

<b>For NHDOT use only:</b> 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 3 - 2018 APPLICATION FOR FUNDING**

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

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**Sponsor Name:**

**Mailing Address:**

**Telephone:**

**Email:**

**Contact Name:**

**Title:**

**Mailing Address:**

**Telephone:**

**Email:**

**Governing Regional Planning Commission:**

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## 2. Project Information

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

**MAP SUBMITTED**

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

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

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

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

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

**Description of work being proposed:**

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

**Resources within project limits:**

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

**Project Details**

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

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

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

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

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

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

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

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

### 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:** \$  *Calculated Field*  
*(Min. \$400,000 Max \$1,000,000)*

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 \$1,000,000 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 \$**   % *Calculated Field*  
*(\$800,000 Max. \$320,000 Min. for federal amount requested) (80% Max. for TAP reimbursement)*

**Match \$**   % *Calculated Field*  
*(Enter amount of local match and additional funds if applicable)*

**Non-Participating \$**

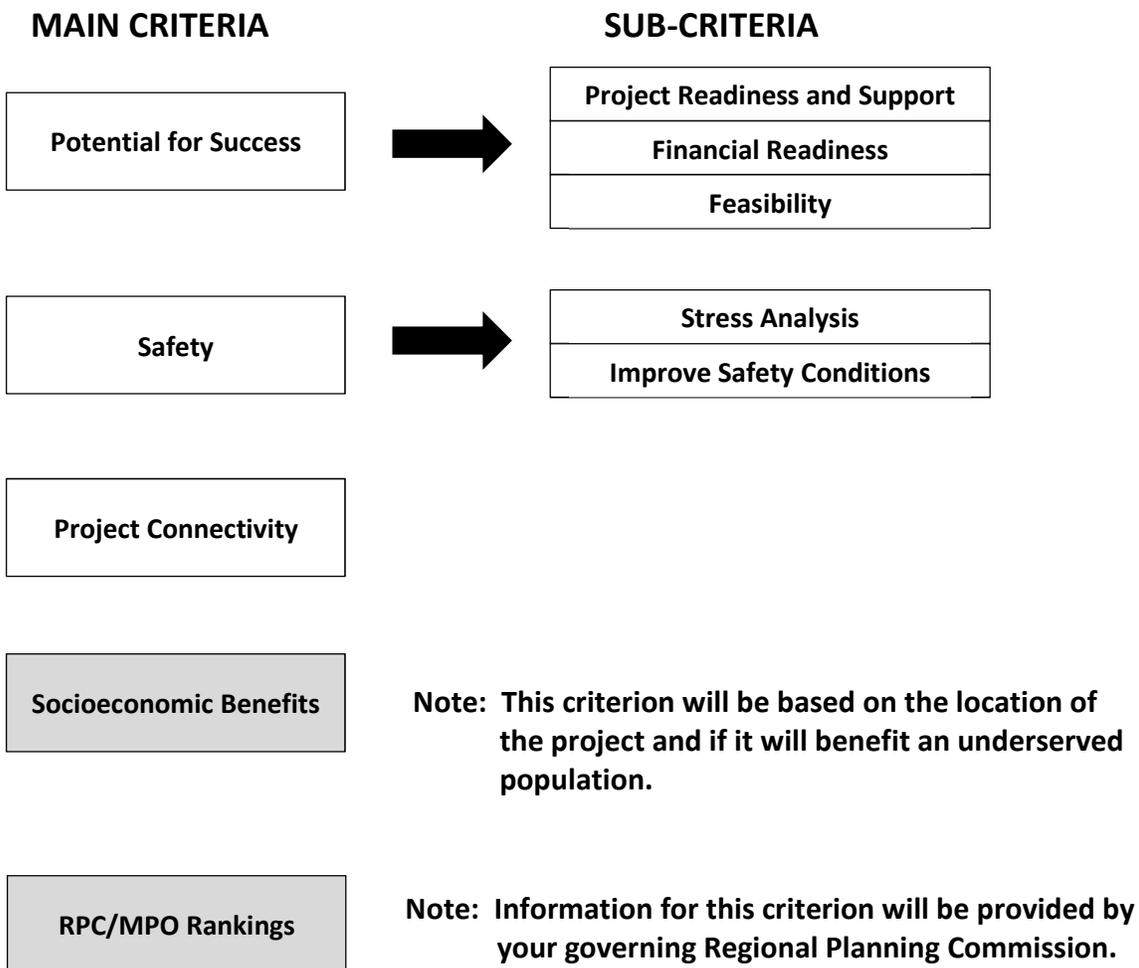
**Funding Total \$**  *Calculated Field*  
*(Min. \$400,000 Max.\$1,000,000)*

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 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



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

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

Letter of support attached:

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

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

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

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

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- **Stress Analysis:**

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

A - Facility is reasonably safe for all children.

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

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

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

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

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

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

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

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**D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?**

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- *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***

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

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

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***NO ACTION NEEDED FROM APPLICANT FOR SECTION E***

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

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- *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.*

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**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.

