

|  |
|--|
| <b>For NHDOT use only:</b><br>Application #: _____<br>LOI Received on: _____<br>MMW Attendee: _____<br>MMW Date: _____<br>Application Received on: _____ |
|--|

**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*

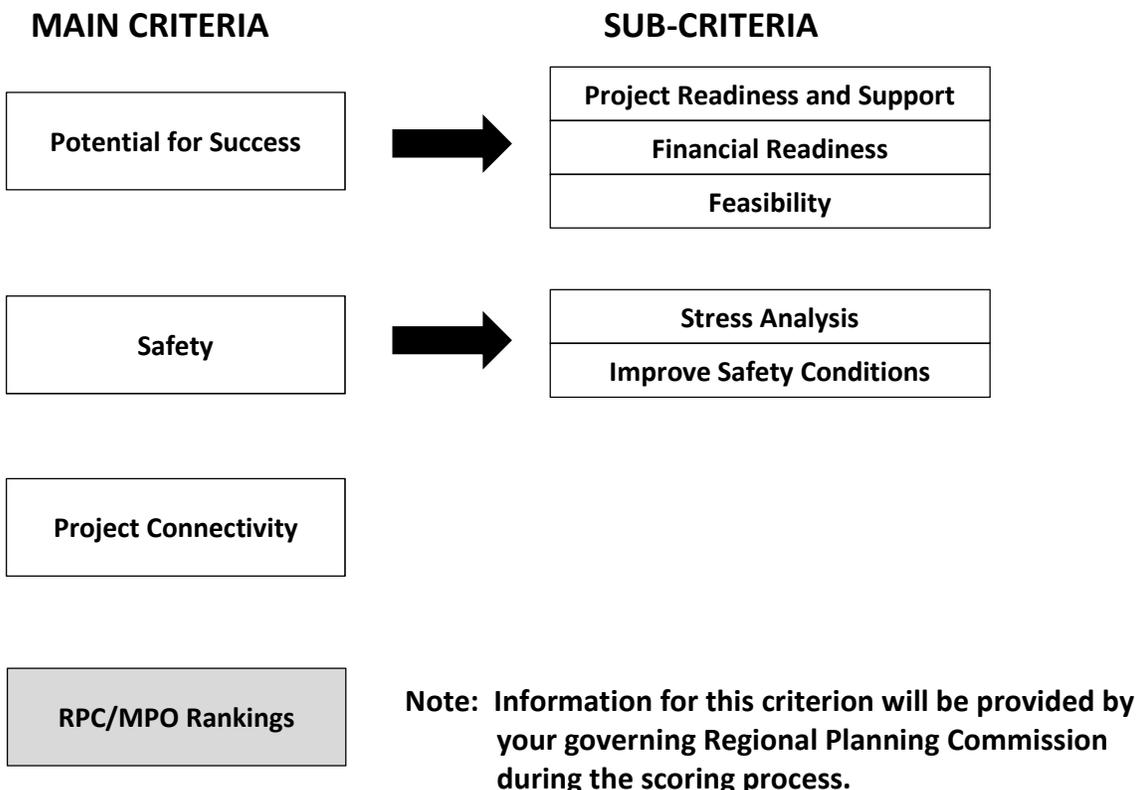
---

**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.*

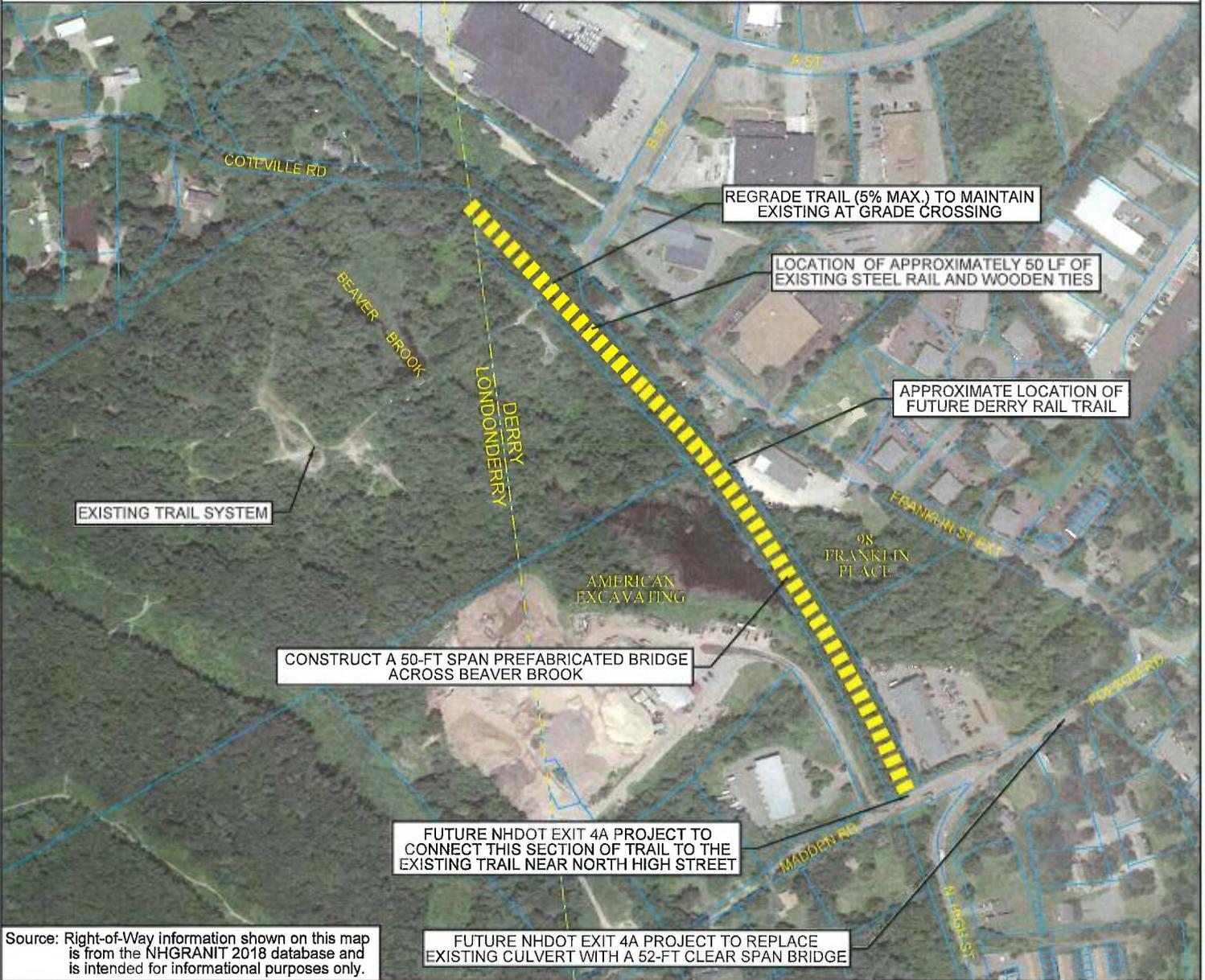
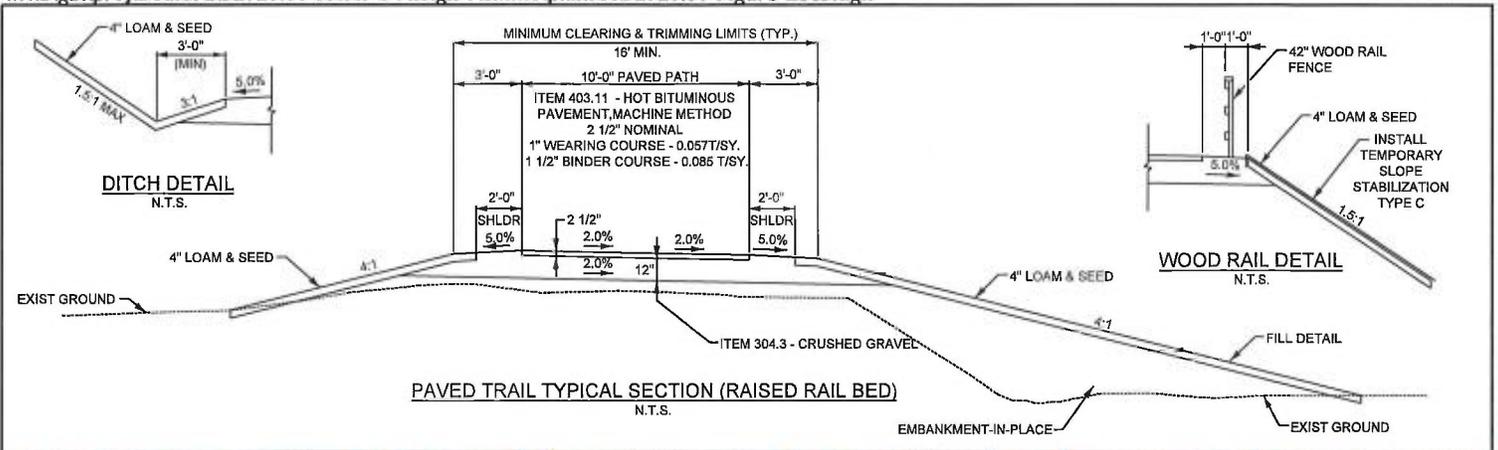
*Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf***

**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**

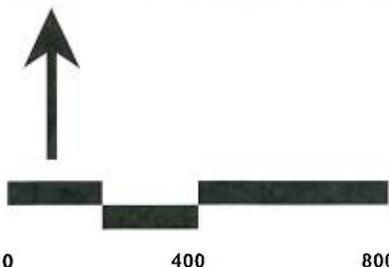
**Submission:** *All files must be received on or before 11:59 PM Friday March 19, 2021.*

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

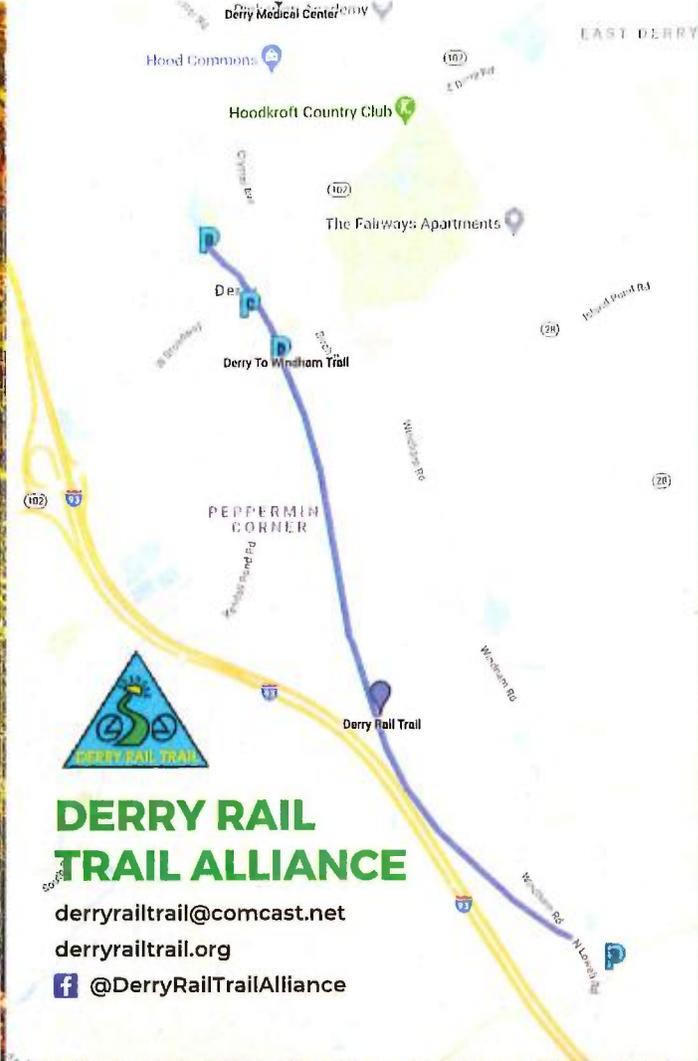


Source: Right-of-Way information shown on this map is from the NHGRANIT 2018 database and is intended for informational purposes only.

FUTURE NHDOT EXIT 4A PROJECT TO REPLACE EXISTING CULVERT WITH A 52-FT CLEAR SPAN BRIDGE

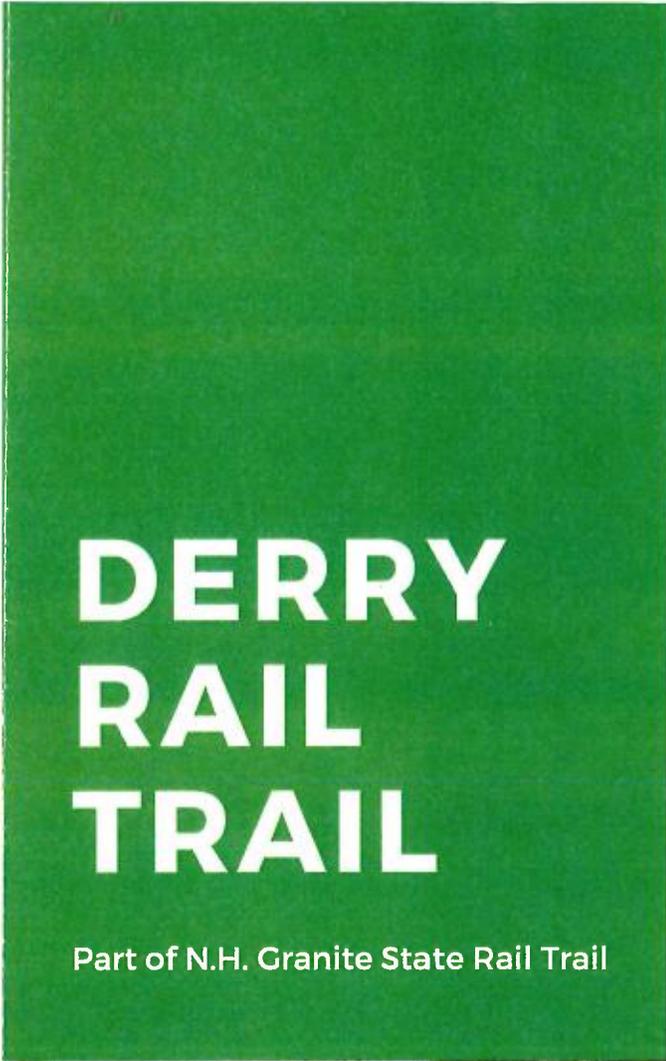


Derry Rail Trail from Madden Rd to Londonderry Townline in Derry  
Town of Derry, NH



# DERRY RAIL TRAIL ALLIANCE

derryrailtrail@comcast.net  
derryrailtrail.org  
@DerryRailTrailAlliance



# DERRY RAIL TRAIL

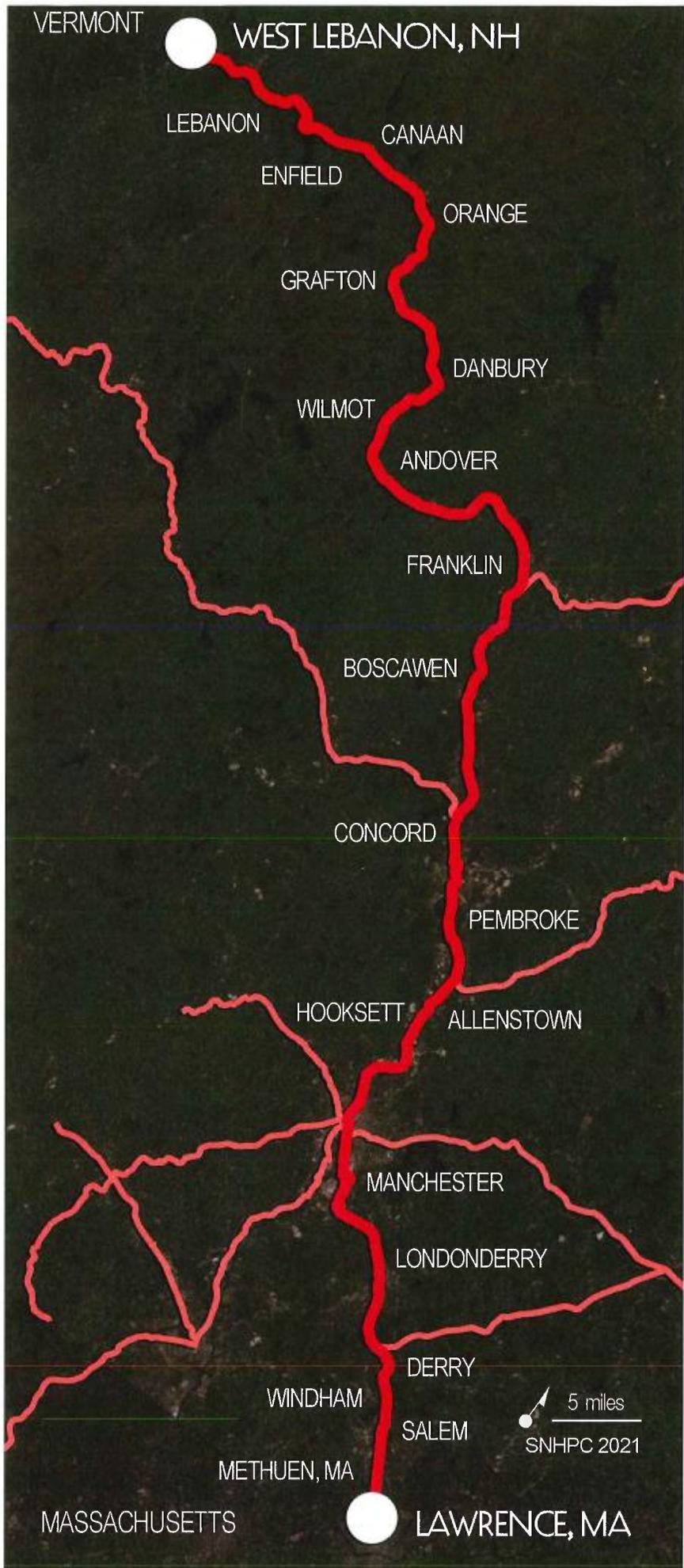
Part of N.H. Granite State Rail Trail

il Trail is a  
ages to  
ization of  
ourth



# GRANITE STATE RAIL TRAIL







# DERRY RAIL TRAIL



1 inch = 200 feet

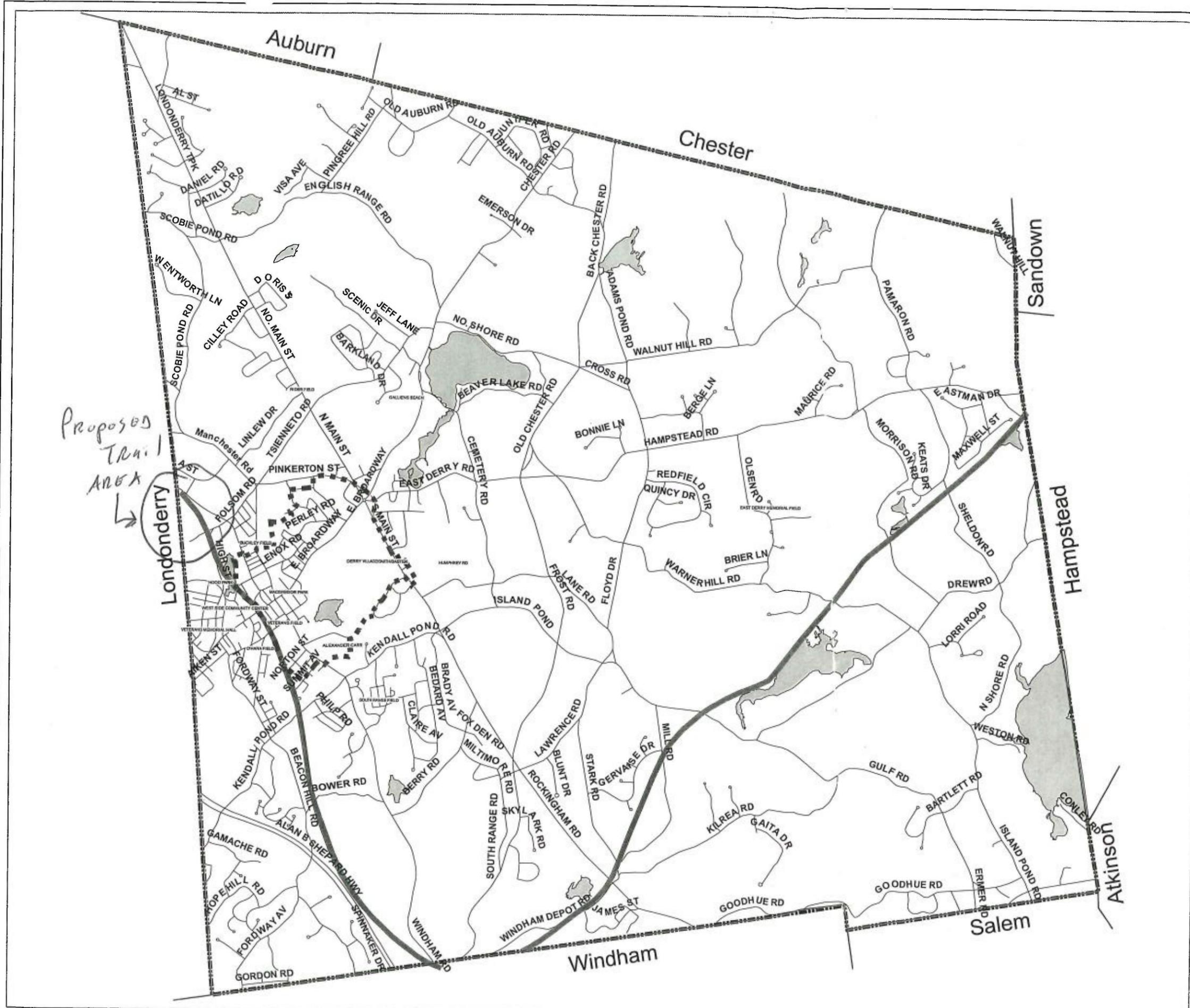
 PROPOSED RAIL TRAIL FUNDING

# Existing Trails and Pathways (Draft)

## Legend

-  Roads
-  Pathways
-  Recreation Trail
-  Waterbodies (632 Acres - 2.72%)
-  Town Boundary

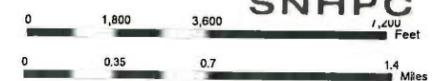
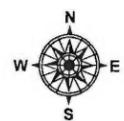
*Proposed Trail Area*



Base features from USGS 1:24,000-scale Digital Line Graphs, as archived in the GRANIT database at Complex Systems Research Center, University of New Hampshire. Some new road features added by Southern New Hampshire Planning Commission with GPS.

Data registered to New Hampshire State Plane Coordinate, 1983 datum.

s r e a r e r e r e s e s e r s r e e r e e  
e r e r e r e s e s e r s e r e e r e e





David R. Caron  
Town Administrator  
dcaron@derrynh.org

---

March 11, 2021

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

RE: Derry Rail Trail

Dear Mr. Jameson,

The Town Council wholeheartedly supports the completion of the rail trail system in Derry and the submission of an application to the State of New Hampshire for inclusion of the Transportation Alternatives Program.

The Town recognizes and is appreciative of the positive impacts to our economy, recreational opportunities, and quality of life which the rail trail system brings to the community. The Town has invested a significant amount of staff and volunteer resources, as well as private and public funds constructing and maintaining a significant rail trail network. The construction of this section will complete our Town network and allow for connection to abutting communities.

As evidenced by the attached minutes, the Town Council approved Resolution #2020-0015 on May 19, 2020 which expanded the Ash Street TIF District. This action recognized the value of alternate transportation modes and its impacts upon the community, as well as allowing the Town to partner with other governments/private entities to bring about completion of the network.

