

For NHDOT use only:

Application #: _____

LOI Received on: _____

MMW Attendee: _____

MMW Date: _____

Application Received on: _____

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Round 3 - 2018 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.

Note: to avoid errors on the calculated fields \$0.01 has been inserted into the first box

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 \$1,000,000)

Calculated Field

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 \$1,000,000 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 \$
(\$800,000 Max. \$320,000 Min. for federal amount requested)

Calculated Field
 %
(80% Max. for TAP reimbursement)

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

Calculated Field
 %

Non-Participating \$

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

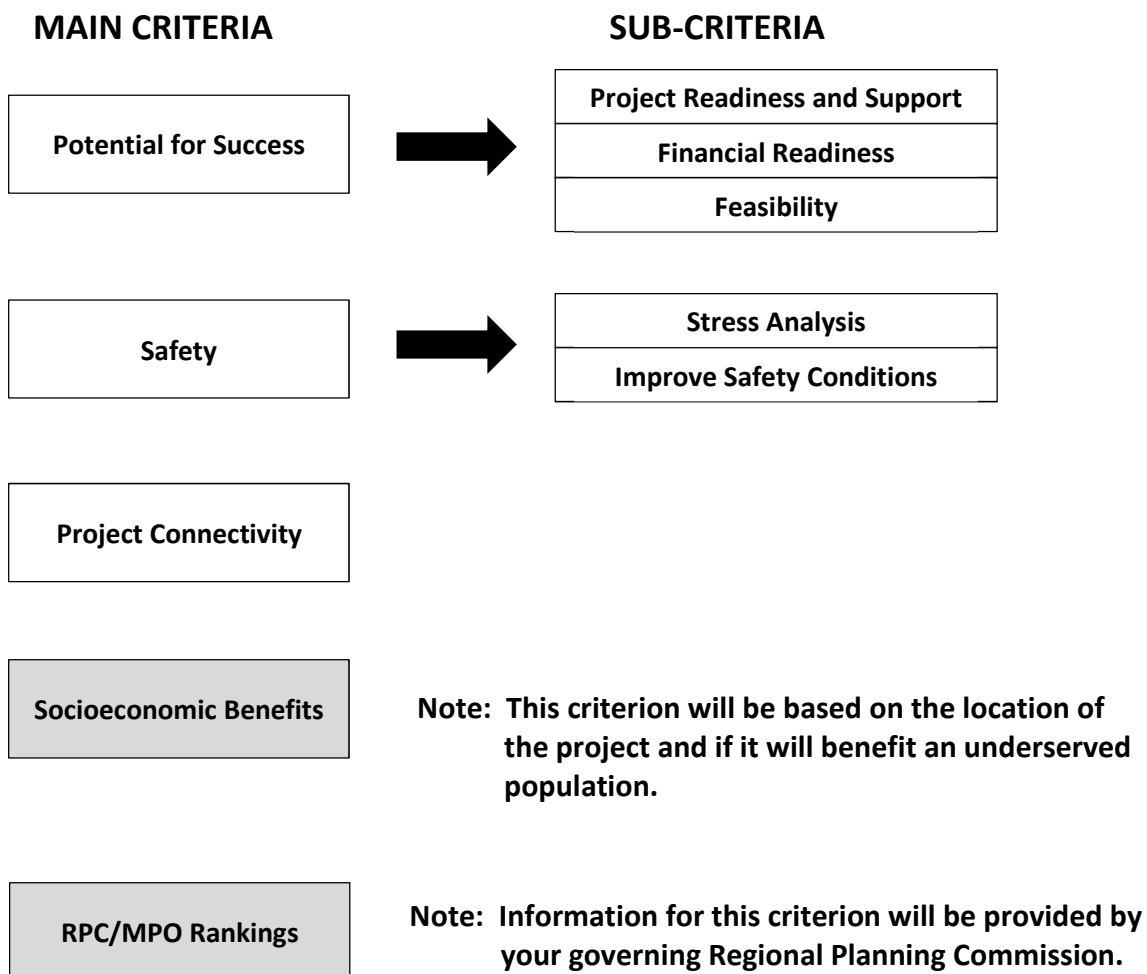
Calculated Field

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

- The Socioeconomic Benefits criteria Section D will be based on areas where improved mobility and access can be provided to underserved populations. This information will be collected by the Department for scoring based on your project location.
- RPC/MPO Ranking criteria Section E 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) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?