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**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**

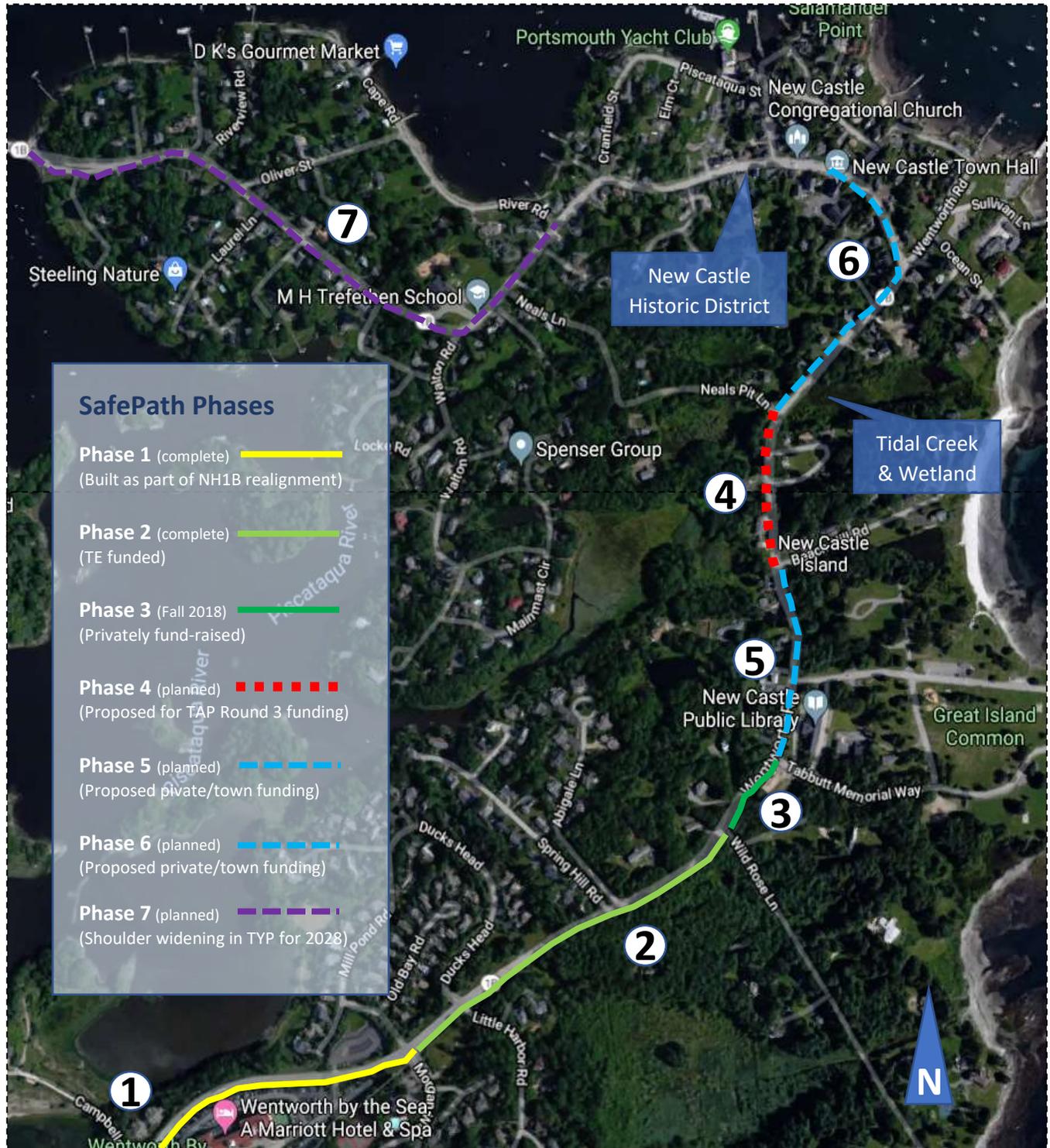
**Warning: If you mail the Application it must be received by the Department on or before 4:00 pm on September 7, 2018**

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

# Transportation Alternatives Program Application

## New Castle SafePath Construction Phases

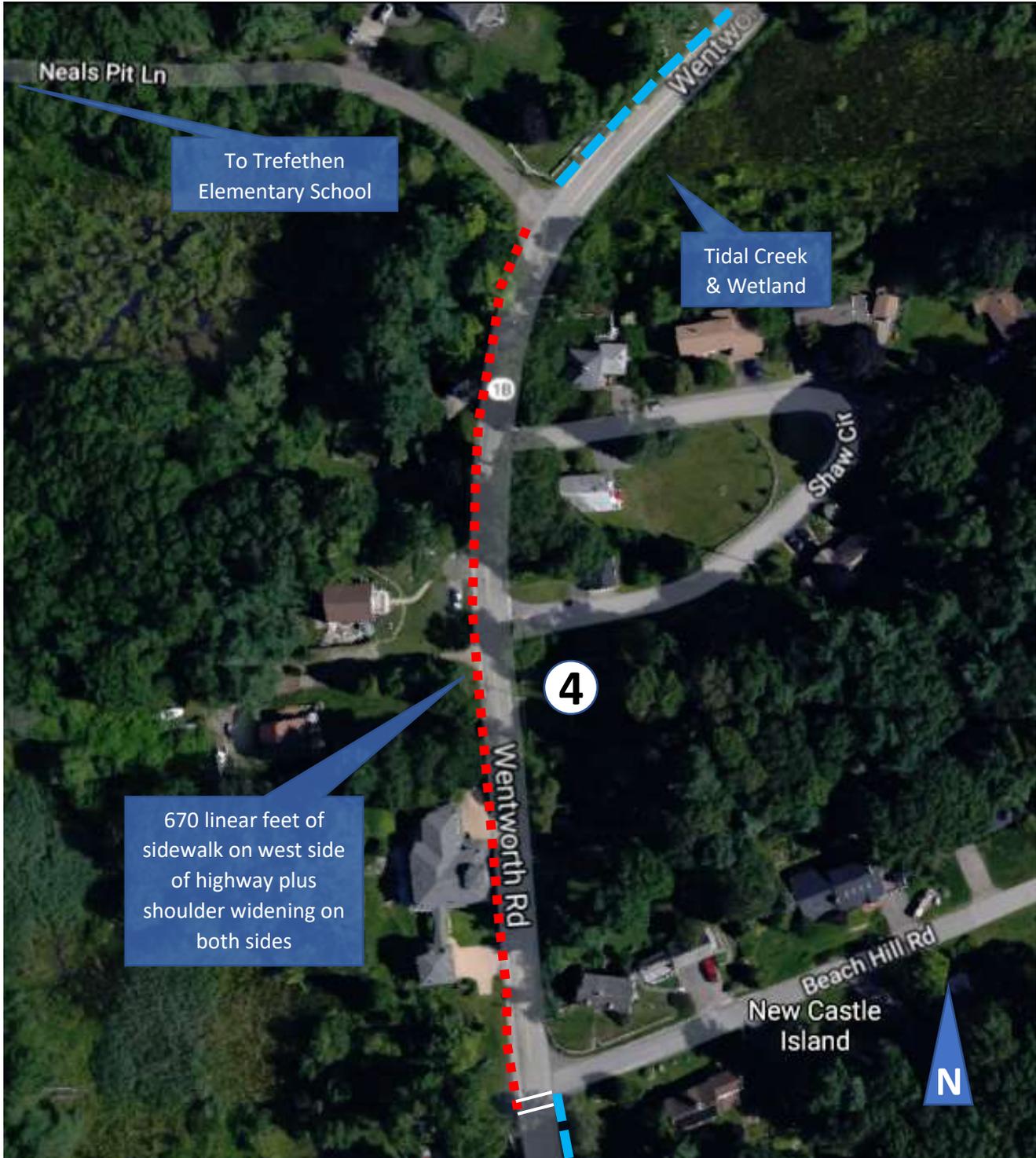
The goal of the New Castle SafePath Initiative is to complete safe facilities for walking and bicycling across heavily traveled New Castle Island for use by residents as well as users from surrounding towns and the broader region. Phases of the project already constructed as well as planned are shown on the map below. Phase 4, highlighted in red, is proposed for funding in this application.



