



Upper Valley Lake Sunapee Regional Planning Commission

November 19, 2014

Mr. Tom Jameson
New Hampshire Department of Transportation
Bureau of Planning and Community Assistance
7 Hazen Drive
Concord, NH 03302-0483

**Re: UVLSRPC Transportation Advisory Committee (TAC) Prioritization of 2014
Transportation Alternatives Program Applications**

Dear Mr. Jameson,

Please be advised that the UVLSRPC Transportation Advisory Committee (TAC) met on November 18, 2014 to review and prioritize three applications for Transportation Alternatives Program funding in the Upper Valley Lake Sunapee region. The three applications prioritized were:

- City of Claremont- Application #14-21TAP to construct sidewalks on East Street, and improve safety and connectivity along the Bobby Woodman Rail Trail.
- Town of Enfield- Application #14-32TAP to improve sidewalk connectivity on Main Street by filling gaps between the Enfield Police Station and Huse Park, and extend sidewalks easterly on U.S. Route 4 to approximately Baltic Street.
- Town of Hanover- Application #14-01TAP to make bicycle and pedestrian improvements on the west side of NH Route 120 between Storrs and Greensboro Roads, including approximately 1,500 feet of 5' sidewalk and 1,800 feet of 10' multi-use path.

Using the criteria established by the Statewide TAP Advisory Committee, and regional weightings for those criteria developed by the UVLSRPC TAC, the TAC unanimously adopted the following regional TAP project priorities.

Rank	Project	Score
1	City of Claremont- East Street and Bobby Woodman Rail Trail Improvements	7.44
2	Town of Enfield- Main Street and U.S. Route 4 Sidewalk Improvements	7.20
3	Town of Hanover- NH Route 120 Bicycle/Pedestrian Improvements	6.51

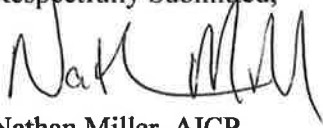
The TAC was impressed with the three applications, and noted that all three of the proposed projects merit Transportation Alternatives Program funding. Each of the applications demonstrated substantial planning justification, strong local support, and would provide tangible benefits to both the safety and connectivity of the community's bicycle and pedestrian infrastructure network.

Within the category and sub-criterion scoring, the TAC ranked the City of Claremont's project at the top of the Project Readiness, Equity, and Safety categories. The TAC was particularly impressed with

Claremont's approach to improving safety at the currently unmarked mid-block Rail Trail crossings of Broad Street and Chestnut Street by utilizing Rectangular Rapid Flashing Beacon technology.

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

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Nathan Miller', written over a light blue horizontal line.

Nathan Miller, AICP
Executive Director

Cc: Van Chesnut, Chair, Transportation Advisory Committee
Kurt Beek, City of Claremont
Scott Osgood, Town of Enfield
Peter Kulbacki, Town of Hanover
Bill Watson, NHDOT Bureau of Planning and Community Assistance