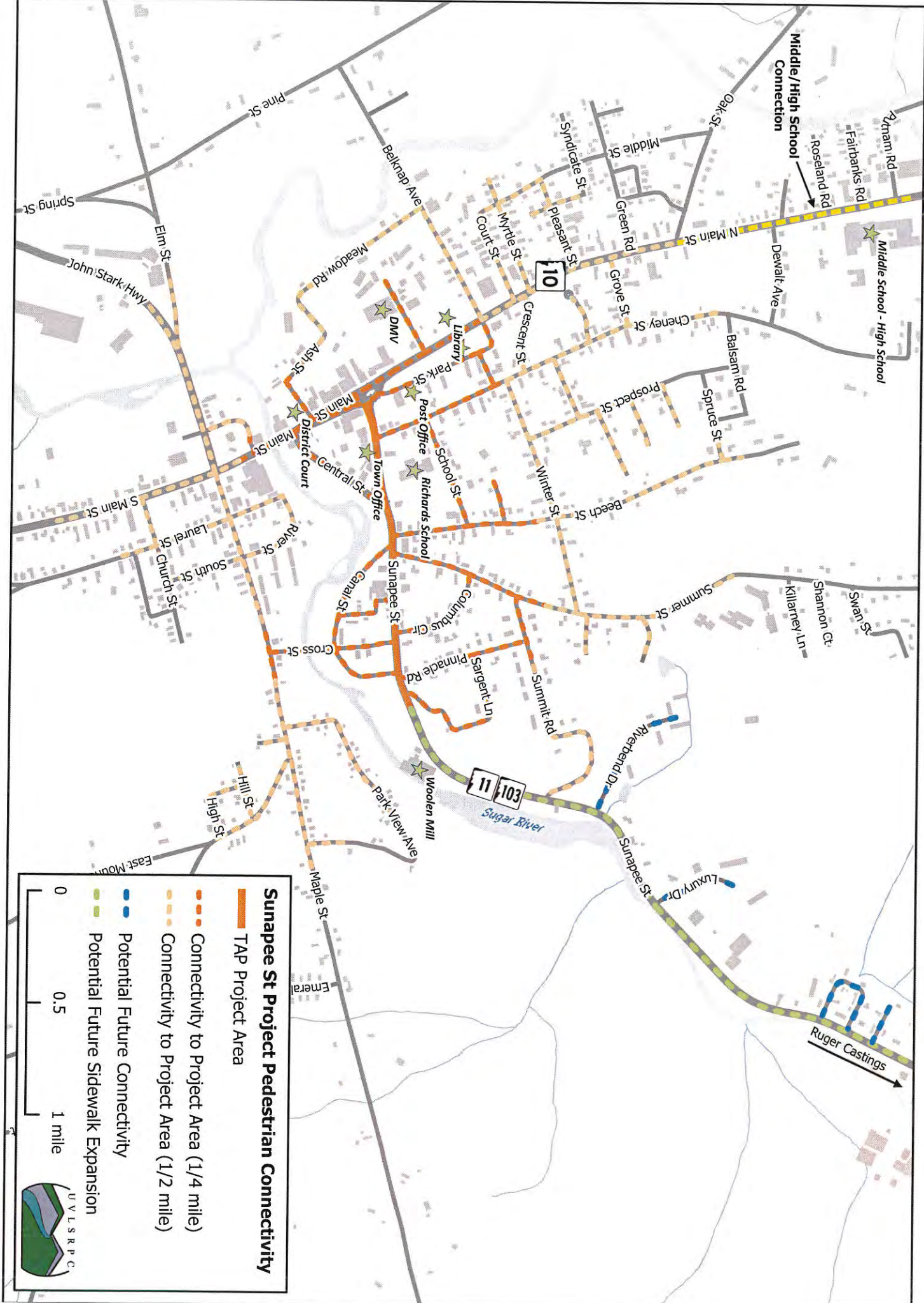
A handwritten signature in blue ink, appearing to read "P. J. Brown", is written over the word "Sincerely,".

Paul J. Brown  
Finance Director/Asst TM

Town of Newport  
TAP Application – Round 4

# **Appendix E**

Map of Area Served & Next Steps



**Sunapee St Project Pedestrian Connectivity**

- TAP Project Area
- Connectivity to Project Area (1/4 mile)
- Connectivity to Project Area (1/2 mile)
- Potential Future Connectivity
- Potential Future Sidewalk Expansion

0      0.5      1 mile