## Transportation Alternatives Program Application

### New Castle SafePath Phase 4

Phase 4 of the New Castle SafePath is proposed to extend approx. 670 feet from Beach Hill Road to Neals Pit Lane. It includes construction of four foot bicycle shoulders on both sides of Wentworth Road (Route 1B), and a four foot sidewalk on the west side of Wentworth Road. In addition to incrementally extending SafePath, Phase 4 will also connect to Neals Pit Lane, a minimally traveled single-lane stonedust road that cuts across the island rejoining Route 1B at Trefethen Elementary School. This will significantly improve safety for school children walking or bicycling from the west side of New Castle Island to the elementary school.



# 2040 Long Range Transportation Plan

**October 2017**



This document has been prepared by the Rockingham Planning Commission in cooperation with the U.S. Department of Transportation - Federal Highway Administration; the New Hampshire Department of Transportation; and the Federal Transit Administration. The contents of the report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, the New Hampshire Department of Transportation, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

(CMAQ) or flexed funds from other FHWA programs for vehicle replacement.

### ***Bicycle & Pedestrian Facilities & Program Needs***

- Complete Streets Policy Development - The concept of Complete Streets, fundamentally, is that streets and roads are transportation facilities that need to be designed to safely accommodate all travelers – whether driving a motor vehicle, walking, waiting for a bus or riding a bicycle. Nationally 28 states have adopted Complete Streets policies, including all five of the other New England states. More than 700 county and municipal governments nationally have adopted such policies, including Portsmouth, Concord, Keene and Dover in New Hampshire. A Complete Streets policy is not a one size fits all mandate. It is more of a process than a prescription, ensuring that safety needs of all potential users are considered from the beginning of the design process. Needs will vary greatly between urban and rural communities. The Regional Master Plan calls for development of regional complete streets policies at the state, regional and local levels. A complete streets study committee established by the state Legislature in 2016 stopped short of calling for a statewide complete streets policy, but did direct NHDOT to revisit existing policies related to street design and establish an internal advisory committee.
- Data collection on bicycle and pedestrian traffic volumes – The lack of data on bicycle and pedestrian traffic volumes is a significant problem in building the case for facility investments, particularly as the project selection process shifts toward a greater emphasis on performance targets. In the past three years staff have increased collection of bike/ped traffic volume data, though mainly in association with specific projects (NH Coastal Byway, NH Seacoast

Greenway, Portsmouth bike/ped monitoring program). Availability of Strava data presents the opportunity to track change over time on road segments where facility improvements are made, and also to prioritize projects likely to have the greatest impact on bike/ped safety.

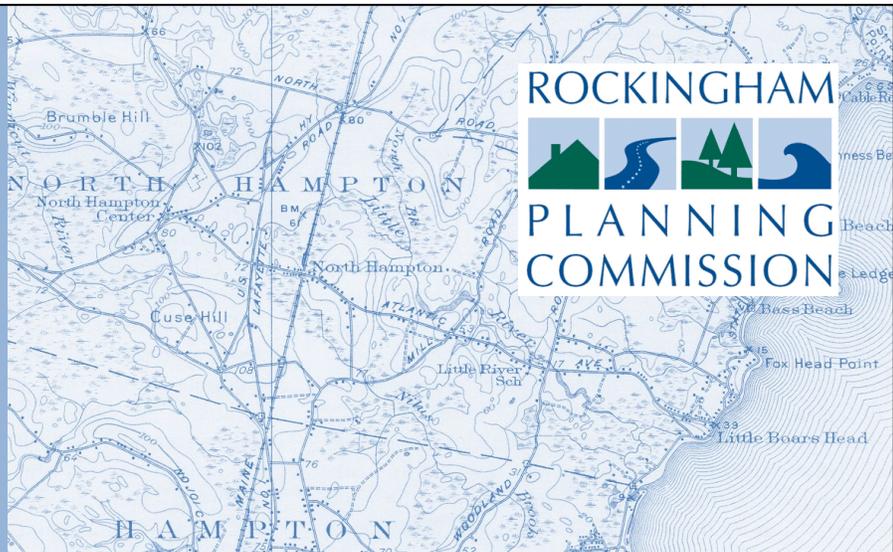
- Improvements on identified regional bicycle and pedestrian routes – Long-standing regional priorities for improving specific on-road bicycle and pedestrian routes include:
  - **U.S. Bike Route 1/NH Coastal Byway (NH1A & NH1B)**
  - Great Bay Bicycle Loop (US4/NH108/ NH33/Pease TradePort)
  - Exeter-Hampton-North Hampton Loop (NH111/NH1A/NH27)