- *The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.*

NO ACTION NEEDED FROM APPLICANT FOR SECTION D

E) 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 E

Only one application will be accepted per municipality

- *The Department received 45 letters of interest requesting more than \$28 million in federal funds. Round 3 of the TAP has approximately \$5.3 million in federal funds available for projects.*

5) Application Submission Information: The application is an adobe .pdf form and it must be saved and submitted in electronic format on either a CD or a USB thumb drive. 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 CD or USB thumb drive.

APPLICATIONS ARE DUE FRIDAY SEPTEMBER 7, 2018 BY 4:00 PM!

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 transmitted to the Department. All supporting maps, letters and other documents must be saved as a pdf and transmitted to the Department with the application form.

Applications and supporting documents must be either:

- *burned to a CD or DVD*
- *saved to a USB thumb drive.*

Submission: CD, DVD, or thumb drive must be received on or before 4:00 PM September 7, 2018. Delivery can be either:

- *Hand-delivered to:* Thomas Jameson, TAP Program Manager
NHDOT Headquarters
Bureau of Planning & Community Assistance
7 Hazen Drive, Concord NH
- *Mailed to:* **Thomas Jameson, P.E.**
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Warning: If you mail the Application it must be received by the Department on or before 4:00 pm on September 7, 2018

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





CITY OF PORTSMOUTH

City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801
jpb@cityofportsmouth.com
(603) 610-7201

John P. Bohenko
City Manager

September 6, 2018

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

RE: Transportation Alternatives Program – Elwyn Park Sidewalks and Safe Routes to School

Dear Mr. Jameson:

As City Manager, I serve as the chief executive and administrative officer for the City. In that capacity I am responsible for the day-to-day operation of the City, the enforcement of laws and ordinances approved by the City Council, appointment and supervision of the heads of City departments, and preparation and oversight of the City's Operating Budget and long-range Capital Plan, which the City Council approves annually. I write to express the City's support for this project.

The City of Portsmouth is applying for funding under the Transportation Alternatives Funding Program (TAP) to construct new sidewalks and introduce traffic calming throughout the Elwyn Park with an emphasis on providing safe bicycle and pedestrian connections to the Dondero School. This project was recommended in the City's 2010 Safe Routes to School Action Plan and identified as a priority project in the City's 2014 Bicycle and Pedestrian Plan.

The total estimated project cost is estimated to be \$1,200,000. The City is planning to request \$800,000 of federal Transportation Alternatives Program funding. If approved for TAP funding, the City will provide \$400,000 of local funding. Local funding for this project has already been identified in the City's Capital Improvement Plan approved by the City Council.

The City is committed to actively engaging and leading the project should we be awarded these funds.

Sincerely,

John P. Bohenko
City Manager

c.: Juliet T.H. Walker, Planning Director

TSM-17-PW-61: ELWYN PARK SIDEWALKS PHASE I

Department	Public Works
Project Location	Elwyn Park (McKinley Rd, Harding Rd, Van Buren Rd, Filmore Rd)
Project Type	Construction or expansion of public facility
Commence FY	2018
Priority	A (needed within 0 to 3 years)
Impact on Operating Budget	Negligible (<\$5,001)

Evaluation Criteria	Satisfy
Identified in Planning Document or Study – Bicycle and Pedestrian Plan 2014	Y
Improves Quality of Existing Services	Y
Provides Added Capacity to Existing Services	Y
Addresses Public Health or Safety Need	Y
Reduces Long-Term Operating Costs	
Alleviates Substandard Conditions or Deficiencies	Y
Provides Incentive to Economic Development	
Responds to Federal or State Requirement	
Eligible for Matching Funds with Limited Availability	