We look forward to the inclusion of this project on the next Transportation Alternatives Program; completion of this project will further enhance the entire State's quality of life and economic opportunities.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'D. Caron', is written over the printed name.

David Caron  
Town Administrator



14 Manning Street – 3<sup>rd</sup> Floor – Derry, NH 03038  
Derry Municipal Center - 603-845-5407  
[Economicdevelopment@derrynh.org](mailto:Economicdevelopment@derrynh.org)  
[www.derrynh.org](http://www.derrynh.org)

March 11, 2021

Mr. Thomas Jameson, P.E. TAP Program manager  
NHDOT Bureau of Planning & Community Assistance  
John. O. Morton Building  
7 Hazen Drive, PO Boz 483  
Concord, NH 03302-0483

RE: Support for Derry Rail Trail – Transportation Alternatives Program (TAP)

Dear Mr. Jameson,

On behalf of the Town of Derry Economic Development Department, I would like to convey my support for all efforts to extend and complete the Derry Rail Trail, connecting to the Londonderry Rail Trail at the town line. The Derry Rail Trail is a key component of the Granite State Rail Trail, which will eventually provide connectivity from Salem to Lebanon, NH.

The Derry Rail Trail has shown its value in many ways – by attracting tourists, health enthusiasts, artists, residents of all ages and abilities, commuters and folks looking to explore Derry’s downtown offerings. During the COVID-19 pandemic, its use has increased, as evidenced by area pedestrian counts. Local businesses report that many of the customers visiting their shops are new to Derry, having stumbled across these businesses during trips along the trail. The DRT is truly an economic driver for Derry.

Please consider including and prioritizing the Derry Rail Trail for the Transportation Alternatives Program (TAP). This important expansion project is essential to the continued health of the local and regional economy, as well as its residents and visitors. Please contact me with any further questions at 603-845-5407 or at [beverlydonovan@derrynh.org](mailto:beverlydonovan@derrynh.org).

Sincerely,

*Beverly J Donovan*

Beverly Donovan  
Economic Development Director, Town of Derry, NH



March 8, 2021

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

Dear Mr. Jameson,

I am writing this letter to you on behalf of the entire board of directors of the Derry Rail Trail Alliance in support of the Town of Derry's application for TAP funding to complete the final section of the Derry Rail Trail.

Derry Rail Trail Alliance is a nonprofit organization formed to develop the Rail Trail connection through our town. Since 2007 we have been pursuing this goal as part of the larger vision for the completion of the 150+ mile long Granite State Rail Trail. After quickly completing the trail's southern connection to Windham a decade ago, DRTA has been working tirelessly to get the trail completed to our northern neighbor Londonderry. Unfortunately, due to the Exit 4A project and related private land ownership issues this has proven difficult. We lobbied hard for the Exit 4A project to include a safe passage across the planned Exit 4A access road to Derry and we were thrilled to finally get NHDOT to include a tunnel under the roadway in plans.

However, once this tunnel is completed there is still a 1-mile section of Rail Trail to be completed between the finished rail trail in Derry and the finished rail trail in Londonderry with approximately a half mile in each town. We are hoping to use the TAP funding to complete the section in Derry up to the town border with Londonderry and we know that Londonderry is working to complete their section too.



Building this section of trail will result in many benefits including:

- providing connectivity for the purpose of alternative transportation (as promised but never funded in the Original Rizzo Study related to the widening of I-93)
- safe recreation (walking, biking, running, skating, xc skiing and more)
- tourism – states with long Rail Trail bike paths are seeing Rail Trail enthusiasts travel all over the country to ride these rail trails
- economic benefits to the towns and the state – National Rails to Trails Coalition reports indicate millions of dollars to local and state economies with long distance rail trails. The Allegheny trail in PA and MD brings in over \$150 million annually by one report – for a trail that will be approximately the same length as the completed Granite State Rail Trail from Salem to Lebanon
- health benefits for citizens of all ages in a safe environment

Derry has become a showcase in NH of what building Rail Trail infrastructure can mean to NH communities. Our downtown has seen a resurgence in business since the building of the connection to our southern neighbor in Windham. Various community organizations have joined together to help maintain and beautify the trail. Various fundraising and community events take place on the trail year-round. The Town and the DRTA have formed a public-private partnership that helps promote not only the Derry Rail Trail but the surrounding community trails.

We believe strongly that the connection of the Derry and Londonderry rail trails will be a huge boon to the economies of all of the towns in southern NH through which the trail runs – from Manchester to Londonderry to Derry to Windham to Salem! We are seeing over 15,000 people a month use our trail in the warmer months and people are not only coming from surrounding towns, but all over NH and other states to ride the trail! Completing this short 1-mile section will end up providing close to 15 miles of contiguous rail trail from the State Line to Manchester! This is the key “golden spike” connection required to connect the existing trails to the north and south!



The Derry Rail Trail board strongly supports the Town of Derry in this application and we implore the State of NH to help get this critical connection funded and completed.

Sincerely,

*Mark T. Connors*

Mark T. Connors  
DRTA President

Jay Tombari  
Jay Tombari  
Vice President



57 MAIN STREET  
RAYMOND, NH 03071  
(P) 603-772-2655  
WWW.REDC.COM

March 17, 2021

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

RE: Derry Rail Trail Project

Dear Mr. Jameson:

The Regional Economic Development Center of Southern NH (REDC) develops and updates a Comprehensive Economic Development Strategy (CEDS) for the southern NH region. The CEDS is a plan that outlines a region's economic development needs and goals. It is developed with broad-based and diverse community participation. Part of the annual CEDS process includes the development of a Priority Project List for the REDC region. Eligible projects include local or regionally significant projects that address at least one of the CEDS Economic Goals and Objectives.

This year, the CEDS Steering Committee voted unanimously on March 17, 2021, to add the **Derry Rail Trail Extension project** to the 2021 Priority Project List. This regionally significant project addresses our goals of Infrastructure Development and Sustainable Living. The REDC CEDS and its Priority Project List is reviewed and approved by the U.S. Department of Commerce, Economic Development Administration (EDA) annually.

Please let me know if you have any questions regarding the REDC CEDS Priority Project List. We look forward to seeing this project come to fruition.

Sincerely,

Laurel Adams  
President

Pillsbury Realty Development, LLC  
15A Pillsbury Road  
Londonderry, New Hampshire 03053  
[mkettenbach@pillsburyllc.com](mailto:mkettenbach@pillsburyllc.com)

March 19, 2021

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

Dear Mr. Jameson:

As the developer of the Woodmont Commons Planning Unit Development in Londonderry, New Hampshire, please accept this letter of support for expansion of the Derry, New Hampshire rail trail. We support the Town of Derry's application for TAP funding to complete the final section of the Derry Rail Trail in Derry and to the Town of Londonderry municipal boundary. This connection will complete the regional trail system, connecting communities from Salem to Manchester, including connection with Derry, Londonderry, and our Woodmont Commons project. The rail trail project and connection is also incorporated in the design for the forthcoming Exit 4A project. It is our intent to continue to work with the Town of Derry in a mutual public/private partnership, and in coordination with the development of our properties. We hope that NHDOT will look favorably upon the Town of Derry's TAP application.

Very Truly Yours,

Pillsbury Realty Development, LLC

By:

  
Michael L. Kettenbach  
Its Sole Member

TOWN OF DERRY

Town Council  
Derry Municipal Center

May 19, 2020  
Tuesday - 7:00 PM

---

6:00 PM Non-Public Session – RSA 91A:3 II (b)

7:00 PM Call to order

*"It is possible, in light of COVID-19 pandemic situation and the state of emergency declaration in NH, that most or all board members will be unable to attend our Derry public meetings in person because they are concerned about getting sick or perhaps are already sick. Governor Sununu has issued Emergency Order #16, which waives the requirement that quorum be physically present in the meeting room; a meeting of a public body may be conducted with most or all members participating electronically. To maintain the Governor's Directive that no more than 10 people shall gather, the public is not allowed into the meeting room. There is a contact number at the bottom of the Derry TV Cam screen with a phone number where members of the public can listen in and participate in the Public Forum and Public Hearing portions of the meeting. This access number was also posted along with the agenda and posted on the exterior doors of the Municipal Center. Please note that due to the physical absence of some Councilors, all votes taken shall be done by Roll Call.*

Councilor Tripp moves to leave non-public session, seconded by Councilor Morgan  
Roll Call Vote: 7-0-0

Pledge of Allegiance, warning of fire exits, handicap access, & turn off all cell phones

Roll Call: Councilor Tripp and Chairman Foote in-person and Councilor's Katsakiores(7:05), Bourdon, Chirichiello, Wetherbee, and Morgan by Video.  
Present: TA David Caron, Town Clerk Daniel Healey

Public Forum - *\*30 Minutes\**

Motion by Councilor Tripp to open public forum, seconded by Councilor Wetherbee  
Roll Call Vote: 7-0-0

No one from the public spoke.

Motion by Councilor Katsakiores to close public forum, seconded by Councilor Tripp  
Roll Call Vote: 7-0-0

Consent Agenda

20-52 Approve Minutes – April 28, 2020

20-53 Approve Minutes – May 5, 2020

20-54 Acceptance of Resignation – Derry Housing & Redevelopment Authority

20-20 Ordinance #2020-003 – Amendments to General Code, Chapter 55, Food Service Establishments

20-55 Ordinance #2020-005 – Regulating Outside Dining

Motion by Councilor Tripp to approve the consent agenda, seconded by Councilor Wetherbee (with correction to May 5, 2020 minutes)

Roll Call Vote: 7-0-0

Consent agenda approved

**Chairman's Report – Charlie Foote**

Councilor Chirichiello gave an update on the Vintage Grace property. At this time, Rockingham County will not be purchasing the property, they no longer believe it is a good fit at that location. Councilor Bourdon presented a Net Zero initiative that he would like the council to discuss. It will be added as a future agenda item.

**Town Administrator's Report – David Caron**

Emergency Management Director and Fire Chief Mike Gagnon gave a report on the Town's response to COVID-19.

CFO Mark Fleischer gave a report on the April 2020 revenue trends compared to the April 2019 revenues. Due to the COVID-19 Pandemic, the Derry Municipal Center went virtual on 3/19/2020 and therefore has been closed to the public. For the month of April, interest revenue was down 68.1% and the town treasurer will continue to explore other investment opportunities. Motor Vehicle revenue overall is at 87.5% of the FY20 budget and it is anticipated that the budget will be met. Building permit activity appears to be steady. The transfer station revenue is at 87.9% of the budget. The preliminary 2020 real estate tax bills are anticipated to be mailed by 4/22/2020 with a due date of 7/1/2020.

The Emergency Management Director has completed the review of the terms and conditions associated with the Medicare service provider payment in the amount of \$33,814. The terms and conditions were deemed acceptable and the funds have been deposited into the COVID-19 Trust Fund, The Police Department has submitted the application to the NH Dept. of Justice for personal protective equipment in the amount of \$48,708, the town is awaiting final guidance from NHDOJ regarding the use of these funds, Governor Sununu announced a reimbursement program available to municipalities and counties totaling \$40M of which approximately \$785,000 is allocated to Derry. This fund is available for reimbursement of non-FEMA expenses through September 1 initially, and carrying through to the end of the calendar year. Revenue replenishment is not authorized under this program per federal guidelines, Governor Sununu also announced the First Responder stipend for police and firefighters in the amount of \$300 weekly from May 4 through the end of June, funds from the program will be delivered to the Town in early June. The Town has opted to pay the stipend at the end of June when a final reconciliation of program rules and employee availability will be known. Once a final amount is known, the Council will be requested to withdraw the amount from the COVID-19 Trust, The Town Administrator signed a letter authored by Congressman Pappas requesting additional Federal Aid for revenue replenishment. The letter was addressed to Congressional Leadership as an additional aid package is considered, On May 13 the Town Administrator participated in a conference call with Senator Shaheen on the proposed aid package. Two points of emphasis: a. Revenue replenishment, as service demands upon the Town do not diminish during times of economic strain, and, b. Recognizing the longer recovery time anticipated for the events and entertainment industries, additional SBA consideration for these businesses, many which have seen their bookings wiped out for the entire calendar year. Economic Development is looking at opportunities to replenish the Revolving Loan Fund through EDA funding, and further

investigating grant opportunities to complete an economic analysis for Derry which would assist with land use and development decisions. The Council is requested to review their schedules for June 9th to schedule a workshop on Hood Park, the Recreation Bond and the Rail Trail. East Broadway has been milled and shim course of pavement has been placed. Contractors will be working during the week of May 19th to adjust manholes and gate valve boxes back to finish grade. Once this has been completed, the final paving will be scheduled. Final paving is expected to be completed by May 29, 2020. Kenyon Landscaping will be starting work on Wednesday May 20 to remove and replace 20 trees downtown. Field Maintenance Updates: Obtaining 2 additional quotes for the 1/2 field of the landing strip so the town can move forward with that project. The project will include grinding and removing the top layer of thatch, bringing in and spreading sports sand to help with the drainage and crown along with laser-grading the field. Aerator slicing was completed on fields at DB (including the front 1/2 of the landing strip), Rider 1 & 2, WRB and Barka to loosen the soil for root growth. An aerator over seeder was used to seed Vets, O'Hara, Ryder 1 & Ryder 2, Fields at DB (including the front 1/2 of the landing strip), WRB, Barka and Bastek. Second round of fertilization will now include grub control to address issues like the one in the outfield of Vets. Grubs are the cause of the large brown area in the Vets' outfield. Reduced the size of the Vets infield, to bring it to regulation size, with raking and seeding. O'Hara: Prepped, added loam and sodded in the low areas by the pitcher's mound and the holes in the outfield. The entrances to the dug outs were also sodded. Dog Park Maintenance Update: Removed the barbed wire from the fence; Repaired fence and gate; Removed trees interfering with power lines; Bamboo Eradication; Building and painting new equipment/play obstacles for dogs. Filled large, deep wells; Regrading the entire park; Creating new surface with all new stone dust; Ordered a new dog park sign. Summer concerts are postponed until at least Tuesday July 7th. The final decision on Gallien's Beach and the Splash pad is still pending. Senior Trips are still on hold indefinitely. Summer/Falls sports are still on hold and staff has been engaging with the leagues on future plans. The Fireworks bid has been advertised with a due date of May 29. The bid is structured to allow for flexibility to schedule alternate dates later in 2020. At the 36th Annual Arts Awards, the NH Business Committee for the Arts gave Derry a shout-out for supporting the work of the Creative Economy. It was mentioned that the Town Council unanimously voted in favor of designating a formal Cultural District, creating an environment that supports the Arts, giving the town's creative workers and the overall economy, a boost. Great news at a time that the State has also acknowledged the importance of the Arts by increasing the FY2020 grant line to include over 8K dollars to fund public/private projects that contribute community impact.

Town Administrator Dave Caron recommends that the Town Council promote Catherine St. Ledger to the position of Human Resources Director

**Councilor Tripp MOVES THAT THE TOWN COUNCIL adopt Ordinance #2020-028, which reads as follows [Read the Resolution], seconded by Councilor Katsakiores**

**Roll Call Vote: 7-0-0**

**Ordinance attached**

**Public Hearing**

**20-51** Resolution #2020-027 – Amend the Boundaries of the Derry Commerce Corridor TIF District – *Town Administrator Dave Caron presenting*

The Town Council expanded the Route 28N TIF District to include the Downtown into the Derry Commerce Corridor TIF District during the adoption of the FY 20 budget. The District boundaries were expanded to include Crystal Avenue, sections of Birch, E & W Broadway, and streets off E & W Broadway to support the Council goal to create commerce expansion and depth throughout the Downtown area. At that time, Hood Park was included in the new district as a recognition of its importance supporting Downtown Commerce, the land upon which the rail trail is constructed was not totally included in the District. Only that portion of the lot from South Avenue to Rollins Street was included, the intention was to also include the portion of the lot from Rollins to North Main Street. The Town Council previously recognized the importance of recreation tourism as a component of the Derry Commerce Corridor by including Hood Park and portions of the rail trail within the Downtown. Correcting the oversight by adding this portion of the lot containing the rail trail between Rollins Street and North High Street would create consistency with the Downtown section and allow resources to redevelop this section and Hood Park into one vision.

**Motion by Councilor Tripp to open public hearing, seconded by Councilor Chirichiello**  
**Roll Call Vote: 7-0-0**

No one from the public spoke.

**Motion by Councilor Wetherbee to close public hearing, seconded by Councilor Tripp**  
**Roll Call Vote: 7-0-0**

**New Business**

**20-56** Ordinance #2020-006 – Enact an Emergency Ordinance Governing Outdoor Restaurant Seating during the COVID-19 State of Emergency – *Town Administrator Dave Caron presenting*

On March 13, 2020, Governor Sununu issued Executive Order #2020-04, an order declaring a state of emergency due to the Novel Coronavirus (COVID-19); on Monday, March 16, 2020, the Governor issued Emergency Order #2, temporarily prohibiting gatherings of 50 or more attendees and prohibiting onsite food and beverage consumption throughout the State. Those Orders have since been modified to continue to address the pandemic and to protect the residents in the State of New Hampshire, which included limiting gatherings to not more than ten individuals. Restaurants were allowed to offer curbside pick-up. On May 01, 2020, Governor Sununu issued Emergency Order #40, which extended the Stay at Home order to at least May 31, 2020, but permits restaurants to offer outdoor dining as of May 18, 2020. Under these guidelines, restaurants are allowed to offer outdoor seating on the restaurant's property. The restaurants can set up the dining in a safe area and can utilize parking spaces located close to the entrance of the establishment, sidewalks, existing patios, and lawn areas. If outdoor seating is to be established utilizing shared property/town public spaces, the restaurant owner is required to obtain permission from the town. This would include utilization of portions of town sidewalks as an outdoor dining space. No indoor dining is allowed. The establishments are required to follow the guidelines outlined per the Governor's Reopening Task Force (reference: Stay at Home 2.0/Restaurants). In order for restaurants in the Town of Derry to reopen, they will need to coordinate and seek approval from the Town, to include compliance with Life Safety

and Health Codes. In the interest of promoting economic stability for our businesses, the Economic Development Department, in coordination with the Planning, Code, Fire Prevention, and Health Departments, developed a temporary Outdoor Dining permit and guidelines for outdoor dining. A separate Outdoor Dining Ordinance will be offered for the Council's review. Temporary permits for outdoor dining would expire on June 30, 2020. The permits could be continued after that date with approval from the Town Administrator.

**Motion by Councilor Tripp to Declare an Emergency, seconded by Councilor Katsakiores**  
**Roll Call Vote: 7-0-0**

**Councilor Tripp MOVES THAT THE TOWN COUNCIL adopt Ordinance #2020-006, which reads as follows [Read the Resolution], seconded by Councilor Katsakiores**  
**Roll Call Vote: 7-0-0**  
**Ordinance attached**

**20-34** Resolution #2020-015 – Amend the Tax Increment and Development Plans for the Ash Street Tax Increment Financing District – *Town Administrator Dave Caron presenting*

The Town successfully developed the Ash Street TIF District after its establishment in 2004. With District debt service completely retired in FY 20, and its close proximity both physically and economically with the planned Exit 4A corridor, an opportunity presents itself to apply proceeds from the Captured Assessed Value to expand economic opportunities in this area. Similar to the expansion of the Rte. 28N TIF into the Derry Commerce Corridor as approved by the Council in FY 20, the Town has an opportunity to capitalize and expand on a development success story for the overall economic benefit to the community. The Ash Street District has generated an additional tax base valued at \$8.77M since its inception. This area has been identified in the 2020 Master Plan as a focus area for enhanced development. The area was also identified by the Council during the FY 19 goal setting process for enhancements to Franklin Street Extension for better access to the Town's industrial areas. Further, the regional rail trail is planned to traverse through this area.

**Councilor Tripp MOVES THAT THE TOWN COUNCIL adopt Resolution #2020-015, which reads as follows [Read the Resolution], seconded by Councilor Wetherbee**  
**Roll Call Vote: 7-0-0**  
**Resolution attached**

**20-35** Resolution #2020-016 – Create an Expendable Trust for Gateway TIF District Redevelopment and Infrastructure Activities – *Town Administrator Dave Caron presenting*

The Town successfully developed the Ash Street TIF District after its establishment in 2004. With District debt service completely retired in FY 20, and its close proximity both physically and economically with the planned Exit 4A corridor, an opportunity presents itself to apply proceeds from the Captured Assessed Value to expand economic opportunities in this area. Similar to the expansion of the Rte. 28N TIF into the Derry Commerce Corridor as approved by the Council in FY 20, the Town has an opportunity to capitalize and expand on a development success story for the overall economic benefit to the community. The Ash Street District has generated an additional tax base valued at \$8.77M since its inception. This area has been identified in the 2020 Master Plan as a focus area for enhanced development. The area was also identified by

the Council during the FY 19 goal setting process for enhancements to Franklin Street Extension for better access to the Town's industrial areas. Further, the regional rail trail is planned to traverse through this area.

**Councilor Tripp MOVES THAT THE TOWN COUNCIL adopt Resolution #2020-016, which reads as follows [Read the Resolution], seconded by Councilor Wetherbee**  
**Roll Call Vote: 7-0-0**  
**Resolution attached**

**20-57 Resolution #2020-029 – Accept a Bureau of Justice Assistance Grant for Personal Body Armor – Police Chief Ed Garone presenting**  
Recently the Derry Police Department was notified by the Bureau of Justice Assistance (BJA) that the Derry Police Department is eligible to receive an award under the Federal Fiscal Year 2020 Bulletproof Vest Partnership (BVP) program. They have participated in the program for a number of years. The FY20 award may be used for National Institute of Justice (NIJ) compliant armored vests. The awarded funds can be used until August 31, 2022. Based on the Derry Police Department's history and current needs, they have projected that they will need to purchase fifteen (15) bulletproof vests during this timeframe. They anticipate that the BJA will award the department \$6,393.75 which is half of the cost of the estimated fifteen bulletproof vests. The BJA would reimburse the police department for up to 50% of each vest after the purchase has been made. Authorization is requested for the Town Administrator to accept the grant funds which will not exceed \$6,393.75 for the purchase of personal body armor.

**Councilor Tripp MOVES THAT THE TOWN COUNCIL adopt Resolution #2020-029, which reads as follows [Read the Resolution], seconded by Councilor Katsakiores**  
**Roll Call Vote: 7-0-0**  
**Resolution attached**

**Councilor Comments / Liaison Reports –**

Councilor Morgan – Would like the agenda prioritized to have grants first if possible. Tupleo has been doing a great job with their innovative ideas including a first in the nation drive-in concert.

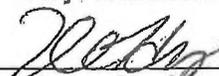
Councilor Tripp – Happy to see that residents are actively using the conservation areas in town.

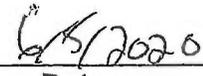
Councilor Chirichiello – The September/November elections are coming up fast and would like to see some discussion upcoming on how the Town will handle them during COVID-19. Town Moderator Cristina Guilford will be speaking at the next meeting

Chairman Foote – Thanked staff and the Town Council for their work during this time.

**Motion to adjourn by Councilor Tripp, seconded by Councilor Morgan**  
**Roll Call Vote: 7-0-0**

Adjournment: 9:05 p.m.