Priority off-road routes include

- NH Seacoast Greenway following the abandoned Hampton Branch rail line
- Salem-Concord Bikeway following the abandoned Manchester-Lawrence rail line.
- Facilitate local Safe Routes to School initiatives – The Safe Routes to School program no longer has a dedicated pool of funding for infrastructure investments. However, funding remains available to communities for planning and other non-infrastructure work, and the 5Es structure of the program (Education, Encouragement, Engineering, Enforcement, Evaluation) remains an effective model for engaging parents, schools, police departments, public works departments and other community members. Bicycle and pedestrian facilities in school zones should continue to be a funding priority, and

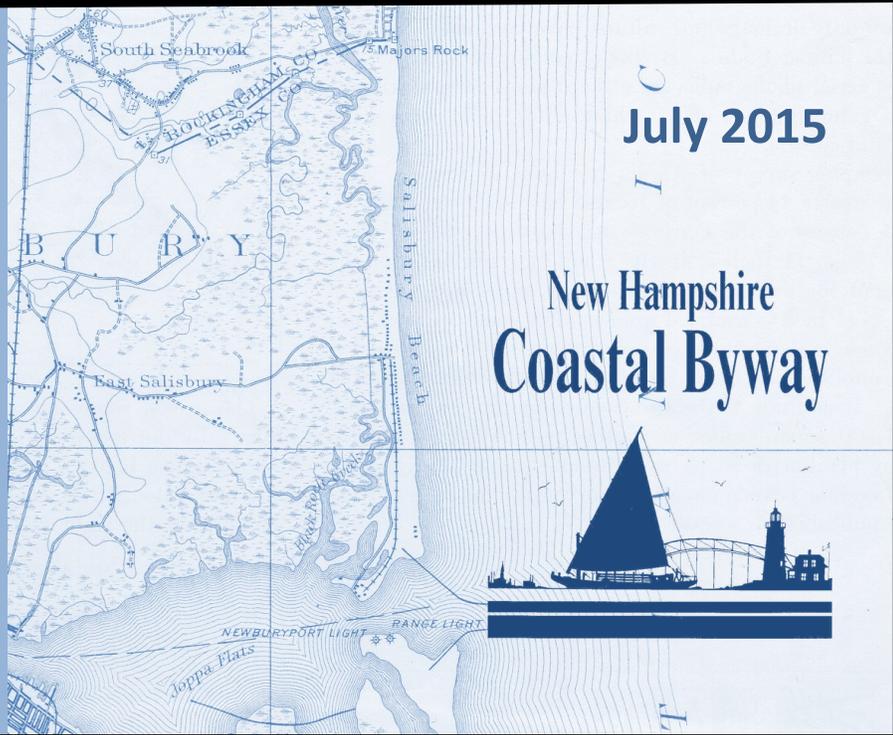
**Figure 5.7: Long Range Projects List (Includes projects in the State 10 Year Plan)**

Community		Cost by Project Phase (Inflated to Year of Programming)							
Project #	Project Name	Rank	Years Programme	First Year of CON	OTHER	PE	ROW	CON	Total
<b>Kingston to Salem</b>									
6001029	NH 111 Corridor Study	NR	2027-2027	0	\$321,586				\$321,586
<b>New Castle-Rye</b>									
6001025	Route 1A/1B Shoulders & Sidewalks	1	2027-2029	2029		\$254,503	\$260,993	\$2,141,184	\$2,658,709
<b>Newfields</b>									
6327002	Newfields NH 87 Shoulders & Sidewalks	20	2027-2029	2029		\$38,590	\$5,277	\$338,196	\$384,091
6327003	NH 85 Sidewalks	41	2034-2037	2037		\$236,012	\$124,101	\$2,545,307	\$2,907,457
6327004	NH 108 Shoulders in Newfields	29	2035-2037	2037		\$31,468	\$0	\$496,403	\$529,908
<b>Newington</b>									
6331001	Pease Arboretum Drive Expansion	39	2037-2039	2039		\$196,297	\$201,302	\$1,651,484	\$2,051,122
6331002	NH Avenue/Arboretum Drive Improvements	16	2029-2031	2031		\$277,456	\$0	\$1,313,039	\$1,592,525
<b>Newton</b>									
6341001	Replace Pond Road Bridge	63	2035-2037	2037		\$458,155	\$360,209	\$2,955,157	\$3,775,559
6341002	Newton Rowe's Corner Improvements	TYP	2017-2022	2022		\$257,748	\$25,000	\$1,095,294	\$1,380,064



# ***New Hampshire Coastal Byway Corridor Management Plan***

*Prepared by  
Rockingham Planning Commission  
UNH Tourism Planning & Development Program*