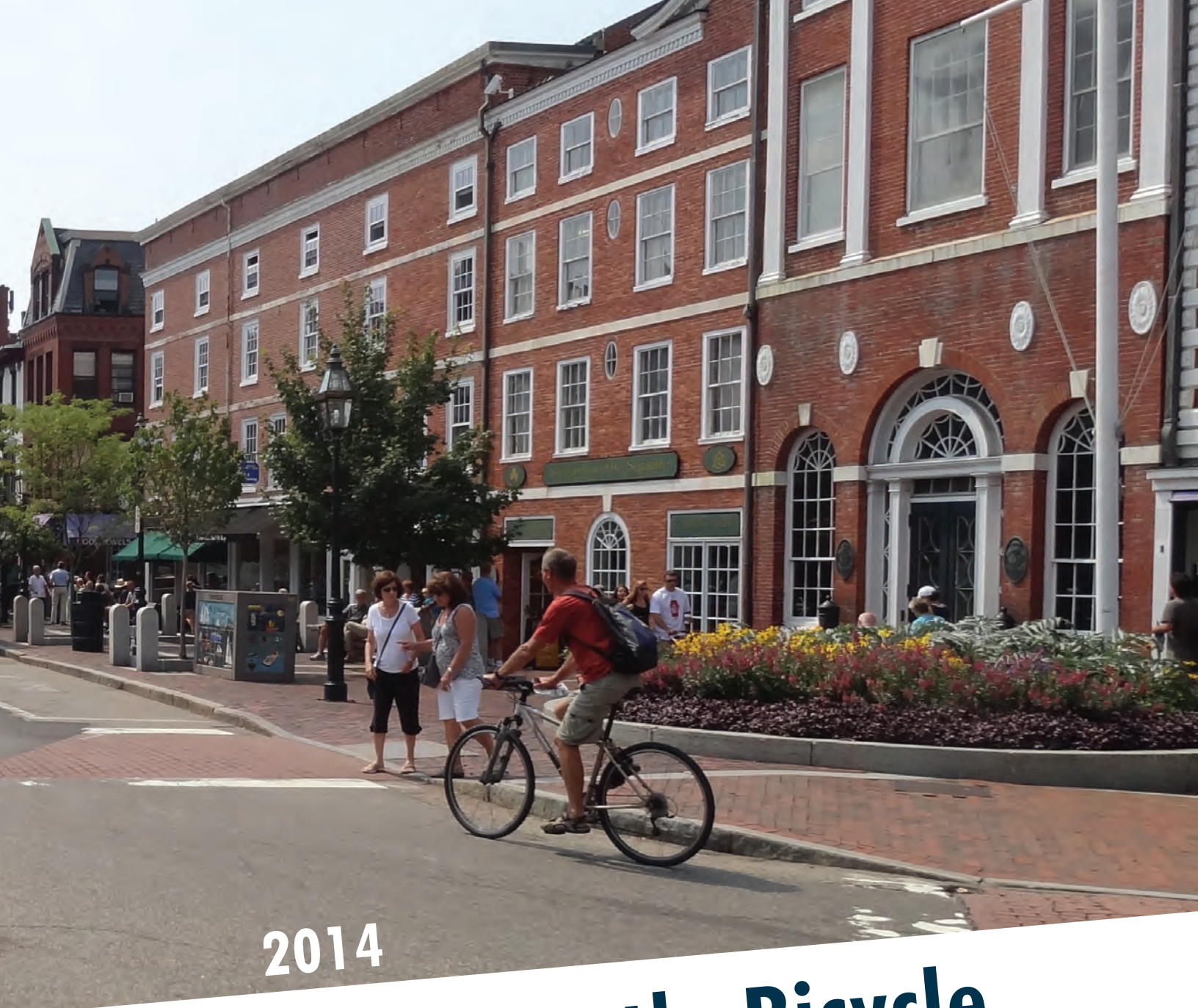


Description: This project will provide safe pedestrian connections throughout the Elwyn Park Neighborhood. These improvements will be implemented in phases. The first phase will include roads with immediate access to the Dondero School.

Useful Website Links:

- [Public Works Homepage](#)
- [FY18-23 CIP page](#)

		FY19	FY20	FY21	FY22	FY23	FY24	Totals 19-24	6 PY's Funding	Totals
GF	20%			\$78,000	\$150,000			\$228,000	\$20,000	\$248,000
Fed/ State	0%							\$0	\$0	\$0
Bond/ Lease	80%						\$980,000	\$980,000	\$0	\$980,000
Other	0%							\$0	\$0	\$0
Revenues	0%							\$0	\$0	\$0
PPP	0%							\$0	\$0	\$0
	Totals	\$0	\$0	\$78,000	\$150,000	\$0	\$980,000	\$1,208,000	\$20,000	\$1,228,000



2014



Portsmouth Bicycle and Pedestrian Plan

Existing Trends and Conditions

Walking and bicycling conditions vary dramatically from one part of Portsmouth to another. The Existing Condition analysis maps, included in the following pages and summarized below, illustrate the differences in walking and bicycling conditions in different parts of the city. The maps combine information about the existing walking and bicycling network and input from the public about daily and other frequent destinations. Walk-sheds and bike-sheds (areas that are within walking or biking distance of a particular destination) are overlaid on this information to illustrate areas where there is a potential demand for bicycling and walking. The maps also show public transit access points and connections, the existing pedestrian and bike network, and roadway character.