  
\_\_\_\_\_  
Town Clerk

  
\_\_\_\_\_  
Date

Recording & Transcription by: Daniel Healey, Town Clerk



---

## Resolution #2020-015

### To Amend the Development Plan and Tax Increment Financing Plan and Rename the Ash Street Tax Increment Financing (TIF) District

WHEREAS, The Town previously enacted the provisions of Chapter 162-K, Municipal Economic Development and Revitalization Districts; and

WHEREAS, the Town established and actively supports its two TIF Districts (Ash Street and Derry Commerce Corridor) by investing in their development for the benefit of the Districts and the entire community; and,

WHEREAS, the Council and the community have recognized that the Town's transportation patterns will be significantly altered with the impending construction of the Exit 4-A project; and

WHEREAS, the potential and importance of this area to the Town's economic future has been documented in the Town's Master Plan; and

WHEREAS, the expansion of the Ash Street TIF District to include Madden Hill Road, Franklin Street Extension, and portions of Folsom Road and North High Street will provide resources and synergies to further grow the Town's economy;

Archival Ref:      Agenda Item #20-34

NOW, THEREFORE, BE IT RESOLVED IN COUNCIL that the Derry Town Council, pursuant to RSA 162-K:9, hereby amends and expands the Development Plan and Tax Increment Financing Plan for the Ash Street TIF District (to be renamed the Gateway TIF District), to provide resources for the orderly development and growth of the Town's commercial and retail sectors, to include the properties highlighted on the attached map.

This Resolution shall take effect upon its passage.

Adopted May 19, 2020.

Attest:

  
Charles Foote, Council Chair  
Date: 5/19/20

x   
Daniel Healey, Town Clerk  
Date: 5-19-2020

Archival Ref: Agenda Item #20-34



RESOLUTION  
Number 2020-016

To Create an Expendable Trust for Gateway TIF District Redevelopment  
and Infrastructure Activities

---

WHEREAS, Section 5.1 of the Town Charter establishes the Town Council as the governing and legislative body of the Town; and

WHEREAS, the Town requires a funding mechanism to support the expansion and revitalization of the Exit 4A Corridor; and

WHEREAS, investments for this purpose will enhance and promote the general welfare, health and safety of the community, as well support growth of the Town's business and industry sectors;

NOW, THEREFORE, BE IT RESOLVED IN COUNCIL that an Expendable Trust Fund for Gateway TIF District Redevelopment and Infrastructure Activities is hereby created pursuant to RSA 31:19-a, with the Town Council designated as Agents to Expend.

This Resolution shall take effect immediately upon its passage.

Adopted: May 19, 2020.

Attest:

x   
Charles Foote, Council Chair  
Date: 5/19/20

x   
Daniel Healey, Town Clerk  
Date: 5-19-2020

---

Archival Ref:     Agenda Item #20-35

## **TOWN OF DERRY, NEW HAMPSHIRE**

### **DEVELOPMENT PROGRAM FOR THE GATEWAY TIF DISTRICT**

May 2020

In accordance with RSA 162-K:6, the following Development Program is established.

#### **STATEMENT OF PUBLIC FACILITIES:**

Infrastructure improvements within the TIF District may include street lighting, corridor widening, traffic control devices, water, wastewater, storm drainage, installation of concrete median, relocation of curbing, base and finish paving, relocation of overhead utilities, street signs and street furniture, transportation alternatives facilities, landscaping of street and public property, snow removal systems, and those infrastructure improvements necessary to attract or accommodate mixed-use development or redevelopment as envisioned in the 2020 Master Plan, and traffic calming measures as may be necessary with the Exit 4A project.

#### **RELOCATION OF PERSONS, BUSINESSES OR OTHERS:**

The development does not anticipate the displacement of persons, businesses, or others. If relocation is required, the Town of Derry will do all things necessary to provide for the safety and well-being of those affected by relocation.

#### **ACQUISITION OF PROPERTY AND SALE OR LEASE OF PROPERTY FOR PRIVATE DEVELOPMENT**

It is hereby recognized by the Town Council that the acquisition of real property and subsequent sale or lease of property for private development, which is designed to increase tax revenues and increase employment opportunities, constitutes a public benefit.

#### **ACQUIRE, CONSTRUCT, RECONSTRUCT, IMPROVE, ALTER, EXTEND, OPERATE, MAINTAIN OR PROMOTE DEVELOPMENT AIMED AT IMPROVING THE PHYSICAL FACILITIES, QUALITY OF LIFE AND QUALITY OF TRANSPORTATION**

It is hereby recognized by the Town Council that investment into physical assets, programs and operations in the Gateway TIF District will enhance commerce and vibrancy, maintain the health and safety of residents, visitors and workers within the Corridor, thereby constituting a public benefit.

### POWERS AND AUTHORITIES:

In conformity with the development program, within the district the Town of Derry may, by virtue of the statute, invoke the various powers and authorities as stated in RSA 162-K:6 111.

### DISTRICT CHANGES AND MODIFICATIONS:

The tax increment-financing plan may be modified by the approval of the Town Council in accordance with 162-K-10 IV.

### ADMINISTRATION:

By approval of the TIF Plan and this Development Program, the Derry Town Council may create the position of District Administrator who might be the Town Administrator, or his/her designee. The duties of the District Administrator may include, but are limited to, property acquisition, entering contractual agreements, negotiating leases, selling land and applying for grants.

### ADVISORY BOARD:

In accordance with 162-K:14, the Derry Town Council shall create by resolution, an Advisory Board for the TIF District and delineate its powers and duties. The board shall consist of as many members as the Town Council deems appropriate. A majority of the membership will include owners or occupants of real property within or adjacent to the district. The function of the Advisory Board shall be to advise the Town Council and District Administrator on planning, construction and implementation of the Development Program along with maintenance and operation of the district after it has been completed.

### COMPUTATION OF TAX INCREMENTS:

Upon formation of a development district, the Assessor of the municipality in which it is situated shall determine the current assessed value of the real property within Gateway TIF District in conformity with RSA 162-K: 10. The current assessed value shall be known as the "original assessed value." Each year thereafter, the Assessor shall determine the amount by which the assessed value has increased or decreased from the original assessed value. Any amount by which the current assessed value of the district exceeds the original assessed value will be referred to as the captured assessed value. This amount will be determined annually.

### CAPTURED ASSESSED VALUE DEDICATION:

The Town of Derry shall expend the tax increments received in accordance with the TIF Plan. Tax increments shall be used only to pay the costs, including debt service, and any administrative expenses incurred in developing the district.



# Memorandum

To: Mr. Nathan Miller, AICP  
Deputy Executive Director  
SNHPC  
483 Dubuque Street  
Manchester, NH 03102

Date: November 12, 2020

Project #: 52721.01

From: VHB

Re: On-Call Assignment #1  
Task 3 – Derry Rail Trail

As requested, VHB has estimated the cost for constructing 1900-ft section of the Derry Rail Trail from Madden Road to the Londonderry Townline in Derry. It is understood that the Madden Road crossing will be completed under the separate Exit 4(A) project. The program level cost estimate is provided for the Southern New Hampshire Planning Commission (SNHPC) to update their programmed cost for this future project.

## Proposed Improvements

The aerial photogrammetry and right-of-way information shown on the plan are from Google Earth and the NHGRANIT 2018 database, respectively. VHB conducted a field review to observe existing field conditions, physical constraints, and potential environmental impacts. The plan and field review assisted with the development of the cost estimate.

### Typical Section:

The standard trail typical section is assumed to include the following dimensions:

- Paved Rail Trail: 10' width (2.5" depth)
- Crushed Gravel Base: 12" depth
- Crushed Gravel Shoulders: 2' width (12" depth) / 1' width with wood rail
- Slope Treatments:
  - Fill Condition: 1' wide panel, 4:1 foreslope
  - Ditch Condition: 1' wide panel, 3:1 foreslope (3' width min.) and 1.5:1 backslope (max.)
  - Steep Slope w/ Wood Rail: 1' wide panel, 1.5:1 foreslope (max.)

The trail construction limits are from Madden Road to the Londonderry Townline. A future New Hampshire Department of Transportation (NHDOT) Exit 4A project will connect the southern section of the trail to the existing trail near North High Street while the northern section of the trail will connect to the Londonderry portion of the trail that is currently under development.

This section of trail is proposed to be 10 feet wide, which is generally considered an acceptable width for non-urban multiuse trails. It is assumed that the trail will follow the existing railbed grade except in the vicinity of the Franklin Street Extension and B Street intersection. In this location, it appears fill was brought in to elevate the trail to provide an at-grade crossing to an existing trail system on the western side of the trail. This resulted in the existing trail grade

2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
P 603.391.3900

exceeding the standard 5% maximum grade. Additional earthwork (fill) will be required to maintain the existing crossing and provide a maximum grade of 5% along the trail.

In this same location it was discovered during the field visit that approximately 50-ft of exposed existing steel rail and wooden ties remain along the trail. These items appear to extend under the fill area noted above. For estimating purposes, it is assumed that only the exposed steel rail and wooden ties would need to be removed.

Former rail corridors are known to contain contaminants such as coal tar, arsenic and heavy metals. It is assumed this corridor is no different and that the design approach should include managing the existing soils in such a way that any excavations are buried elsewhere on site and exposed soils are covered with the new trail base materials, pavement and slope protection. A practical approach is to construct the new trail surface higher than the existing railbed to help minimize excavation.

The following consideration was given to the slope treatments required along the trail based on the field observations:

- There is an approximate 600-ft section that will require steep side slopes with wooden rail on both sides to minimize impacts to Beaver Brook and the adjacent commercial property, 98 Franklin Place.
- There is an approximate 300-ft section that drainage runoff will not flow down the side slopes and will require a ditch condition to convey the water to appropriate outlet locations
- The remainder of the trail will utilize the standard 4:1 fill condition.

### **Traffic Signals:**

There are no traffic signals or rapid flashing beacons (RFB) to be installed or modified with the construction on the Derry Rail Trail.

### **Right-of-Way**

The proposed Derry Rail Trail will be constructed within the former Manchester and Lawrence Railroad corridor. No property acquisitions or temporary/permanent impacts to adjacent properties are required for the construction for this section of trail.

### **Environment**

As part of the Exit 4A Design Build project, Fuss & O'Neill conducted a stream geomorphic assessment for the Shield Brook (aka Beaver Brook) crossing at Connector Road (currently Folsom Road). They determined that a minimum clear span of 52 feet was required to meet NHDES Stream Crossing Requirements. The trail crosses Beaver Brook approximately 1000 feet upstream of the Folsom Road crossing location and similar stream characteristics were observed. For estimating purposes, it is assumed that a 50-foot span prefabricated multiuse bridge would be acceptable.

Reassessment of the stream crossing will be important during the design phase of the project to confirm that it adheres to the latest NHDES Stream Crossing Requirements.

A relevant excerpt from the Fuss & O'Neal TSL Report for the construction of the Exit 4A Connector Road (currently Folsom Road) Bridge over Shields Brook (aka Beaver Brook) is shown below, and the Beaver Brook Stream Stats report is included at the end of this memo for future reference.

A 28.5-foot clear-span was initially estimated for the hydraulic analysis, which assumes 1.2 times bankfull width plus 2 feet with a delineated bankfull width of 22 feet. However, the NHDES Stream Crossing Requirements state that the clear-span should be equal to the bankfull width times a factor based on the "low" side of the entrenchment ratio as specified by "The Key to the Rosgen Classification of Natural Rivers" (Rosgen) chart. The stream survey, conducted after the hydraulic analysis was completed, determined an entrenchment ratio of 3.1 and a bankfull width of 23.5 feet. Based on the Rosgen chart and an entrenchment ratio of 3.1, a factor of 2.2 should be used, which results in a clear-span of 52 feet. Therefore, that the buried structure does not meet NHDES Stream Crossing Requirements.

## Utilities

An existing AT&T buried fiber optic cable marker was located within the eastern side of the rail corridor approximately 150 ft from B Street. It was unclear the origin and direction it went. A utility verification will be required during the design process to get an accurate location of AT&T's underground fiber optic cable.

## Cost Estimate

The above factors were taken into consideration when generating the 2020 construction cost estimate, including preliminary engineering, right-of-way, and construction costs. VHB estimated major construction items based on the assumed typical section and field observations. VHB used current unit pricing from NHDOT weighted average prices as well as recent trail project bids. The total cost estimate is based on November 2020 pricing, and should be escalated to the future construction years assumed in the 10-year plan. A detailed cost estimate is attached.

### Cost Summary

|   |           |                   |
|---|-----------|-------------------|
| Preliminary Engineering (Survey, Engineering, Permitting, Bidding):   |           | \$ 115,000        |
| Survey and Wetland Delineation  | \$ 10,000 |                   |
| Geotechnical Evaluations for Bridge                                   | \$ 5,000  |                   |
| Study Phase (Assume LPA)  | \$ 20,000 |                   |
| NEPA (Including Cultural Resources)                                   | \$ 20,000 |                   |
| Permitting  | \$ 20,000 |                   |
| Design and Bidding  | \$ 40,000 |                   |
| Right-of-Way:   |           | \$ 0              |
| Construction (Including Construction engineering and administration): |           | <u>\$ 710,000</u> |
|   | TOTAL:    | \$ 825,000        |



# PROGRAM COST ESTIMATE

|                       |  |                       |            |
|-----------------------|--|-----------------------|------------|
| <b>PROJECT:</b>       | Derry Rail Trail from Maddon Road to Lonodonertr Townline in Derry | <b>DATE PREPARED:</b> | 11/12/2020 |
| <b>LOCATION:</b>      | Derry, NH  | <b>ESTIMATED BY:</b>  | FMK        |
| <b>ESTIMATE TYPE:</b> | Programming Cost Estimate (Task 3)                                 | <b>CHECKED BY:</b>    | GLB        |

| ITEM NO                       | ITEM DESCRIPTION                                     | UNIT | NOTE  | UNIT PRICE | QUANTITY | TOTAL COST       |
|-------------------------------|--|------|---|------------|----------|------------------|
| <b>ROADWAY MATERIAL ITEMS</b> |  |      |   |            |          |                  |
| 201.1                         | CLEARING AND GRUBBING (F)                            | A    |   | \$15,000   | 1.3      | \$19,500         |
| 203.1                         | COMMON EXCAVATION                                    | CY   |   | \$11       | 250      | \$2,750          |
| 203.1001                      | REMOVE RAILROAD TIES                                 | EA   |   | \$25       | 31       | \$775            |
| 203.11                        | COMMON EXCAVATION - LRS                              | CY   | ADD 8% OF TOTAL COST of COMMON EXCAVATION           |            |          | \$220            |
| 203.2                         | ROCK EXCAVATION                                      | CY   | ASSUME 0% OF COMMON EXCAVATION                      | \$30       | 0        | \$0              |
| 203.6                         | EMBANKMENT-IN-PLACE (F)                              | CY   |   | \$10       | 2050     | \$20,500         |
|                               | COMMON & ROCK STRUCTURE EXCAVATION                   | LS   | ADD 15% OF TOTAL COST of COM. EXC. & ROCK EXC. COST |            |          | \$413            |
| 214                           | FINE GRADING   | LS   | 20% OF TOTAL SUBBASE COST                           |            |          | \$10,150         |
| 304.1                         | SAND   | CY   |   | \$26       |          | \$0              |
| 304.2                         | GRAVEL (F)   | CY   |   | \$28       |          | \$0              |
| 304.3                         | CRUSHED GRAVEL (F)                                   | CY   |   | \$35       | 1450     | \$50,750         |
| 403.11                        | HOT BITUMINOUS PAVEMENT, MACHINE METHOD              | TON  |   | \$80       | 310      | \$24,800         |
| 403.12                        | HOT BITUMINOUS PAVEMENT, HAND METHOD                 | TON  |   | \$150      |          | \$0              |
| 417                           | COLD PLANING BITUMINOUS SURFACES (F)                 | SY   |   | \$5        |          | \$0              |
| 606.120                       | BEAM GUARDRAIL (STANDARD SECTION) (STEEL POSTS)      | LF   |   | \$25       |          | \$0              |
| 606.1254                      | BEAM GUARDRAIL (TERMINAL UNIT TYPE EAGRT)            | U    | COST INCLUDES GUARDRAIL PLATFORM                    | \$5,000    |          | \$0              |
| 607.5342                      | WOOD RAIL FENCE, 42-IN                               | LF   |   | \$18       | 1200     | \$21,600         |
| 608.12                        | 2" BITUMINOUS SIDEWALK (F)                           | SY   |   | \$28       |          | \$0              |
| 608.26                        | 6" CONCRETE SIDEWALK (F)                             | SY   |   | \$80       |          | \$0              |
| 608.28                        | 8" CONCRETE SIDEWALK (F)                             | SY   |   | \$85       |          | \$0              |
| 609.01                        | STRAIGHT GRANITE CURB                                | LF   |   | \$33       |          | \$0              |
| 609.01187                     | STRAIGHT GRANITE CURB, 18" HIGH WITH 3" ROUNDED EDGE | LF   |   | \$45       |          | \$0              |
| 609.02                        | CURVED GRANITE CURB                                  | LF   |   | \$45       |          | \$0              |
| 609.21                        | STRAIGHT GRANITE SLOPE CURB                          | LF   |   | \$25       |          | \$0              |
| 609.5                         | RESET GRANITE CURB                                   | LF   |   | \$30       |          | \$0              |
| 645.43                        | TEMPORARY SLOPE STABILIZATION TYPE C                 | SY   |   | \$3        | 1350     | \$4,050          |
| 646.51                        | TURF ESTABLISHMENT WITH MULCH, TACKIFERS AND LOAM    | SY   |   | \$6        | 4300     | \$25,800         |
| <b>SUBTOTAL A</b>             |  |      |   |            |          | <b>\$181,308</b> |

|   |                             |                  |
|---|-----------------------------|------------------|
| <b>ROADWAY MISCELLANEOUS ITEMS - (i.e. Fencing, Removals, Pvmt Markings, Seeding)</b> |                             |                  |
| USE 10% OF SUBTOTAL A COST  | MISCELLANEOUS COST SUBTOTAL | \$18,131         |
| <b>SUBTOTAL B</b>   |                             | <b>\$199,438</b> |

|  |                        |                  |
|--|------------------------|------------------|
| <b>DRAINAGE COSTS - (i.e. Pipes, Structures, End Sections, Stone Fill)</b> |                        |                  |
| USE 5% OF SUBTOTAL B COST  | DRAINAGE COST SUBTOTAL | \$9,972          |
| <b>SUBTOTAL C</b>  |                        | <b>\$209,410</b> |

|   |    |      |    |                  |
|---|----|------|----|------------------|
| <b>PERMANENT TRAFFIC CONTROL - (Sample Items Below)</b> |    |      |    |                  |
| TRAFFIC SIGN TYPE A,B,C,AA,BB,CC                        | SF | \$55 | 25 | \$1,375          |
| PERMANENT TRAFFIC CONTROL COST SUBTOTAL                 |    |      |    | \$1,375          |
| <b>SUBTOTAL D</b>                                       |    |      |    | <b>\$210,785</b> |

|  |  |                  |
|--|--|------------------|
| <b>EROSION, SEDIMENT &amp; POLLUTION CONTROL</b> |  |                  |
| USE 10% OF SUBTOTAL C COST                       | EROSION, SEDIMENT & POLLUTION CONTROL SUBTOTAL | \$20,941         |
| <b>SUBTOTAL E</b>                                |  | <b>\$231,726</b> |

|  |    |               |           |   |                  |
|--|----|---------------|-----------|---|------------------|
| <b>ADDITIONAL ITEMS OF CONSIDERATION</b> |    |               |           |   |                  |
| PREFABRICATED BRIDGE                     | LS | 50' L x 12' W | \$318,000 | 1 | \$318,000        |
| ADDITIONAL ITEMS COST SUBTOTAL           |    |               |           |   | \$318,000        |
| <b>SUBTOTAL F</b>                        |    |               |           |   | <b>\$549,726</b> |

|                              |                       |                  |
|------------------------------|-----------------------|------------------|
| MOBILIZATION                 | USE 8% OF SUBTOTAL F  | \$43,978         |
| CONTINGENCIES                | USE 10% OF SUBTOTAL F | \$54,973         |
| <b>CONSTRUCTION SUBTOTAL</b> |                       | <b>\$648,677</b> |

|                           |                                 |                  |
|---------------------------|---------------------------------|------------------|
| CONSTRUCTION ENGINEERING  | USE 8% OF CONSTRUCTION SUBTOTAL | \$51,894         |
| <b>CONSTRUCTION TOTAL</b> |                                 | <b>\$710,000</b> |

|                             |  |                  |
|-----------------------------|--|------------------|
| FINAL DESIGN AND PERMITTING |  | \$115,000        |
| RIGHT OF WAY                |  | \$0              |
| <b>TOTAL</b>                |  | <b>\$825,000</b> |

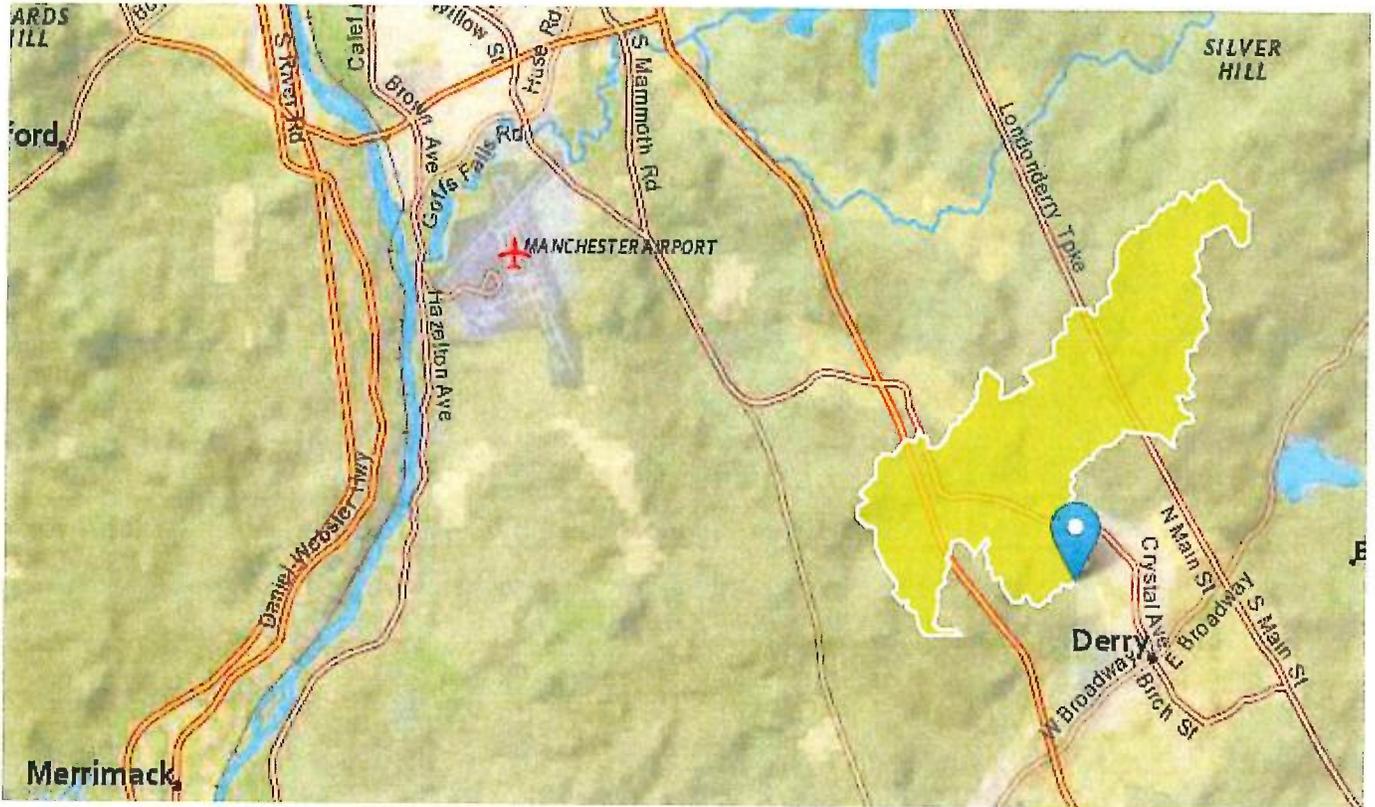
# StreamStats Report

Region ID: NH

Workspace ID: NH20201111205914810000

Clicked Point (Latitude, Longitude): 42.89151, -71.33760

Time: 2020-11-11 15:59:32 -0500



## Basin Characteristics

| Parameter Code | Parameter Description   | Value   | Unit         |
|----------------|---|---------|--------------|
| DRNAREA        | Area that drains to a point on a stream   | 4.87    | square miles |
| APRAVPRE       | Mean April Precipitation  | 3.809   | inches       |
| WETLAND        | Percentage of Wetlands  | 10.0187 | percent      |
| CSL10_85       | Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known | 35.4    | feet per mi  |

Peak-Flow Statistics Parameters<sup>[Peak Flow Statewide SIR2008 5206]</sup>

| Parameter Code | Parameter Name                | Value   | Units        | Min Limit | Max Limit |
|----------------|-------------------------------|---------|--------------|-----------|-----------|
| DRNAREA        | Drainage Area                 | 4.87    | square miles | 0.7       | 1290      |
| APRAVPRE       | Mean April Precipitation      | 3.809   | inches       | 2.79      | 6.23      |
| WETLAND        | Percent Wetlands              | 10.0187 | percent      | 0         | 21.8      |
| CSL10_85       | Stream Slope 10 and 85 Method | 35.4    | feet per mi  | 5.43      | 543       |

Peak-Flow Statistics Flow Report<sup>[Peak Flow Statewide SIR2008 5206]</sup>

PII: Prediction Interval-Lower, Plu: Prediction Interval-Upper, SEp: Standard Error of Prediction, SE: Standard Error (other -- see report)

| Statistic           | Value | Unit               | PII | Plu  | SEp  | Equiv. Yrs. |
|---------------------|-------|--------------------|-----|------|------|-------------|
| 2 Year Peak Flood   | 104   | ft <sup>3</sup> /s | 64  | 169  | 30.1 | 3.2         |
| 5 Year Peak Flood   | 171   | ft <sup>3</sup> /s | 104 | 282  | 31.1 | 4.7         |
| 10 Year Peak Flood  | 228   | ft <sup>3</sup> /s | 136 | 383  | 32.3 | 6.2         |
| 25 Year Peak Flood  | 306   | ft <sup>3</sup> /s | 176 | 531  | 34.3 | 8           |
| 50 Year Peak Flood  | 370   | ft <sup>3</sup> /s | 207 | 662  | 36.4 | 9           |
| 100 Year Peak Flood | 448   | ft <sup>3</sup> /s | 242 | 829  | 38.6 | 9.8         |
| 500 Year Peak Flood | 641   | ft <sup>3</sup> /s | 320 | 1280 | 44.1 | 11          |

*Peak-Flow Statistics Citations*

**Olson, S.A., 2009, Estimation of flood discharges at selected recurrence intervals for streams in New Hampshire: U.S. Geological Survey Scientific Investigations Report 2008-5206, 57 p. (<http://pubs.usgs.gov/sir/2008/5206/>)**

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the

functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.4.0

## Town of Derry, Exhibit A

The Town of Derry has built a Rail Trail from the Windham town line, through our downtown, and began construction in the fall of 2020 to extend the trail from Hood Park to the trail just south of the proposed Exit 4A area at Madden Road.

