

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

Round 4 - 2021 APPLICATION FOR FUNDING

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

Sponsor Name:

Mailing Address:

Telephone:

Email:

Contact Name:

Title:

Mailing Address:

Telephone:

Email:

Governing Regional Planning Commission:

2. Project Information

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

MAP SUBMITTED

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

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

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

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

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

Description of work being proposed:

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

Resources within project limits:

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

Project Details

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

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

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

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

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

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

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

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

3. Project Cost Estimate

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

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

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

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

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

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

Identify the amount of federal funding you are applying for.

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

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

%
(80% Max. for TAP reimbursement)

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

%

Non-Participating \$

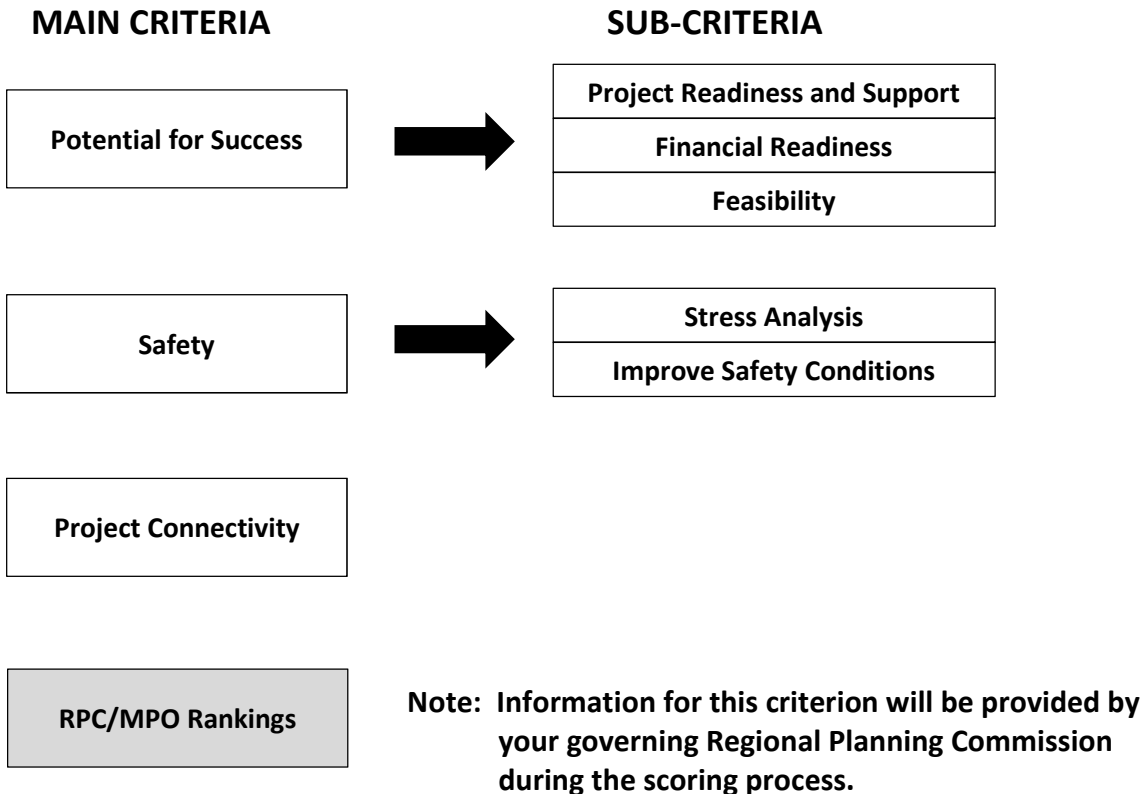
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

Reason for non-participating funds

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

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

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



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

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

Letter of support attached:

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

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

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

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

- **Stress Analysis:**

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

A - Facility is reasonably safe for all children.

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

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

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

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

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

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

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

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

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

NO ACTION NEEDED FROM APPLICANT FOR SECTION D

Only one application will be accepted per municipality

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

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

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

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

Submission Guidelines

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

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

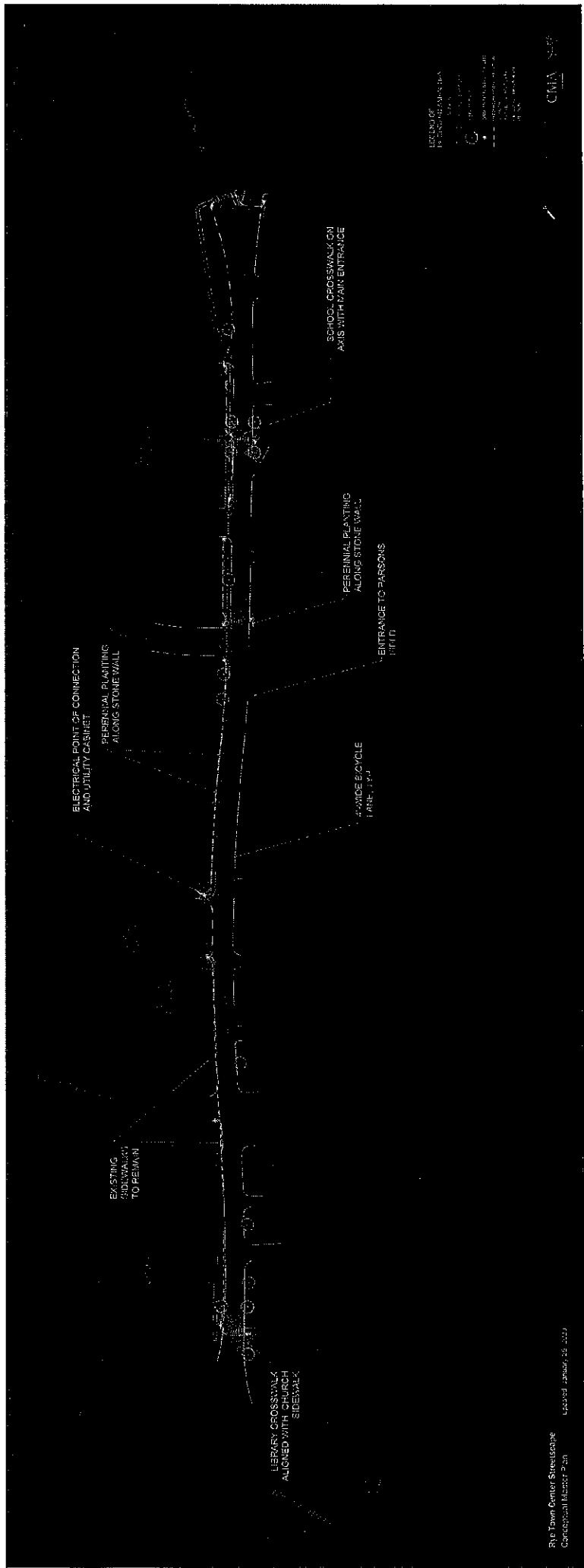
Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

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

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

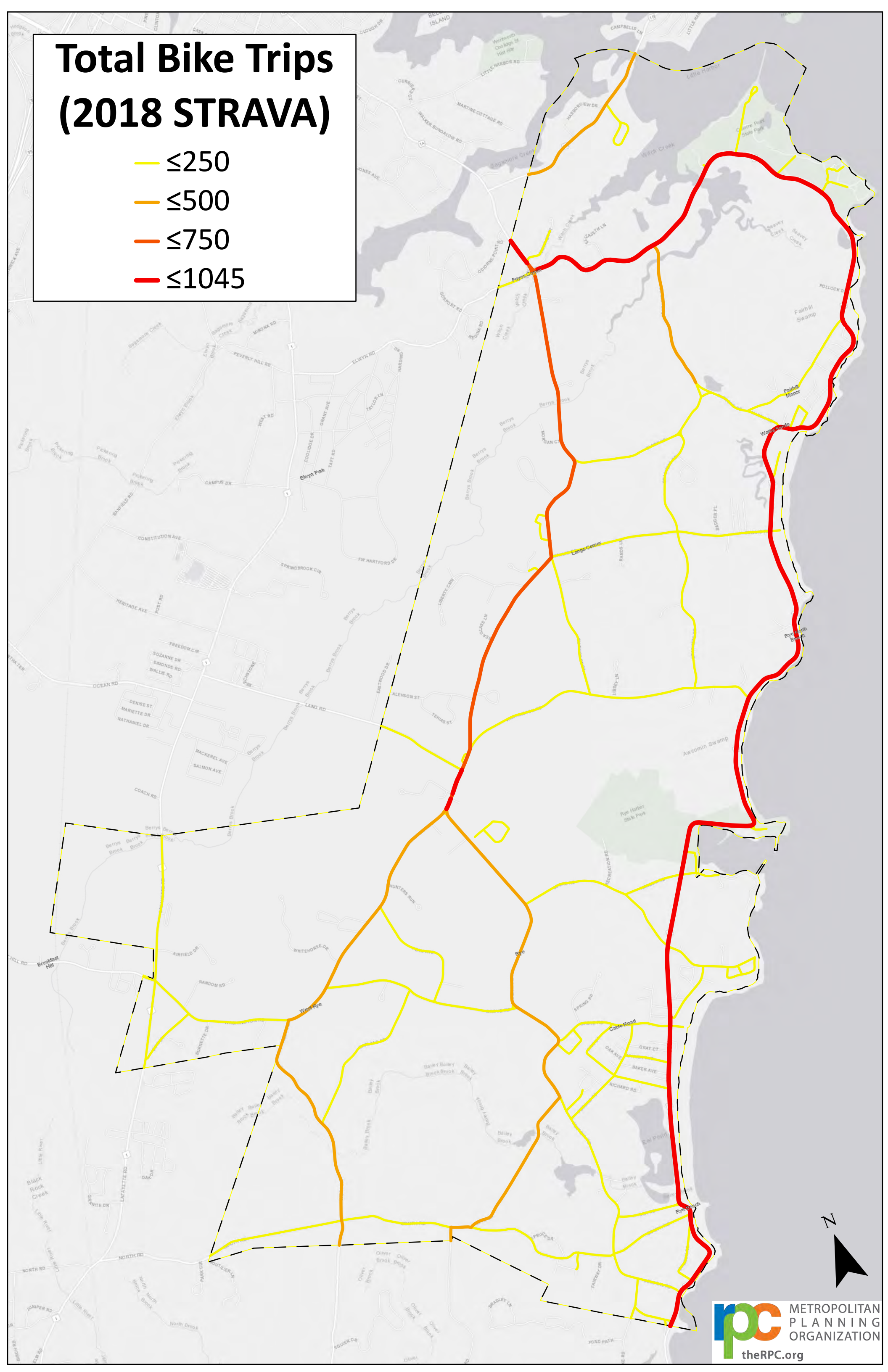
Submission: All files must be received on or before 11:59 PM Friday March 19, 2021.