Transit Access and Walkability

The area bounded by the Route 1 Bypass, Sagamore Creek, and Piscataqua River, including Downtown and the West End, has the best walking conditions and a concentration of amenities. The existing sidewalk network here makes walking between destinations safe and convenient. Auto-oriented areas such as Lafayette Road south of the Route 1 Bypass and Pease International Tradeport are much more difficult to travel to by foot due to greater distances and fewer amenities. The lack of consistent sidewalks here and barriers such as the Route 1 Bypass, the Spaulding Turnpike, Interstate 95, and Sagamore Creek make walking between these areas of the city difficult and undesirable. There are transit access points in proximity to many (but not all) major origins and destinations. Several transit stops are also in proximity to difficult intersections which may deter potential riders or limit access, especially for people with mobility challenges.

Existing Bike Network Connectivity and Roadway Character

Portsmouth's streets and paths vary in their appeal to bicyclists. Local neighborhood streets with low vehicle volumes and speeds often provide comfortable places for bicycling but do not form a connected network. Larger arterial streets provide greater connectivity between neighborhoods, but higher traffic volumes and speeds frequently make them less desirable as bicycle routes. Bike lanes on the Memorial Bridge, Woodbury Avenue, and Maplewood Avenue north of Hanover

Street help to make bicycling more comfortable on these streets with higher traffic volumes. Paths such as the future Hampton Branch Rail Trail and Pease Multi-use Path provide critical bicycle connectivity where it otherwise would not exist. Similarly, large, busy intersections can be a deterrent to bicycling. Wikimap user comments at intersections on Lafayette Road, Middle Street, and Maplewood Avenue south of Hanover illustrate that these intersections are more difficult and stressful for bicyclists. Bicycle and pedestrian crashes occur primarily on roads with higher vehicle volumes and speeds, such as Lafayette Road, and on streets in the downtown area, which likely have higher pedestrian and bicyclist volumes. Although crash rates were not calculated, streets with high pedestrian and bicyclist volumes often have lower crash rates, and pedestrians and bicyclists may have a lower chance of a collision in these areas, despite a high number of crashes.

Potential Bike/Walk Demand

The potential demand for bicycling and walking in an area can be gauged by looking at two factors: the number of places to walk and bike to and the distances between those places). By this logic, a greater number of origins and destinations for bicycling and walking trips should generate more trips. Likewise, as the distance between these places increases, the likelihood that a trip will take place by bicycling or walking generally decreases. The higher density of destinations in Downtown, the South End, and the West End indicate that these areas have the greatest potential to generate walking and bicycling trips. These include daily uses like schools, shopping, community centers, and jobs, as well as occasional uses like museums, restaurants, and parks.

Neighborhoods around Elwyn Road, Woodbury Avenue, Market Street, Maplewood Avenue, and Peverly Hill Road also show a strong potential demand for bicycling and walking for general daily uses. The lowest potential demand, in the Pease International Tradeport and the southern end of Lafayette Road, does not mean that users in those areas will not want to walk and bike, but merely that they may be less likely or able to do so given relatively long distances and fewer destinations. Residents in these areas are more likely to depend more on driving or on having reliable, accessible transit service to connect them to destinations throughout the city.