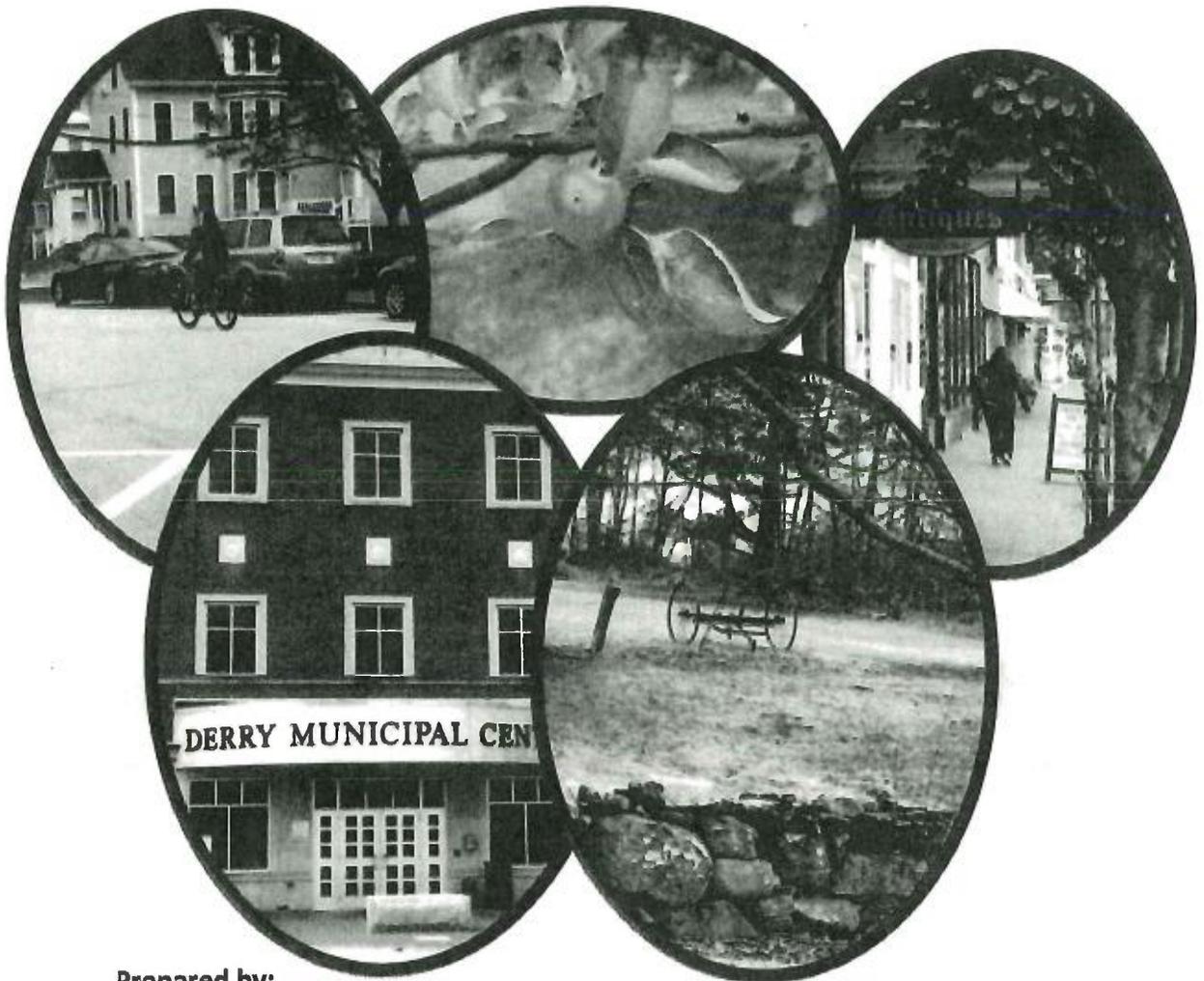
The project would complete the final leg of the Town's trail system and allow for completion of a Regional Trail System beginning at the Massachusetts' state/town line at Methuen, northward through the Towns of Salem and Windham, into Derry and eventually connecting to the Town of Londonderry's trail network and further to the Manchester Airport.

The trail has seen tremendous success and usage passing through Derry, increasing every year since the initial Downtown Bike/Walking Trail was built in the 1990s. It has been a recreational jewel for the Town, provided for a healthy lifestyle of walking, biking, cross country skiing, and will provide for economic development benefits as users of the Trail frequent local businesses along the trail and in downtown Derry.



THE TOWN OF DERRY, NH  
MASTER PLAN 2020

VOLUME I: PLAN SUMMARY AND  
IMPLEMENTATION PROGRAM



**Prepared by:**  
Community Circle  
Martha Lyon Landscape Architecture LLC  
Barrett Planning Group LLC  
BETA Group

**ADOPTION SIGNATURES**

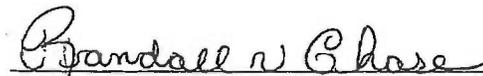
**CERTIFICATION OF 2020 MASTER PLAN ADOPTION  
TOWN OF DERRY PLANNING BOARD  
DERRY, NEW HAMPSHIRE**

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendment, and New Hampshire RSA 675:6, Method of Adoption, the Derry Planning Board, having held a duly authorized public hearing on the 2020 Derry Master Plan on February 05, 2020; the Board hereby certifies that the 2020 Derry Master Plan was duly adopted by a majority vote of the Board's members on February 05, 2020.

  
John O'Connor, Chairman

  
Lori Davison, Vice Chairman

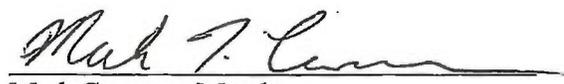
  
Brian Chirichiello, Town Council

  
Randall Chase, Town Administrative Rep.

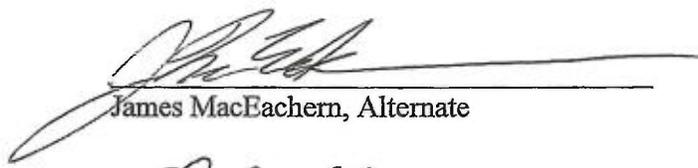
\_\_\_\_\_  
Maya Levin, Member

  
David McPherson, Member

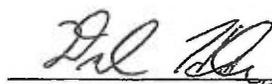
  
Mark Grabowski, Member

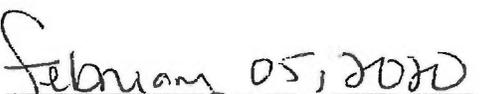
  
Mark Connors, Member

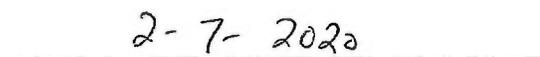
\_\_\_\_\_  
Frank Bartkiewicz, Member

  
James MacEachern, Alternate

\_\_\_\_\_  
David Granese, Alternate

  
Daniel Healey, Town Clerk

  
Date of Signature by Planning Board

  
Date Filed with Town Clerk

## DERRY MASTER PLAN: Goals and Objectives

Numbering does not indicate priority

|  |
|--|
| <b>GOALS AND OBJECTIVES</b>  |
| <b>GOAL 1: Make Derry a DESTINATION for the enjoyment of both residents and visitors alike.</b>                                |
| Objective 1.1. Improve and promote Derry's DOWNTOWN  |
| Objective 1.2. Preserve Derry's TOWN CHARACTER   |
| Objective 1.3. Work to improve Derry's lingering negative REPUTATION   |
| Objective 1.4. Promote Derry's HISTORY and protect its historic buildings  |
| Objective 1.5. Protect and promote the Town's NATURAL RESOURCES  |
| <b>GOAL 2: Encourage ECONOMIC ACTIVITY in order to create more employment opportunities and to expand the tax base.</b>        |
| Objective 2.1. MARKET Derry as being "open for business"   |
| Objective 2.2. Promote Derry's cultural resources & support the growing CREATIVE ECONOMY                                       |
| Objective 2.3. Support economic development along ROUTE 28 SOUTH   |
| <b>GOAL 3: Address the opportunities and challenges posed by the NEW GATEWAY: Exit4A</b>                                       |
| Objective 3.1. Create a VISION AND PLAN for the area   |
| Objective 3.2. Support DEVELOPMENT/redevelopment   |
| <b>GOAL 4: Promote Derry as a PLACE TO LIVE</b>  |
| Objective 4.1. Provide a range of HOUSING options to meet different needs and stages in the lifecycle.                         |
| Objective 4.2. Attract and retain YOUNGER ADULTS to live in Derry  |
| Objective 4.3. Support OLDER ADULTS to "age in place" in Derry   |
| Objective 4.4. Improve TRANSPORTATION to make getting around town safer and more pleasant.                                     |
| Objective 4.5. Stabilize NEIGHBORHOODS   |
| Objective 4.6. Provide adequate PUBLIC FACILITIES and SERVICES   |
| <b>GOAL 5: Promote HEALTH AND WELLNESS for individuals living and/or working in Derry as well as the community as a whole.</b> |
| Objective 5.1. Expand opportunities for RECREATION for all ages & promote walking/biking                                       |
| Objective 5.2. Provide additional opportunities for COMMUNITY GATHERING for all ages   |
| Objective 5.3. Develop a town-wide health and wellness AWARENESS campaign  |
| <b>GOAL 6: Conserve ENERGY and PLAN FOR RESILIENCE</b>   |
| Objective 6.1. Take measures to CONSERVE ENERGY and move towards renewable sources   |
| Objective 6.2. Provide ALTERNATIVE modes of TRANSPORTATION   |
| Objective 6.3. Implement land use strategies that will promote SUSTAINABLE DEVELOPMENT   |
| Objective 6.4. Mitigate negative impacts of CLIMATE CHANGE   |

## A VISION FOR DERRY'S FUTURE

**Imagine a Derry...** that retains its small-town feeling, even enhances the community's feeling of being close knit, by welcoming newcomers and increasing communication between the Town and its residents, holding more festivals and events and using social media. Family activities, and programs specifically aimed at the elderly and teens provide for opportunities to socialize and connect.

**Imagine a Derry...** that has become a destination with much to do and see both for residents and visitors alike. The downtown is welcoming and walkable with plenty of parking to support the mix of uses including offices, housing, retail and restaurants. Promoting the growing arts community and cultural opportunities adds to the vitality and attracts new residents and visitors.

**Imagine a Derry...** that has expanded its economic base and created new opportunities for employment by becoming more business-friendly, investing in infrastructure that supports business growth, creating new commercial and industrial zones, reimagining the Downtown and Route 28, and by focusing on retaining existing and recruiting new desirable businesses.

**Imagine a Derry...** that provides a wide range of housing for people in different stages of the lifecycle, income levels, and special needs.

**Imagine a Derry...** that provides recreational opportunities for all ages, including both indoor and outdoor facilities and programs. This includes a system of connected open spaces and lakes linked by trails and made more accessible by adding more parking, signage, and information regarding these.

**Imagine a Derry...** that protects and promotes its history and historic structures by enacting policies that ensure buildings and landscapes are protected and by telling Derry's stories in multiple and compelling ways.

**Imagine a Derry...** that retains its excellence in education and promotes this as a feature of living in Derry, attracting new families to live in Town.

**Imagine a Derry...** that provides a range of options for getting around town, including safe walking and biking and expansion of the existing public transit service, discouraging auto-dependency.

**Imagine a Derry...** that promotes the health and wellness of all its residents by addressing the opioid crisis and providing a range of opportunities for passive and active recreation, safe walking and biking infrastructure and options for social interaction and community gathering.

**Imagine a Derry...** that is resilient and sustainable and uses renewable energy sources. It takes care of its elderly and attracts young people to relocate here so that the next generation can take over the stewardship of the Town's assets and resources. Also, government is transparent and efficient.

## TOP TWELVE (12) KEY RECOMMENDATIONS

Order does not indicate priority

### Develop a Downtown Revitalization Plan

- Improve walking, biking, streetscape, facades, outdoor seating, parking
- Make downtown a destination- more retail, restaurants
- Support visual and performing arts and revitalize Hood Pond/Park
- Consider expanding downtown to Crystal Avenue

### Complete a feasibility study for a multi-generational Community Center

- Space for programming for increasing population of older adults and changing expectations
- Space for Teen Center, homeschoolers, social clubs, etc.
- Recreation (consider swimming pool), Art center
- Include partners such as the MGCC, Parks & Recreation, Boys and Girls Club

### Design and plan a town-wide pedestrian and bike network with associated amenities.

- Sidewalks, Safe Routes to School, Bike paths, bike racks, ADA access
- Trail system with additional parking and improved signage

### Support older adults who wish to age in place.

- Help to stay in their own home
- Encourage creation of small, affordable smaller units designed for access
- Provide transportation for medical visits, socializing, field trips, etc.
- Access to recreation, socialization, health and wellness

### Attract young adults to live in Town

- Support visual and performing arts, breweries, more music downtown, etc.
- Improve walkability, bikeability, trails and recreation
- Promote green initiatives
- Create opportunities for employment

### Develop a Vision and Plan for the Exit 4A Gateway

### Develop a Strategic Plan for implementing the opportunities provided by the Cultural District

Develop a plan to promote heritage tourism (including historic buildings and legacy stories including Robert Frost, Alan Shepard, potatoes, H.P. Hood & Sons, Londonderry Linen, etc.)

Develop a Climate Change Adaptation and Resiliency Plan (promoting renewable energy sources, smart growth land use policies, and resilience to extreme weather conditions)

Encourage more community gathering (organize events and activities, recreation, entertainment, family-oriented, oriented to older and young adults, third places, indoors and outdoors, etc.)

Develop a Health and Wellness Campaign (e.g. "Let's Move Derry"). Promote healthy food, fitness, healthy lifestyle choices, community health. Focus on physical and mental health.

Explore variety of affordable housing options for older and younger adults (micro units, work-live units, walkable neighborhoods, etc.)

## 8 KEY CAPITAL EXPENDITURES IDENTIFIED IN THE PLAN

The following are the key capital expenditures outlined in the Implementation Plan. These are phased over time and it is recommended that a variety of funding sources be explored.

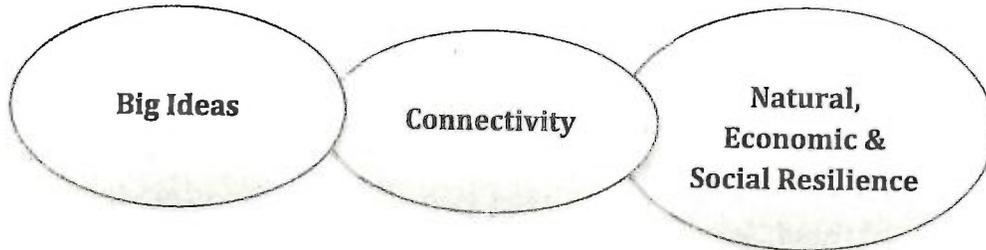
- Relocating the Police Headquarters to mitigate impacts of Exit 4A
- Upgrading the Fire Department stations and related facilities
- Additional recreational facilities
- Intergenerational Recreation and Community Center
- Additional services and facilities for older adults
- Retrofitting municipal facilities with renewable energy sources & other energy reduction measures
- Walking/biking infrastructure (sidewalks, crosswalks, bike paths, Rail Trail)
- Streetscape improvements to Downtown



## Three Underlying Themes

### Community Conversation: What were the main themes?

The following represent the main themes that emerged in conversations with Derry's stakeholders.



#### ❖ Big Ideas

- Make Derry a Destination (for arts, culture, nature and the downtown)
- Build on the Creative Economy (including opportunities posed by the Cultural District designation)
- Revitalize the Downtown (walkability, small town feel, existing establishments)
- Maximize opportunities created by new Exit 4A

#### ❖ Connectivity

- Connect the different parts of downtown so as to expand the definition of the downtown area and to make it feel more like a place, a destination
- Connect disparate districts of the town together
- Connect open spaces, recreational facilities, lakes, etc. with a system of well-marked paths and trails
- Connect residents to one another through additional events, opportunities for community gathering (including a Community Center), and by using social media to communicate and connect
- Connect destinations with safe and pleasant walking and biking infrastructure

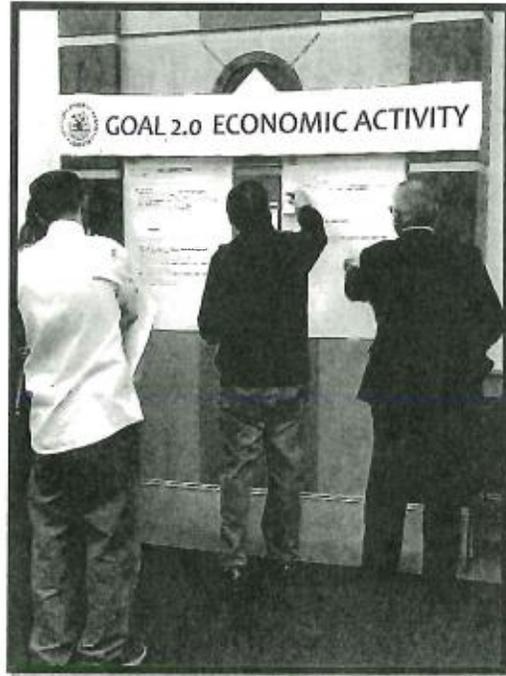
#### ❖ Natural, Economic & Social Sustainability and Resilience

- Strengthen the local economy
- Attract and retain young adults
- Care for the elderly and the young
- Develop policies and implement measures to protect the environment including using renewable energy sources
- Promote the health and wellness of Derry's residents and of Derry as a community

## Derry Voices (Participant priorities from Public Forum #2)

Participants' main priorities include the following:

- There was very significant support given to the goal of **economic development**
  - by expanding the growing **creative economy** especially by capitalizing on the newly established Cultural District and considering creating and "entertainment district"
  - by connecting cultural and historic assets
  - by investing in **infrastructure** that supports economic activity (parking, traffic management, sewer, water, etc.)



*Town-wide Public Forum  
Municipal Complex*

- Not surprisingly, very high priority was given to promoting **Derry as a Place to Live**. Participants were most interested in providing a range of housing types including shelter for those in need, attracting and retaining young people to live in town, more programming for seniors, and increasing transportation options, **including extending the rail trail**. There was support for a Community Center for all ages as well as other opportunities for programming and gathering (including activities at the Library and Upper Village Hall).
- Many participants agreed on the priority of making Derry a destination especially by improving the **Downtown** primarily by developing a unifying theme, establishing design guidelines, and improving public spaces and creating additional gathering spaces.
- There was a significant degree of support for the protection, promotion, and enjoyment of **natural resources**. Connecting these through improved, more accessible (e.g. parking, signage) and expanded trail networks also received enthusiastic support. A desire was also expressed for cleaning up and connecting Hood Pond to the Downtown.
- There was also significant interest expressed in providing additional opportunities for **community gathering** in a number of ways, including:
  - Festivals, fairs and other community-wide events

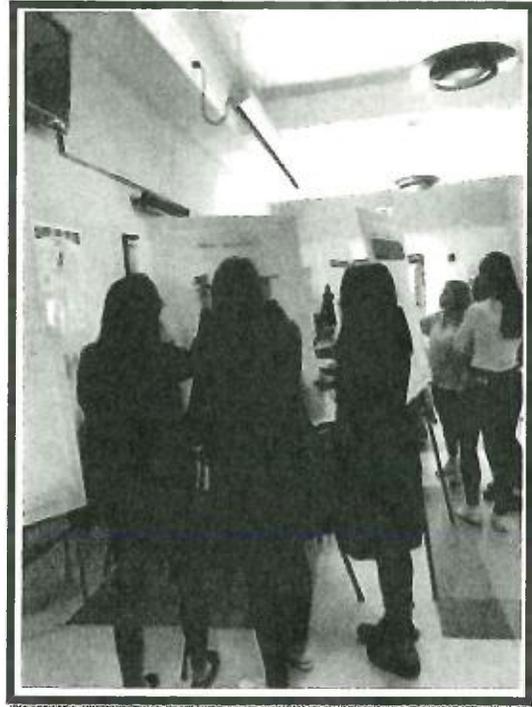
- Multi-generational center
- Senior center
- Evening activities
- Use of social media to connect people

- Participants expressed an interest in a **Health and Wellness Campaign** including increasing awareness amongst residents, providing healthy food options and increasing opportunities for recreation, especially by increasing access to conservation lands (e.g. parking, signage, crime control on trails, expanded trail network)

- Participants also identified as their priority objectives aimed at **conserving energy and climate change adaptation**. There was significant support of the activities of the Net Zero Task Force and the effort to retrofit public facilities with renewable energy sources.