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



Total Bike Trips (2018 STRAVA)

- ≤ 250
- ≤ 500
- ≤ 750
- ≤ 1045





THE RYE HISTORIC DISTRICT COMMISSION

Alex Herlihy, Chair
Kaitlyn Coffey, Vice Chair
Karen Stewart, Clerk
Mae Bradshaw, Selectwoman
David Choate
Daryl Kent
James Tegeder
Alternates:
Katharine Brown
Lydia Tilsley
Tom King
Stacey Smith

Thomas Jameson, P.E.
TAP Program Manager
Bureau of Planning and Community Assistance
NH Department of Transportation
John O. Morton Building
PO Box 483/7 Hazen Drive
Concord, New Hampshire 03302-0483

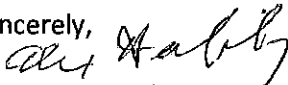
March 3, 2021

Dear Mr. Jameson,

The Rye Historic District Commission supports the Town of Rye's application to the Transportation Alternatives Program. The funding will be used to develop pedestrian and bicycle ways as safe passage from the Rye Junior High School to the Rye Public Library. The Project will unite the Rye Town Hall and municipal and Safety buildings with the Rye Town Museum, the Library, the Congregational Church, the Veterans Memorial and Parsons Field in a campus-like manner which will enhance pedestrian access to the Town Center activities, as well as accomplish traffic calming.

In addition to the public spaces on this portion of Washington Road, there are ten homes which add to the historic nature of the Town Center. These homes will not be impacted in a negative way, except for a brief period during construction in that corridor.

Our Historic District encompasses the majority of the corridor from the Rye Town Hall to the Grange Monument and is the focus of much of the protection to the community provided by the work of the Commission. The lighting and landscaping of the Project will be carefully monitored by the Commission. We are fully committed to the safety enhancements to be performed in a manner which preserves the historic appearance of our Town Center while protecting our citizens and visitors.

Sincerely,

Alex Herlihy, Chair

Town of Rye, NH
Planning Board

March 4, 2021

New Hampshire Department of Transportation

To Whom It May Concern,

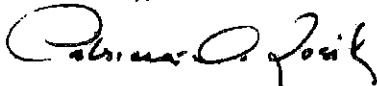
As Chair of the Town of Rye Planning Board, I am in support of our Town's application for NHDOT Transportation Alternatives Program Funds. Reimagining various enhancements to our transportation through our historic Town Center has fully engaged Rye citizens. Improving access both to and through our center has been a central core expressed via our updated Master Plan – Ch. 6 Transportation, and more recently, through important engagement with Plan NH Charrette and the efforts of the Rye Town Center Committee.

As a hub of connectivity, our Town Center witnesses both citizens and visitors traveling our rural byways for school, work, and leisure. Essential day to day facets of our civic, educational, recreational, and municipal engagements are anchored within our compact Rye Center to include: Rye Jr. High School, Rye Library, Parson's Field with access to Rye Recreation fields, Town Museum, Rye Congregational Church, Rye's Town Hall and Public Safety Building, seasonal Farmer's Markets, and a variety of holiday, special events, and remembrances. Plans are outlined for a future hockey and skating rink, and repurposed spaces within existing buildings.

A critical component of continued success and safety of our Center is transportation enhancement and improvement for all modes of transportation, to and through. The construct of bicycle and pedestrian ways from Grange Park to the Library will ensure the safety of our children and adults. Narrowing driving lanes to make way for the betterments will heighten safety by reducing vehicle speed limits. Mobility and accessibility will be well supported by these funds enhancing the ability of all users to make trips and visits to satisfy needs and desires by creating more modes of transportation while easing travel between locations both within, and external to, our Town Center.

In summary, as a committed volunteer, and long-term resident of Rye, I urge your support. Our request is a WIN WIN to better facilitate safe transportation choices to and through our treasured Town Center.

Sincerely,



Patricia A. Losik



RYE CONSERVATION COMMISSION RYE, NEW HAMPSHIRE 03870

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

February 8, 2021

Dear Mr. Jameson,

With the unanimous consent of the members of the Rye Conservation Commission (RCC), I am writing to support this application for a TAP grant to be used to improve the safety of the pedestrian and bicycle lanes and crossings in Rye's town center.

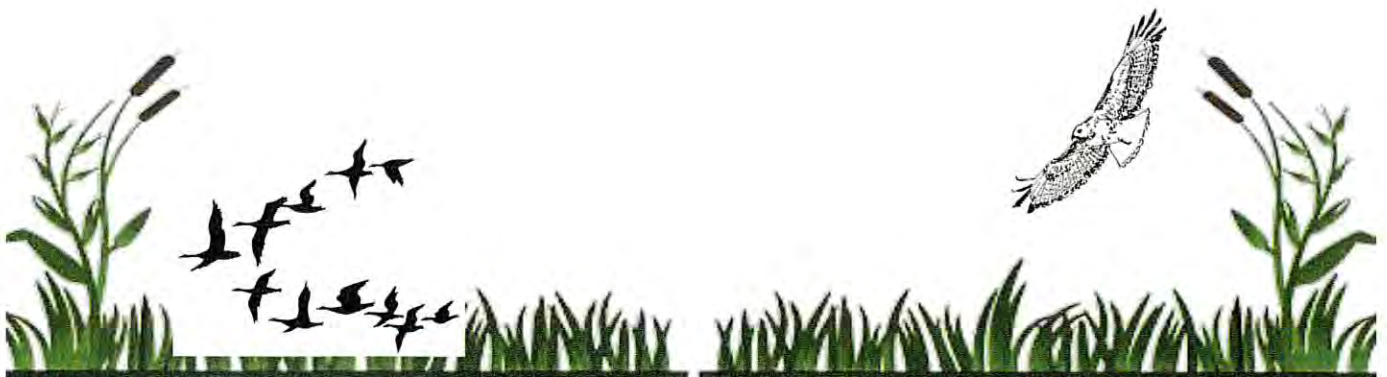
The proposed crosswalk from the Rye Junior High School will allow students to walk from the school to a path which leads into the Rye Town Forest (which is administered by the RCC). Any measures which encourage the students to visit the town forest for outdoor environmental education purposes is strongly supported by this commission. The improved sidewalk and bicycle lane will ensure safer access to the Rye Public Library where students may further explore environmental literature.

For the reasons stated above, this grant application is heartily supported by the Rye Conservation Commission.

Sincerely,

Suzanne McFarland

Suzanne McFarland
Rye Conservation Commission Chair





THE RYE HERITAGE COMMISSION

Philip Walsh, Chair
Gail Hughes, Vice Chair
Peter White, Treasurer
Mae Bradshaw, Clerk
Kerriann Roman, Selectman
Beverly Giblin
Alex Herlihy
Alternates:
Anne Richter Arnold
David Choate
Frank Lagana
Elizabeth Sanborn

Thomas Jameson, P.E.
TAP Program Manager
Bureau of Planning and Community Assistance
NH Department of Transportation
John O. Morton Building
PO Box 483/7 Hazen Drive
Concord, New Hampshire 03302-0483

April 22, 2020

Dear Mr. Jameson,

The Rye Heritage Commission enthusiastically supports the Town of Rye's application to the Transportation Alternatives Program. This project is an asset to the community and will develop sidewalks and bicycle ways, stretching from the Rye Junior High School, to the Rye Town Hall. The Town Center is further developed, while protecting the historic look and charm of the area.