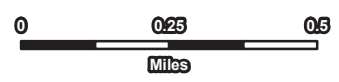




City of Portsmouth
**Bicycle
and
Pedestrian
Plan**

**Pedestrian
Network
Plan**

August 2014

EXISTING FACILITIES Side-Path, 1-Side Shared-Use Path Sidewalk Project Key	PROPOSED PEDESTRIAN IMPROVEMENTS Shared-Use Path Sidepath Add Sidewalk 2-Sides Add Sidewalk 1-Side Reconstruct Sidewalk Widen Sidewalk Shared Street Pedestrian Street	SPOT IMPROVEMENTS Gate Access Raised Intersection Pedestrian Refuge Pedestrian-Scale Lighting	Actuated Signal ADA-Compliant Crosswalk Curb Extensions Intersection Geometry Trailhead
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Project ID	Project Type	Area	Priority	Project Name	Project Description	Streets	Limit From	Limit To
7	Spot	2A/B:Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals to all legs of intersections with sidepath reconstruction.	Lafayette Rd	Elwyn Rd	NA
7	Spot	2A/B:Lafayette	High	Lafayette Rd Complete Street reconstruction	Existing intersection improvement. Add ADA-compliant crosswalks and pedestrian signals with construction of sidepath.	Lafayette Rd	Heritage Ave	NA
7	Spot	2A/B:Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals with construction of sidepath and extension of Longmeadow Rd.	Lafayette Rd	Ocean Rd	NA
7	Spot	2A/B:Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals on traffic lights with sidepath construction. Remove slip lanes on White Cedar Blvd with reconstruction of Lafayette Rd.	Lafayette Rd	White Cedar Blvd	NA
7	Spot	2A/B:Lafayette	High	Lafayette Rd Complete Street reconstruction	Add ADA-compliant crosswalks and pedestrian signals to all legs of intersections with sidepath reconstruction.	Lafayette Rd	Wilson Rd	NA
8	Bike	2B:Lafayette	Med	Elwyn Park traffic calming	Bike boulevard with traffic calming at key intersections slows drivers and provides connection to Dondero School.	Harding, Rd., Hoover Dr, F.W. Hartford Dr, T.J. Gamester Dr., McKinley Rd	Lafayette Rd	Elwyn Rd
8	Ped	2A:Lafayette	Med	Elwyn Park traffic calming	Sidewalk with traffic calming at key intersections slows drivers and provide connection to Dondero School.	Harding Rd, Van Buren Rd, Filmore Rd, Adams Ave, Taft Rd, Wilson Rd	Adams Ave	Elwyn Rd
8	Spot	2A/B:Lafayette	Med	Elwyn Park traffic calming	Add curb extensions for pedestrian visibility.	Filmore Rd	Van Buren Ave	NA
8	Spot	2A/B:Lafayette	Med	Elwyn Park traffic calming	Add curb extensions for pedestrian visibility.	McKinley Rd	Van Buren Ave	NA
10	Bike/Ped	4A/B:Greenland/ Borthwick, 2A/B:Lafayette	High	Low-stress connection to YMCA and neighborhoods	Existing CIP project. Sidepath with acquired ROW to create critical north-south connection between Middle Rd and Lafayette Rd. Sidewalk on one side from Lafayette to Mirona Rd.	Peverly Hill Rd	Lafayette Rd	Middle Rd
11	Spot	2A/B:Lafayette	High	Elwyn Rd Improvements	Add actuated signal, and ADA-compliant crosswalks with sidepath construction on Elwyn Rd.	Elwyn Rd	Harding Rd	NA

SAFE ROUTES TO SCHOOL ACTION PLAN

Portsmouth, New Hampshire



February 2010



Dondero Elementary School

The Dondero Elementary School sits in the most suburban context of all the schools in this Action Plan. Surrounding the school on all sides is a 1970s-era subdivision that was built at a density much lower than most parts of Portsmouth and without sidewalks. While this is typically not conducive to walking, great potential exists for a significant percentage of students who live in the area east of Lafayette Road (Route 1) and south of Elwyn Road to walk and bike to school with proper infrastructure improvements. While the funds to build sidewalks on anything more than a small handful of streets may be difficult to find, locating the sidewalks strategically along with inexpensive bike improvements will give more parents in the immediate area confidence to encourage their children to walk or bike to school.

Engineering recommendations for the Donero Elementary School include a host of measures that will make walking and bicycling more comfortable and safe. Overall, the improvements are shown in the diagram on the following page, and subsequent pages present the recommendations in a greater level of detail, including an approximate cost estimate.



Aerial view of the Dondero School shows the surrounding suburban context (*aerial photo from www.bing.com/maps*).



The primary walking route to the Dondero School features a 250-foot long sidewalk as the only place where one is not required to walk within the roadway.