Additionally improving infrastructure to provide viable alternatives to car travel was seen as important. Some felt that more education of residents is needed regarding such matters as water conservation and the benefits of renewable energy.

- **Attracting younger people to live in Town** was also seen as a priority. Participants offered a number of ideas regarding ways of achieving this ranging from matching job training with needed skills, increasing art and entertainment options, as well as providing more recreational opportunities.
- There is some support for redeveloping the area around the **future Exit 4A**, a desire to improve walkability, attract businesses and alleviate traffic in the downtown, but also some concerns especially regarding the number of lanes.



*Master Plan High School Participants,  
Senior Lunch, Pinkerton Academy*



## Top Twelve (12) Recommendations

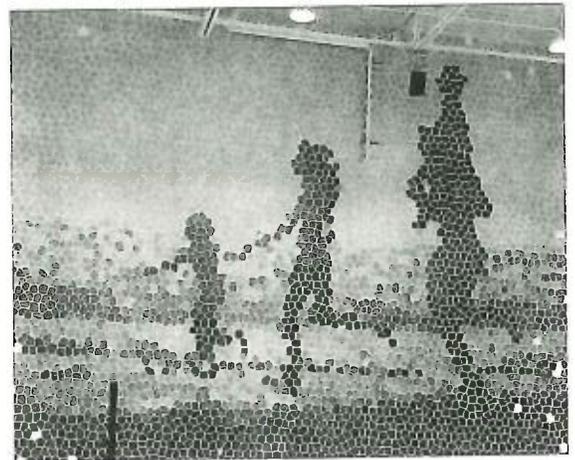
Develop a **Downtown Revitalization Plan** in order to make downtown a destination:

- Improve walking, biking
- Improve streetscape
- Attract more restaurants & retail
- Install more outdoor seating
- Create better parking options
- Support visual and performing arts
- Revitalize Hood Pond/Park
- Connect to Crystal Ave



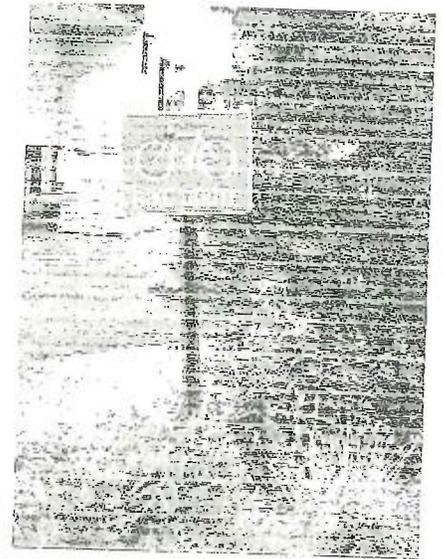
Complete a feasibility study for a multi-generational **Community Center** in order to create a multi-generational opportunity for community gathering. Develop partnerships with MGCC, Parks & Recreation, Boys & Girls Club and other relevant partners. Provide:

- Space for programming for increasing population of older adults
- Space for teens, homeschoolers, social clubs, etc.
- Recreation amenities
- Art center



Design and plan a town-wide pedestrian and bike network with associated amenities. Conduct a town-wide Pedestrian and Bicycle Study. Create a safe and pleasant interconnected system for walking and biking. This will:

- Promote the downtown
- Promote history
- Market Derry as open for business
- Attract young adults
- Support older adults
- Improve transportation
- Expand opportunities for recreation
- Improve health and wellness
- Mitigate impacts of climate change



Support **older adults** who wish to age in place. Consider a joint Senior/Community Center. Provide supports that allow people who wish to stay in their home and/or community to do so by providing access to:

- Appropriate and affordable housing choices
- Transportation
- Recreation
- Socialization
- Health and wellness



in terms of additional traffic, but also potentially on Derry's downtown through competition with local business establishments.

---

#### TRANSPORTATION

Transportation networks are, by definition, regional in nature and because of this, improvements to them should be approached on a regional basis when possible, relevant, and/or appropriate. The soon to be completed Exit 4A, designed to connect to Folsom Road in Derry and to the west, Londonderry, will have regional impacts and implications. It is important that these be studied and addressed.

---

#### AGRICULTURE AND FARMS

Derry's farmlands contribute to the town's character, not only for their scenic value but also as a source of healthy local food, thus reducing the town's carbon footprint and supporting healthy eating. Unfortunately, it has become increasingly difficult for farmers to continue to make a living from this traditional vocation and in many communities, support includes some sort of subsidy. Additionally, many farmers are approaching retirement age and they do not have a successor identified.

Through purchases and easements, Derry has protected approximately 279 acres that largely consist of prime agricultural land and forests. By collaborating with surrounding towns on additional purchases and protections, the town increases its chances of successfully preserving farming in Derry.

---

#### RECREATION

Trails and scenic byways have become increasingly popular, and Derry's residents and visitors enjoy several hiking and multi-use trails. There are plans to connect the Derry Rail Trail/Bike path to the Londonderry Trail and the Rockingham Recreational Trail runs through several municipalities. Paving, signage, and maintenance of these and other trails can be coordinated amongst municipalities so as to be most efficient and cost effective. Plans have been completed for the Frost-Stagecoach Scenic Byway, a vehicular route that will connect historic resources in Hampstead, Derry and Auburn, and terminating at Manchester.

---

#### CREATING AN AGE-FRIENDLY COMMUNITY

In 2017, the Southern New Hampshire Regional Planning Commission undertook an Age-Friendly Community assessment of Derry, as part of a region-wide study. The effort examined how the town is serving its population in the areas of transportation/connectivity, housing, recreation/engagement, and economic/business development. In the

- Derry Rail Trail/Bike path (plans to connect to Londonderry Trail)
- Rockingham Recreational Trail
- Frost-Stagecoach Scenic Byway
- Ballard State Forest and Taylor Mill
- Derry Conservation Area Trails

## TOP 12 KEY RECOMMENDATIONS

The following represents a list of the top twelve (12) recommendations regarded as key for achieving the goals and objectives laid out by the master plan. These stand out as the highest priority among all the proposed actions. Many of these recommendations fulfil more than one of the six master plan goals, and the order in which they appear is of no particular importance.

### Develop a **Downtown Revitalization Plan**

- Improve walking, biking, streetscape, facades, outdoor seating, parking
- Make downtown a destination- more retail, restaurants
- Support visual and performing arts and revitalize Hood Pond/Park
- Consider expanding downtown to Crystal Avenue

### Complete a feasibility study for a multi-generational **Community Center**

- Space for programming for increasing population of older adults and changing expectations
- Space for Teen Center, homeschoolers, social clubs, etc.
- Recreation (consider swimming pool), Art center
- Include partners such as the Marion Gerrish Community Center, Parks & Recreation, Boys and Girls Club

### Design and plan a town-wide **pedestrian and bike network** with associated amenities.

- Sidewalks, Safe Routes to School, Bike paths, bike racks, ADA access
- Trail system with additional parking and improved signage

### Support **older adults** who wish to age in place.

- Help to stay in their own home
- Encourage creation of small, affordable smaller units designed for access
- Provide transportation to medical visits, groceries, and field trips
- Access to recreation, socialization, health and wellness

### Attract **young adults** to live in Town

- Support visual and performing arts, breweries, more music downtown, etc.
- Improve walkability, bikeability, trails and recreation
- Promote green initiatives
- Create opportunities for employment

### Develop a Vision and Plan for the **Exit 4A Gateway**

Develop a Strategic Plan for implementing the opportunities provided by the Cultural District

Develop a plan to promote heritage tourism (including historic buildings and legacy stories including Robert Frost, Alan Shepard, potatoes, H.P. Hood & Sons, Londonderry Linen, etc.)

Develop a Climate Change Adaptation and Resiliency Plan (promoting renewable energy sources, smart growth land use policies, and resilience to extreme weather conditions)

Encourage more community gathering (organize events and activities, recreation, entertainment, family-oriented, oriented to older and young adults, third places, indoors and outdoors, etc.)

Develop a Health and Wellness Campaign (e.g. "Let's Move Derry"). Promote healthy food, fitness, healthy lifestyle choices, community health. Focus on physical and mental health.

Explore variety of affordable housing options for older and younger adults (micro units, work-live units, walkable neighborhoods, etc.)

**KEY CAPITAL EXPENDITURES IDENTIFIED IN THE PLAN**

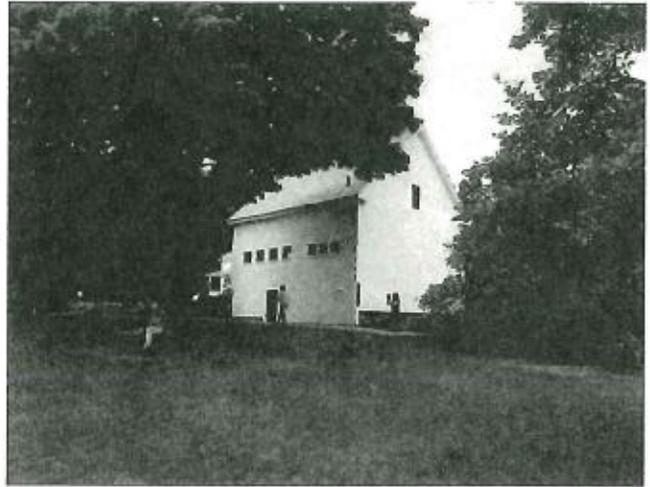
The following are the key capital expenditures outlined in the Implementation Plan. These are phased over time and it is recommended that a variety of funding sources be explored.

- Relocating the Police Headquarters to mitigate impacts of Exit 4A
- Upgrading the Fire Department stations and related facilities
- Additional recreational facilities
- Intergenerational Recreation and Community Center
- Additional services and facilities for older adults
- Retrofitting municipal facilities with renewable energy sources & other energy reduction measures
- Walking/Biking Infrastructure (sidewalks, crosswalks, bike paths, Rail Trail)
- Streetscape improvements to Downtown



**GOAL 1: MAKE DERRY A DESTINATION FOR THE ENJOYMENT OF BOTH RESIDENTS AND VISITORS ALIKE.**

Derry's many natural and cultural resources together with its historic downtown, contribute to the quality of life for residents and, at the same time attract visitors interested in hiking, kayaking, and birdwatching, as well as Southern New Hampshire history. Despite their popularity, some of these resources, including the downtown, are in need significant improvements and others, such as conservation lands, trails, and historic sites, need more directional and interpretive signage in order to better serve the public.



*The Robert Frost Farm, one of Derry's many visitor attractions, is a prominent stop on the Robert Frost Scenic Byway*

Derry's natural resources include conservation areas and farms, as well as medium sized lakes and small ponds. Two trail systems, the Derry Rail Trail and Rockingham Recreation Trail, connect some of the town's open spaces, and the Robert Frost Scenic Byway passes and incorporates several historic sites. Derry retains several significant historic buildings and landscapes, including the Taylor Mill, Robert Frost Farm, East Derry Village, First Parish Church, Forest Hill Cemetery, Alan Shepard home and many others. The stories associated with these sites reinforce their importance to the town

and support the need to preserve them. Missing from this collection of resources are clearly defined connections between them, including, but not limited to interpretive materials (both web-based and printed) trails and signage. By making these connections, residents and visitors can gain more access to and develop greater appreciation for these natural and cultural assets.

Derry's intact downtown, with its dining and shopping establishments and walkable scale, has the potential to

become the town's "living room." In order to achieve this, the town will need to enhance the streetscape, improve access to parking, and attract more retail and restaurant options.

**DERRY VOICES**

*"Attract more stores, shops and restaurants"  
(Downtown Forum)*

*"Create visitor opportunities to seek out space-theme-based scavenger hunts for children, teens, families and older adults" (Master Plan public forum)*

*"Complete Rail Trail connection to Londonderry and make Derry's hiking trails more visible through signage." (Master Plan public forum)*

Derry, New Hampshire Master Plan

IMPLEMENTATION MATRIX: Action Plan

GOAL 1.0: Make Derry a Destination for the enjoyment of both residents and visitors alike.

| OBJECTIVE 1.5. Protect and promote the town's natural resources. |   |   |         |   |          |
|--|---|---|---------|---|----------|
| Strategies   | Existing Resources  | Potential Actions   | Funding | Lead & Partner(s)   | Priority |
| 1.5.1. Improve and promote open space and trail system           | Rail Trail  | Develop a plan to connect open spaces and create a linked network   |         | <b>LEADS:</b><br>Town Administrator<br>DPW<br><br><b>PARTNERS:</b><br>Planning Department<br><br>Conservation Commission<br><br>Rail Trail Alliance<br><br>NH State Parks Department<br><br>Southeast Land Trust of NH<br><br>Greater Derry Arts Council<br><br>NH Dept. of Agriculture, Market and Foods<br><br>UNH Extension (for IPM)<br><br>Woodmont Commons Developers | On-going |
|  | Rail Trail Alliance   | Continue to extend trail system   |         |   |          |
|  | Derry Conservation Commission and Conservation Stewards   | Promote and make more visible Derry's hiking trails   |         |   |          |
|  | <i>Derry Open Space Plan</i>  | Name the trail circuits   |         |   |          |
|  | Southeast Land Trust of NH  | Complete the Rail Trail connection to Londonderry   |         |   |          |
|  |   | Coordinate with Woodmont Commons developers to ensure continuity of rail trail route  |         |   |          |
|  |   | Recruit additional volunteers for maintenance via existing Conservation Stewards program and establish ventures with local businesses |         |   |          |
|  |   | Develop a "brand" for Derry's open spaces and trails as a system and promote both   |         |   |          |
|  |   | Develop cohesive signage to help orient and direct users  |         |   |          |
|  |   | Develop an education program to address public concern about ticks, mosquitoes, and other pests and open space/trail safety           |         |   |          |
|  | Clean up Hood Pond and Park and connect them to downtown<br>-Expand programming and amenities at Hood Pond and Park   |   |         |   |          |
|  | Continue to work with the Southeast Land Trust to connect Derry's lands to the larger regional network of open spaces |   |         |   |          |

Der

## IMPLEMENTATION MATRIX: Action Plan

GOAL 3.0: Address the Opportunities and Challenges Posed by the New Gateway: Exit 4A.

| OBJECTIVE 3.2. Support Development/Redevelopment |                               |  |   |  |                  |
|--|-------------------------------|--|---|--|------------------|
| Strategies                                       | Existing Resources            | Potential Actions  | Funding   | Lead & Partner   | Priority         |
| 3.2.1. Rezone area for mixed-uses                | Existing zoning               | <p>Develop entertainment District</p> <p>Develop research/high tech/office park/residential zones</p> <p>Develop affordable housing options</p> <p>Determine desired uses, scale, "look"</p> <p>Define limits of zone</p> <p>Review existing zoning and revise</p>   | Town  | <p><b>LEAD:</b><br/>Planning Board</p> <p><b>PARTNERS:</b><br/>Economic Development Advisory Committee</p> <p>Economic Development Director</p> <p>Planning Department</p> | #1               |
| 3.2.2. Encourage Economic Development            | Existing Businesses           | <p>Provide necessary infrastructure to support development</p> <p>Complete sewer and water extension upgrades</p> <p>Encourage infill and redevelopment</p> <p>Relocate impacted businesses on north side of Folsom Road</p> <p>Assist existing businesses to remain in Derry</p> <p>Widen Franklin Street Extension to allow access from Exit 4A to industrial park</p> | Town<br>NHDOT   | <p><b>LEAD:</b><br/>Economic Development Director</p> <p><b>PARTNERS:</b><br/>NHDOT<br/>Planning Department<br/>SNHPC</p>  | Sustained Effort |
| 3.2.3. Develop Walking and Biking facilities     | Existing sidewalks and trails | Construction of new sidewalks and bicycle facilities should be   | NHDOT Transportation Alternatives Program (TAP) funding | <b>LEAD:</b><br>DPW  | #1               |

Der

## IMPLEMENTATION MATRIX: Action Plan

GOAL 4.0: Promote Derry as a Place to Live.

| OBJECTIVE 4.4. Improve Transportation to make getting around town safer and more pleasant |   |   |   |   |          |
|---|---|---|---|---|----------|
| Strategies  | Existing Resources  | Potential Actions   | Funding   | Lead & Partner  | Priority |
| 4.4.1. Improve Parking in Downtown  | <p>On-street and off-street parking</p> <p>Land next to the Opera House</p> | <p>Provide additional handicap spaces that are more available</p> <p>Provide ADA raised parking spaces</p> <p>Provide additional electric vehicle charging stations</p> <p>Provide additional parking for the library &amp; Adams Memorial Building, including coordinating with the owner of property adjacent to Adams Building for potential for parking</p> <p>Install lighting at parking areas</p> <p>Consider angle parking</p> <p>Conduct feasibility study and subsequent public outreach for a parking garage</p> | Opportunity Zone investments  | <p><b>LEAD:</b><br/>DPW/Chamber of Commerce</p> <p><b>PARTNERS:</b><br/>Economic Development Director<br/>Planning Department<br/>Property owners<br/>Economic Development Advisory Committee</p> | #3       |
| 4.4.2. Improve Sidewalk, Trails, Paths, and Connections Town-wide                         | <p>Derry Rail Trail</p> <p>Rockingham Recreational Trail</p>                | <p>Extend Derry Rail Trail beyond I-93 Exit 4A interchange</p> <p>Complete planned connection of Derry Rail Trail to Londonderry Rail Trail, including amenity provision along Trail (restroom/kiosk, repair stations, semi-permanent structures for outdoor market)</p> <p>Provide bike racks at key destinations</p> <p>Identify new opportunities for connections to open spaces and recreational/municipal facilities</p> <p>Install traffic calming measures were appropriate (Strategy 4.2.4)</p>                     | <p>NHDOT Project 16031(Manchester &amp; Lawrence multi-use trail improvements design)</p> <p>NHDOT Project 13065 (I-93 Exit 4A Interchange)</p> <p>CMAQ funds</p> <p>Opportunity Zone investments</p> | <p><b>LEAD:</b><br/>DPW</p> <p><b>PARTNERS:</b><br/>NHDOT<br/>Planning Department<br/>School Department<br/>SNHPC</p>   | #1       |

Der

## IMPLEMENTATION MATRIX: Action Plan

**GOAL 5.0:** Promote health and wellness for individuals living and/or working in Derry as well as the community as a whole.

**OBJECTIVE 5.1.** Expand opportunities for recreation for all ages and promote walking/biking.

| Strategies   | Existing Resources   | Potential Actions  | Funding | Lead & Partner(s)  | Priority |
|--|--|--|---------|--|----------|
| 5.1.1. Improve existing town recreation facilities | <p>Marion Gerrish Community Center</p> <p>Existing courts</p> <p>Existing playgrounds</p> <p><i>Recreation Feasibility Study</i></p> | <p>Implement recommendations of the <i>Parks and Recreation Needs Assessment and Recreation Feasibility Study</i></p> <p>Update basketball courts</p> <p>Improve the sports park</p> <p>Update playgrounds</p> <p>Promote existing recreation facilities</p> <p>Plant flowers to beautify</p> <p>Create joint use agreements between playgrounds and schools (See ENDNOTE #1)</p> <p>Reclaim the Hood Dam area</p> <p>Improve opportunities for recreation at Beaver Lake, including improvements to the boat ramp and beach, and addition of more bike racks</p> <p>Improve access to Big Island Pond</p> <p>Renovate the Marion Gerrish Center to provide a broader range of social services, including education, welfare, recreation and senior services</p> <p>Build a large indoor recreation facility</p> |         | <p><b>LEAD:</b><br/>Parks and Recreation Department</p> <p>Conservation Commission</p> <p><b>PARTNERS:</b><br/>Derry Public Schools</p> <p>Derry Garden Club</p> | #2       |
| 5.1.2. Create new recreation amenities             | <i>Recreation Feasibility Study</i>  | <p>Extend the Derry Rail Trail</p> <p>Construct an indoor/outdoor swimming pool</p>  |         | <b>LEAD:</b><br>Parks and Recreation Department  | #2       |

**OBJECTIVE 5.2. Provide additional opportunities for COMMUNITY GATHERING for all ages.**

| Strategies   | Existing Resources   | Potential Actions  | Funding | Lead & Partner(s)  | Priority  |
|--|--|--|---------|--|---|
|  | Frost Festival   | events such as restaurant week, sidewalk sale, open mike night, etc.   |         |  |   |
| <b>5.2.3. Improve open spaces and trails and encourage their function as opportunities for community gathering</b> | Derry Trail Alliance<br>Conservation Lands<br><br>Trail system<br>Community garden | Connect trails to open spaces, and other existing trail systems (including to Londonderry)<br><br>Make trails more visible with signage and provide information regarding the degree of difficulty, existence of obstacles, opportunities for resting, what they connect, distance, etc.<br><br>Organize events on trails (e.g. Summer Solstice Celebration) |         | <b>LEAD:</b><br>Parks and Recreation Dept.<br><br><b>PARTNERS:</b><br>Derry Trail Alliance   | #1  |
| <b>5.2.4. Create a multi-generational Community Center</b>   | Marion Gerrish Community Center  | Complete a feasibility study for a new Community/Recreation Center for all ages<br><br>Implement the study's recommendations<br><br>Engage youth and older adults in developing a program for the center   |         | <b>LEAD:</b> Town Administrator<br><br><b>PARTNERS:</b><br>Planning Dept.<br><br>Derry Cooperative School District<br><br>Parks & Rec                | #2  |
| <b>5.2.5. Improve communication regarding existing opportunities</b>   | Existing social media  | Continue to use social media to connect people<br><br>Create a community calendar<br><br>Develop marketing materials and improve signage<br><br>Create a space on the Town's website to inform and promote opportunities for community gathering (information on both facilities and events)   |         | <b>LEAD:</b><br>Derry CAM<br><br><b>PARTNERS:</b><br>Economic Development Director<br><br>Greater Derry Arts Council<br><br>Other community partners | #1<br> |
| <b>ADDITIONAL STRATEGIES/ACTIONS TO CONSIDER</b>   |  |  |         |  |   |

Der

## IMPLEMENTATION MATRIX: Action Plan

GOAL 6.0: Conserve Energy and Plan for Resilience.

| OBJECTIVE 6.2. Provide Alternative Modes of Transportation        |  |   |  |  |          |
|---|--|---|--|--|----------|
| Strategies  | Existing Resources   | Potential Actions   | Funding  | Lead & Partner   | Priority |
| 6.2.1 Create a Safe Routes to School Program                      | School enrollment information  | <p>Develop a Safe Routes to School program for elementary and middle schools to encourage walking and biking</p> <p>Maintain existing sidewalks and construct new sidewalks</p>   | School Department<br>NHDOT   | <p><b>LEAD:</b><br/>School Department</p> <p><b>PARTNERS:</b><br/>Planning Department<br/>NHDOT</p>                        | #1       |
| 6.2.2. Improve Sidewalk, Trails, Paths, and Connections Town wide | Derry Rail Trail<br><br>Rockingham Recreational Trail  | <p><b>Extend Derry Rail Trail beyond I-93 Exit 4A interchange</b></p> <p>Complete planned connection of Derry Rail Trail to Londonderry Rail Trail</p> <p>Provide bike racks at key destinations</p> <p>Provide pedestrian and biking connections to Downtown</p> <p>Identify opportunities for connections to open spaces, recreational &amp; municipal facilities</p> | <p>NHDOT Project 16031 (Manchester &amp; Lawrence multi-use trail improvements design)</p> <p>NHDOT Project 13065 (I-93 Exit 4A Interchange)</p> | <p><b>LEAD:</b><br/>NHDOT</p> <p><b>PARTNERS:</b><br/>DPW<br/>Planning Department<br/>School Department<br/>RTA</p>        | #1       |
| 6.2.3. Improve Transit and Carpool Service                        | Co-Operative Alliance for Regional Transportation (CART)<br><br>SNHPC Human Service Providers<br><br>Greater Derry/Greater Salem Regional Transportation Council | <p>Identify needs and demand for improving public transit and shuttle service and accessibility including afterhours</p> <p>Coordinate with CART and Manchester Transit Authority (MTA) for potential expansion of routes and existing service</p> <p>Encourage Pinkerton Academy carpooling</p>  | <p>CART</p> <p>Manchester Transit Authority</p> <p>SNHPC</p> <p>Greater Derry/Salem RTC</p>  | <p><b>LEAD:</b><br/>CART</p> <p><b>PARTNERS:</b><br/>MTA<br/>Greater Derry/Greater Salem RTC<br/>NHDOT<br/>Londonderry</p> | #2       |

**OBJECTIVE 6.2. Provide Alternative Modes of Transportation**

| Strategies   | Existing Resources  | Potential Actions  | Funding   | Lead & Partner   | Priority  |
|--|---|--|---|--|-----------|
| <p><b>6.2.4. Consider Complete Streets and Streetscape Amenities in Downtown to Improve Walking and Biking</b></p> | <p>Sidewalks /crosswalks</p> <p>Derry Rail Trail</p> <p>Pavement Management Program</p> <p>Traffic volume expected to decrease with Exit 4A Interchange</p> | <p><b>Complete Rail Trail connection to Londonderry</b></p> <p>Develop a Sidewalk and Bicycle Improvement Plan to prioritize improvements to sidewalks and bicycle facilities. Shall include making facilities accessible to all ages and abilities</p> <p>Provide new sidewalks to fill gaps in the network</p> <p>Improve inaccessible entryways to businesses</p> <p>Identify mechanism to fund sidewalk improvements</p> <p>Provide wayfinding signage</p> <p>Improve crosswalks including bump-outs and flashing beacons at South Avenue, Broadway, and Rollins Street at Derry Rail Trail</p> <p>Upgrade crosswalk signs to meet retro-reflectivity standards</p> <p>Evaluate potential changes to on-street parking</p> <p>Provide additional bicycle racks</p> <p>Implement pilot bike-share program</p> | <p>DPW</p> <p>NHDOT Transportation Alternatives Program (TAP) funding</p> | <p><b>LEAD:</b><br/>DPW</p> <p><b>PARTNERS:</b><br/>Planning Department</p> <p>Economic Development Director</p> <p>Chamber of Commerce</p> <p>NH Complete Streets Coalition</p> <p>Bike Walk Alliance of NH</p> <p>RTA</p> <p>SNHPC</p> | <p>#1</p> |

municipal building and is developing a solar energy project and a public works facility. The task force has planned a 1-megawatt solar array for the landfill.