Non-Motorized Transportation (Continued)								
Conflict between autos and non-motorized users along Rtes 1A/ 1B creates an unsafe environment for both types of users	Create a continuous, designated facility to safely accommodate non-motorized users	<p><b>NM2. Shoulder Bicycle Route Improvements - Implement shoulder bicycle route improvements based on three scenarios:</b></p> <ul style="list-style-type: none"> <li>On sections of Routes 1A and 1B with existing 4' wide paved shoulder, install signage and roadway stripes designating the shoulder as a bicycle/ pedestrian facility.</li> <li>In areas with less than 4' wide paved shoulder, and where right of way allows, widen shoulders to 4' and install signage and striping designating shoulder as a bicycle facility.</li> <li>In areas where on-street parking conflicts with safe bike/ ped travel, remove parking or widen shoulders to shift parking and allow room for a bicycle lane outside of the door zone.</li> </ul>	Communities, NHDOT, Byway Council	Short Term/ Medium Term	New	Medium	High	4.8
		As a first step, pursue funding to widen shoulders on Route 1A past Odiorne Point State Park, which remains the longest stretch of the corridor (0.8 miles) lacking shoulders	NHDOT, Byway Council, RPC	Short Term/ Medium Term	New	Medium	Medium/ High	4.5
		<p><b>NM3. Sidewalk &amp; Walking Path Improvements</b> – Implementation pedestrian improvements along the corridor. <b>Actions include:</b></p>	Byway Council, NHDOT, DRED, Communities		New	High	High	4.1
		<ul style="list-style-type: none"> <li>Reconstruct sidewalk facilities along Ocean Blvd in Hampton Beach with raised curbs, ramps, refuge islands and drainage consistent with the updated Hampton Beach Master Plan.</li> </ul>						5.0
		<ul style="list-style-type: none"> <li>Improve safety and accessibility of the pedestrian path extending from Rye Beach Club to North Hampton State Beach</li> </ul>						3.9
		<ul style="list-style-type: none"> <li>Rehabilitate the multi-use path running parallel to NH1A at Odiorne Point State Park</li> </ul>						3.7
Lack of data on the number of people walking or bicycling on our roadways makes it difficult to build the case for improvements to bicycle and pedestrian safety	Continue a coordinated regional effort to monitor bicycle and pedestrian usage of the Byway, building on counts undertaken for the CMP	<p><b>NM4. Bicycle &amp; Pedestrian Counting</b> - Implement an annual bicycle and pedestrian counting program for the corridor to build a multi-year dataset on bicycle and pedestrian usage of the Byway. Actions Include:</p> <ul style="list-style-type: none"> <li>Conduct annual updates at count locations included in this CMP using NBBDP methodology</li> <li>Conduct additional full-day counts to improve understanding of usage by time of day for modeling purposes</li> </ul>	RPC, SABR, Communities	Short Term/ Ongoing	New	Low	Medium/ High	4.4

- B. Install Route Marker Signs - The ECGA, with support from the Advisory Committee, secured a \$5,000 Express Grant from the NH Charitable Foundation to purchase and install route marker signage. Signs have been installed on the state highways by the NHDOT Traffic Bureau. The Town of Rye and City of Portsmouth are installing signage on their municipal roads. (Projected for completion in August 2008)
- C. Coordinate Inaugural Event - A high-profile Inaugural event will help raise public awareness around the Greenway project. A subcommittee of the Advisory Committee, also including representation from SABR, the Portsmouth Chamber of Commerce, and other volunteers, is currently planning an Inaugural event for September 20, 2008. Events will include a bicycle ride and a community walk, culminating at Strawberry Banke in Portsmouth for a ribbon cutting ceremony with participation from key community leaders. (Planning Underway for September 2008)
- D. Develop Brochure & Map for On-Road Route - A tri-fold trail brochure showing the interim on-road route and the proposed off-road route, and including information on the project and how to get involved, will be a key awareness raiser. Funding for an initial run of such a brochure is included in the NH Charitable Foundation grant supporting route marker signage.
- E. Pursue Funding for Kiosks - The ECGA has a standard design for a timber-frame kiosk with trail information. The design includes a two-sided plexi-glass display case, where one side can house Greenway information, and the other side feature other local information. As with signage and the trail brochure, these would fill both a way-finding role and a general awareness-raising role. Initial communication with NH State Parks suggests that these could be located at several of the coastal parks, including Hampton Beach and Odiorne Point. Several grant programs have been identified that would be a good fit for a trail amenity such as this.
- F. Implement Incremental Safety Improvements - Shoulder widening on the Pioneer Road segment of NH Route 1A, funded through the Scenic Byways Program in 2008, made a significant safety improvement on the proposed on-road route. **Similar shoulder widening to AASHTO recommended width for bicycle routes (4' feet, 5' next to curb or guardrail) are recommended on other segments of NH Route 1A and NH Route 1B, including but not limited to most of Route 1B through New Castle, Route 1A past Odiorne Point, Fox Hill Point, Little Boar's Head and several pinch points where on-street parking obstructs the shoulder during summer months. Where right of way, historic structures or key natural resource constraints make AASHTO standard shoulder bicycle routes infeasible, widen to the extent possible.**

### **9.3.2. Off-Road Route**

- A. Pursue Hampton Branch Corridor as Preferred Long-Term Alignment - There are significant challenges associated with the Hampton Branch corridor, especially the private ownership of the segment from Hampton to Portsmouth. However, the analysis here of the alternative off-road route alignments suggests that the potential alternatives, namely utility rights of way, have even greater challenges. In particular these include



SETTLED 1623  
INCORPORATED 1693

# Town of New Castle

NEW CASTLE, NH 03854-0367

September 5, 2018

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

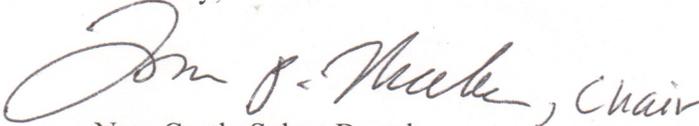
Dear Mr. Jameson,

The New Castle Select Board fully supports the Town's application to the Transportation Alternatives Program. The funding will be used to develop safe pedestrian ways that; provide children safe access to school, provide members of the community and visitors access to the Town center, Library, historic sites and recreation areas, and allow people to enjoy the State's Scenic By-Way in New Castle.

