



Upper Valley Lake Sunapee Regional Planning Commission

November 18, 2009

Mr. William Watson
New Hampshire Dept. of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03302-0483

Re: UVLSRPC Transportation Advisory Committee (TAC) Prioritization of 2009 Transportation Enhancement Applications

Dear Mr. Watson:

Please be advised that the UVLSRPC Transportation Advisory Committee (TAC) met on November 10, 2009 to review and prioritize four applications for Transportation Enhancement funding in the region. The four applications prioritized were:

- City of Claremont- Application to develop a paved, multi-use path along the Sugar River linking Main Street, Visitors Center, Pedestrian Bridge, Mill District, City Center, and Washington Street ending at Riverside Park. The application also included landscaping and lighting improvements along the route of the Sugar River Pathway.
- City of Lebanon- Application to complete Phase I pedestrian/cyclist improvements on Meriden Road. The application included the installation of a 4' paved shoulder on the east side of Meriden Road, and the installation of a 5' shoulder with 5' sidewalk on the west side of Meriden Road from South Street to Messenger Street.
- Town of New London- Application to install sidewalk and complete streetscape/traffic calming improvements in Elkins Village. The application also included the development of a 1000' multi-use path/interpretative trail linking the village to Mill Pond Dam and the purchase the historic Scythe Co. for future renovation as a museum/welcome center.
- New Hampshire Department of Transportation- Application to develop a statewide historic highway bridge inventory and to develop recommendations for managing 291 historic bridges.

Using our regional project scoring system, the TAC scored and unanimously prioritized the projects as detailed below.

Rank	Project	Regional Score
1	Town of New London- Elkins Village Improvements	58.4 Points
2	City of Claremont- Sugar River Pathway	56.1 Points
3	City of Lebanon- Meriden Road Improvements	55.5 Points
4	New Hampshire DOT- Historic Highway Bridge Inventory	51.6 Points

The TAC was impressed with the three local applications, and noted that all three local projects merit Transportation Enhancement funding. The TAC offers the following comments and observations related to each application:

Town of New London:

The TAC was impressed that a neighborhood-level plan had been completed for Elkins Village to provide planning justification for the project. The Committee recognized that the project includes comprehensive improvements to Elkins Village that go beyond the construction of new sidewalks. Streetscape and traffic calming improvements are planned for Elkins Road, the Village's main thoroughfare, and the project includes the purchase of the historic Scythe Co. building for preservation and future restoration. The TAC also commended the Town of New London for developing a project that has demonstrable benefits beyond their municipal borders in the Town of Wilmot.

City of Claremont:

The TAC commended the City of Claremont for developing an application that promotes community cohesion by providing pedestrian links between neighborhoods, retail destinations, recreational destinations, and the City Center. The potential economic benefits of this project are clear and the TAC recognized that this project would increase pedestrian access to the local public transportation system, Community Alliance Transportation Services. The TAC confirmed their support for this project and expressed hope that all (or part) of the project could be funded in this Transportation Enhancement round.

City of Lebanon:

The TAC was impressed by the long-standing community planning that laid a foundation for this application and recognized the potential safety benefits of the project for pedestrians and cyclists. The TAC also recognized the secondary safety benefit of improving sight distances for automobile drivers in the vicinity of the "sharp curve" on Meriden Road. The Committee expressed support for this project, and encouraged the City of Lebanon to apply for Transportation Enhancement funding in a future round or incorporate the project into the local Capital Improvement Plan.

New Hampshire Department of Transportation:

The TAC recognized the regional benefits that this project offers and supports NHDOT's efforts to plan for historic highway bridges, which may include, adaptive re-use. While this application did not score as well as the more extensive local capital improvement projects, the Committee encouraged NHDOT to continue to pursue other funding sources for this work. The TAC commended NHDOT on its effort to develop cost-saving efficiencies in the Historic and Cultural Resource review processes.

The TAC thanks NHDOT for this opportunity to review and prioritize Transportation Enhancement project applications in the Upper Valley Lake Sunapee region. Please feel free to contact me at (603) 448-1680 or e-mail me at nmiller@uvlsrc.org with any questions you may have.

Respectfully Submitted,



Nathan Miller, AICP
Planner

Cc: Van Chesnut, Chair, Transportation Advisory Committee
Jessie Levine, Town of New London
Bruce Temple, City of Claremont
David Brooks, City of Lebanon
Joyce McKay, NHDOT Bureau of Environment
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