- The town has established several zoning districts designed to conserve groundwater and protect wetlands and flood plains

## RECREATION RESOURCES IN MANY FORMS

• The Rockingham Recreation Trail (maintained by the State of New Hampshire) and Derry Rail Trail (overseen by the Derry Rail Trail Alliance) offer bicyclists, walkers, joggers and others off-road recreational opportunities. Multiple access points to both trails are spread through the town.

- Derry's conservation lands contain many miles of hiking trails through forests and former farmlands.
- Kayaking and wildlife-viewing are possible on the town's several lakes and ponds, and the state maintains a public boat launch at Beaver Lake.
- Derry is home to three publicly-accessible golf courses, Hoodcroft, Hidden Valley and Brookstone.
- The town maintains multiple fields for team sports, in locations across town.
- Alexander-Carr Park Lodge, while in need of repair/replacement, provides a place for public gatherings.

### WHAT DOES IT MEAN?

- Derry's **two state parks and two multi-use trails** offer recreational opportunities and at the same time fuel the local economy.
- The **baseball, softball, and soccer fields** provide ample opportunities for team sports activities.
- The natural areas, including **lakes, ponds and conservation lands**, offer opportunities for additional recreation.
- The condition of **indoor facilities** that support these activities, including Veterans' Hall and the Lodge at Alexander Park, does not match the quality of the well-maintained fields. Both buildings are both in need of major upgrades.



*Beaver Lake, located near the geographic center of Derry, is the largest freshwater body and provides both habitat for wildlife as well as opportunity for fishing and boating.*



*The playground at Alexander Carr Park is a popular spot for young children throughout spring, summer and fall.*



*The Rockingham Recreational Trail, maintained by the State of New Hampshire, runs through the southern part of Derry.*

Wentworth Street/Nesmith Street (11 crashes/year)

- o NH Route 28/Asmeign Drive (10 crashes/year)
- NH Route 28 Bypass/English Range Road/Scobie Pond Road (9 crashes/year)
- Tsienneto Road/Pinkerton Street (7 crashes/year)

o **Pedestrians and Bicycles**

- o There are 19.7 miles of sidewalk, mostly in Downtown
- o The Town has two sidewalk plows
- o There is no sidewalk improvement funding mechanism
- o The Derry Rail-Trail is approximately 3.2 miles long and is planned to be extended northerly from Hoods Pond to North High Street (2019) with the potential of expanding beyond the I-93 Exit 4A project. At Madden Road, a new tunnel for the Derry Rail Trail will be provided as part of the I-93 Exit 4A project.
- o Within the Town of Derry, the Rockingham Recreational Trail is 6 miles long. It starts at the Windham Depot, meets the Derry Rail Trail, and continues northerly to the Hampton Town Line
- o Streetscape improvements made in 2001 in the Downtown are deteriorating and will need improvements, including tree planting
- o Rectangular Rapid Flashing Beacons could be considered at South Avenue and Rollins Street for the Derry Rail Trail

o **Transit**

- o The Greater Derry/Greater Salem Regional Transportation Council assists with the planning, pursuing funding for, and developing strategies that meet the needs of people living in the Greater Derry and Greater Salem service areas.
- o The Cooperative Alliance for Regional Transportation (CART) provides three types of public transportation for residents of Derry:
  - Curb-to-curb demand for residents who are elderly or in need of transportation.
  - Route deviation shuttle service within a quarter mile radius of the route.
  - Shuttle for seniors and people with disabilities to the Londonderry Senior Center and the Marion Gerrish Community Center in Derry.
  - In 2019, the Co-operative Alliance for Regional Transportation (CART) became part of the Manchester Transit Authority (MTA).

o **Parking**

- o There is limited parking and handicap (accessible) parking available at the Derry Public Library. There is consideration to expand to the bandstand area at McGregor Park
- o The Derry Masonic Temple has limited parking that causes patrons to park across the street on East Broadway
- o Parking is limited at Adams Memorial Building (Derry Opera House) with a potential opportunity to use the abutting empty parcel owned by the Town
- o Due to poor lighting and lack of nearby parking lots, patrons of the Adams Memorial Building do not feel safe walking to The Abbot Court parking lot
- o Consideration could be given to maximizing the use of public space in the Downtown area by providing on-street angle parking spaces, improving lighting, and creating additional parking spaces.

**WHAT DOES IT MEAN?**

- o A new **I-93 Exit 4A Interchange** is planned to be constructed by NHDOT in the Town of Londonderry between Exits 4 and 5. The project would include a **one-mile connector roadway to Folsom Road in Derry**. The intent of the project is to reduce congestion and improve safety along NH 102 from I-93 through the Derry Downtown and promote economic development in Derry.
- o The new Exit 4A interchange may present an opportunity to change the **vision and character of Downtown Derry** if traffic volumes decrease on W. Broadway. Potential measures may include reduced travel lane widths, angle parking and improved pedestrian and bicycle facilities.
- o The new connector road would be divided and would prohibit vehicles making left turns in and out of the **Police Station**, which would require U-turns. There may opportunities to relocate the Police Station in the mid- and long-term, where the current site can be sold and redeveloped.

# Town of Derry, New Hampshire

## Recreation Master Plan Update



Prepared by the  
Southern New Hampshire Planning Commission

June 2005

ROUGH DRAFT

This project was funded in part by a grant from the  
Office of Energy and Planning under the Regional  
Planning Commission Target Block Grant Program

# TOWN OF DERRY, NEW HAMPSHIRE



## Recreation Master Plan Update

**DRAFT**

## Acknowledgements

The Town of Derry would like to thank the following individuals and athletic organizations for volunteering their time and energy to complete the Derry Recreation Master Plan Update:

Eric H. Bodenrader, Recreation Manager

George H. Sioras, Community Development Director

Derry Soccer Club

Derry Boys and Girls Club

Derry Demons Football

Greater Nashua Men's Evangelical Softball League

Wolverines Football

Pinkerton Academy

The public should make no assumptions, based solely on this Plan, that the facilities or lands described or shown are open to public use without the explicit permission of the landowner. It is the intention of the Town of Derry that acquisition of land for the purposes of implementing this plan be made only from willing sellers or those willing to negotiate a recreation easement with the Town.

Cover photo of Beaver Lake near Pond Road, courtesy of Southern New Hampshire Planning Commission

## Previous Bike and Pedestrian Path Recommendations

The following recommendations are presented in the Regional Bicycle and Pedestrian Plan for the Southern New Hampshire Planning Commission Region adopted May 2002 as well as the Town of Derry's Bikeways and Pedestrian Trails Plan.

### Proposed Bike & Pedestrian Trails:

- NH Routes 102, 28 and By-Pass 28 were chosen for their connecting network to the adjoining towns of Windham, Londonderry, Auburn and Chester. The proposed bike route will allow for the development of a regional system of recreational trails.
- Hampstead Road was chosen because it begins at the Derry Rotary (intersection of Route By-Pass 28 and Route 102) and allows trails to head east to Hampstead.
- Usage of two existing abandoned railroad rights of way for trails. The existing State of New Hampshire trail runs from Windam Depot through southern and eastern Derry into Hampstead. This trail is lined with ponds, nature areas, town forests and rural land. The route would serve neighborhoods in the high growth areas of East Derry.
- The old Boston & Maine Railway line is now owned by the Town of Derry. It extends from Windam northward into Londonderry. This proposed route would allow pathways to link into existing town property including existing recreational areas and downtown commercial businesses. It is located in more densely populated areas, potentially leading to greater use.

### Local Loop Trails:

These proposed trails would connect existing recreational areas, school properties and facilities, Parkland Hospital, recreational areas around the Hoodcroft Country Club, as well as other town facilities, including Town Hall, Derry Public Library, Post Office, Adams Memorial Building, and major shopping areas.

### General Criteria:

These proposed trails would:

- Provide for or improve trail opportunities for the public
- Expand recreational opportunities for special populations
- Allow for integration between home, recreation, shopping, and work places
- Improve and enhance existing trails, maintenance, etc.
- Tie into other trails, greenways, parks, scenic corridors, and regional and local trail plans.

✓ **Salem to Concord Bikeway Feasibility Study**

As part of the Salem to Manchester I-93 widening project, it was suggested that bicycle and pedestrian travel between Salem and Manchester be evaluated. The NH DOT developed a conceptual plan for a shared use path within the I-93 right-of-way (ROW), however, the public requested that alternative routes be identified. Subsequently, the Salem to Manchester Bikeway Feasibility Study was prepared in April 2003. The study evaluated three options including the proposed shared bikeway within the I-93 ROW, constructing a shared use path within abandoned railroad corridors and upgrading existing roads to better accommodate bicyclists and pedestrians. The study recommended that the rail trail alternative be carried forward for further development. A portion of the recommended bikeway would cross through the Town of Derry. A description of the proposed route follows:

Depot Road (Windham) to Kendall Pond Road (Derry)

*Bowers*

This 2.3 mile long segment includes predominantly rural areas and wetlands between Windham Road and Bowers Road. The Town of Derry owns the railroad corridor north of Windham Road. A short stretch of the railroad corridor parallels and is close to Interstate 93. North of Bowers Road, residential properties abut the railroad and more are under construction.

Kendall Pond Road to West Broadway (Derry)

*Derry*

The Town of Derry, owns this 0.8 mile long segment of the former railroad ROW and has constructed a 10-foot wide paved shared use path for bicycles and pedestrians. The area along the path is predominantly residential. The ROW was converted to a public street at Nutfield Court as part of a residential subdivision. The path crosses a stone arch bridge over Beaver Brook. The path becomes a sidewalk adjacent to the Derry Depot, which was recently converted to a restaurant. West Broadway leads to Exit 4 of Interstate 93.

West Broadway to North High Street (Derry)

*Sept. 30 30 construction*

The former railroad alignment includes a wide crosswalk on West Broadway and brick sidewalks along Manning Street to the north. After Manning Street dead ends, the railroad corridor contains a dirt trail. The trail continues over Hornes Pond on a stone arch railroad bridge. The trail runs through a new residential development just south of North High Street. This segment of the railroad corridor is 0.6 miles long.

✓ North High Street (Derry) to Rockingham Road, Route 28 (Londonderry)

According to data provided by NH DOT, this segment of the former Lawrence and Manchester Branch railroad is owned by Delaware Rock, Inc. The corridor remains intact with no buildings or other intrusions. A short stretch of a cut section of the railroad corridor was filed to create an at-grade crossing of B Street where a structure had been previously. This segment of the railroad corridor is 1.1 miles long.

## Section 5: Future Recreation Development

### Paths and Greenways

#### Bikeways and Paths

As noted earlier in this plan, Derry is actively pursuing the development of paths and trails to accommodate alternative forms of transportation and to provide corridors. Several bikeways and paths and pedestrian paths have been planned and built in Derry. With the assistance of SNHPC and in coordination with town representatives, a bikeway system was established in Derry in 1994. These routes are planned primarily for bicycle transportation as an alternative to automobile travel. Inspired by the ISTEA, the system links Derry with neighboring communities using existing state and local highways and streets. It is anticipated that as funding permits and improvements are implemented, the existing traveled ways and shoulders will be widened and marked to accommodate bicycle travel.

The statewide bicycle transportation initiative is coordinated by the NH DOT Bicycle and Pedestrian Office. The selected routes are shown on the following Future Recreation Development Map, prepared by SNHPC.

#### The Derry Bicycle Pathway

In 1995/96, the Town of Derry completed construction of a locally planned bikeway which provides a loop circulation route connecting recreation, businesses, schools and convenience shopping within the central core of Derry. Spearheaded by the community's "Pathways Committee", the route is the result of many public meetings, work sessions and the cooperation of town leadership and staff. This bikeway was constructed by using federal ISTEA funds.

The route provides convenient circulation path for bicycles, rollerblades and pedestrians by linking many essential sites and services in the center of Derry, including Hoodcroft Country Club, Derry Village School, West Running Brook School, Alexander-Carr Park, the Hospital, Veteran's and O'Hara Fields, the Village Center, the new Courthouse, Hood Park, Grinnell School, Hood School, Town Hall and Post Office, and MacGregor Park.

As Derry's population increases over future years, expansion of the bicycle and pedestrian pathway system would be beneficial to the community. Additional bike path locations could be identified. It is recommended that the community's "Pathways Committee" remain a viable planning and watchdog organization to maintain and plan the expansion of this system in the urbanized areas of Derry.

### Key Figures:

- Total Traffic for the Period Analyzed: 4,252

- Daily Average: 327

Weekdays: 312 / Weekend days: 362

- Busiest Day of the Week: Sunday

- Busiest Days of the Period Analyzed:

1. Sunday, August 19, 2018 (697)

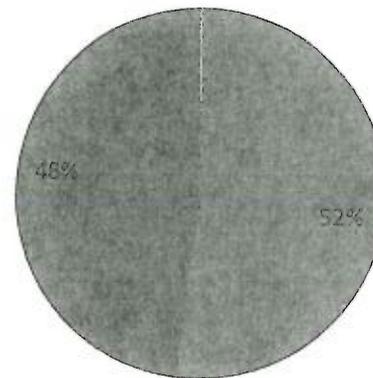
2. Thursday, August 23, 2018 (425)

3. Monday, August 20, 2018 (420)

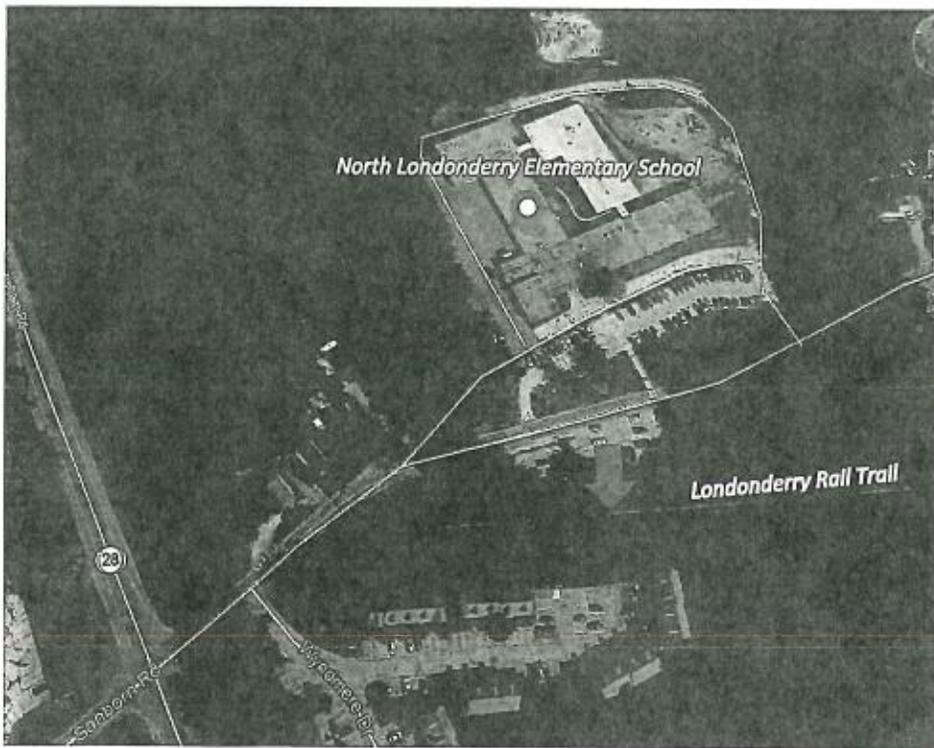
### Distribution by Direction:

Eastbound: 52%

Westbound: 48%



■ Eastbound  
■ Westbound

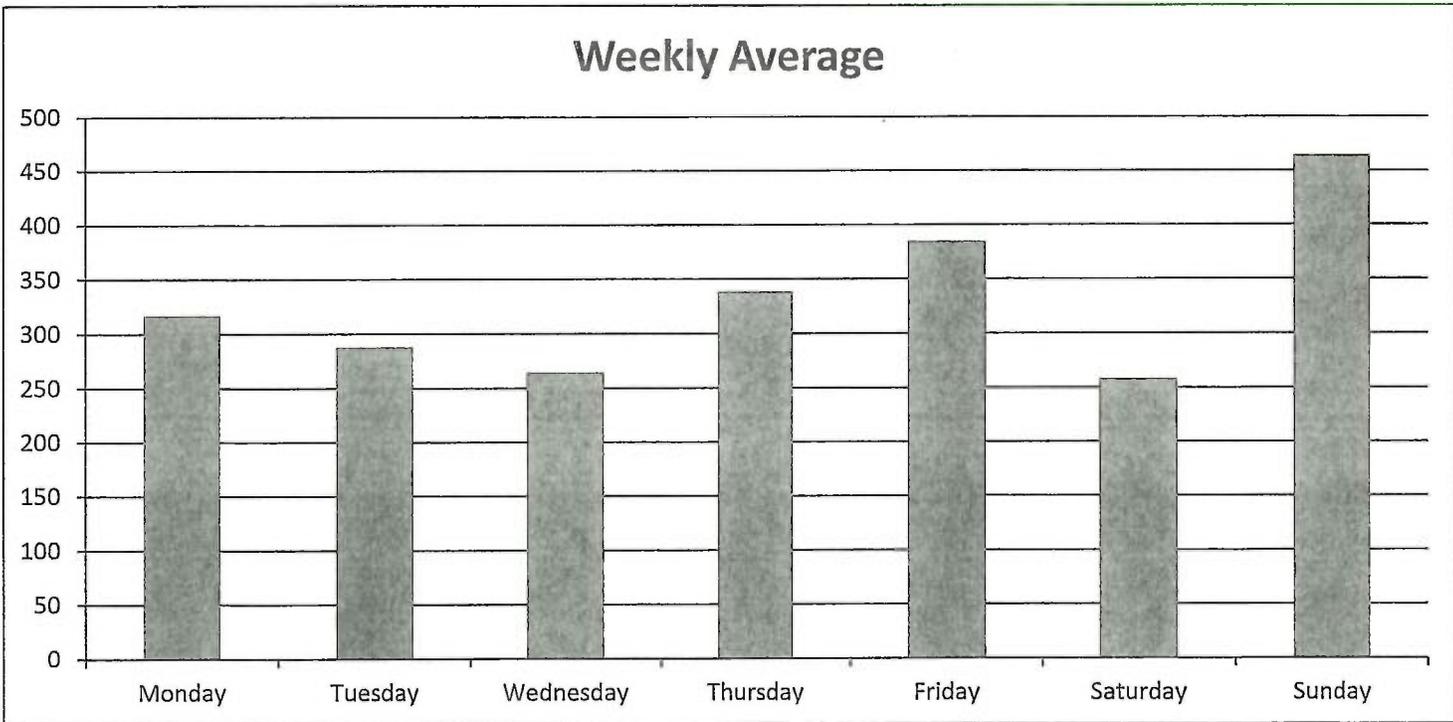
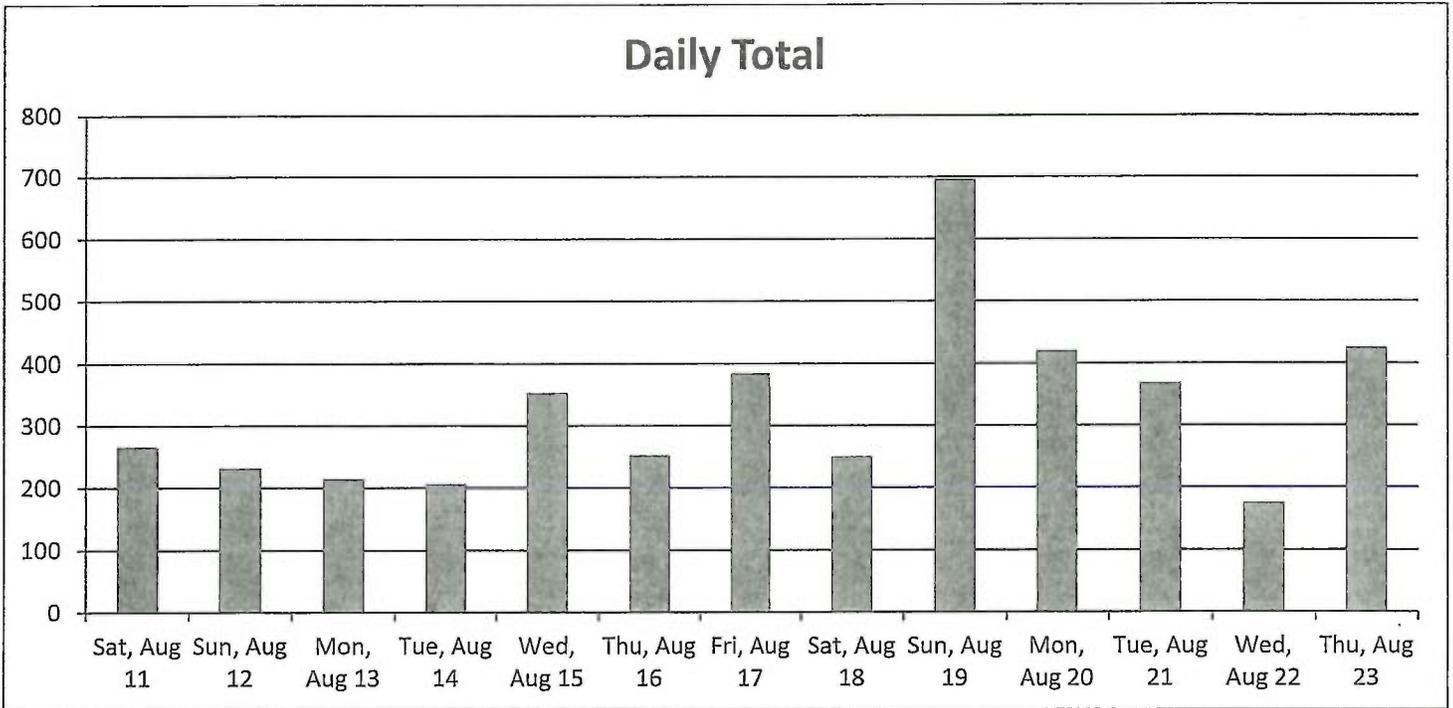