Dondero School Traffic and Streetscape Improvement Plan

Portsmouth, NH

Safe Routes to School Travel Plan Study

Source: Data obtained from the City of Portsmouth, NH

Author: Robin Wilcox

Date: 10/26/2009



Each recommended project for the Dondero School is shown in the tables below. These recommendations represent a balanced approach which covers both physical improvements as well as operational measures. To assist in the implementation of these initiatives, additional information is provided on each item including the public agencies and other groups that should be involved and an approximate cost range for the project. Generally, costs for each project are categorized as:

\$	= Minimal to \$2,000	Low funding required with short time frame
\$\$	= \$2,000 to \$20,000	Moderate amounts of funding required
\$\$\$	= >\$20,000	High amounts of funding with longer time frame required

Engineering Recommendation DS-1	<i>School zone street designations and reduced speed limit signs along McKinley, FW Hartford, Harding, Fillmore, Adams and Van Buren Avenue</i>
Cost	\$\$
Lead Organizations	School Administration and Portsmouth DPW
Description	Streets leading to the Dondero Elementary School or those that currently carry, or are expected to carry, parents and students on foot or on bike should have reduced speed limits and/or flashing “School Zone” signs.. Consistent with NHDOT policy, prevailing speed limits should be reduced by 10 mph during weekday school hours within the designated School Zone. Where resources are available, sign-mounted flashing yellow beacons or instant-feedback “Your speed is __” electronic signs should be employed at strategic locations.

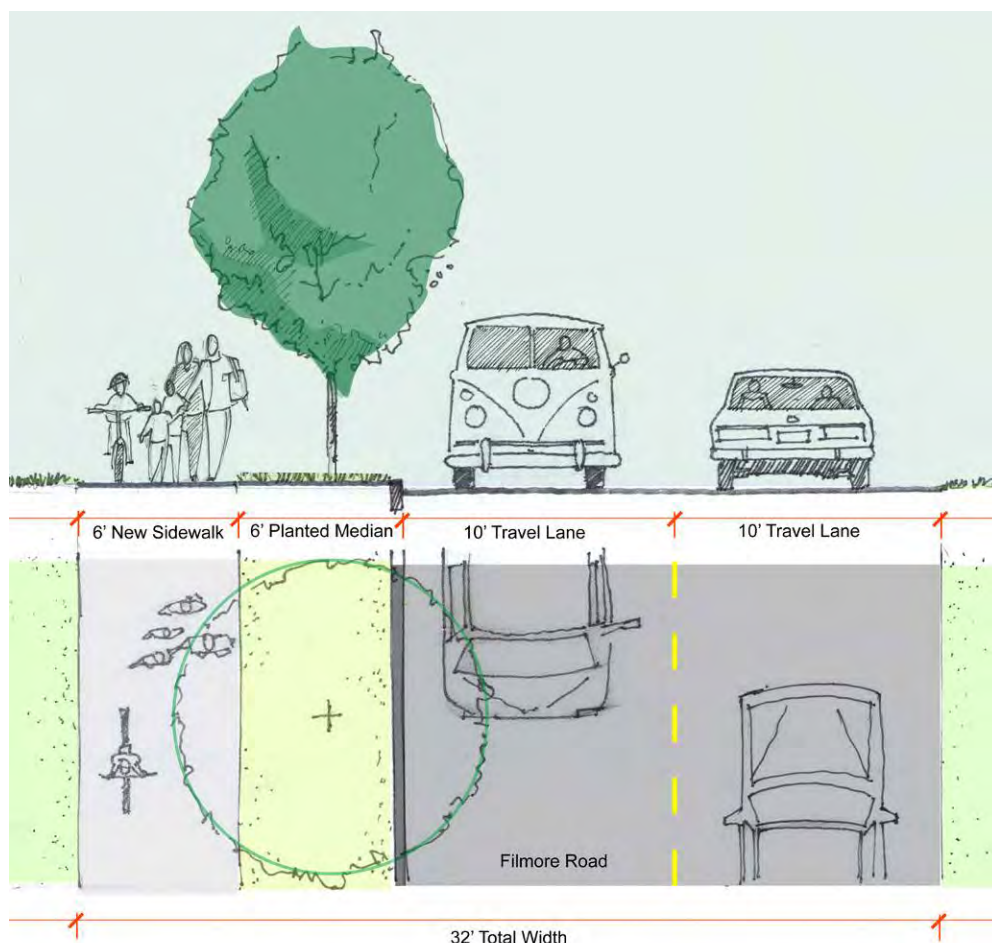
Engineering Recommendation DS-2	<i>Improved intersections with curb bump outs and enhanced crosswalks</i>
Cost	\$\$ per intersection (\$\$\$ if an existing storm drain requires relocation)
Lead Organization	Portsmouth DPW
Description	At key locations where children currently cross, or are likely to cross, busy streets, intersection safety improvements should be implemented. Where curb-side parking is allowed or where travel lanes are wide or contain shoulders, bump-outs will make pedestrians wishing to cross the street more visible to motorists and reduce the crossing distance. These should be combined with highly visible and long lasting crosswalks, such as thermoplastic zebra striping or unit pavers. Key locations for these improvements include Van Buren Avenue at McKinley and Van Buren at Fillmore Road.