New Castle's primary roadway is Route 1B, one of the most heavily trafficked by-ways in the State. Although beautiful, Route 1B can be very dangerous with extremely narrow sections and limited visibility. There is no bus service to the local school; children are expected to walk or bike to school almost certainly along Route 1B. The same is true for anyone wishing to walk or bike to any Town facilities or historic sites. In addition, we are host many summer visitors and several bike and running races putting thousands more people on the roadway. It is a dangerous situation that we need State support to solve. By granting us funding under TAP you will be helping us safe guard our citizens and improve public safety for all.

The New Castle Select Board is fully committed and actively engaged in leading the project as outlined in the Town's application. We understand this includes sponsoring an appropriation for the gross total amount of the project at our Town meeting in May 2019. We hope that the State looks favorably on this application.

Sincerely,

 Tom J. Mack, Chair

New Castle Select Board



# NEW CASTLE POLICE DEPARTMENT

43 Main Street P.O. Box 367 New Castle, New Hampshire 03854-0367



Donald A. White Jr.  
Chief of Police  
www.police.newcastlenh.org

Dispatch: (603) 436-3113  
Main: (603) 436-3800  
Fax: (603) 436-7710

**August 30, 2018**

**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 have worked for the Town of New Castle Police Department for the past 24 years, and within these years I have personally seen a significant increase in the number of motor vehicles and pedestrian traffic. New Castle was once considered to be a quaint side road for excursion and now a major thruway and scenic byway, for tourists, locals, and visitors.**

**We at the police department are now experiencing a dilemma with a higher number of vehicles, and pedestrian traffic, with road races, fund raisers, garden, and kitchen tours, and not to mention the number of school kids that are walking year round which is at the highest number of children we have seen in years. It's time to act.**

**With all that said, it is well known the speed limit in New Castle is 25 miles per hour along our tight and narrow roads. We as a town have adopted a state statute that allows us to reduce the speed limit to 20 miles per hour during the summer months. We are grateful for that reduction of speed to deal with the increase traffic on the roads which helps when dealing with vehicle traffic, but does not address walkers, school kids, road races, and pedestrian foot traffic.**

**As a Police Chief in a small town, we encourage people to share the road, and enjoy the town, take in the magnificent sights that the town has to offer, but overall Safety is our main concern for all that travel along our roads. With limited sight distance between sharp corners, blind driveways, it's time to improve our sidewalks and make this happen.**

**The last few years the safe path committee has done an outstanding job, and have put a great deal of time and effort into this project. It's our responsibility as a town, to make every effort into making our roads and sidewalks a safe and healthy environment for all to enjoy.**

**As the Police Chief of New Castle, I would support every effort to improve and increase our sidewalks for overall safety.**

**Sincerely**

**Donald A. White Jr.  
Chief of Police**

## Maude H. Trefethen Elementary School

142 Cranfield Street  
PO Box 228  
New Castle, NH 03854

<http://www.sau50.org/mht/>



P: 603-436-5416  
F: 603-427-1918

September, 2018

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

Dear Mr. Jameson:

My name is David Latchaw and I serve as the principal at the Maude H. Trefethen (MHT) Elementary School in New Castle, NH. I am writing this letter in **support of expanding New Hampshire Route 1B as part of the NHDOT-TAP** to better support and ameliorate the safety of our student population along with the rest of the townspeople and visitors from the surrounding communities.

For your reference, MHT does not operate buses due to the small island community we inhabit. Therefore, all students and accompanying family members, when not being driven by vehicle, either walk, bike, scooter, skateboard etc. to school; in fact, most days, even in the cold months, children (the majority of the school population in fact) as young as five and as old as twelve can be seen traversing along Route 1B to school! Additionally, middle school and high school students, who attend Rye and Portsmouth schools, also regularly travel along Route 1B. As a result, I can personally attest to the fact that an expanded Route 1B road will significantly enhance and benefit the safety of the aforesaid children. Furthermore, I witness on a daily basis, during my morning, recesses and afternoon outside duties, cars swerving to avoid the other walkers, joggers, bikers etc. that utilize Route 1B (in addition to our student population traveling to and from school each day). Thus, expanding Route 1B will benefit other populations in and among New Castle and the surrounding communities as well, besides just the children who travel this route for school! For your reference, during the brief amount of time I have taken today (i.e. 9/5/18) to write this letter, I have personally counted over 4 dozen walkers, joggers and bikers! (See attached picture).

Likewise, I am confident that expanding Route 1B will provide further benefits as it relates to people's' safety in the town of New Castle and surrounding communities, which include the plethora of beachgoers and state park visitors that travel Route 1B, the many races and parades that occur throughout the year along this same route, the fact that the popularity of Route 1B for both walkers, joggers, bikers etc. is as popular as ever along with the constantly increasing auto traffic; this all means it's high time we address this matter. Moreover, it is my professional opinion and view, that the safety of our children is of the utmost importance and I cannot stress enough the importance of making Route 1B safer for the litany of children, and associated family members, that travel it on a daily basis before, heaven forbid, tragedy strikes.

## Maude H. Trefethen Elementary School

142 Cranfield Street  
PO Box 228  
New Castle, NH 03854

<http://www.sau50.org/mht/>



P: 603-436-5416  
F: 603-427-1918

In closing, I fully endorse this initiative and I welcome the opportunity to discuss this matter in length, should the NHDOT wish to learn more and, or discuss this matter in greater detail. I further look forward to the Town of New Castle, the NHDOT-TAP and MHT working together to ensure the safety of our most precious resource, our children. And finally, I thank you in advance for taking the time to read this letter and I trust this matter receives the full cogitation it so richly deserves.

Respectfully Submitted,

A handwritten signature in blue ink that reads "D. Latchaw".

**David Latchaw**, M.Ed. M.Ed. Ed.S.  
**Principal**

**Maude H. Trefethen Elementary School**  
**PO Box 228, Cranfield Street,**  
**New Castle, NH 03854**  
Tel: 603-436-5416  
Fax: 603-427-1918





NEW CASTLE CONSERVATION COMMISSION

September 6, 2018

New Hampshire Department of Transportation

To whom it may concern;

As chairperson of the New Castle Conservation Commission I would like to endorse the application to install a sidewalk and widen the bike lane on 1B. The impact from this project on the Wentworth Road wetland would be minimal but the impact on the safety of all who walk, ride, and run through New Castle will be major. If this application moves forward, I would be happy to ensure that the proper applications are filed with NH DES as they are indicated by an engineering study.

Additionally, as a mother of 2 young boys who walk to school every day on this particular stretch of road I would absolutely welcome any effort to make this section of the island safer. There is a particular section of the road in this application that would help make the area safer for kids to access Pit Lane, which is a cut through road that opens at the elementary school. I know many of the parents on the south side of the island would appreciate additional measures to ensure kids arrive safely at school.

Finally as a homeowner that lives on 1B I've seen an increase of people biking, walking, and running on this route throughout the years. The proposed modification would not only keep the residents of New Castle safer but would also give safe access of 1B to our neighbors on the seacoast and the tourists that come to exercise on this beautiful stretch of New Hampshire.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Lynn McCarthy", with a long, sweeping horizontal line extending to the right.

Lynn McCarthy  
Chairperson- New Castle Conservation Commission



# The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

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,

It is a pleasure to write a letter of support for the Federal Transportation Alternative Plan (TAP) application submitted by the town of New Castle. As a biker, walker, driver, and resident, I can attest to the wide variety of uses of Route 1B in our town.

As you know, Route 1B is essentially "Main Street" in New Castle, though its name changes as it twists and turns through town. The road hosts local traffic generated by residents, tourist traffic traveling to or from the Wentworth by the Sea, as well as tourists who are just admiring our seacoast. In summer months the road can be dangerously crowded with high tourist travel in automobiles and on motorcycles. Adding in a large number of bikers, walkers, and runners can create very dangerous situations for those using the road recreationally or simply to walk to visit a neighbor.

The town of New Castle is requesting funds to create a sidewalk and/or expand shoulders from Rogers Boulevard to Lilac Ledge at the corner of Main Street and Wentworth Road. A new sidewalk would certainly improve safety for pedestrians by taking people off of the roadway. Expanded shoulders could also provide a safe path for pedestrians and/or provide more room for bicyclists so motorists are able to pass safely.

If you have not done so, I encourage you to spend an hour along Route 1B in New Castle before summer fades. It is clear that there is a need for the temporary 20 mph speed limit and that the mixing of bicyclists, pedestrians, runners, cars, and motorcycles creates situations each day that put people at risk.

I do hope that, with state support, a TAP grant can help us to advance this project in a timely fashion. The public health, which I work very hard to protect, would benefit from better separation of the various modes of travel seen on Route 1B. Please give the proposal every consideration and let me know if I can answer any questions on behalf of the town of New Castle.

Thank you in advance for your assistance.

Sincerely,

Daniel E. Innis, Ph.D.  
State Senator, NH 24

# State of New Hampshire

HOUSE OF REPRESENTATIVES

CONCORD

August 24, 2018

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

Dear Mr. Jameson,

I am writing to express my support of the New Castle Safepath project. The community as a whole has been fully supportive of this project. At this time, there are sections of 1B which are clearly unsafe due to the absence of any shoulder. This makes for a dangerous situation for all; walkers, bikers, joggers, children walking to school, as well as cars that have to negotiate a path around others using the road.

This congestion is year round, although it increases substantially in the summer months and on holiday weekends. The winter months are equally dangerous given how narrow the roads become due to the snow banks. This project would allow the community to increase its safe path, providing a safer environment throughout the year for all who use the road.

Many people take advantage of the beauty of the island for recreation, and for accessing our parks and beaches. We are very proud of all that Great Island has to offer and would like to make sure that we are providing as safe an environment as possible for all who visit and for those who live here.

Sincerely,



Rep. Kate Murray  
Rockingham- District 24  
Seat #:4056



## Seacoast Area Bicycle Riders

PO Box 765, Portsmouth, NH 03802

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

August 27, 2018

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 am writing on behalf of the Seacoast Area Bicycle Riders (SABR) in support of The New Castle Safepath group.

As you probably know, The New Castle Safepath group, is completing an application for Federal Transportation Alternative Plan (TAP) funds. The application requires that the group provide numerous letters of support from Community Leaders and constituents with an interest in improving walking, driving, and biking in New Castle. As a cycling advocacy organization, we wholeheartedly support any infrastructure that would make it easier and safer for people on bicycles as well as people walking to safely transport themselves through New Castle. It would be great if more people could walk/bike to the library more safely!

As we understand it, the groups is requesting funds to create a sidewalk and/or expand shoulders, where sidewalks are not an option from Rogers Boulevard, which is the back gate of the Common, where Green Waste takes place, to Lilac Ledge. We understand that the path from Wild Rose Lane to Rogers Boulevard is being finalized, and construction should be starting soon. When completed, there will be a Safepath that connects the Wentworth Hotel nearly to the town center.

Because of the beauty as well as historical features of New Castle, it is a very popular place for people to bicycle and walk. Any infrastructure that supports this will not only facilitate more people using non-motorized transportation, but make that transportation safer as well.

Yours very truly,

Karen Saltus  
President, SABR

# The New Hampshire Seacoast Greenway Alliance

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Greenland • Hampton • Hampton Falls • New Castle • North Hampton • Portsmouth • Rye • Seabrook

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September 4, 2018

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

***RE: New Castle TAP project for Route 1B Shoulder Bicycle Route***

Dear Mr. Jameson,

I am writing on behalf of the NH Seacoast Greenway Alliance to convey support for the Town of New Castle's application for Federal Transportation Alternatives Program (TAP) funding to improve safety for people walking and bicycling on Route 1B. Route 1B is a key portion of the on-road route for the New Hampshire Seacoast Greenway (NHSG).

The NH Seacoast Greenway is New Hampshire's segment of the East Coast Greenway (ECG), a multi-use path envisioned to run ~3,000 miles from Calais, Maine to Key West, Florida. The ECG functions as a sort of urban Appalachian Trail, connecting major cities, smaller towns, recreation and natural areas all along the Eastern Seaboard.

Route 1B is also designated as a State Bicycle Route, U.S. Bicycle Route 1, and the New Hampshire Coastal Scenic Byway. As such it is one of the most heavily traveled bicycle routes in the state. Strava data purchased by NHDOT confirm this, showing Route 1B to be second only to Route 1A in Rye in terms of usage by people riding bicycles and running. These improvements are particularly important because, while very heavily used, Route 1B currently has very narrow shoulders such that people riding bicycles or walking are frequently in the travel lane. Additional shoulder area will go a long way to support safe sharing of this popular multi-modal travel route.

The NHSGA is a regional non-profit trail organization dedicated to developing the New Hampshire Seacoast Greenway as a transportation, recreation and economic development asset New Hampshire's Seacoast corridor communities. If I can provide further information on the NH Seacoast Greenway or the importance of this project please contact me at [seth.mcnally@gmail.com](mailto:seth.mcnally@gmail.com).

Sincerely,



Seth McNally  
Chair



August 23, 2018

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

**RE: New Castle Safepath TAP Grant Application**

Dear Mr. Jameson,

The East Coast Greenway Alliance enthusiastically supports the New Castle Safepath Committee’s application for Transportation Alternative Plan funding to create a sidewalk and/or expanded shoulders to allow for safer transportation and recreation options for walkers, bicycle riders, and runners of all ages.

Increasing numbers of walkers and bicyclists are encountering higher vehicle traffic along Route 1B in New Castle. The road changes width, offers poor sightlines, and sometimes offers no shoulder at all for pedestrians and bike riders. As the speed and volume increase, so do the number of SUVs and trucks, which studies have shown to be deadly in pedestrian and bicycle accidents.

Beyond addressing urgent safety needs, the Safepath also follows the current on-road travel route of the East Coast Greenway (ECG). A safer on-road facility would improve the ECG segment through New Castle, serving both the local community and drawing national and international visitors as part of a 3,000-mile developing route from Maine to Florida.

Awarding Transportation Alternatives Program funding will have long-lasting and meaningful impacts on safety and accessibility for the citizens of New Castle and users of the East Coast Greenway. Thank you for your consideration.

Sincerely,

Dennis Markatos-Soriano  
Executive Director

Kristine Keeney  
New England Coordinator

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**Executive Director**

Dennis Markatos-Soriano



W. Bradford Greeley  
Box 810 147 Cranfield Road  
New Castle, NH 03854

25 August 2018

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,

My wife and I are 20 year residents of the Town of New Castle. I am in my 80<sup>th</sup> year. For most of those years I have walked a mile and a half circuit that always includes a section of 1B and half the time includes the stretch beyond Lilac Ledge toward the Common on 1B. It has been an important part of our program to stay healthy although the challenge of staying healthy as we have tried to walk along that stretch never felt that healthy. Every one of us in town is very aware of the narrowness of our roads, the volume of foot traffic—all year around—and the volume and size of the cars and trucks that have to use the road, too. Obviously the situation in winter is a major magnitude greater!

I also serve as the Chairman of the New Castle Public Library Board. Our library serves as the library for the elementary school as well as for the town. However, the buildings are separated by almost a mile along Route 1B. Most of the kids get to the Library once a week by bus and the Librarian goes to the school regularly. But some classes have extra needs for library time and so this past year one class has made the trip on foot (they do cut through Neal/Pitt Lane and save some distance and more hazardous roadway) a number of times. It takes great care and dedication to do it. And of course it is great for the kids. But no one can deny that is not optimum and that to make a safe way for our children to expand their opportunities to learn is vital.

On behalf of the children of New Castle, the old folks and everyone else, I urge you to make available TAP funds for the expansion of safe paths along Route 1B in our town.

Thank you,

W. Bradford Greeley



SETTLED 1623  
INCORPORATED 1693

## Town of New Castle

NEW CASTLE, NH 03854-0367

September 5, 2018

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

Dear Mr. Jameson:

As the State appointed Health Officer for the Town of New Castle for the past 12 years, I have been acutely aware of the potential road hazards for the citizens of New Hampshire and all users of New Hampshire Route 1B.

The Town of New Castle proposes to add two feet of shoulder width to New Hampshire Route 1B, bringing the total width from a current one foot to an average of three feet. The proposed project will significantly improve the safety of all the users of Route 1B, with particular focus upon walkers, bicycle riders, runners, families and young children.

The New Hampshire Department of Transportation's Transportation Alternatives Program (TAP) provides a unique, creative and invaluable opportunity for both the Town of New Castle and the State of New Hampshire to fulfill our sacred duty to provide for the safety of our citizens, preserve in a magnificent manner our heritage, and fulfill our responsibility to provide road safety above all.

The proposed application has my unqualified and most enthusiastic support.

Sincerely,

James E. Zuckerman M.D.  
Health Officer  
New Castle, New Hampshire