*The pedestrian counter was placed at rail trail entrance off of Sanborn Rd. across from the Elementary School.*



# Londonderry Rail Trail, Londonderry NH

Period Analyzed: Saturday August 11, 2018 to Thursday, August 23, 2018



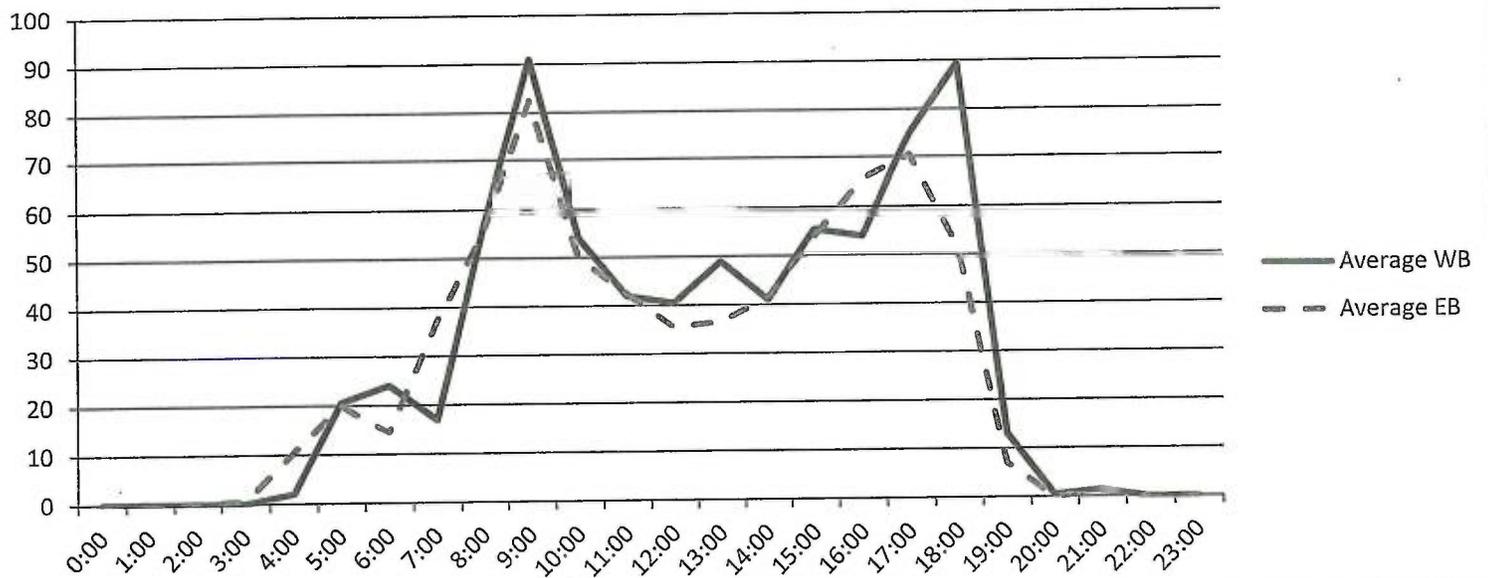


# Londonderry Rail Trail, Londonderry NH

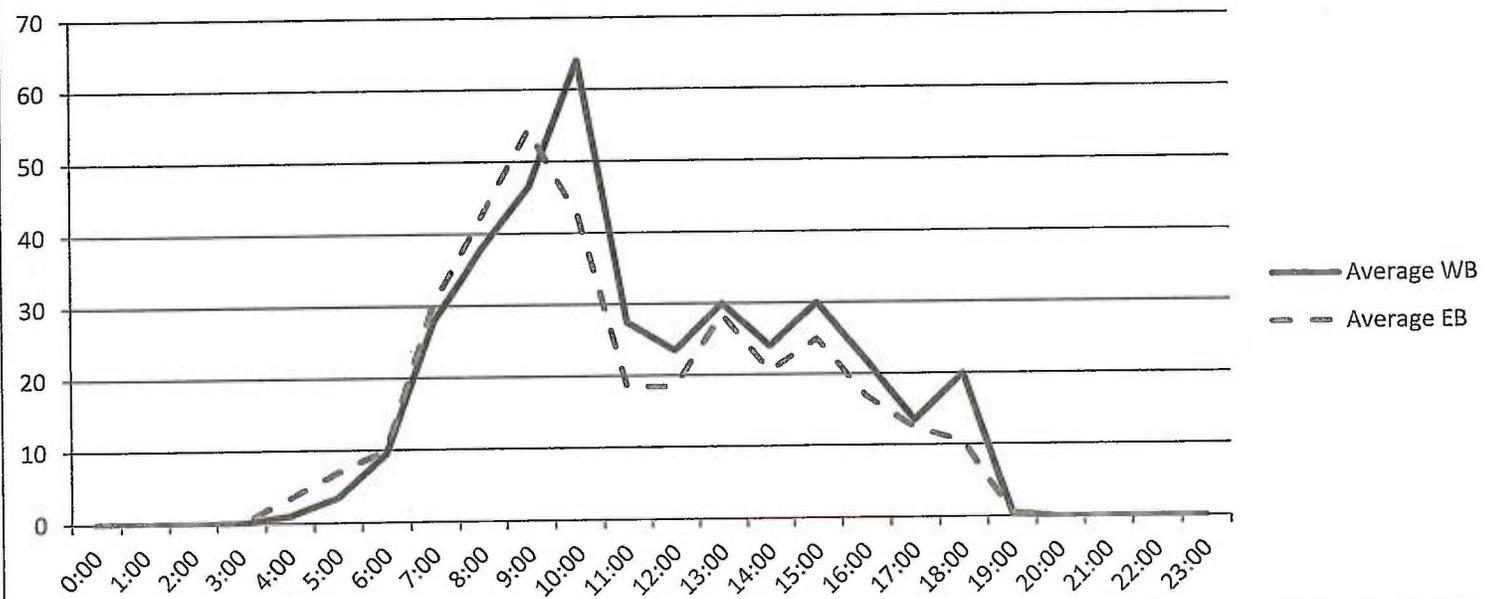
Period Analyzed: Saturday August 11, 2018 to Thursday, August 23, 2018



### Hourly Weekday Profile



### Hourly Weekend Profile



### Windham Rail Trail (Depot Rd) Summary:

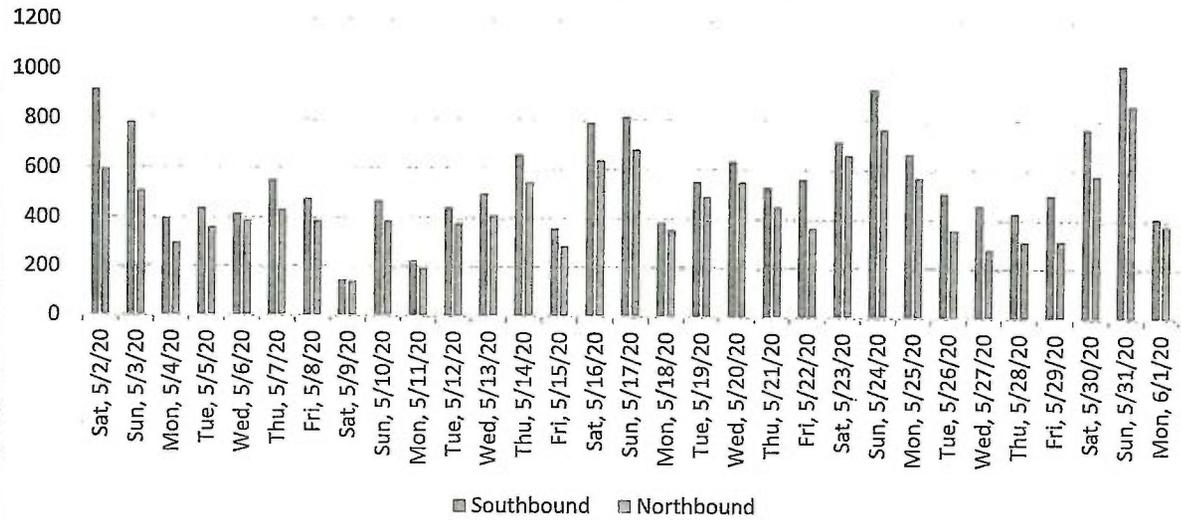
- Total Traffic for the Period Analyzed: 31,454
- Daily Average: 1015
- Total Hourly Average: 42
- Hourly average between 6am and 6pm: 80

### Busiest Days of the Period Analyzed:

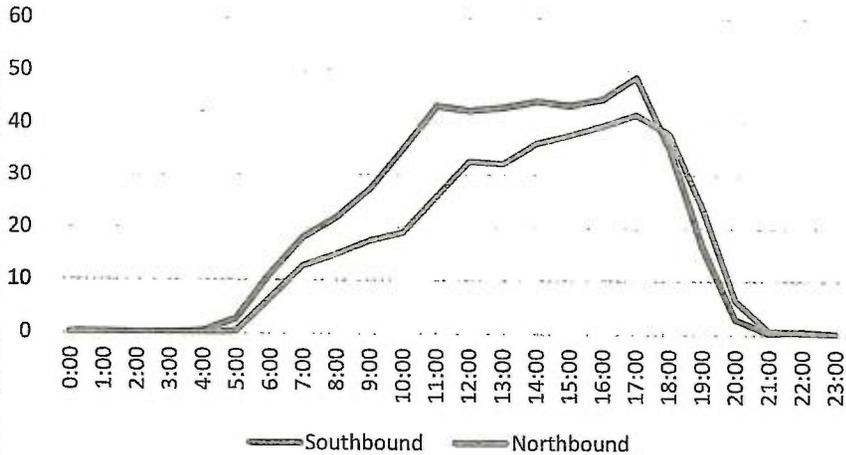
1. Sunday, May 31, 2020 (1,893)
2. Sunday, May 24, 2020 (1,690)
3. Saturday, May 2, 2020 (1,513)

Minimum Day: Saturday, May 9, 2020 (282)

### Windham Rail Trail (Depot Rd) Daily Totals

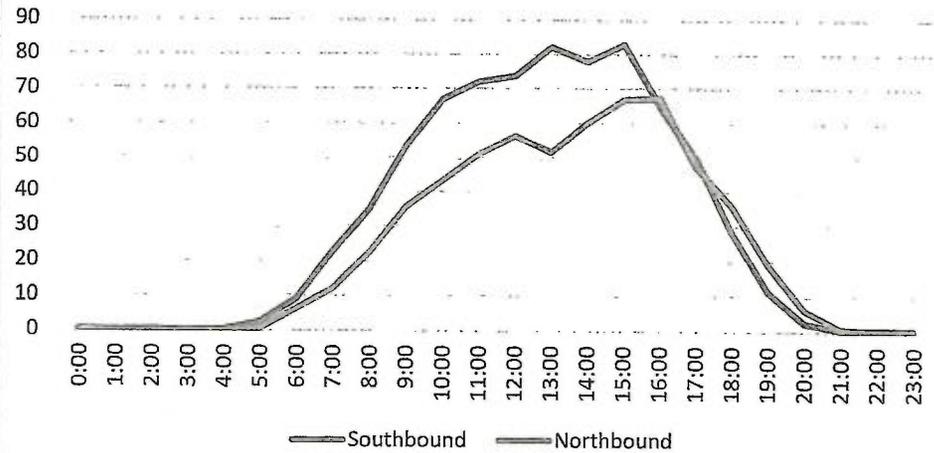


### Average Hourly Weekday Profile



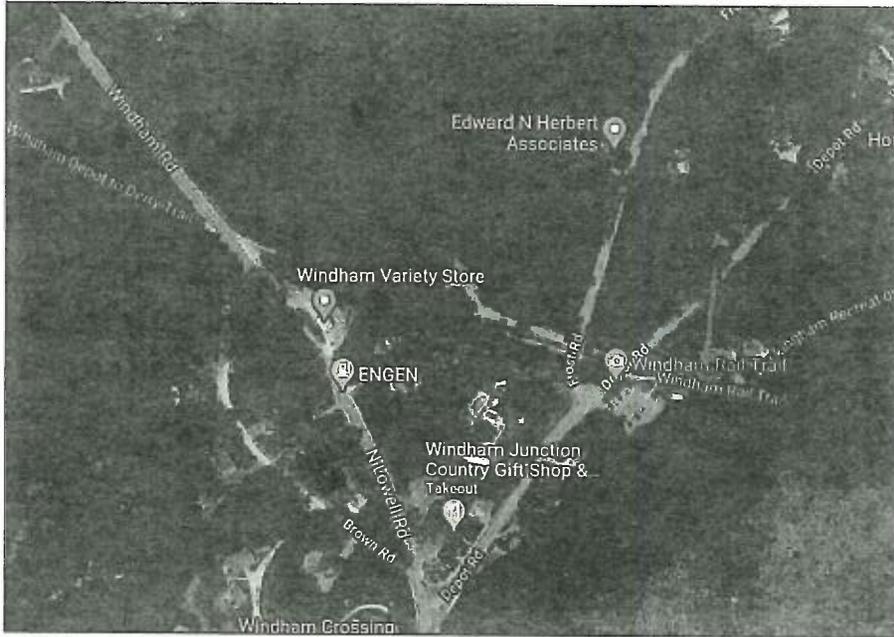
Average number of users per hour on weekdays only

### Average Hourly Weekend Profile



Average number of users per hour on weekend days only

Location:



## Windham Rail Trail (N. Lowell Rd) Summary:

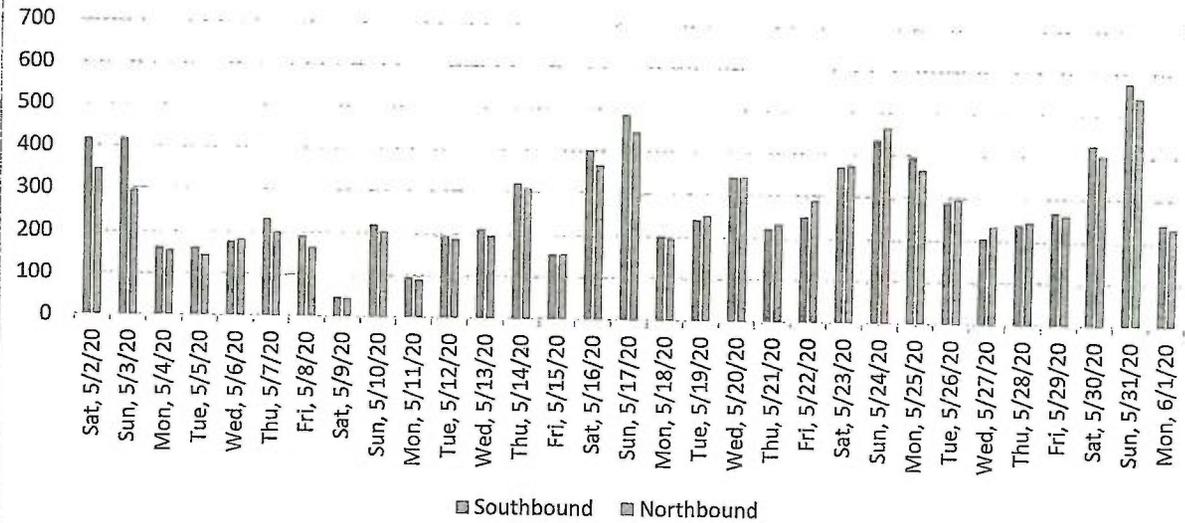
- Total Traffic for the Period Analyzed: 16,864
- Daily Average: 544
- Total Hourly Average: 23
- Hourly average between 6am and 6pm: 43

### Busiest Days of the Period Analyzed:

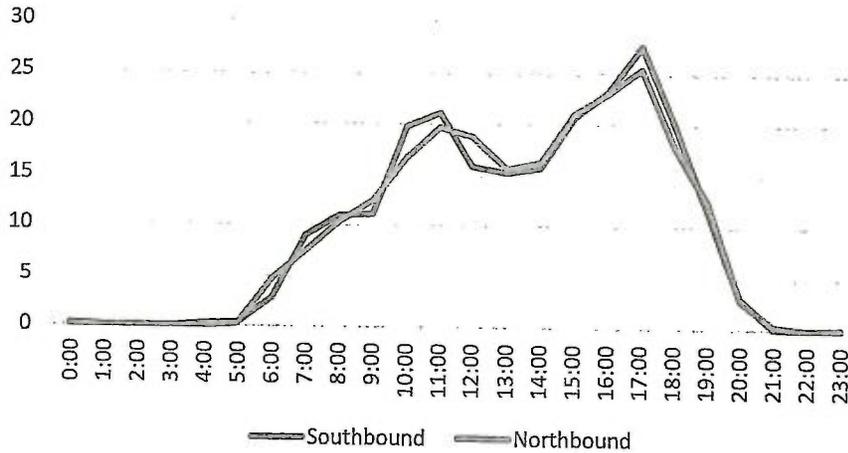
1. Sunday, May 31, 2020 (1,117)
2. Sunday, May 17, 2020 (931)
3. Sunday, May 24, 2020 (897)

Minimum Day: Saturday, May 9, 2020 (90)

### Windham Rail Trail (N. Lowell Rd) Daily Totals

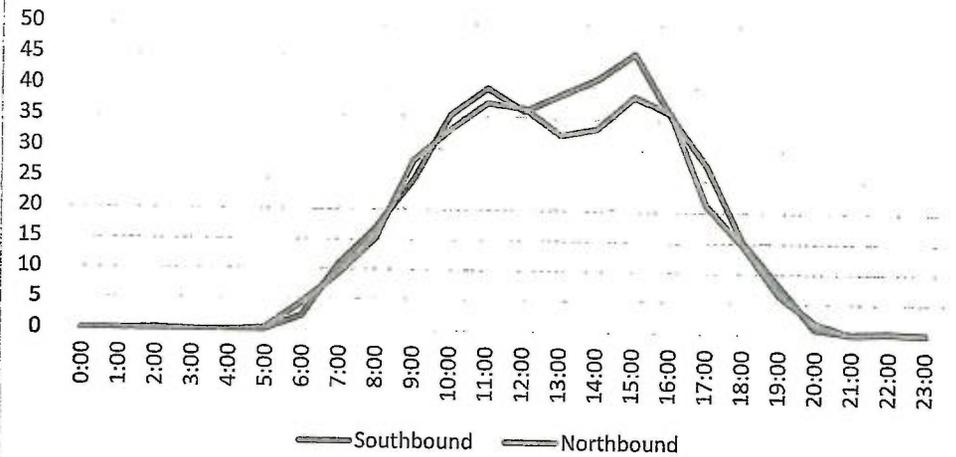


### Average Hourly Weekday Profile



Average number of users per hour on weekdays only

### Average Hourly Weekend Profile



Average number of users per hour on weekend days only

## Location:



### Windham Rail Trail (N. Lowell Rd) Summary:

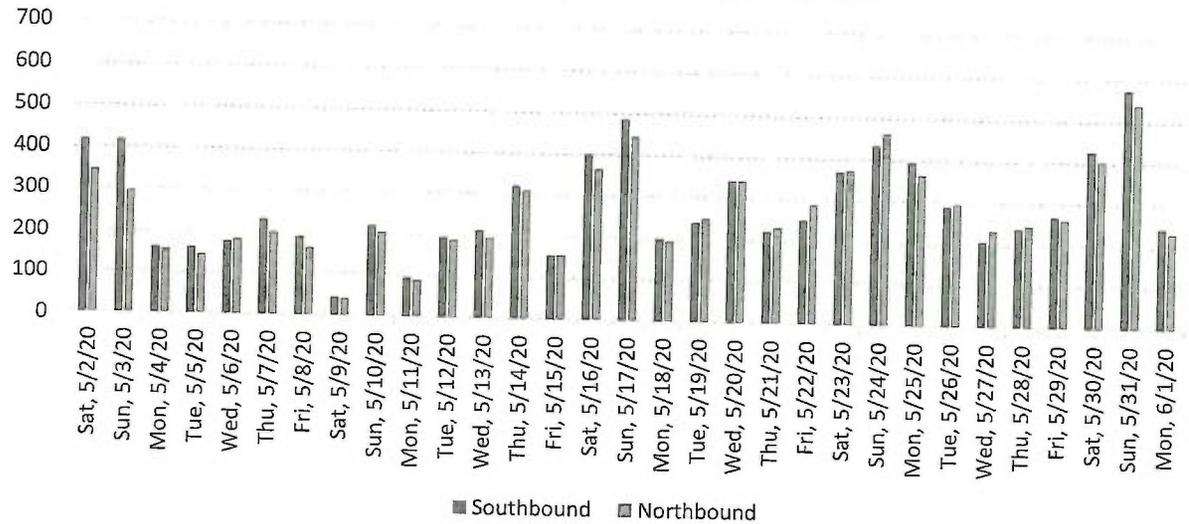
- Total Traffic for the Period Analyzed: 16,864
- Daily Average: 544
- Total Hourly Average: 23
- Hourly average between 6am and 6pm: 43

### Busiest Days of the Period Analyzed:

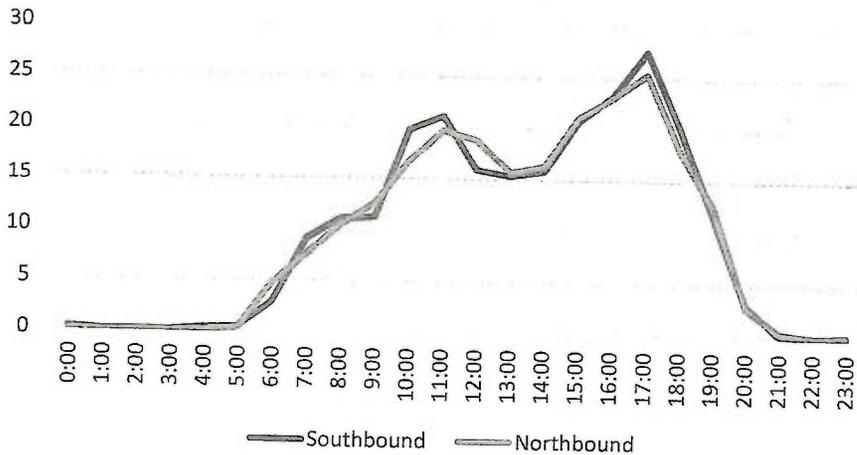
1. Sunday, May 31, 2020 (1,117)
2. Sunday, May 17, 2020 (931)
3. Sunday, May 24, 2020 (897)

Minimum Day: Saturday, May 9, 2020 (90)