Engineering Recommendation DS-3	<i>Eight-foot sidewalk along the Dondero School entry drive (Fillmore Road) from Van Buren Avenue to the School</i>
Cost	\$\$
Lead Organizations	School Administration and Portsmouth DPW
Description	The existing five-foot sidewalk along the entry drive to the Dondero School is not sufficient to carry the expected increase in walking and bicycling to the school and should be widened to eight feet or more. To increase the comfort level for those using the sidewalk, bollards should be placed adjacent to the curb. To improve the connection to the new sidewalk, a raised crosswalk should be built across Van Buren at the adjacent intersection.



Fillmore Road and Van Buren Avenue Intersection improvements could include a raised crosswalk, new sidewalks and a wider sidewalk (foreground) leading to the school.

Engineering Recommendation DS-4	<i>Sidewalks along Fillmore Road, Adams Avenue and Van Buren Avenue</i>
Cost	\$\$\$
Lead Organization	Portsmouth DPW
Description	While sidewalks are absent from the adjacent neighborhood, a need to build them exists on the blocks that immediately surround the school. New sidewalks along Fillmore, Adams and Van Buren should be five or six feet wide and include an adjacent planting strip where feasible. On-street parking should be restricted during the early morning hours and at dismissal time to accommodate students and parents riding bicycles to school.



Fillmore Road cross-section illustrates a new sidewalk and planting strip set adjacent to a 20-foot roadway for two-way travel.

Engineering Recommendation DS-5	<i>Sheltered bike parking</i>
Cost	\$\$
Lead Organizations	School Administration and Portsmouth DPW
Description	Additional bike racks should be located at the end of Fillmore Road sidewalk near the Dondero School's main drop-off circle without disrupting the flow of students, parents and staff on foot. At least 50% of the racks should include a shelter to protect bikes from inclement weather and become a visual promotional sign for biking to school.

Engineering Recommendation DS-6	<i>Back-in angled parking in front of the school</i>
Cost	\$
Lead Organization	School Administration
Description	Before the start of school and at dismissal time, the small parking lot in front of the school can be a busy and congested place. Back-in parking will provide a safer alternative to the current parking configuration, allowing drivers to see children crossing the parking lot as they pull out of their parking space. This change could also mitigate the need for staff to direct cars in and out of the stalls as they arrive for pick up or drop off.

Engineering Recommendation DS-7	<i>Narrow travel lanes and bike lanes along McKinley Road and Van Buren Avenue</i>
Cost	\$\$
Lead Organization	Portsmouth DPW
Description	Both McKinley and Van Buren are the key streets that lead to the Dondero School. They are equally important for cyclists as they are for walkers. Travel lanes should be narrowed to ten feet and the remaining shoulder area should be dedicated for bicycle travel during early morning hours as bicyclists travel to school and at dismissal time as they leave. As such, on-street parking will need to be restricted at these hours. Flush reflectors mounted into the road along the shoulder stripe would add an additional level of separation between cyclists and motorists.

Engineering Recommendation DS-8	<i>Narrow travel lanes, speed humps and bike lanes along FW Hartford Drive and Harding Road</i>
Cost	\$\$-\$\$\$
Lead Organization	Portsmouth DPW
Description	Based on comments from the community meeting at the Dondero School, there is significant concern about speeding along both FW Hartford Drive and Harding Road, both important connections to the Dondero School from different parts of the neighborhood. This Action Plan recommends the consideration of traffic calming along FW Hartford and Harding using speed tables or speed cushions in conjunction with ten-foot-wide travel lanes and shoulder areas dedicated for bicycle travel during early morning hours and at dismissal time. As such, on-street parking may need to be restricted at these hours. Flush reflectors mounted into the road along the shoulder stripe would add an additional level of separation between cyclists and motorists.