The scope of the Heritage Commission concerns the cultural and historical resources in town, and we see this project as an enhancement of Rye's character. Bike lanes and sidewalks will ensure pedestrians will have easier access to buildings including the Library and Congregational Church, as well as to Parsons Fields, which hosts school activities and town-wide outdoor events. This project unites all the town municipal and safety buildings, while providing pedestrians with safer movement to and from the Town Center.

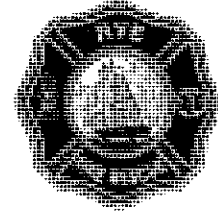
Lastly, this project creates a campus-like feel for the Town Center, and instills a welcoming feel to all residents, and to all who come town.

Sincerely,

Philip Walsh, Chair



RYE FIRE RESCUE
555 Washington Road
Rye, New Hampshire 03870
www.town.rye.nh.us



Mark R. Cotreau
Chief of Department
mcotreau@town.rye.nh.us

Business (603) 964-6411
FAX (603) 964-9894

January 25, 2021

Thomas Jameson
TAP Program Manager
NHDOT, Bureau of Planning and Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483


Dear Mr. Jameson:

I write today to convey my strong support for the Town of Rye's TAP grant application. My office at the fire station is located in the center of town. I witness on a daily basis vehicular traffic such as mopeds, motorcycles, passenger vehicles and commercial trucks such as landscaping trailers and large trucks pulling yachts back and forth to the ocean. I also constantly witness children on this same stretch of road going back and forth to school and the library from their homes. Some children walk but many are also on bicycles. Cyclist of all types and ages transit the town regularly. This is a New England town center that has minimal crosswalks, no sidewalks leading from a junior high school and no bike lanes to mitigate personal injury hazards.

The TAP Grant application to include crosswalks, sidewalks and bicycle lanes from Grange Park to the library is a critical step in mitigating these hazards. The project resulting from a successful TAP Grant will greatly improve the safety margins for children walking and biking from Rye Junior High School to Parsons Field, Rye Public Library and recreational programs at Rye Congregational Church.

As Rye's Fire Chief I am responsible for providing ALS level ambulance service to our community. I believe this project will make it less-likely our services will be needed for pedestrian/ Cyclist accidents in between and active junior high school through our town center to Grange Park. I request and strongly urge your approval of Rye's TAP Grant application.

Respectfully,


Mark Cotreau, EFO CFO
Rye Fire Chief

RYE PUBLIC LIBRARY
New Hampshire

581 WASHINGTON RD RYE, NH 03870

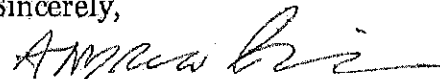
March 9, 2021

On behalf of the Rye Public Library Board of Trustees I would like to express the Library's support of Rye's Transportation Alternatives Partnership (TAP) grant. Over the course of many years of Rye Public Library [RPL] strategic planning, the importance of a cohesive, well-planned Town Center has continually risen as a priority. RPL plays an important role in expressing the essence of Rye's center and the Rye Town Center Committee's TAP grant plans greatly enhance access, safety, and connection in this essential part of town.

In offering services to all ages in Rye, RPL is a destination point for a large cross section of Rye residents as well as regional library users. Change that allows for reduced traffic speed, ease of alternative transportation and sidewalk access between key town resources is very much welcomed. The Rye Public Library supports and encourages bicycle transportation for our patrons, offering a secure bike rack and a public access bike maintenance station. As a frequent bike commuter myself, I will be proud to announce the Library's bike-friendly assets further served by designated travel lanes on Washington Road, should the TAP grant be successful.

Knowing that our users can safely access the Library building by sidewalks, alternative transport, and more safely by automobile in a calmed traffic situation would be a huge boon to Library planning. Library programming attracts large attendance, especially when multiple age-group events overlap. At these times access can be a challenge and parking opposite the Library across Washington Road requires the use of a crosswalk in often busy traffic. With the enhancements of the sidewalks, dedicated alternate travel lanes and generally calmed traffic that the TAP grant would help ensure, we would know that expanding our popular services would not be contributing to congestion and potential safety concerns.

Sincerely,



Andrew Richmond, Library Director



RYE POLICE DEPARTMENT

555 Washington Road Rye, New Hampshire 03870



Kevin Walsh
Chief of Police
www.ryepolice.us

Non-Emergency: (603) 964-5522
Business: (603) 964-7450
Fax: (603) 964-7458

Date: March 8, 2021

NHDOT, Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03302-0483

Attention; Tap Program Manager, Thomas Jameson

Dear Mr. Jameson,

I am writing to support the grant application the Rye Center of Town Committee has submitted. I have been a police officer for 34 years, 26 in the Town of Rye. In 2006 I received the honor of being appointed the Rye Police Chief.

The main complaint officers respond to are quality of life complaints, speeding vehicles, failure to yield to pedestrians, following too close just to name a few. These complaints are called in everyday 7 days a week.

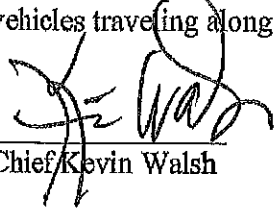
Washington Road in Rye is a main road Rye citizen drive their cars on daily. Citizens from other seacoast neighboring towns drive their vehicles on Washington Road. Washington Road is used as a way to avoid the congested Lafayette Road or US Route 1 to get from point A to point B daily. Center of town has lots of town owned property located on Washington Road, Rye Town Hall, Rye Library, Public Safety building housing police and fire, Rye Junior High School. The Rye Junior High has athletic fields for after school sports and host many weekend sporting events. The Town of Rye is fortunate to have a large field located in the center of town. Parsons field hosts during school hour class activities, after school sports, weekend events such as the July 4th fireworks, Rye Lion Car Show. Many Rye and out of town families use the field on a nice weather day. The pedestrian traffic in the center of town has increased over the years. Kids walking and riding bikes to school. Rye Junior High and Library host after school programs. Sporting practices and games during the week and weekends has increased. Washington Road is used year-round by people who like to walk, run, bike and walk their dog.

The police department is working on strategies to slow vehicles down and drive responsible. As kids walk from Rye Junior High to Parsons Field or Rye Library they are in groups and talking not being aware of vehicle driving, in other words they are being kids. An example, one morning at about 7:55 AM I was at Rye Junior High School crossing walk for the start of school. I watched a child walk on side of Washington Road between Parsons Field and the cross walk. I watched a vehicle drive from Lang Road onto Washington Road. The vehicle traveled too fast, the rear tires lost traction on pavement and the rear end of vehicle fish tailed. As the vehicle traveled it lost control and spun just missing the child and stopped in middle of Washington Road on top of the double yellow line. If the child was on a side walk the pedestrian would have been better protected. The tires of vehicle would have collided with the curb preventing the vehicle from hitting the pedestrian. The driver was charged with reckless operation.

In 2019 Rye police started tracking how many vehicles drive on Washington Road in the center of town using a traffic counter. Specifically, in the area of Rye Junior High School, and Parsons Field area. This location has the most pedestrian traffic with no side walk. The speed limit is posted 30 mph.

July 2, 2019 to July 9, 2019 a total of 43,532 vehicle drove on Washington Road in approximately one week. The highest number of vehicles traveled 35 mph to 40 mph, approximately 4,665 vehicles. October 12, 2019 to October 20, 2019 same location, in approximately one week, 39,298 vehicles drove on Washington Road. The highest number of vehicles traveled 35 mph to 40 mph, approximately 6,039 vehicles. The increase of driving 5 mph to 10 mph over the posted speed limit is a safety concern.

As the police chief I am in support of adding to the side walks to assist with separating pedestrians from vehicles traveling along Washington Road in the Town of Rye center.



Chief Kevin Walsh

SCHOOL ADMINISTRATIVE UNIT 50

48 Post Road
Greenland, NH 03840
(603) 422-9572
fax (603) 422-9575

Greenland Central School
70 Post Road
Greenland, NH 03840
(603) 431-6723
fax (603) 430-7683

Maude H. Trefethen School
Cranfield Street
New Castle, NH 03854
(603) 436-5416
fax (603) 427-1918

Newington Public School
133 Nimble Hill Road
Newington, NH 03801
(603) 436-1482
fax (603) 427-0692

Rye Elementary School
401 Sagamore Road
Rye, NH 03870
(603) 436-4731
fax (603) 431-6702

Rye Junior High School
501 Washington Road
Rye, NH 03870
(603) 964-5591
fax (603) 964-3881

March 5, 2021

Mr. Thomas Jameson
TAP Program Manager
New Hampshire Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

Dear Mr. Jameson:

My name is Salvatore Petralia and I serve as the Superintendent of Schools for School Administrative Unit 50 in Greenland, NH. Our SAU is comprised of four school districts including Greenland, Newington, New Castle, and Rye.

I am writing this letter to support the Town of Rye and its Transportation Alternative Plan (TAP) application in the amount of \$500,000. This funding is crucial to better support and improve the safety of our student population along with citizens and visitors from surrounding communities.

The project for the Town of Rye will include crosswalks, sidewalks, and bicycle lanes from Grange Park to the Rye Public Library and those enhancements will improve safety for the children who choose to walk or bike from the Rye Junior High to Parsons Field, the library, or to access recreational programs scheduled at Rye Congregational Church, where future planning includes a skating rink. When the project is completed, it is anticipated that vehicle speed will be greatly reduced by narrowing the travel lanes through the center of Town.

In closing, I fully endorse this proposal and I thank you for your time and consideration.

Sincerely,



Salvatore Petralia
Superintendent of Schools
SAU 50

cc: Phil Winslow, Selectman
Town of Rye

SCHOOL ADMINISTRATIVE UNIT 50

48 POST ROAD
GREENLAND, NH 03840
(603) 422-9572
FAX (603) 422-9575

GREENLAND CENTRAL SCHOOL
70 POST ROAD
GREENLAND, NH 03840
(603) 431-6723
FAX (603) 430-7683

MAUDE H. TREFETHEN SCHOOL
CRANFIELD STREET
NEW CASTLE, NH 03854
(603) 436-5416
FAX (603) 427-1918

NEWINGTON PUBLIC SCHOOL
133 NIMBLE HILL ROAD
NEWINGTON, NH 03801
(603) 436-1482
FAX (603) 427-0692

RYE ELEMENTARY SCHOOL
461 SAGAMORE ROAD
RYE, NH 03870
(603) 438-4731
FAX (603) 431-6702

RYE JUNIOR HIGH SCHOOL
501 WASHINGTON ROAD
RYE, NH 03870
(603) 964-5581
FAX (603) 964-3881

March 8, 2021

Thomas Jameson
TAP Program Manager
New Hampshire Department of Transportation, Bureau of Planning and Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302

Dear Mr. Jameson:

On behalf of the Rye School Board, we enthusiastically support the Town of Rye's Transportation Alternatives Program grant application. Rye Junior High School is located in the heart of Rye and is the focal point for this grant application.

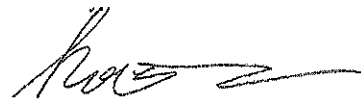
Our students regularly bike to school and, after school, many of our students walk from Rye Junior High School to Rye Public Library, Parson's Field, or Rye Recreation Center via Rye Woods. Doing so requires navigating narrow roads and crossing dangerous intersections. We are fortunate to have avoided serious accidents thus far, but we cannot take chances much longer.

The TAP grant, if awarded, will pay for needed crosswalks, sidewalks, and bicycle lanes in the center of town that will allow our students to transit safely among our town's various locations. It will also go a long way toward enhancing the identity of our town center.

We wholeheartedly support this TAP application.

Sincerely,

Margaret Honda
Margaret Honda
Rye School Board Chair


Scott Marion
Rye School Board Vice-Chair



Rye Junior High School

501 Washington Rd. Rye, NH 03870
Phone - (603) 964-5591 Fax - (603) 964-3881

Attn: Thomas Jameson, P.E.
TAP Program Manager
NHDOT, Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03302-0483

January 14, 2021

Dear Mr. Jameson,

My name is Marie Soucy and I serve as the principal at the Rye Junior High School in Rye, NH. I am writing this letter in support of the TAP Grant the Town of Rye is applying for in the amount of \$500,000. This Transportation Alternative Plan is for the construction of transportation safety improvements, including a sidewalk and a bike lane in the Town Center from the intersection of Washington Road and Wallis Road to the intersection of Central Road and Washington Road.

This project will include much needed crosswalks, sidewalks, and bicycle lanes from Grange Park to the Library. These will improve the safety for the children of Rye who walk, ride their bikes, or skateboard in this area of town. For your reference, Rye Junior High School has a large number of students who walk, bike, and/or skateboard to and from school. There are also many students who walk or bike from the School to Parsons Field, the Town Library, and to Rye Recreation programs at the Congregational Church. Additionally, the skating rink that is being planned for behind the Church will be accessed by children on foot or by bike. The project includes the narrowing of travel lanes through the center of Rye, which will reduce vehicle speed and create safer conditions for anyone on the streets. The expansion will not only benefit the students of Rye Junior High School but also the residents of Rye. From the school, I see many runners, walkers and bikers traveling by throughout the day.

In closing, I fully support the initiative and I welcome the opportunity to discuss this matter in length should the NHDOT wish to do so. I look forward to the Town of Rye and the NHDOT-TAP working together to ensure the safety of our children. Thank you in advance for taking the time to read this letter.

Sincerely,

Marie Soucy
Principal, Rye Junior High School



TOWN OF RYE • OFFICE OF SELECTMEN
10 Central Road
Rye, NH 03870-2522
(603) 964-5523 • Fax (603) 964-1516

March 5, 2021

Thomas Jameson, P.E.
TAP Program Manager
Bureau Planning and Community Assistance
NH Department of Transportation
John O Morton Building
PO Box 483 Hazen Drive
Concord, New Hampshire 03302-0483

Dear Mr. Jameson,


The Rye Select Board fully supports the Town's application to the Transportation Alternatives Program (TAP). The TAP funding will be used to support our **Safe Routes to School program** and to implement recommendations from our **Charrette program** (recently completed with participation from over 250 town residents).

The proposed project will provide for sidewalks, bicycle lanes, lighting and crosswalks leading from the Rye Junior High School past the Town Fire and Police stations to the Rye Town Library. This area is heavily trafficked both during School sessions and throughout the week as it also provides access for traffic to exit Rye into Portsmouth and to US Route 1. Currently bicyclists are often forced to walk their bicycles through this area as it is nearly impossible to travel safely along much of this section of Washington Road when school is opening or closing.


In the Town Election of 2020, the voters unanimously voted to provide funding for the Town portion of the proposed TAP project in support of our TAP application anticipated for 2020. The Town Election of 2021 will again include the request for the funding for this project and is anticipated to again pass by a wide margin.

The Rye Select Board is fully committed to and is actively engaged in the project outlined in the Town's TAP application. The Select Board had also released funding for an engineering study of the area which is being used in support of the application. We hope that the State will look favorably on this application.

Sincerely,
Rye Select Board


Philip D. Winglow, Chairman


William Epperson, Selectman


Mae Bradshaw, Selectwoman



State of New Hampshire

HOUSE OF REPRESENTATIVES

CONCORD

NH Department of Transportation
7 Hazen Drive
Concord, NH 03302

March 18, 2021

Dear Transportation Alternative Program Grantors,

On June 1, 2019, 180 Rye residents attended three sessions held by Plan NH to seek input from town residents on their vision for Rye Town Center. Most popular opinions were maintaining the historic nature of the town, providing safety for school children attending Rye Jr High located in town center and reducing the speed of vehicles in this small area.

Last year, as part of a two year study by the Rye School Board, the 5th graders attending Rye Elementary School were moved to Rye Jr High. The number of students coming to school on bicycles in the morning and, in the afternoon, going by foot or bicycle to the Rye Public Library or the Rye Recreational fields increased by 30%. This increase was solely in the 5th grade age group raising concern by Rye residents for the safety of young children who are now crossing major streets and walking on the sides of roads rather than sidewalks.

Rye town center is small in scope but a busy part of town acting as the intersection of four major roads that end/start on Route 1 or Route 1A. A traffic count was measured the week starting July 2 and ending July 9, 2019 by the Rye police and found to be 43,532 cars in both directions going through town center. That is a lot of traffic through a small area.

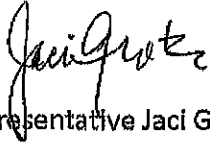
Plan NH took the elements discussed on June 1st and incorporated them into their concept of a design for Rye Center. A Rye Center Town Committee was formed and the focus was on children safety and traffic management. The Town of Rye hired CMA Engineering to design an engineering plan that incorporated elements such as sidewalks, speed tables, a narrowing of the road, crosswalks and street lighting. This design gives students protection and safe access to their destinations while maintaining the historic feel of our town center.

In February of this year, this plan was presented Rye residents during the deliberative session and a warrant article to raise and appropriate \$300,000 for Rye's portion of the grant was approved by the electorate in March.

The process that Rye has undertaken to seek input from its residents, to solicit advice from Plan NH, hire an engineering firm to achieve the components of that town input and the confidence that Rye residents demonstrated with their vote of support is, to me, a strong foundation for granting approval of this TPA Grant request.

I request your strong consideration of this grant application and look forward to hearing that you all agree that it is worthy of grant funds.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaci Grote". The signature is written in a cursive style with a large initial "J".

Representative Jaci Grote
Rockingham District 24
Rye - New Castle

Seacoast Area Bicycle Riders
P.O. Box 765
Portsmouth, NH 03802



March 18, 2021

Thomas Jameson
TAP Program Manager, NHDOT
Bureau of Planning and Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: Support for Town of Rye Complete Streets TAP Project

Dear Mr. Jameson,

I'm writing to convey the support of Seacoast Area Bicycle Riders (SABR) for the application from the Town of Rye for federal Transportation Alternatives Program (TAP) program funding to improve safety for people bicycling and walking in the town center.

The proposed project includes shoulder bicycle lanes, sidewalks and crosswalk improvements on Washington Road from Wallis Road to Central Road, connecting Rye Junior High School, Rye Public Library, Rye Town Hall, the town public safety complex and Parsons Field with adjacent residential areas. The project was recommended originally over a decade ago in Rye's 2008 Safe Routes to School Travel Plan. Based on Strava data from NHDOT Washington Road is one of the more heavily traveled bicycle routes in the Seacoast region and statewide. While Strava data tend to highlight travel patterns for experienced sport cyclists, the proposed project would improve safety and traffic stress levels for people of all ages and abilities riding bicycles.

Seacoast Area Bicycle Riders is the regional bicycle education and advocacy group for the New Hampshire and Southern Maine Seacoast area. For nearly 30 years SABR has worked to improve bicycle facilities, safety and education in Seacoast communities and statewide. We frequently partner with the City of Portsmouth, the Rockingham Planning Commission and other public agencies on data collection as well as annual events like Bike/Walk to Work Day and the annual B2B Commuter Challenge in May.

We urge you to fund this project. Thank you for your consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "C.J. Fleck", is written over a light blue horizontal line.

C.J. Fleck
SABR President

During this section of the meeting Town Administrator Bergeron could not be heard by the public. However, she gave a quick update as to the charter that the Board gave to Rockingham Planning Preservation for this study.

Scott Bogle, Senior Transportation Planner with Rockingham Planning Commission, spoke to the Board regarding the shoulder widening study. He reminded the Board that Mike Magnant approached RPC about undertaking this study in late 2018 and they began the work in the spring of 2019. The project had a fairly limited scope that included, a review of existing regional and local plans that address bicycle accommodations and shoulder widening in town, mapping of a number of different data sets, which included; lane width, shoulder width, crash locations, trip volume, bicycle trip volume as measured by Strava trip volume, level of traffic stress, and student concentrations. Using this information, RPC was to develop draft recommendations for segments of roads that would be prioritized for shoulder widening. RPC would then do a community survey to gather feedback on those recommendations and to identify other areas of community concern, after which, a development of a final report listing the community's priorities would be drafted. He explained that the community survey was developed and was going to go out this past winter, but with the onset of COVID, a decision was made to wait until things settled out with that. He added that that remaining step of the survey should be done sometime this fall.

There were three local and regional plans that were looked at:

- Rye Safe Routes to School Travel Plan 2009
 - Was funded by a grant from the Department of Transportation
 - It was overseen by an advisory committee that consist of:
 - Town Staff
 - School Board Members
 - Reps from the PTA
 - Reps from the Rye Education Foundation
 - Parents, Teachers and other Citizens
 - It included series of recommendations for both infrastructure and non-infrastructure strategies that the Town could pursue to encourage more students, grades K through 8, to bike or walk to school and to do so safely.
 - There were a number of recommendations for widening shoulders in the school zone, which show up in this study.

- NH Coastal Byway Corridor Management Plan 2015
 - This project also had an advisory committee:
 - Reps from Rye and each of the other corridor communities
 - Reps from NH Department of Transportation
 - Reps from NH State Parks
 - Reps from Chambers of Commerce
 - Wendy Lull from the Seacoast Science Center
 - Public input through a forum and a community survey

- It included a range of recommendations; some in transportation; some in resource management
- It included a recommendation to create a minimum shoulder width of four feet along the whole Route 1A/1B corridor
- It also tried to address safety at several pinch-points along the corridor:
 - Pirate's Cove Area
 - Jenness Beach Area
 - Areas where there are wide shoulders that are covered by on-street parking during the summer season where pedestrians and people riding bikes end up in the travel lanes.
- Routes 1A and 1B are designated as one of the twenty state designed scenic by-ways.
- Routes 1A and 1B are also state designated bicycle routes:
 - US Bike Route 1
 - On road route for the East Coast Green Way route of New Hampshire
- Master Plan Transportation Chapter 2017
 - Included a series of recommendations for shoulder widening
 - Implementing recommendations from the Scenic By-way Study
 - Implementing recommendations from the Town's 2005 Shoulder Policy:
 - The 2005, shoulder policy provided for an eleven and one-half foot lane width and eighteen-inch shoulders. The lane width is excessive for local roads, unless they are intended to support a high volume of truck traffic or speeds over 45 mph. Federal standards from the federal highway administration states that ten-foot lanes are acceptable, where truck traffic is less than 10% of total traffic volume and speed limit is below 40 mph. These federal standards play into the recommendations.

Mr. Bogle went on to explain the lane widths of the roads in Rye, based on the Department of Transportation GIS maps.

- Most local roads have lane widths of less than or equal to 10-feet.
- Roads with 11-foot and 12-foot width include:
 - Sagamore
 - Wallis
 - Washington
 - Portions of Brackett and Central Road
 - Much of Ocean Blvd.

Mr. Bogle noted the key factor in thinking about lane widths is the impact of lane width on travel speed and the impact of travel speed on safety. Statistics show that a pedestrian or cyclist has a 5% chance of death if being hit by a car going 20mph, a 45% chance of death if the car is going 30 mph and an 85% chance at 40 mph. So more narrowly striped lanes can have a traffic calming effect that is helpful in addition to creating additional width for the shoulder.

The federal standard for a shouldered bicycle route is to have 4 feet to the right of the bike lane. In cases where it is adjacent to a curb or a guardrail, the recommendation is 5 feet. The Department of Transportation GIS map shows that there are very few roads that have 4 feet or greater. The ones that do have 4 feet or greater include:

- Ocean Blvd from Odiorne Point south to Jenness Beach
- Wallis Road from Sagamore to Washington
- The short section of Sagamore North of Foyes Corner

Other roads that have shoulders between 2 feet and 4 feet include:

- Sections of Washington and Central
- Pioneer Road
- Ocean Blvd, South of Jenness Beach towards the Beach Club

Mr. Bogle talked about crash location hot spots, which include:

- Foyes Corner area (43)
- US Route 1 at Washington (37)
- Ocean Blvd. at Rye Harbor State Park (16)
- Washington Road at Lang Road (10)
- Ocean Blvd. at Wallis Road (9)
- Ocean Blvd. at Sea Road by Rye Beach Club (9)

He explained that this data was drawn from the DOT crash data inventory for a fifteen-year period from 2002 to 2017. There were 8 crashes that involved people walking and 14 crashes involving people bicycling during the same period. There is some uncertainty of locations for these based on the way the data is processed in the database at the DOT. Most vehicle crashes are located at intersections. However, in the past fifteen years, the data is showing more bicycle and pedestrian accidents happen on straight-a-ways. This could be an effect of increased distracted drivers.

The next map that Mr. Bogle showed the Board outlined bicyclist volume from Strava Metro for 2018. He explained that for the past six years the DOT has purchased data from Strava Metro, which is data compiled from the Strava Smartphone app. Bicyclist are using this app to log their ride speeds, distances and locations. Strava aggregates and anonymizes the data, in order to sell the data set to transportation agencies for planning purposes. Strava riders tend to be sport riders rather than casual riders, so there is a limited population of which habits are being viewed. However, it is interesting and useful to look at in order to identify commonly used roads in Rye and ridership patterns. According to this map, Ocean Road, Route 1A and Pioneer Road are the most heavily traveled cyclist routes in New Hampshire, followed by Route 1B. There is also relatively high volume along the Washington, Wallis and Sagamore corridors with some splitting off and going down Central Road.

The next map shows bicycle level traffic stress. This shows the measure of the suitability of the road for bicycling, recognizing that people have different comfort levels riding in proximity to traffic. This model takes into consideration the number of traffic lanes, traffic volume, posted and prevailing traffic speeds, availability of bicycle lanes, and presence of on-street parking.

- Level One: Comfortable for all ages eight to eighty
- Level Two: Low to Moderate, mostly adults
- Level Three: Moderate to High, experienced riders
- Level Four: High, Fearless riders

A lot of roads in Rye are defined as Level two because of relatively low traffic volumes and speeds. Level three is seen on much of Ocean Blvd and on portions of Sagamore, Washington, Pioneer Road and Brackett.

The last map is an update to the student address map that was developed for the 2009 Safe Routes to School Plan. The School District provided anonymized data to show concentrations of student's home locations within a quarter-mile, half-mile, one-mile and two-mile ratio of the two public schools in town. They recognize that individual students age out of their current schools within a given number of years. However, neighborhoods with concentrations of kids tend to be family neighborhoods that will continue to have kids in years to come. Currently, within half a mile of the Junior High School, there are 42 students with concentrations in Alehson and Tehias, also along Central and Washington Road. There are an additional 26 students that live between a half mile and one mile away. Within a half mile of the elementary school, there are 43 students with concentrations along Wallis and Sagamore, Victory Lane and Liberty Commons.

Recommendations:

The draft report sets an overarching recommendation that the Town set a target of having ten-foot lanes and four-foot shoulders on the major north, south, east and west corridors through town. North and south means Sagamore, Wallis and Washington. East and west means Wallis, Washington, Central and Grove. The draft report contains a detailed data table with information on each of these road segments, including existing lane and shoulder widths, rights-of-way, crash history, existing sidewalks, sight line issues, potential need to reset utility poles, etc.

The recommendations have been broken out into three groupings:

1. Safe access to the schools and town center
2. Beach access on town roads
3. Safety on Ocean Blvd.

The Town lacks survey information of rights-of-way widths on many of these roads. The best information available is from the UNH Technology Transfer Center, which indicates that there is adequate rights-of way on all these roads to widen the shoulders, as recommended. There will be cases, because of some circumstances such as heritage trees or historic stone walls, where it may not be feasible or preferable to go out to four-feet. In those instances, going out to two and a half to three feet is recommended if possible.

Schools and Town Center

- Sagamore Road from Lang’s Corner to Morgan’s Court
 - In the immediate school zone for the elementary school
 - High concentration of students
 - Less than a two-foot shoulder – with the exception of a short area north of Lang corner
 - Twelve-foot lane width – encouraging high speeds

- Central Road from Washington to Locke Road
 - Narrow lanes and shoulders of less than two-feet
 - Medium to high concentration of students

- Washington Road from Central to Grove Road
 - Eleven-foot lanes
 - Two to three feet of shoulder
 - High concentration of students

- Sagamore Road from Morgan Court to Foyes Corner
 - Within a mile of the elementary school
 - Less than one foot of shoulder
 - Twelve-foot lanes

- Washington Road from Wallis to Ocean Blvd.
 - Narrow lanes
 - Two to Three feet of shoulder
 - Medium to high concentration of students

- Washington Road from Grove Road to Lafayette Road
 - Within the two-mile radius of the Junior High School
 - High concentration of students
 - Included with thought of establishing a safe bicycle connection from the Town Center out to the Rail Trail. The trail should be completed by late 2022 or 2023. Having this connection will allow Rye residents to take advantage of that trail.

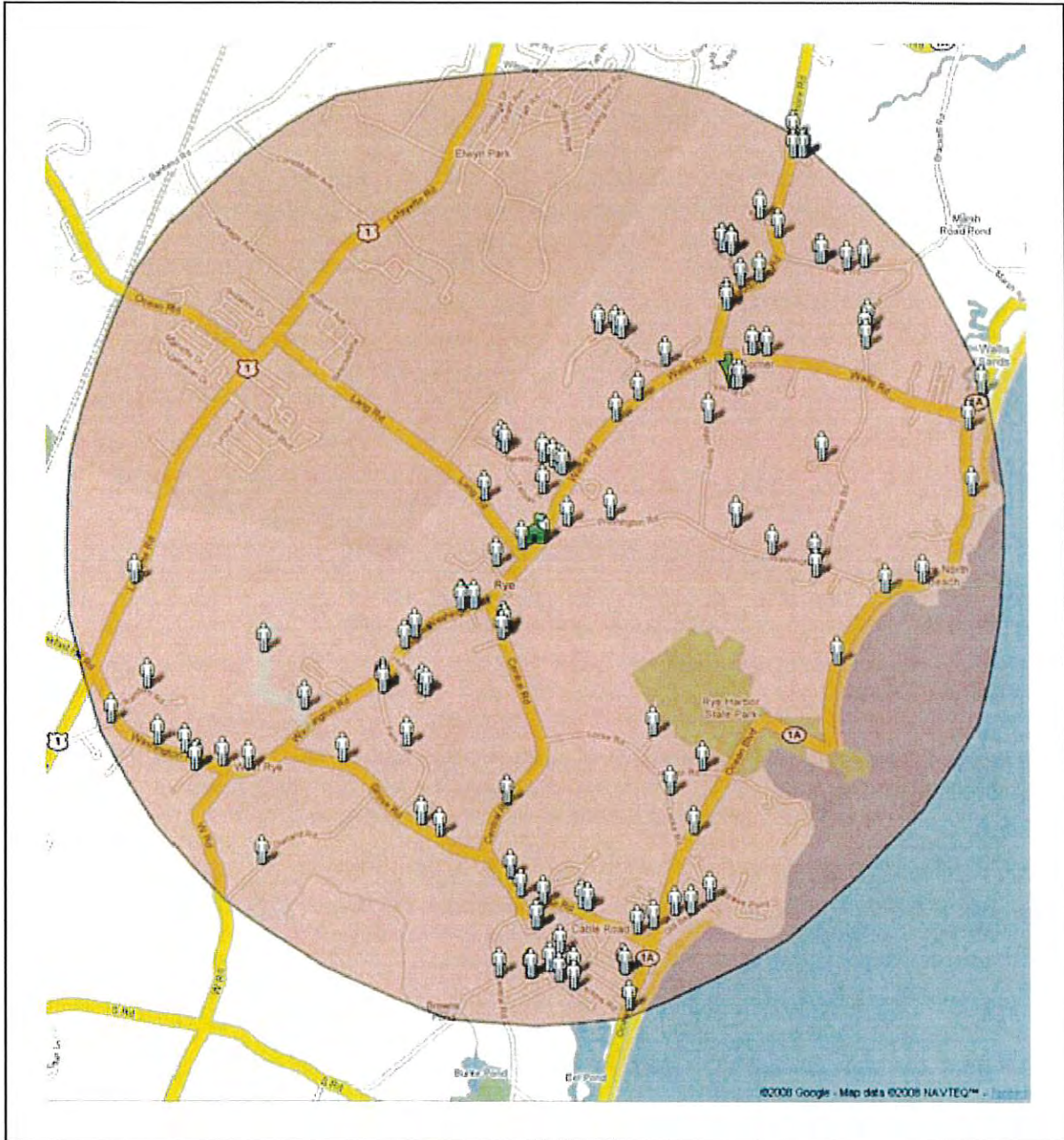
Beach Access on Town Roads

- Wallis Road from Brackett Road to Ocean Blvd.
 - Connects Parkridge, Ocean View and Appledore neighborhoods to the beach at Pirates’ Cove
 - Less than a foot of shoulder

- Perkins Road from Big Rock Road to Ocean Blvd.

Map 2 – Rye Junior High School Zone and Student Locations

Circle indicates 2 mile radius from school



Perception of Appropriate Age for Walking/Biking to School Unaccompanied

Table 6 shows responses from RES and RJH parents regarding the grade level at which they would allow their child to walk or bike to school unaccompanied.

Table 6 – Grade Parents Would Allow Children to Ride/Walk Unaccompanied

	K	1st	2nd	3rd	4th	5th	6th	7th	8th	None
RES Parents	1%	0%	1%	2%	13%	17%	21%	11%	3%	25%
Cumulative %	1%	1%	2%	3%	17%	33%	54%	65%	68%	93%
RJH Parents	0%	0%	0%	0%	8%	21%	35%	6%	2%	25%
Cumulative %	0%	0%	0%	0%	8%	29%	63%	69%	71%	96%

Looking at the cumulative percentage of parents indicating comfort with their children riding or walking unaccompanied, a majority of parents from both the at both the Elementary and Junior High samples indicated that by sixth grade they would be comfortable with their children walking or riding unaccompanied. Close to a third of respondents expressed similar comfort at the 5th grade level, while a quarter of parents in each sample indicated that they would not be comfortable with their children walking or biking unaccompanied at any grade in Elementary or Junior High School. This points to the need for parental or other volunteer accompaniment as part of efforts to get more elementary school students walking and biking.

Issues Affecting Parent Decisions Regarding Walking & Biking to School

Table 7 shows parent responses to two questions:

- 1) *What issues affect your decision to allow your child to walk or bike to school?*
- 2) *Would improvements related to these issues affect your decision?*

The most common concerns cited by parents included lack of sidewalks and bikeways (70%), traffic speed on roads between home and school (65%), traffic volume on these roads (63%), safety in crossing the road at intersections (48%), and distance between home and school (48%). Two other concerns cited by significant numbers of parents included fear of violence (33%), and weather not conducive to walking or biking (35%).

Parents were also asked whether actions to address these concerns would change their decision to allow their children to walk or ride to school. Actions identified by parents as most likely to change their decision included expanding sidewalks/bikeways (55%), addressing traffic speeds on routes traveled by children between home and school (40%), improving safety at intersections (39%), reducing traffic volumes (36%), and expanded use of crossing guards (23%).

Table 10. Perception of Walking/Biking as Supported by School

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Elementary School	65%	22%	13%	0%	0%
Junior High School	77%	15%	8%	0%	0%

B. In-Class Survey Findings

In-class surveys of students at Rye Junior High were also taken over three day periods in October 2007 and April 2008. These provide useful baseline data on patterns of walking and bicycling for older students.

Table 11 – Biking & Walking Among 7th & 8th Graders – October 2007 In-Class Tally

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3.7%	1.5%	68.8%	25.8%	0.1%	0.0%	0.2%
Afternoon	9.8%	1.3%	51.4%	32.1%	4.8%	0.0%	0.8%

Table 11 shows results from the first in-class tally taken in October 2007. These data line up with the parent survey findings from the same time period, with slightly higher rates of bicycling, but similar rates of walking and similar increase in walking in the afternoon over the morning.

Table 12 – Biking & Walking Among 7th & 8th Graders – April 2008 In-Class Tally

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3.1%	11.3%	51.1%	33.2%	0.8%	0.0%	0.4%
Afternoon	11.2%	11.4%	43.3%	31.3%	2.0%	0.0%	0.5%

Table 12 shows data from the second in-class tally, taken during three days in April 2008. These data are interesting in that they show somewhat higher rates for walking, an significantly higher rates for bicycling – over 11% in the spring tally vs. just over 1% in the fall tally. We attribute this shift to two factors – first to better spring weather and second to increased awareness of the Safe Routes to School initiative, as the SRTS program had been going for six months by April 2008. We are encouraged by this result.

C. Municipal Policies on Bicycle Pedestrian Safety and Land Use Integration

Master Plan Provisions

Rye’s Master Plan identifies a lack of pedestrian and bicycle facilities in town as a problem, and includes the following recommendations:

- Provide pedestrian path or sidewalk connection between community facilities
- Provide pedestrian and bike paths that connect adjacent residential developments
- Study the potential to turn the former Rye Trolley right of way into a bicycle and pedestrian pathway.
- Work with NH DOT and the Seacoast Metropolitan Planning Organization (*now the Rockingham Planning Commission MPO*) to provide adequate shoulders on roadways included in the State and Regional Bike Route Systems.

The Master Plan addresses integration of transportation and land use planning, identifying the potential for increased allowance for mixed-use zoning and the intent “to pursue possible changes to Rye’s zoning ordinance and land use regulations as they relate to transportation.” The Plan does not envision significant new housing development in the vicinity of either school.

Town Shoulder Policy

Also, in 2005, the Rye Board of Selectmen adopted the following policy with the intent to provide safer navigation for pedestrians and bikers on Class IV highways in Rye:

Rye Highway Pavement Width Policy

It shall be the policy of the Town of Rye to widen the shoulders of Class IV highways whenever possible. This is to be accomplished in the following manners:

Reclamation or reconstruction. *When a Class IV highway is reclaimed or reconstructed, the pavement width will be increased from 24 feet to 26 feet whenever feasible. In areas where no increase or a partial increase in pavement width is possible, efforts will be made to create a 3-foot shoulder on one side of the highway, with appropriate crosswalks or signage. The painted lines delineating the travel lanes shall be reduced to 11 feet, 6 inches.*

Overlay *When a highway is being overlaid, it is not possible to increase the pavement width, without an adequate substructure. When the lines are being repainted, however, the travel lanes shall be reduced to 11 feet, 6 inches.*

D. Data on Traffic Volume and Accidents

While NHDOT maintains permanent traffic counters in Rye, these are largely located along Routes US1 and NH1A, with none directly in the two school zones. The count locations closest to the schools, with most recently recorded Average Annual Daily Trip (AADT) counts include the following:

- Lang Road at the Portsmouth Town Line – 4,600 AADT as of 2000
- Sagamore Road over Berry Brook – 4,100 AADT as of 2007
- Washington Road west of Brackett Road – 1,600 AADT as of 2000

The Rye Police Department has compiled the following statistics on reportable accidents on roads connecting the two schools to adjacent residential areas. Totals are for the period of 2000-2008.

Table 13 – Accident Data for 2000-2008

	Reportable Accidents	Bicycles Involved	Pedestrians Involved	Injuries	Fatalities
Washington Road: from Central Road to Wallis Road	17	1	0	1	0
Central Road: from Washington Road to Cable Road	27	1	0	5	1
Wallis Road: from Washington Road to Brackett Road	36	4	1	9	0
Sagamore Road: from RES to Forest Green	32	2	0	1	0

6. ISSUES

Based on survey responses, community forum findings, and input from the Task Force and other stakeholders, a number of key issues emerge that shape parents perceptions of the safety of allowing their children to walk or ride to school. These include:

- Narrow roads and lack of shoulders or sidewalks – This was the concern most frequently cited by parents as impacting their decision to allow or not allow their children to walk or bike to school, identified by 70% of respondents to the 2007 parent survey. A short stretch of sidewalk extending part of the way between the Junior High and the Public Library is the only segment sidewalk in the school zone. The Town’s recently adopted shoulder policy has resulted in re-striping and creation of 3-4’ shoulders on Lang Road and on Wallis Road between Washington Road and Lang’s Corner. Other roads connecting residential neighborhoods to the Elementary and Junior High Schools, including Central Road, and portions of Washington, Wallis, Brackett and Sagamore Roads lack adequate shoulders. Related concerns noted at the Community Forum included steep drop-offs at the edge of pavement in some locations in town, uneven pavement edges, and excessive sand or debris on shoulders creating a hazard for cyclists.
- High traffic volumes, excessive speeds, and distracted drivers – Coupled with the narrow shoulder concern above, 63% of parents indicated concern regarding high traffic volumes on roads in the school zone, and 65% indicated concern regarding excessive speed. Beach traffic during warm weather months, on Wallis Road and others, is an aspect of this identified at the Community Forum. Distracted drivers, talking on cell phones or texting, were also identified as a problem at the Forum.
- Intersection safety and lack of crossing guards – Forty eight percent of parent surveys identified intersection safety as a concern that led them to not allow their child to ride or walk to school, while 24% identified lack of crossing guards as a concern. Lang’s Corner was identified at the Forum as a safety concern. The Rye Police Department stationed crossing guards here and at other locations for the Bike/Walk to School event in October

(AASHTO) is four feet. Where obstructions such as heritage trees or historic stone walls exist this width may be narrowed, but it should be the target for a shoulder program designed to promote child safety.

- Sidewalk between Junior High and Public Library – A sidewalk already exists for part of this stretch of Washington Road, though it has gaps and portions are in need of maintenance. Given heavy student travel between the school and library, and the relatively short distance (Approx. 1000 feet) this is an important location for the Town to invest in a sidewalk.
- Install Share the Road Signs – Share the Road signs are a good means of alerting drivers and cyclists to hazard areas such as narrow shoulders or blind corners. They also provide a good reminder to drivers that cyclists and pedestrians are likely to be present on a roadway. Signage can be part of interim road safety improvements while larger infrastructure improvements are planned and implemented.
- Pavement markings identifying Safe Routes to School – SRTS programs in various communities have developed special pavement markings that identify safe routes to school. Farmington New Hampshire stenciled tiger (their school mascot) paw prints on sidewalks connecting residential areas to their elementary school. Other communities use a bicycle stencil. The graphic designer developing a logo and promotional materials for Rye's SRTS program is also developing a stencil for this purpose.
- Assess costs of sidewalks or stone dust side paths to supplement shoulders – Widened shoulders are important for bicycle travel by children and adults. Ideally over time the Town can invest in routes separated from the roadway for an additional degree of safety, particularly in winter months when shoulders are typically covered with snow storage. Curbed sidewalk provides protection, though is expensive (Approx. \$100/foot) and some feel is inconsistent with rural character. Uncurbed side paths set back from the roadway are less expensive - \$40-\$50/foot depending on whether constructed with aggregate or asphalt. Adequate right of way can be an issue here, as well as avoiding street trees and other obstacles.

CHAPTER 6 - TRANSPORTATION

6.1 INTRODUCTION

Although the growth of the region and increased use of the Seacoast is attracting traffic, the local and state roadway network is adequate to serve the future growth of vehicular traffic in the community without significant improvement. The town has undertaken past and ongoing improvements to local and state roads to accommodate more pedestrian and bicycle traffic. Rye's roadway network is an important feature of the Town's semi-rural character. Ocean Boulevard (NH 1A) and a portion of Wentworth Road (NH 1B), which are state owned, are important parts of Rye's scenic coastal character.

Recognizing the changes in our environment, the following are assumptions for Rye's future transportation systems and infrastructure.

- Whenever possible we will provide multiple safe and efficient transportation alternatives for residents and visitors.
- Our children should have increased opportunities to walk or ride their bikes safely to school.
- Adult residents will increasingly take advantage of environmentally sound travel options such as cycling, ridesharing and using public transportation when available.
- Senior and disabled residents will be served through continued transportation options.
- Increased knowledge of the environmental consequences of how we use energy is pushing us to re-think and support other options for transportation.
- Our municipal services are mainly concentrated in the center of Town while our population is largely de-centralized.
- A Complete Street transportation policy in the Land Development Regulations should be adopted.
- Significant tourist and second-home traffic will remain a seasonal challenge for residents.

6.2 VISION

Rye's vision for its future transportation systems and infrastructure is:

- All transportation projects will be undertaken with an eye to increasing safety, protecting our natural resources and preserving or enhancing the town's semi-rural character.
- Transportation networks will maximize safe, efficient and effective movement of people and goods into, around and through the town and connect with the wider transportation networks.
- Roadways will be maintained for efficiency, capacity and improved access management.
- Transportation improvements and plans will integrate land use and environmental planning.
- Growth strategies will be implemented to improve and further develop transportation systems and infrastructure.

Emergency Vehicle Access

Two characteristics of the town’s transportation system have the potential to negatively impact public safety and particularly emergency vehicle access. First is the high degree of peak hour traffic congestion on Route 1A during the summer months. At these peak periods, it becomes difficult for fire and police vehicles to travel this route when responding to emergencies. Second, older cul-de-sac roads which lack connections to one another could prevent emergency vehicle access should the road become temporarily obstructed.

6.6 TRANSPORTATION OPTIONS

Driving alone is expensive and contributes to increased traffic congestion and air pollution. Public transportation is defined as any transportation service available to the public, whether it is publicly or privately funded. Public transportation makes efficient use of the existing road network, carrying passengers that otherwise might be driving their own vehicles. It also offers social benefits by providing a reliable means of travel for those who are unable or otherwise choose not to drive themselves.

Bicycle Travel

Bicycle travel in Rye is primarily recreational and seldom used for commuting to work, school or other destinations. Rye has one paved, off-road bicycle path which runs adjacent to NH 1A from the bridge at Berry Brook estuary south through Odiorne State Park. It rejoins the roadway just north of Wallis Sands Beach.

There is significant bicycle transportation planning going on at the state and regional levels. One of the primary goals of New Hampshire’s Statewide Bicycle and Pedestrian Plan is to recognize, support and encourage bicycling and walking as alternatives to motorized forms of transportation. The State’s transportation plan includes a “Statewide Bicycle Route System” which was adopted as the most suitable network of existing roads to serve the needs of inter-regional bicycle trips. NH 1A is part of that state bicycle network.

In addition, there is a regional bike network, Seacoast Area Bicycle Routes (SABRE), which complements the state system with local roads that are considered bicycle-friendly within communities. It identifies loop routes as well as connections with other towns. Rye’s Washington, Mill/West, Grove, Central, Cable, Wallis and Sagamore Roads provide connections between State-identified routes NH 1A and NH 33 and established routes with lower vehicular volumes in other seacoast towns.

Rye Highway Pavement Width Policy – adopted in 2005 to provide safer navigation for pedestrians and bikers. It shall be the policy of the Town of Rye to widen the shoulders of Class IV highways whenever possible. This is to be accomplished in the following manners.

Reclamation or Reconstruction: When a Class IV highway is reclaimed or reconstructed, the pavement width will be increased from 24 feet to 26 feet whenever feasible. In areas where no increase or partial increase in pavement width is possible, efforts will be made to create a 3-foot shoulder on one side of the highway, with appropriate crosswalks or signage. The painted lines delineating the travel lanes shall be reduced to 11 feet, 6 inches.

Overlay: When a highway is being overlaid, it is not possible to increase the pavement width, without adequate substructure. When the lines are being repainted, however, the travel lanes shall be reduced to 11 feet, 6 inches.

Alternative Transportation Options

To help commuters cut costs and to reduce traffic congestion and air pollution, the NH DOT has constructed 25 park and ride lots throughout the State. The Portsmouth Transportation Center - Park and Ride on NH 33 at I 95, Exit 3 is the State's largest facility of this type. It has a 1,210-car capacity and bike racks. Part of the reason for success of this well-used facility is its relationship to the C&J Trailways and COAST bus systems. The convenience of these services allows users to link bus travel with Logan Airport, the metropolitan Boston public transportation system, and the Downeaster Train, serving Exeter, Durham and Dover. This park and ride is well situated to serve Rye residents who commute via I-95.

NH Rideshare is a free commuter matching service provided by the NH DOT. It facilitates commuters finding alternative ways to travel to and from work. By using Geographical Computer Matching, it provides commuters with information and assistance about carpools, vanpools, buses, and trains. Residents register with the NH Rideshare Program at <http://www.nhrideshare.com>.

Rye currently has two demand-response transportation options for its elderly residents. Users may call Lamprey Health Care for transportation assistance or the local volunteer organization Rye Senior SERVE (Serving Elder Residents through Volunteer Efforts).

Additional transportation options can be found on the following State of New Hampshire web sites: <http://www.NHDOT.gov>
<http://www.NH.GOV.../Rye.pdf>
<http://www.NH.GOV/DOT/ORG/OPERATIONS>

6.7 Climate Change and Adaptation

Tides to Storms Vulnerability Assessment Report (2015) – As described in Chapter 3

The Tides to Storms Vulnerability Assessment report (2015, Rockingham Planning Commission) details impacts from sea-level rise and storm surge flooding to Rye's land and natural resources, transportation infrastructure and critical facilities. Local and state roadways and upland areas serviced by those roads are highly impacted by coastal flooding. The maps and sea-level rise projections from this report should be consulted as part of Planning Board review of development applications and Zoning Board of Adjustment review of variance and Special Exception applications. The report is available at <http://www.rpc-nh.org/regional-community-planning/climate-change/resources>.

The Tides to Storms Vulnerability Assessment report for Rye identifies several issues of concern with respect to the vulnerability of transportation networks and infrastructure to flooding from sea-level rise, storm surge and future adaptation needs:

- facilitate asset management (e.g. agreement or Memorandum of Understanding with NHDOT).
- 1d. Develop a long-range municipal roadway network management plan that incorporates climate change adaptation strategies.
 - 1e. Analyze the costs necessary to protect and adapt roads and drainage infrastructure to withstand projected sea-level rise elevations by 2050 and 2100, as depicted on the Tides to Storms maps (RPC, 2014). Information about the costs and benefits of replacing the shale piles with another protective option would be very valuable.
 - 1f. Utilize Tides to Storms maps (RPC, 2014) to identify and prioritize roadway improvements.
- T2 Evaluate designated evacuation networks in Rye and their connections to evacuation routes in adjacent towns and the region.
- 2a. Consider flood impacts from sea-level rise and storm surge on designated evacuation routes and adjust emergency management plans accordingly including evacuation plans.
- T3 Improve general maintenance and clearing of existing culverts to retain flow and function.

6.8 NEXT STEPS

- T4 Conduct a comprehensive and systematic transportation needs assessment that addresses:
- traffic safety and speed on local and state roadways,
 - feasibility of traffic calming measures,
 - transportation needs for senior and disabled residents,
 - identification of pedestrian and bicyclist needs,
 - identification, inventory and protection of existing scenic vistas,
 - effects of cut-through and truck traffic, and
 - demand for fixed-route public transportation stops.
- T5 Continue to encourage and support volunteer and public transportation alternatives for senior citizens and disabled residents.
- T6 Ensure that new housing developments address plans for residents' access to services.
- T7 Pursue funding options for sidewalks that will connect the new safety building, the library, the elementary and junior high schools (e.g. availability of Federal Transportation Enhancement Funds).
- T8 Pursue funding options for shoulders along route NH 1A and Pioneer Road to improve bicycle safety.
- T9 To the extent possible, implement the town's 2005 road policy to accommodate shoulder widening by reducing lane widths when a Class IV road is repaved or reconstructed.

- T10 Promote the implementation of context-sensitive solutions to any roadway improvements, including the use of access management, traffic calming and other techniques.
- T11 Consider options for limiting through truck traffic, including time-of-day, seasonal or tonnage limits.
- T12 Prioritize the sections of older roads requiring rebuilding due to drainage needs or inadequate initial construction standards and continue participating in US-1 Corridor planning efforts. Continue to look at all access roads into and out of Rye.
- T13 Support and promote both fixed-route and demand-responsive public transportation services, as well as support and promote the usage of both the Portsmouth Park and Ride facility and the NH Rideshare Program.
- T14 Seek improved route connections to our wider regional transit networks.
- T15 Explore implementation of recommendations from the Safe Routes to School Travel Plan.
- T16 Prioritize the most timely and relevant of the transportation recommendations from the regional Route 1A/1B Scenic Byway Corridor Management Plan, and act accordingly. This will require considering the following:
- 16a. Identify areas with severe safety problems and/or demonstrated parking shortages and develop a plan for expanding or relocating parking while minimizing impact on surrounding area characteristics.
 - 16b. Designate roads for 3-foot wide paved shoulders within the existing paved right-of-way with appropriate signage and roadway strips identifying the shoulder as a bike/pedestrian facility. Areas identified as heavy in pedestrian traffic should have crosswalk improvements. Provisions shall be implemented to protect the character of scenic roads. Refer to the text box on page 6-8.
 - 16c. Work with the State to conduct a feasibility study to identify strategies for developing bike/pedestrian ways along stretches of Route 1A/1B where 4-foot shoulders are not feasible.
 - 16d. Install bike racks and benches at key points in corridor, i.e., state parks, beaches, scenic overlooks, etc.
 - 16e. Explore the possibility of developing and printing a Seacoast bicycle map to tie into any future statewide bicycle map and show walking trails.
 - 16f. Install signs, sheltered waiting areas and benches at key stops along existing transit routes (Pursue private and/or federal transportation funds).
 - 16g. Utilize existing publicly-owned parking areas (i.e., schools, municipal lots) and pursue the cooperation of private sector in allowing a portion of their parking lot to be used for seasonal Park & Ride or other transportation services.



Streetscapes and Traffic Calming

- ▶ Traffic calming gateways on either end of Washington Rd at Wallis Rd and Central Rd
- ▶ Change Y-intersections to T-intersections to create STOPS and slow traffic
- ▶ Existing Washington Rd has 12 ft travel lanes, which are the same as an interstate highway and can be narrowed to 10-11 ft and the pavement reallocated to other uses
- ▶ Bicycle lanes throughout
- ▶ Sidewalks on west side of Washington Rd connect the middle school to the library and then cross to town hall
- ▶ Make sidewalks along the street a nice visual enhancement to compliment the historic setting