### Windham Rail Trail (N. Lowell Rd) Daily Totals

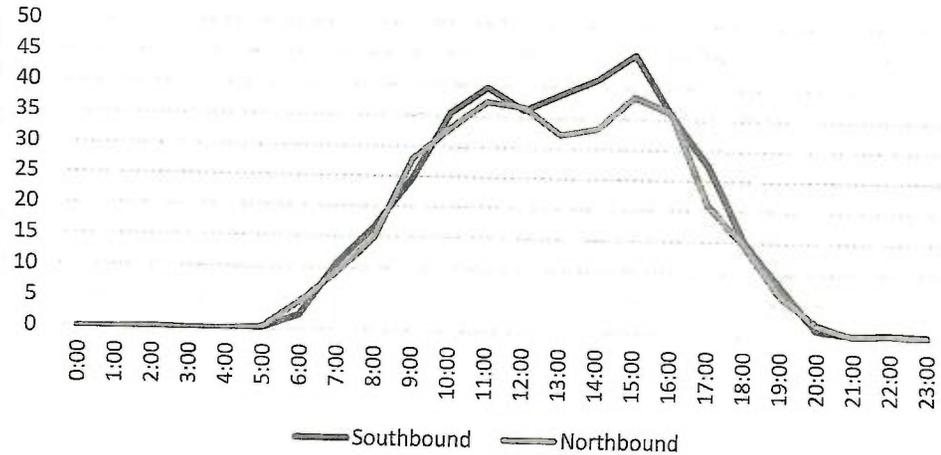


### Average Hourly Weekday Profile



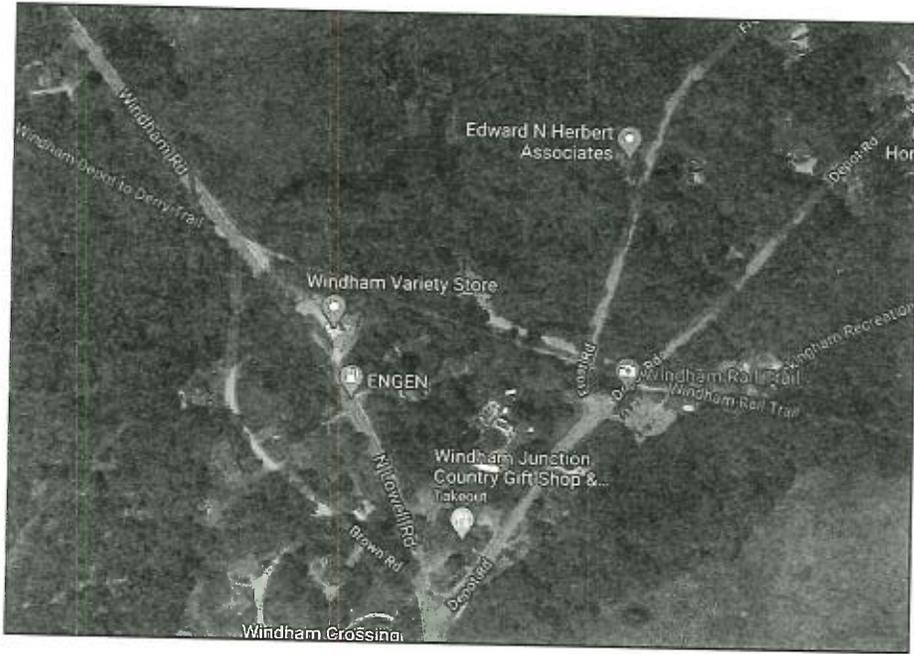
Average number of users per hour on weekdays only

### Average Hourly Weekend Profile



Average number of users per hour on weekend days only

Location:



### Windham Rail Trail (Depot Rd) Summary:

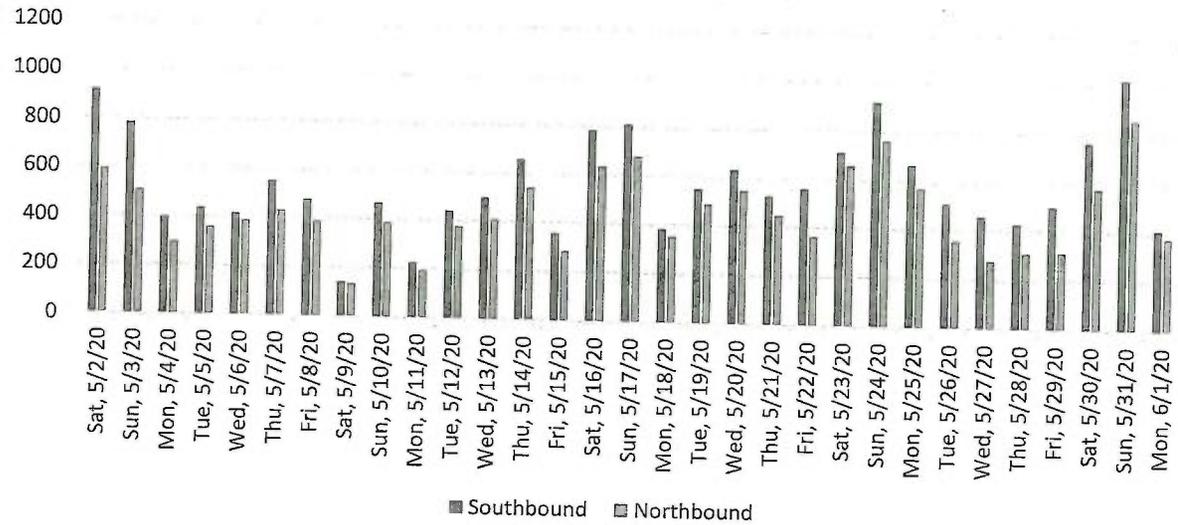
- Total Traffic for the Period Analyzed: 31,454
- Daily Average: 1015
- Total Hourly Average: 42
- Hourly average between 6am and 6pm: 80

### Busiest Days of the Period Analyzed:

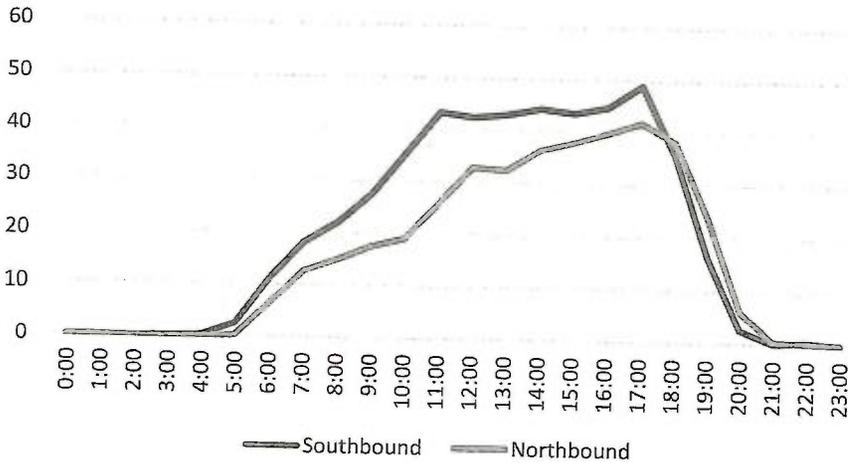
1. Sunday, May 31, 2020 (1,893)
2. Sunday, May 24, 2020 (1,690)
3. Saturday, May 2, 2020 (1,513)

Minimum Day: Saturday, May 9, 2020 (282)

### Windham Rail Trail (Depot Rd) Daily Totals

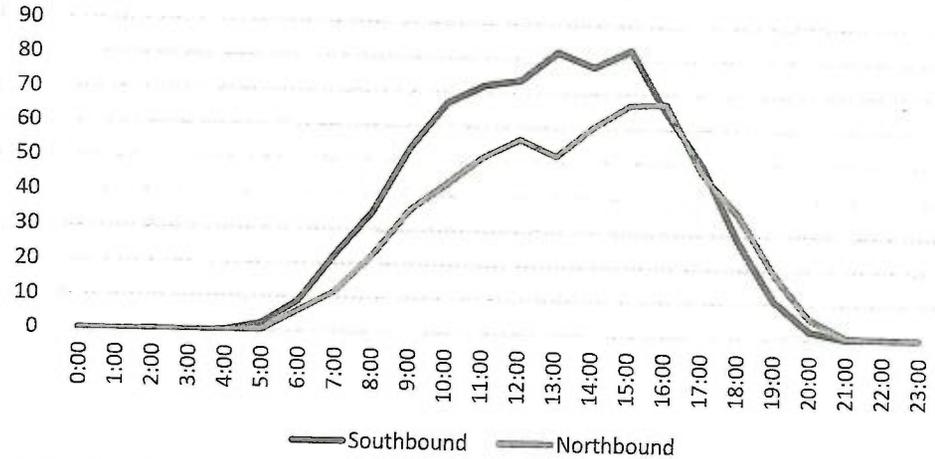


### Average Hourly Weekday Profile



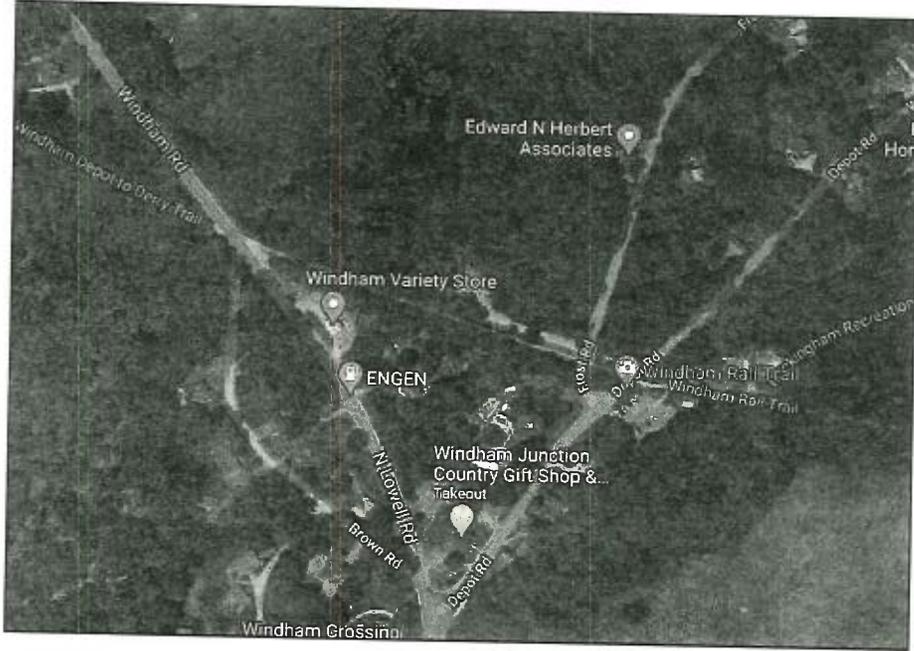
Average number of users per hour on weekdays only

### Average Hourly Weekend Profile



Average number of users per hour on weekend days only

Location:



# Windham/Derry Rail Trail, N. Lowell Road

Period Analyzed: Saturday, May 2<sup>nd</sup> – Monday, June 1<sup>st</sup>, 2020

## Windham Rail Trail (N. Lowell Rd) Summary:

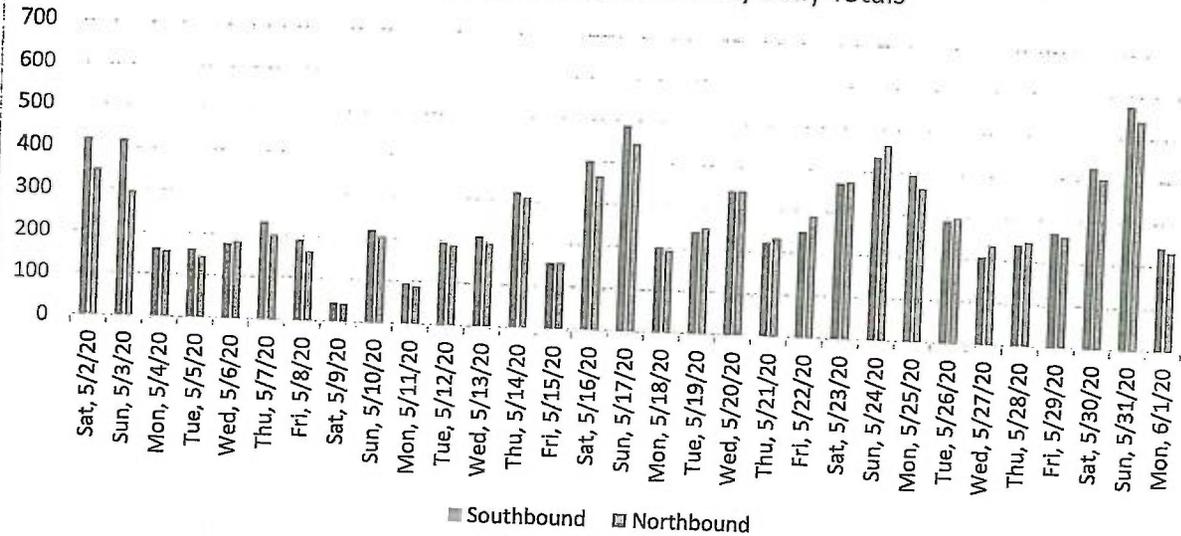
- Total Traffic for the Period Analyzed: 16,864
- Daily Average: 544
- Total Hourly Average: 23
- Hourly average between 6am and 6pm: 43

## Busiest Days of the Period Analyzed:

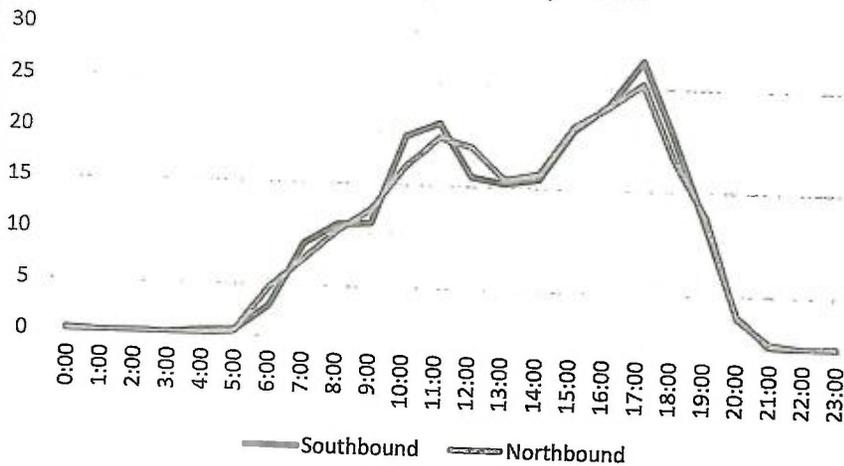
1. Sunday, May 31, 2020 (1,117)
2. Sunday, May 17, 2020 (931)
3. Sunday, May 24, 2020 (897)

Minimum Day: Saturday, May 9, 2020 (90)

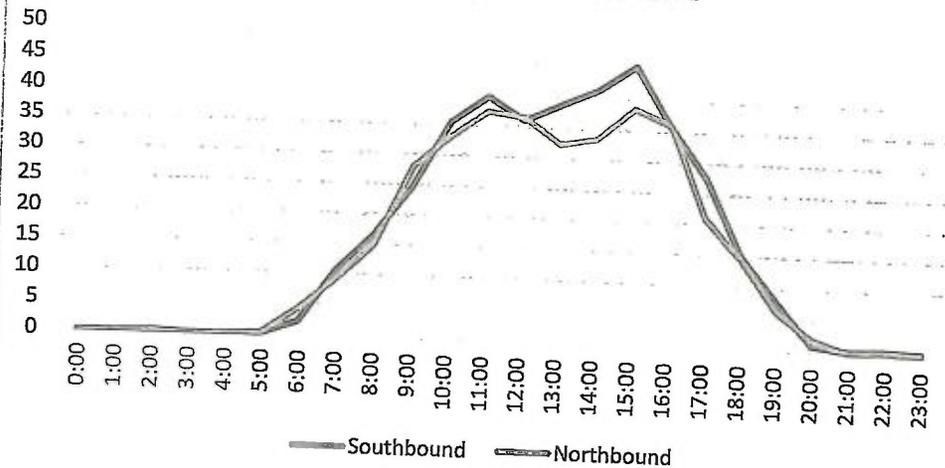
### Windham Rail Trail (N. Lowell Rd) Daily Totals



### Average Hourly Weekday Profile



### Average Hourly Weekend Profile



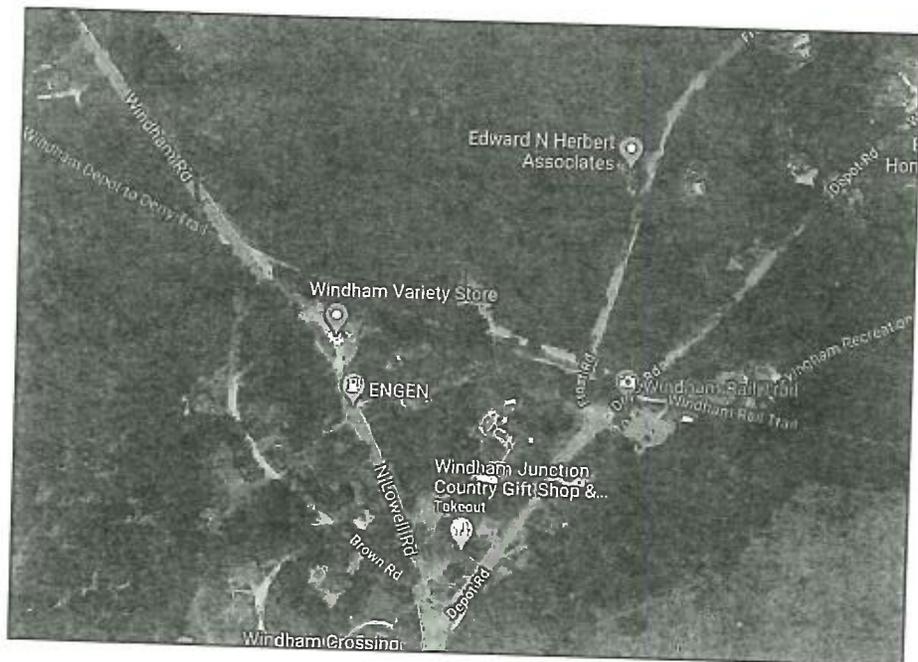
Average number of users per hour on weekdays only

Average number of users per hour on weekend days only

# Windham/Derry Rail Trail, N. Lowell Road

Period Analyzed: Saturday, May 2<sup>nd</sup> – Monday, June 1<sup>st</sup>, 2020

## Location:



### Windham Rail Trail (Depot Rd) Summary:

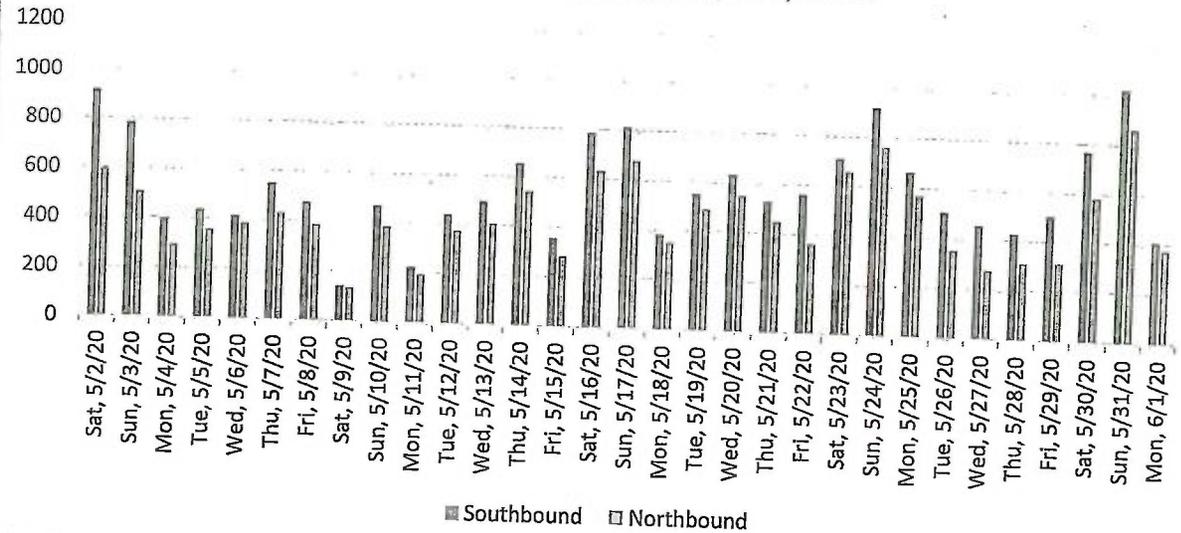
- Total Traffic for the Period Analyzed: 31,454
- Daily Average: 1015
- Total Hourly Average: 42
- Hourly average between 6am and 6pm: 80

### Busiest Days of the Period Analyzed:

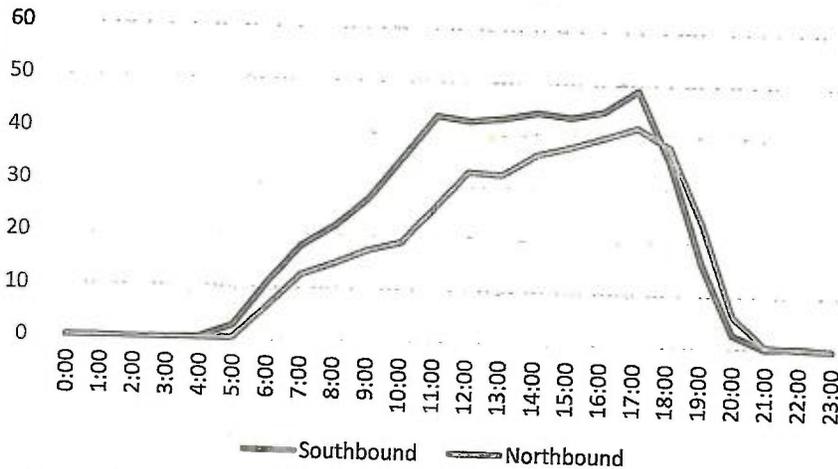
1. Sunday, May 31, 2020 (1,893)
2. Sunday, May 24, 2020 (1,690)
3. Saturday, May 2, 2020 (1,513)

Minimum Day: Saturday, May 9, 2020 (282)

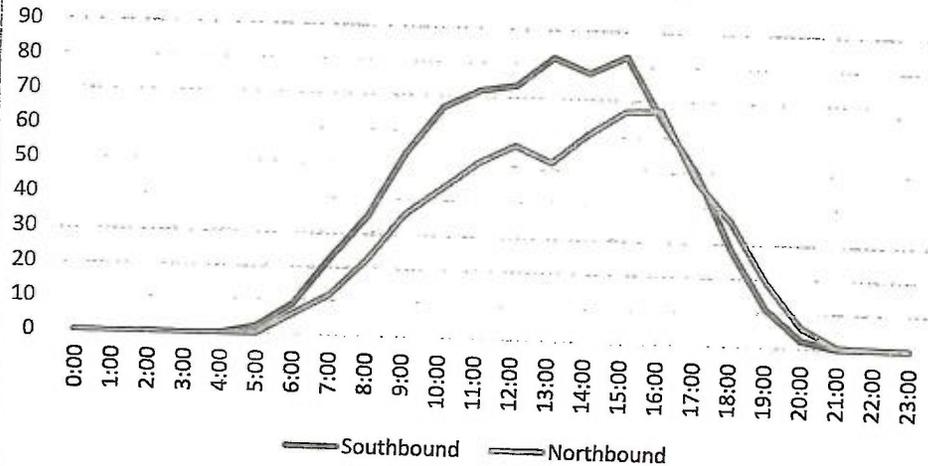
### Windham Rail Trail (Depot Rd) Daily Totals



### Average Hourly Weekday Profile



### Average Hourly Weekend Profile



Average number of users per hour on weekdays only

Average number of users per hour on weekend days only

# Windham Rail Trail, Depot Road

Period Analyzed: Saturday, May 2<sup>nd</sup> – Monday, June 1<sup>st</sup>, 2020

## Location:

