

For NHDOT use only:

Application #: _____

LOI Received on: _____

MMW Attendee: _____

MMW Date: _____

Application Received on: _____

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Round 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)

Reason for non-participating funds

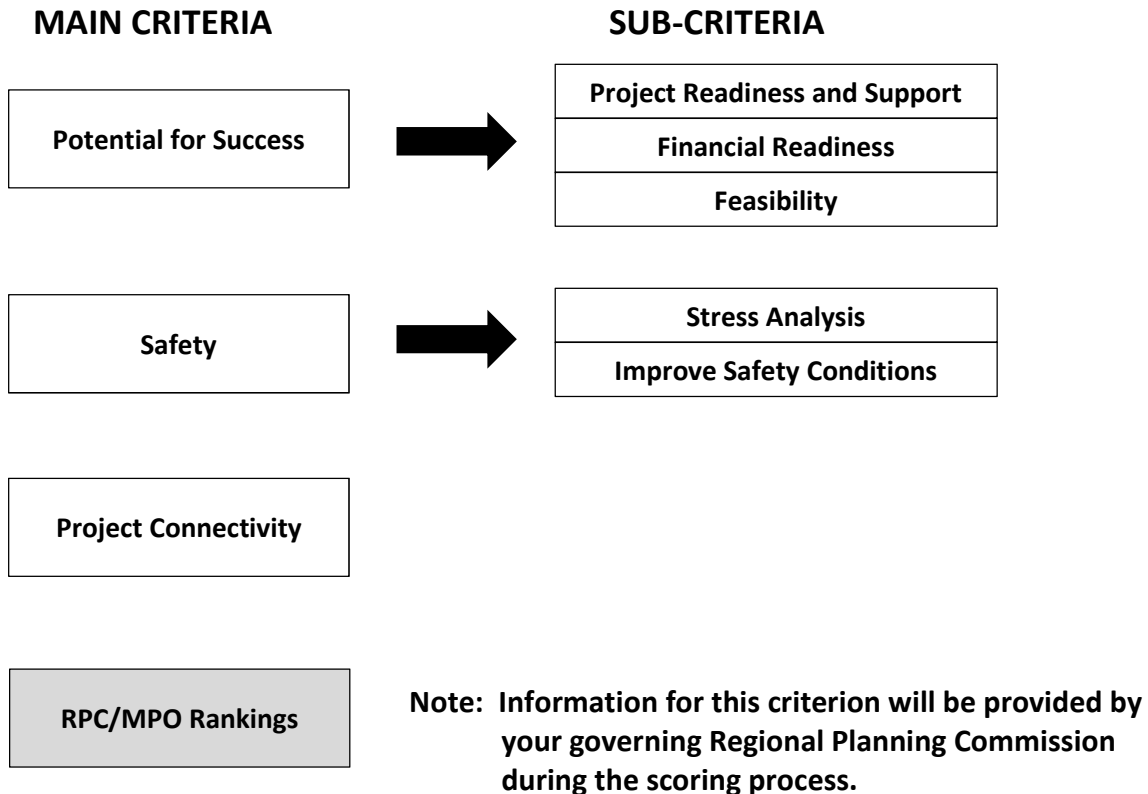
Non-Participating \$

Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

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 , phone: 271-3462

CITY OF MANCHESTER

TAP 4

CANAL STREET COMPLETE STREETS



CANAL STREET
-ADD BIKE/MULTI -USE PATH
-IMPROVE ADA ACCESS
-ROAD DIET VEHICLE LANE REDUCTION

EXISTING SIDEWALK
TO HOOKSETT/SNHU

DOW STREET
RAIL ROAD CROSSING

MILL GIRL/
MILLYARD

CITY HALL

SNHU ARENA

FISHER CAT STADIUM

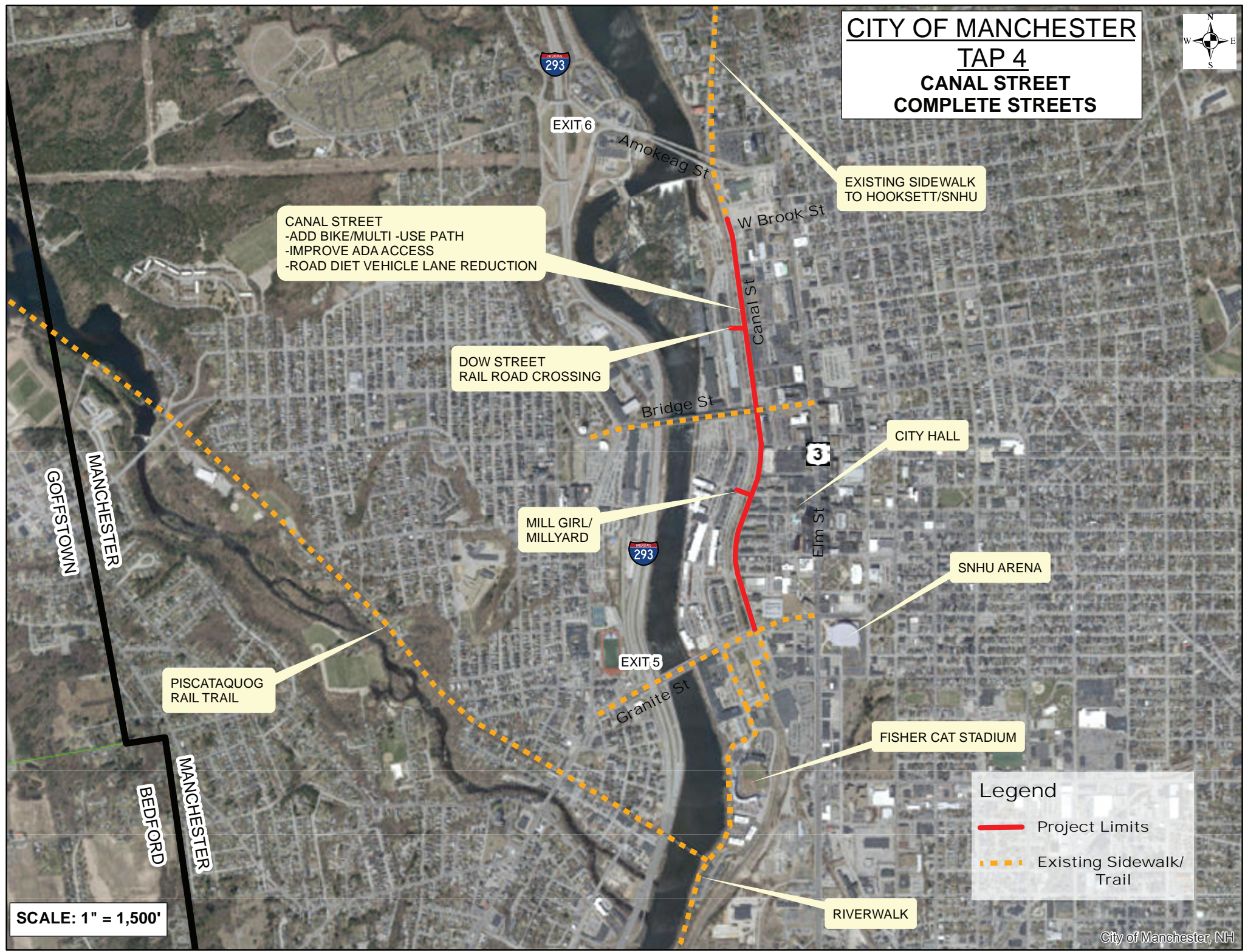
Legend

- Project Limits
- - - Existing Sidewalk/
Trail

PISCATAQUOG
RAIL TRAIL

RIVERWALK

SCALE: 1" = 1,500'





CITY OF MANCHESTER
TAP 4
CANAL STREET
COMPLETE STREETS

EXISTING SIDEWALK
TO HOOKSETT/SNHU

CANAL STREET
-ADD BIKE/MULTI -USE PATH
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RIVERWALK

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- Project Limits
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Trail

SCALE: 1" = 1,500'



CITY OF MANCHESTER

Joyce Craig
Mayor

March 8, 2021

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

RE: TAP 4 Letter of Support -- City of Manchester's "Canal Street Complete Streets"

Dear Mr. Jameson,

I am pleased to write this letter of strong support for the City's Transportation Alternatives Program (TAP) grant application and the "Canal Street Complete Streets" project. Should this project be realized, our city would finally be able to safely connect our historic Manchester Millyard to the Central Business District, making the area easily accessible for pedestrians and non-motorized users to navigate.

Currently, the fast-moving, double lane traffic pattern on Canal Street serves as a highway-like barrier between the Millyard and the Central Business District. As a result, for those living and working in the area, it's often easier to drive the short distance than it is to walk or bike. For those without a car or with mobility issues, there are limited options for safely navigating this high traffic/high stress area.

In order to bridge the divide, the Canal Street Complete Streets project proposes a "road diet." This approach will help to reduce travel speeds on Canal Street, decrease crossing distance for pedestrians, and provide a safe multi-use path for cyclists and pedestrians that is grade separated from vehicular traffic. Furthermore, as our city continues to work towards becoming more inclusive and accessible, as a whole, the project will allow for ADA access improvements at the crosswalks and the four existing pedestrian crossings on the railroad corridor.

The Millyard is a vibrant place—home to major tech businesses, colleges and universities, offices, museums, residences and more—and eliminating barriers for pedestrians and cyclists wanting to access it from the Central Business District (and vice-versa) would completely transform the day-to-day culture of the downtown community in a positive way.

For these reasons and more, I fully endorse this application for TAP funding, and I look forward to bringing the Canal Street Complete Streets project into fruition.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Joyce Craig". The signature is written in a cursive, flowing style.

Joyce Craig
Mayor

*Anna J. Thomas, MPH
Public Health Director*

*Philip J. Alexakos, MPH, REHS
Chief Operations Officer*

*Jaime L. Hoebeke, MPH, MCHES
Chief Strategy Officer*



BOARD OF HEALTH

*Reverend Richard D. Clegg
Stephanie P. Hewitt, MSN, FNP-BC
Robert G. Ross, DDS
Ellen Tourigny, MEd
Tanya A. Tupick, DO*

CITY OF MANCHESTER
Health Department

March 15, 2021

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

Dear Mr. Jameson:

It is with great enthusiasm that the Manchester Health Department issues this letter of support for the City of Manchester's application for a Transportation Alternatives Program (TAP) grant to increase opportunities for non-motorized users that are safe, reliable, and convenient.


The Manchester Health Department has worked closely with the Department of Public Works on several initiatives aimed at improving the walkability and bikeability of Manchester neighborhoods. For example, we partnered in the establishment of a Safe Routes to School Program at the Henry Wilson Elementary School and the Manchester Healthy Eating Active Living (HEAL) Project, which improved local access to healthy and affordable foods within neighborhoods with high levels of poverty and poor health outcomes.

As a Health Department, we are committed to supporting initiatives that improve the overall walkability of Manchester neighborhoods. Safe walking and biking routes contribute to positive health outcomes by promoting a healthy lifestyle, contributing to lower air pollution levels, and providing residents with increased access to a wealth of community resources and jobs.

The proposed Canal Street Complete Streets project provides a critical connection for bicycle and pedestrian activity between Manchester's central business district and the historic Millyard. With the proposed road diet, it will help to reduce travel speeds, decrease crossing distance for pedestrians, and provide a safe multi-use path for bicyclists and pedestrians that is grade separated from traffic. Additionally, ADA access improvements at crosswalks and the four existing pedestrian crossings of the railroad corridor will increase opportunities for safe travel by pedestrians.

We are excited about the benefits that this funding would offer to Manchester's citizens and look forward to working closely with the City to support this effort moving forward.

Sincerely,


Anna J. Thomas, MPH
Public Health Director



CITY OF MANCHESTER PLANNING AND COMMUNITY DEVELOPMENT

Planning and Land Use Management
Building Regulations
Community Improvement Program
Zoning Board of Adjustment

Leon L. LaFreniere, AICP
Director

Pamela H. Goucher, AICP
Deputy Director - Planning & Zoning

Michael J. Landry, PE, Esq.
Deputy Director - Building Regulations

March 15, 2021

Mr. Thomas Jameson, PE
TAP program Manager
NH DOT, Bureau of Planning & Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

Re: *Manchester TAP Grant Application*

Dear Mr. Jameson:

On behalf of the Manchester Planning Department, I offer our enthusiastic support for the current TAP grant proposal to secure funding from the State. The plan, as envisioned, would increase opportunities for non-motorized users that are safe, reliable and convenient and will build on the City's desire to increase such opportunities.

We have just completed our draft of the updated Master Plan for the City and included in this document is guidance on rethinking the design of streets. If we step away from the long prioritized focus on moving vehicles to considering the safety of pedestrians and bicyclists, we can encourage people to get out and walk and bike. Retrofitting as many City streets with the principals of Complete Streets is one goal of the Master Plan.

I am pleased to say that the Planning Department worked with the Highway Department on this current proposal as we all saw a need for better connectivity of pedestrian and bicycle movement between Manchester's downtown and the historic Millyard, which has seen a resurgence of activity with tech businesses and residential units over the past few years. With the proposed road diet, travel speeds will be reduced, the crossing distances for pedestrians will be decreased, and a multi-use path for both bicyclists and pedestrians will be separated from car traffic. Also, as part of this proposal, improvements to ADA access at the crosswalks and the four existing pedestrian crossings of the railroad corridor will increase the safety for pedestrians walking in this area.

The funding of this grant will provide great benefits to the citizens of, and visitors to, Manchester. The Planning Department is excited to be working closely with the City in moving this proposal forward.

Sincerely,

Pamela H. Goucher, AICP
Deputy Director of Planning & Zoning



February 25, 2021

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

Subject: Transportation Alternative Program Grant Application

Dear Mr. Jameson:

On behalf of the Greater Manchester Chamber, I am pleased to write a letter of support for the City of Manchester's application for Transportation Alternatives Program (TAP) funding grant to increase opportunities for non-motorized users that are safe, reliable, and convenient.

The proposed Canal Street Complete Streets project provides a critical connection for bicycle and pedestrian activity between Manchester's central business district and the historic Millyard. The proposal will help to reduce travel speeds, decrease crossing distance for pedestrians, and provide a safe multi-use path for bicyclists and pedestrians that is grade separated from traffic. Additionally, ADA access improvements at crosswalks and the four existing pedestrian crossings of the railroad corridor will increase opportunities for safe travel by pedestrians.

Transportation infrastructure is an important component to ensuring the city maintains a high quality of life for residents, workers, and remains a welcoming environment for businesses. This proposal will enhance our local transportation infrastructure in an impactful and meaningful way. The Chamber fully endorses this application for TAP funding.

Sincerely,

Michael J. Skelton
President and CEO
Greater Manchester Chamber of Commerce



March 12, 2021

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

SUBJECT: City of Manchester TAP grant request

Dear Mr. Jameson,

We are writing in support of an application being submitted by the City of Manchester, NH for a Transportation Alternatives Program (TAP) grant to increase opportunities for safe, reliable, and convenient travel by non-motorized users along Canal Street.

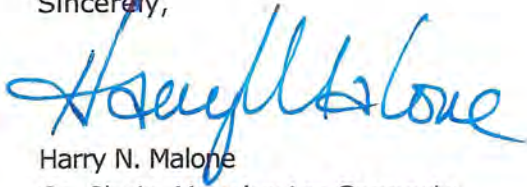
Manchester Connects is an all-volunteer civic organization whose mission is, as our name implies, to "connect people, places, and ideas in order to build a more vibrant Manchester." To this end, we are involved with planning and coordinating both short and long-term projects for creating and improving public spaces, since we believe that "great places don't just happen, they're made." Manchester has an enviable wealth of physical and cultural assets too numerous to describe in this letter, but certainly one of the most prominent is our iconic 19th century Millyard, which has become an important high-tech center and which has attracted mixed-use development and a diverse and dynamic community of people. With its many other attributes, Manchester is poised to become an ideal place to live, work, and play in the 21st century.

One of Manchester Connects's key initiatives is to improve intermodal transportation among the Millyard, our downtown, and nearby residential, business and cultural neighborhoods. Our efforts would be greatly enhanced if Canal Street, a central artery, were made less intimidating and more conducive to creating the vibrant cityscape to which we aspire. We believe the proposed project provides an innovative approach to achieve this. Specifically, the project will help:

- Improve bicycle and pedestrian access between Manchester's central business district and the historic Millyard
- Create a more inviting traffic flow by reducing automobile speeds and shortening pedestrian crossing distances
- Greatly improve safety, accessibility, and comfort by creating a separate multi-use path and incorporating ADA directed improvements.

Accordingly, we strongly support the application of the City of Manchester, NH for a TAP grant. Please give all due attention to the application for this important project. Thank you for considering our request.

Sincerely,



Harry N. Malone
Co-Chair, Manchester Connects
212 McLane Lane
Manchester, NH 03104
(301) 512-0561
hnmalone+mc@gmail.com

CC: City of Manchester Department of Public Works



March 12, 2021

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

Dear Mr. Jameson:

Queen City Bicycle Collective (QC Bike) strongly supports the City of Manchester's application for a Transportation Alternatives Program (TAP) grant to fund its Canal Street Complete Streets project.

QC Bike's mission is to get - and keep - the Manchester community riding bicycles, safely and affordably. We see bicycle focused infrastructure as key to realizing that mission, since a potential rider needs not just a safe bike, but a safe place to ride it.

The proposed Canal Street Complete Streets project will provide a long-anticipated, critical connection for bicycle and pedestrian activity between Manchester's central business district and the employment hub of its historic Millyard. A Canal Street corridor with reduced traffic speeds, improved crossings for pedestrians, and a safe multi-use path for bicyclists and pedestrians, will serve to create a bicycle and pedestrian friendly environment that will fill an identified gap and offer a true amenity to our city.

As a collective of riders, we love the idea of implementing Complete Streets in Manchester and hope this project is a step towards similar efforts, across the city, in the future. We are excited about the benefits that this funding would offer to Manchester's citizens and look forward to working closely with our constituents and the City to support this effort.

Always,


Abby Easterly
Volunteer Executive Director

February 24, 2021

Thomas Jameson, PE
TAP Program Manager
NH DOT
7 Hazen Drive
Concord, NH 03302

Dear Mr. Jameson:

I am writing to strongly support the City of Manchester's application for a Transportation Alternatives Program grant to increase opportunities for non-motorized users that are safe, reliable and convenient in our historic Mill Yard.

As the Liaison between the Granite YMCA and UNH Manchester, my focus is to encourage healthy physical and mental activities students could avail themselves to during time periods between classes and afterwards. Each student is presented with a free yearly membership to the YMCA located at 30 Mechanic Street, a mere 15 minute walk. Yet unsafe walking and biking conditions have acted as a barrier allowing students to access healthy lifestyle classes at the Y or avail themselves to a stroll around the Mill Yard.

It has been proven that communities that want to promote well-being, balance city budgets, attract the best new workforces and spur economic growth should prioritize investments that encourage active living. From protected bike lanes and trail development, it has been proven that an active environment results in healthier citizens, steadier long term growth and a more vibrant community.

Manchester is clearly a city on the move and the Canal Street Complete Streets project will keep the momentum going and make Manchester a more appealing place to work and live.

Sincerely,

Carol Gayman
Granite YMCA
Bike Manchester member

March 3, 2021

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

Dear Mr. Jameson:

Manchester Moves strongly supports the City of Manchester's application for a Transportation Alternatives Program (TAP) grant to increase opportunities for non-motorized users that are safe, reliable, and convenient.

Manchester Moves is an organization that has been around since 2008. Our mission is "To Connect All People in Manchester to All of New Hampshire via Trails & Greenways." We have been involved with the development of the trail systems in Manchester for over 12-years with successes such as getting the Piscataquog Trail & the Bernice & Irving Singer Pedestrian Bridge completed over the Piscataquog river in 2015. Our current project is "Manchester Rail w/Trail" as we seek to complete the North-South bike/pedestrian connection through the city connecting Concord to Manchester.

The proposed Canal Street Complete Streets project provides a critical connection for bicycle and pedestrian activity between Manchester's central business district and the historic Millyard. With the proposed road diet, it will help to reduce travel speeds, decrease crossing distance for pedestrians, and provide a safe multi-use path for bicyclists and pedestrians that is grade separated from traffic. Additionally, ADA access improvements at crosswalks and the four existing pedestrian crossings of the railroad corridor will increase opportunities for safe travel by pedestrians.

We are excited about the benefits that this funding would offer to Manchester's citizens and look forward to working closely with the City to support this effort moving forward.

Sincerely,

Jason Soukup, Secretary
Manchester Moves
848 Elm St. Manchester, NH 03101
www.manchestermoves.org

THE IMAGE OF
THE CITY

HISTORIC
RESOURCES

COMMUNITY
FACILITIES

IMPLEMENTATION
MATRIX

OUR CITY
OUR FUTURE

**INNOVATION
LEADING
THE WAY**

**MANCHESTER'S
VISION**

**NEXT
GENERATION
SMART CITY**

ACTION PLAN

**DESIGN
HOUSING
ENVIRONMENT**

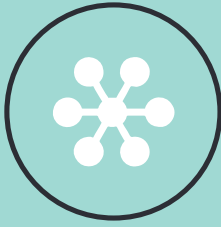
+ MORE



PLAN MANCHESTER IS A COLLABORATION OF THE PEOPLE OF MANCHESTER, THE CITY OF MANCHESTER, AND TOWN PLANNING & URBAN DESIGN COLLABORATIVE LLC.

#PLANMHT

CONNECTED CITY



Support a safe, innovative, and efficient transportation system that leverages opportunities to enhance street connectivity and resident mobility via walking, biking, driving, and public transit. Consider land use and transportation infrastructure investments together, promoting a network of streets that emphasizes the quality and character of both the street and its surrounding development pattern. Recognize that optimizing the transportation network in Manchester requires a shared vision and partnership between state, county, and City officials.

UNIQUELY MANCHESTER



Celebrate a distinct brand and sense of place that is uniquely Manchester. Tap into the talent and creativity of the people that shape it — residents, business owners, property owners, developers, design professionals, artists, etc. — to keep things relevant and authentic. Create destinations in the community that are interesting, beautiful, useful, and likely to provide long-standing value.

STEWARDS OF THE NATURAL ENVIRONMENT



Promote and preserve Manchester's green infrastructure — including wetlands, woodlands, parks, tree canopy, etc. — and the services they provide. Use public lands to strategically create an interconnected network of green space that preserves wildlife habitats, protects water quality and quantity, provides recreational access, and contributes to the identity and sense of place of Manchester.

DIVERSE & INCLUSIVE



Promote a healthy, welcoming, and inclusive city for both long-time residents and newcomers of all ages and income levels, as well as for businesses both large and small. Support and encourage a wide variety of housing types in the community to support more diversity in Manchester, including places for young adults, families, retirees, and seniors to live comfortably and in keeping with their preferred lifestyles.

INFILL DEVELOPMENT & REDEVELOPMENT



Promote infill development and redevelopment activities for underutilized areas within Manchester. In doing so, prioritize the transformation of vacant and blighted properties that might strengthen key areas in need of reinvestment.

INNOVATION LEADING THE WAY

"Innovation" is undoubtedly a buzzword these days, and when some people hear it, they imagine outlandish, futuristic, or unnecessarily complicated processes or solutions. While "innovation" does mean thinking in new ways, it doesn't mean abandoning the past or reinventing the wheel. At its best, "innovation" means building on a strong foundation to move boldly into the next phase. This work is challenging to be sure, but it is necessary in the face of changing conditions. Economic, environmental, and social contexts all demand that we keep up with the pace of change. Increasing demands on our resources, time, and energy mean that the more creatively we can achieve this shift, the better off we and our city will be in the future.

This plan uses the word "innovation" to mean finding creative ways to build on what makes Manchester unique. It means solving challenges and shaping Manchester into an even better place to live, work, learn, and play. This process requires an honest assessment of the City's current strengths and

weaknesses. It assumes a willingness to learn from what is working elsewhere, while always being aware that, to also work in Manchester, adjustments and calibrations will likely be needed.

The City of Manchester has an opportunity to continue to evolve over the next several decades into a place with a clear identity, a high quality of life, and a self-sustaining economy. Ensuring a successful future will require a balanced approach to managing change. City leaders will need to place equal emphasis on maintaining community character, providing adequate infrastructure, promoting economic vitality, and improving the health and well-being of citizens. With innovation as the central theme, the policy recommendations and strategies that follow are intended to help the City realize its vision.



INNOVATIVE TRANSPORTATION

SUPPORT A VARIETY OF NEW TECHNOLOGIES AND SERVICES WITH CITY DESIGN

Acknowledge changing mobility needs and preferences and accommodate new modes and services. A number of new technologies and services have arisen in recent years in response to unmet transportation needs, most notably bike share, shared micromobility, and ride share. Supporting these services through design and policy can provide residents with more options and encourage mode shift away from single occupancy vehicle trips.

PROMOTE THE CREATION AND EXPANSION OF A MULTIMODAL NETWORK.

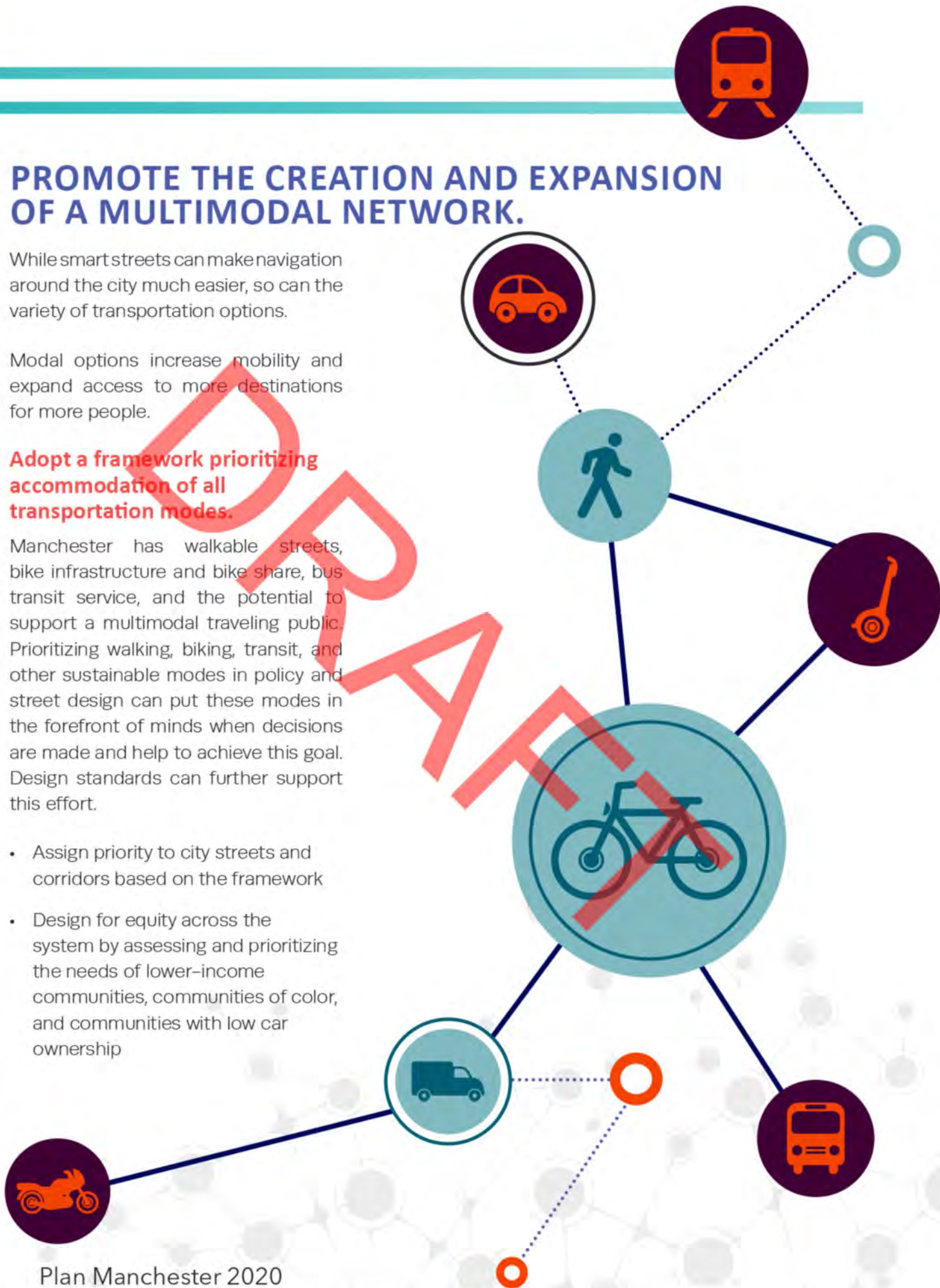
While smart streets can make navigation around the city much easier, so can the variety of transportation options.

Modal options increase mobility and expand access to more destinations for more people.

Adopt a framework prioritizing accommodation of all transportation modes.

Manchester has walkable streets, bike infrastructure and bike share, bus transit service, and the potential to support a multimodal traveling public. Prioritizing walking, biking, transit, and other sustainable modes in policy and street design can put these modes in the forefront of minds when decisions are made and help to achieve this goal. Design standards can further support this effort.

- Assign priority to city streets and corridors based on the framework
- Design for equity across the system by assessing and prioritizing the needs of lower-income communities, communities of color, and communities with low car ownership



RETHINK THE DESIGN OF STREETS

The prevailing design of streets in the United States has remained virtually unchanged since the mid-20th century as their role has evolved dramatically. Most communities have long prioritized moving vehicles through their streets over moving people, with detrimental effects for the safety for all street users and for sense of place on streets that dedicate most of their space to vehicle traffic. Increased demand for streets to accommodate people traveling using all modes, technological advances like ride share and online shopping delivery, and a vibrant public life have made street design an important area of intervention for cities.

Adopt and implement Complete Streets design standards.

Complete Streets are streets that are designed to function safely and efficiently for people walking, biking, driving, and using other modes. Designing complete streets requires reorienting the traditional approach to street design to incorporate features that elevate the needs of people who are not using motor vehicles.

The adoption of a Complete Streets Policy in Manchester that considers and incorporates safe access for everyone, regardless of age, ability, or mode of transportation along City corridors would help guide inclusive street design.

Consider the possibility of new personal vehicles. The design of future “complete streets” could include facilities that accommodate micromobility, autonomous vehicles, and more.

Instituting a Complete Streets Policy may also increase funding opportunities for roadway reconstruction projects.

Retrofit existing streets.

Existing streets can be retrofitted with Complete Streets principles to...

- Create comfortable routes and connections for biking and walking
- Calm traffic
- Reduce conflicts between street users
- Cultivate an environment that supports walkable neighborhoods and commercial districts

Rightsizing Streets and Intersections

It is common for car-dominated streets and intersections to be designed to support a higher capacity of vehicle traffic than is needed. These corridors can be straightforwardly reconfigured using Complete Streets principles to accommodate all modes, a process which is sometimes referred to as a “road diet.” Some intersections in Manchester can be rightsized through a road diet to both meet vehicle capacity demands and support multimodal use.

PROMOTE ACTIVE TRANSPORTATION

Active transportation, such as walking or bicycling, could provide convenient access to transportation networks for people without cars while decreasing single-occupancy vehicle use. Promoting active transportation in Manchester would help to solve the “last mile” transportation gap as well as support healthy lifestyles for all users.

Improve pedestrian and bicycle infrastructure.

Investment in infrastructure to increase the comfort level and safety of the non-vehicular, on- and off-road experience would enhance the multimodal transportation network. The redesign of streets that put people first typically include wider sidewalks, safe street crossings, medians with pedestrian refuges, roundabouts, protected bike lanes, comfortable bus stops, and traffic calming features that slow vehicular traffic. Initial steps to assess and improve the infrastructure could include the following:

Improve wayfinding throughout the bike/ped network.

“Wayfinding” refers to an integrated system of signage designed to help people navigate. Wayfinding is important for building confidence in potential network users, and can also be used to facilitate exploration by guiding people to new destinations.

Pedestrian AND BICYCLE

- 1 EVALUATE BIKE-SHEDS AND WALK-SHEDS FOR MAJOR DESTINATIONS AND PRIORITIZE ACTION.
- 2 PROVIDE WALK PRIORITY ZONES AT THE CORE OF THE CITY, NEAR TRANSIT NODES AND NEIGHBORHOOD CENTERS.
- 3 DEFINE NEIGHBORHOODS WITH TRAFFIC CALMING AND COMFORTABLE WALKING AND BIKING FOR LOCAL TRIPS.
- 4 EXPAND STREET CORRIDORS TO INCLUDE MAJOR BICYCLE CONNECTIONS TO PARKS AND GREENWAYS.
- 5 BUILD SEPARATED BIKE LANES OR MULTI-USE PATHS.

- 1 CREATE TRAIL BRANDING TO HELP PROMOTE THE SYSTEM.
- 2 USE BRANDED WAYFINDING SIGNAGE TO ENSURE THE COMPONENT PARTS ARE EASILY IDENTIFIED. THE SIGNS SHOULD EMPHASIZE CONNECTIONS TO AMENITIES
- 3 EMPLOY DIGITAL TECHNOLOGY TO ENHANCE WAYFINDING.

Bike/Ped **NETWORK**

Separated Bike Lanes AND MULTI-USE PATHS

Separated bike lanes and multi-use paths are two kinds of high-comfort bike facilities, meaning they provide an environment where people biking experience minimal stressful interactions with motor vehicle traffic. Separated bike lanes are located in the roadway and can be protected from motor vehicle traffic by parallel parking or low-cost temporary materials for quick implementation, or by a curb or other permanent barrier where full reconstruction is possible. Multi-use paths are located off-street and people biking usually share space with people walking. These types of high-comfort facilities are important because they attract more people to bicycling, improve safety for all road users, and can serve as the backbone of a bike network.



1 GREENWAY
ROCHESTER:
URBAN MULTI-
USE GREENWAY
IN ROCHESTER,
NY

5

**TWO-WAY
SEPARATED BIKE
LANE IN SILVER
SPRING, MD**



5

MAKE OUR STREETS SAFER

Determine priorities based on crash data.

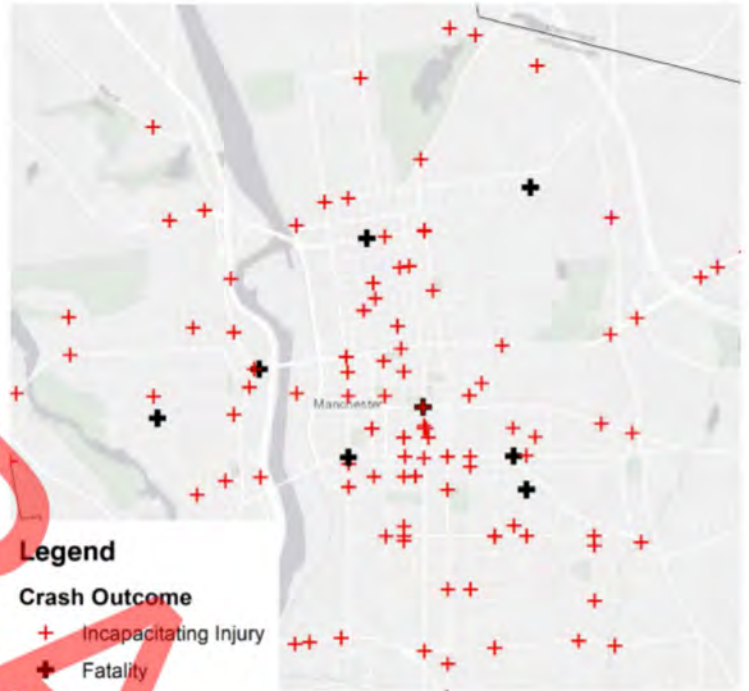
Crashes are a measurable way of assessing street design outcomes. Intersections and roadways with a high frequency of crashes or where severe crashes have occurred should be priorities for a redesign grounded in reducing conflicts and motorist speeds.

Consider vulnerable users in maintenance practices.

Informing passengers of arrival times, vehicle location, or the current status of a vehicle can increase perceived reliability, reduce wait times, improve customer satisfaction, and even increase ridership.

As walking and biking increase, providing safe spaces for these vulnerable road users is critical. Improved pedestrian and bicycle infrastructure increases the comfort and safety of people walking and biking.

- Prioritize debris and snow removal on sidewalks
- Review drainage conditions and grates styles for bicycle compatibility



Reduce traffic speeds.

Speed is inordinately responsible for injuries and fatalities on our streets. By reducing speeds we are all safer, especially those walking and bicycling. With Manchester's small size, a 5 mph change in travel speeds means only a couple minutes of additional travel time, yet a city-wide change in speed limits can save lives.

Some strategies for reducing vehicle speeds are...

- Reducing the width of travel lanes
- Strategically reducing roadway capacities where excessive

- Incorporating hard edge features on the roadway, like parallel parking
- Installing traffic calming features

Advance policies and programs to increase safety.

There are a number of policies and programs in place in cities and towns across the country to address street safety through design. For example, neighborhood traffic calming programs are a common solution for creating a process for addressing complaints about speeding on neighborhood streets. Two more policies and programs are highlighted below:



Safe Routes TO SCHOOL

Manchester participates in the Safe Routes to School program, which encourages students to walk to school and assists in sidewalk improvements in the vicinity of schools. The sidewalk program identifies "Key Streets" for school access that should be prioritized for sidewalk reconstruction and repair. The City should continue to participate and increase its involvement in Safe Routes to School.

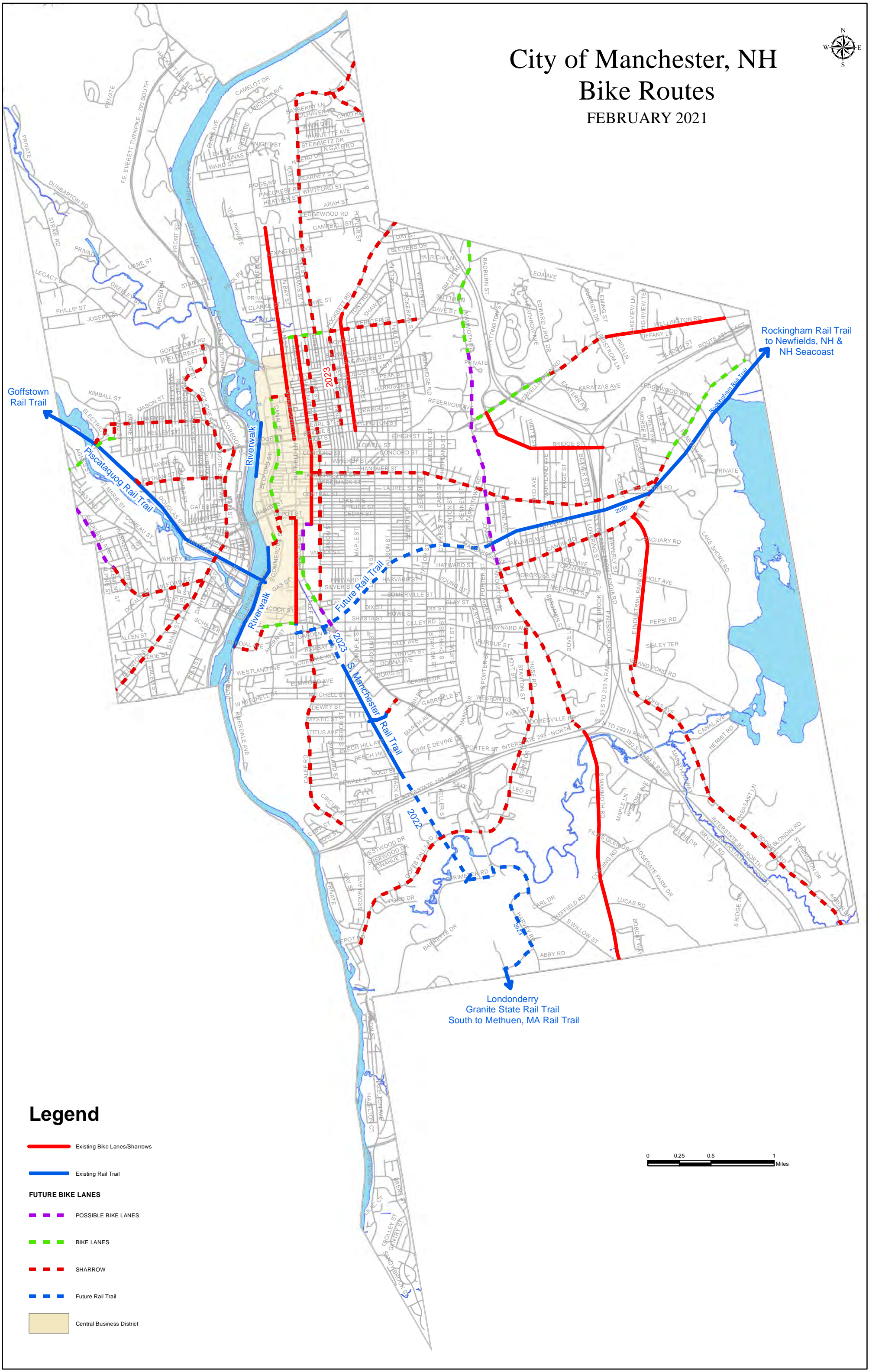
Vision ZERO

The Vision Zero is "a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all" (visionzeronetwork.org). This approach has been successful in substantially reducing fatalities in many cities in Europe and now the U.S. A key priority is to protect vulnerable users where they are exposed to potential conflicts with traffic, such as at crossings. Employing proven design techniques that are attractive, keep drivers alert to other users on the street, and naturally slow traffic speeds can be integrated into a city-wide complete streets program.

City of Manchester, NH

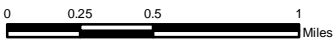
Bike Routes

FEBRUARY 2021



Legend

- Existing Bike Lanes/Sharrows
- Existing Rail Trail
- FUTURE BIKE LANES**
 - POSSIBLE BIKE LANES
 - BIKE LANES
 - SHARROW
 - Future Rail Trail
- Central Business District





MANCHESTER CONNECTS

A MULTIMODAL TRANSPORTATION + LAND USE PLAN
FOR THE MILLYARD, RIVERFRONT, AND DOWNTOWN
MANCHESTER, NH

June 2017



CivicMoxie®
experts in place



6. LACK OF COMPLETE STREETS, EXISTING SINGLE MODE TRAVEL + WEAK CONNECTIVITY

Lack of Complete Streets

Complete Streets are those that balance the needs of pedestrians, cyclists, transit riders, and drivers to provide infrastructure that ensures the safety of all and does not prioritize one mode of transportation over another. Manchester has very few complete streets.

Though sidewalks exist in much of the Millyard and Downtown, they are often narrow, in disrepair, and uninviting. Very few bicycle lanes are provided. The streetscape is dominated by relatively wide travel lanes and parking lots.

Even though Manchester's Downtown, Millyard, and West Side were developed before the auto-age, as time has passed, these areas have developed into car-centric areas with streetscapes that encourage people to drive. Even the pedestrian infrastructure that exists tells people they should get back to their cars as quickly as possible. Cracked and crumbling sidewalks, broken stairs, cars parked immediately adjacent to buildings, and unclear pedestrian routes through the Millyard's parking lots silently remind pedestrians that they are second to cars.

Single Mode Travel

Manchester's Downtown, Millyard, and Downtown predate the automobile. These areas were initially walking districts where people moved on foot or by wagon. Then streetcars, trolleys, and trains transported people and goods through the city. Today, single occupancy car travel dominates transportation in Manchester. We know



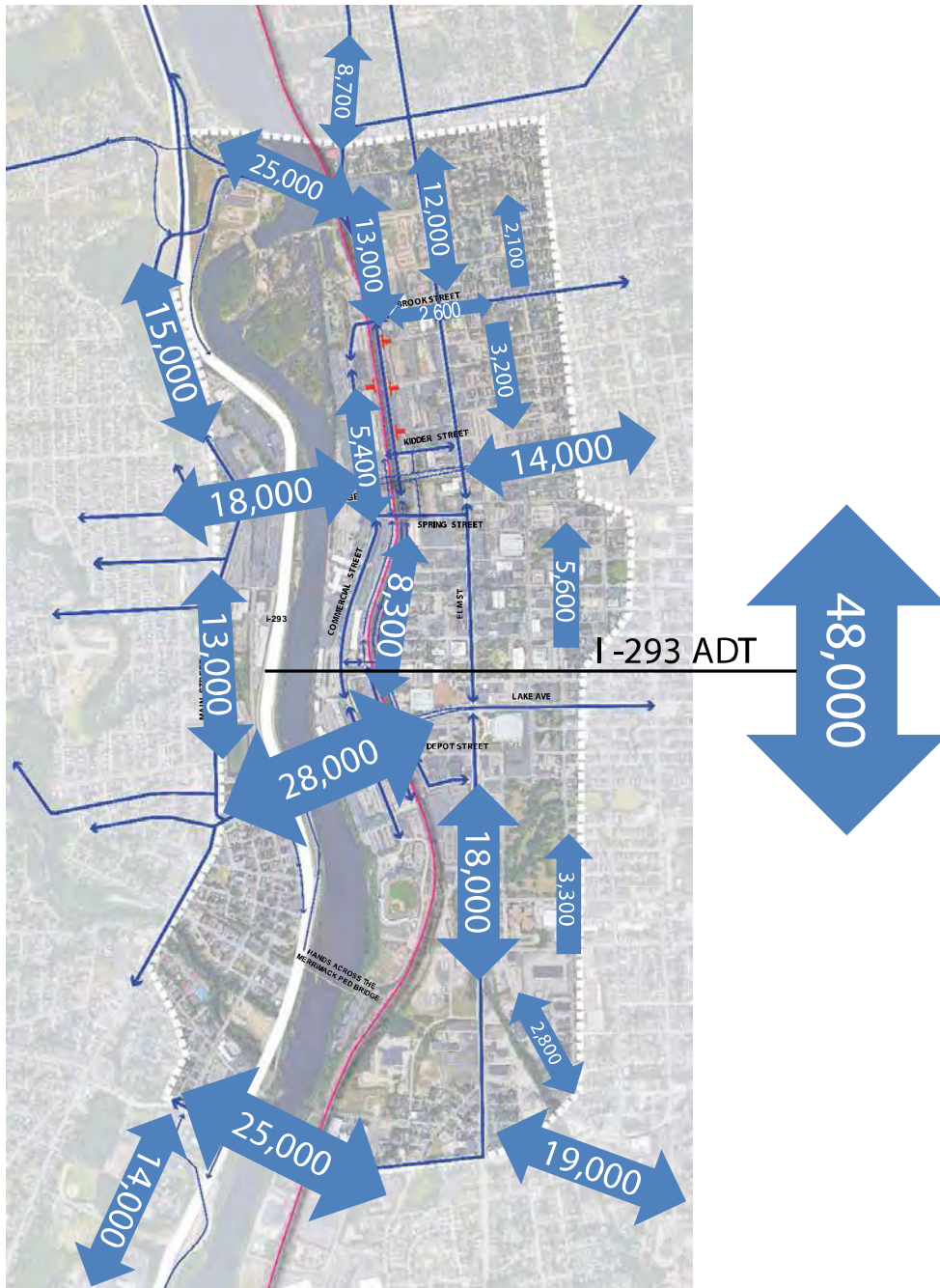
Top: Dow at Canal, looking east, grade changing over rail

Bottom: Kidder at North Bedford, no sidewalk

Photo Source (this page): Nelson\Nygaard

MILLYARD AVERAGE DAILY TRAFFIC

There is significant vehicular traffic in the Millyard and Downtown. Almost 5,500 cars travel Commercial Street on a daily basis and there are an additional 10,000 cars that travel Canal Street -- that's more than 15,000 cars going through the heart of the Millyard each day!



that 80% of Manchester residents drive alone to work; an additional 10.8% carpool. This means that 91 percent of Manchester residents are driving to work. In the Millyard, that number is 98%! Eighty-nine percent of employees in the Millyard drive alone to work. People frequently make multiple trips per day and rarely walk between destinations. This occurs for a number of reasons. Employees have few living choices within walking or biking distance of the Millyard; our culture of car ownership and single-mode travel ensures this is the default condition; public transit may not be convenient and the headways (times between buses) may be too long during peak times. Other reasons may include that there are no good bike facilities, showers aren't provided for cyclists, or simply that parking is free and convenient.

These statistics on driving are directly opposite of how young adults like to travel. Manchester's reliance on single-occupancy vehicle trips exacerbates the Millyard's parking problem; it also doesn't work for the young employees the city is trying to retain or bring to Manchester.

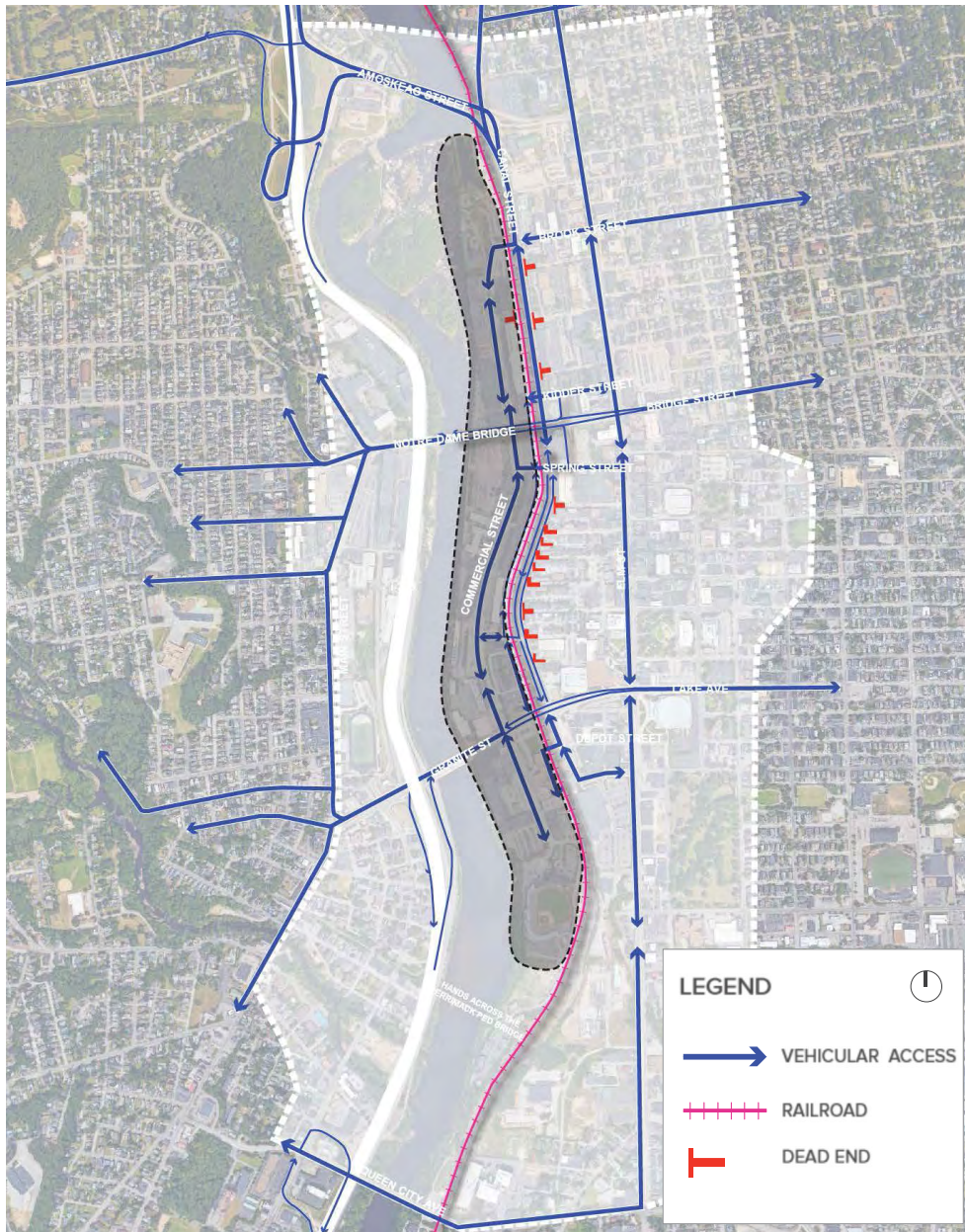
Weak Connectivity

Limited vehicular and pedestrian connectivity also create other challenges. Canal Street has Average Daily Traffic (ADT) of 8,300 vehicles and these vehicles mainly enter the Millyard from two points at the north and at the south of the district. This limited connectivity causes pinch points in car congestion and limits connectivity.

In many ways, the Millyard functions like an island. The legacy of canals, the presence of the Merrimack River to the west and the railroad tracks to the east, all work to isolate the Millyard. In addition, two out of three vehicular entries to the

Access to the Millyard is limited - it functions more like an island than as an integrated part of Downtown, in part, a legacy of the canals that once existed here. There are only THREE entries to the Millyard, TWO of which require a railroad crossing.

MILLYARD ACCESS

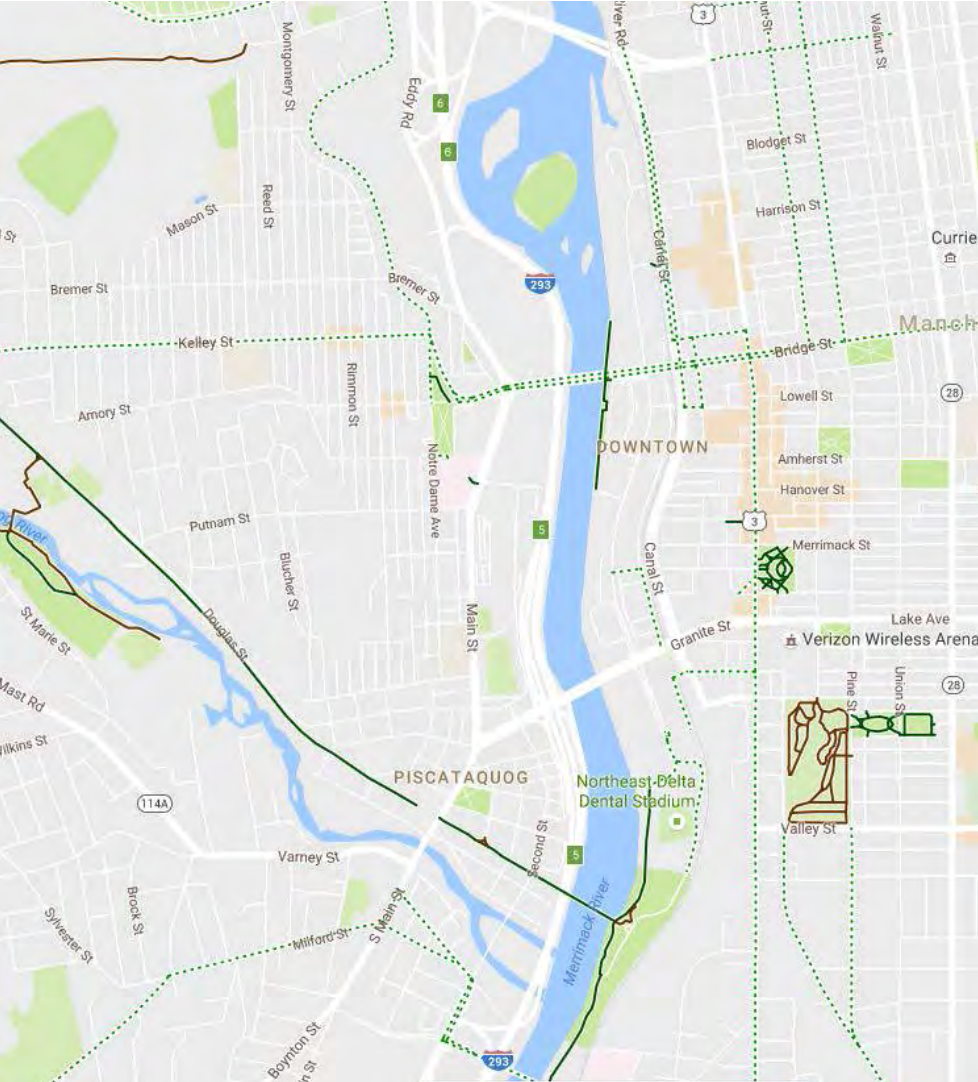


Source: Nelson\Nygaard

The Millyard functions a lot like an island - many of the streets in Downtown deadend at the railroad tracks, creating limited access to the Millyard.

Millyard cross railroad tracks. Pedestrians, cyclists, and drivers may wait up to 30 minutes for a 90-car train to pass through if they are unlucky enough to be crossing at the wrong time.

CURRENT BICYCLE INFRASTRUCTURE



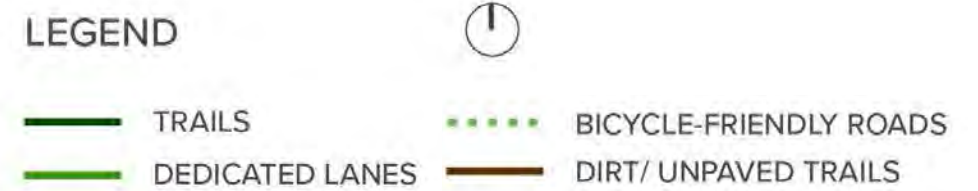
Pedestrian Infrastructure

Pedestrian connectivity is also a major concern. The grade changes and general lack of connectivity between the West Side, Milliard, and Downtown discourage people from walking, even those residents and employees in the Milliard who like to walk to work, to get lunch, or run errands say they are concerned about the pedestrian infrastructure. Not only are the sidewalks and stairs not always well maintained, the steps and grade change increase the perception that the Milliard and Downtown are too far apart to walk comfortably.

When assessed from Elm Street, the walk to the Merrimack River has few active ground floor uses and consists of many linear feet of parking, inactive street front, and blank brick walls. Add to that physical barriers such as grade level changes and steps, and railroad tracks, and the environment is one which doesn't invite a pleasant stroll.

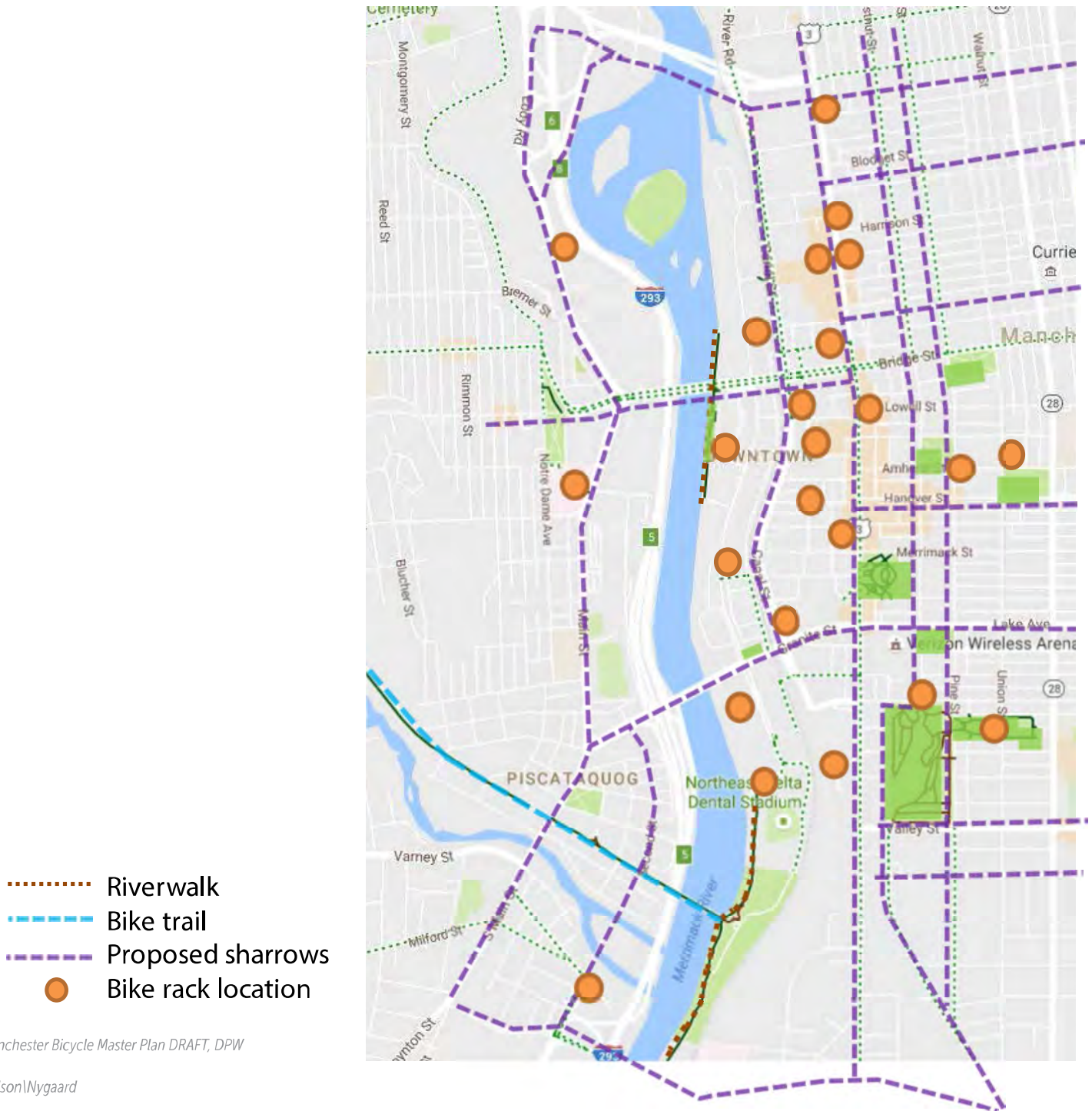
Bicycle Infrastructure

Bicycle connectivity is also limited although there are plans for future improvements (highlighted in the Mixed Land Use and Parking Action Kit). It is not only a lack of bike lanes and signage that creates weak bicycle connectivity. A complete bike system needs secure lock facilities, showers, and bike sharing as well. The new bike share program is a great start to building a system that can work for everyone.



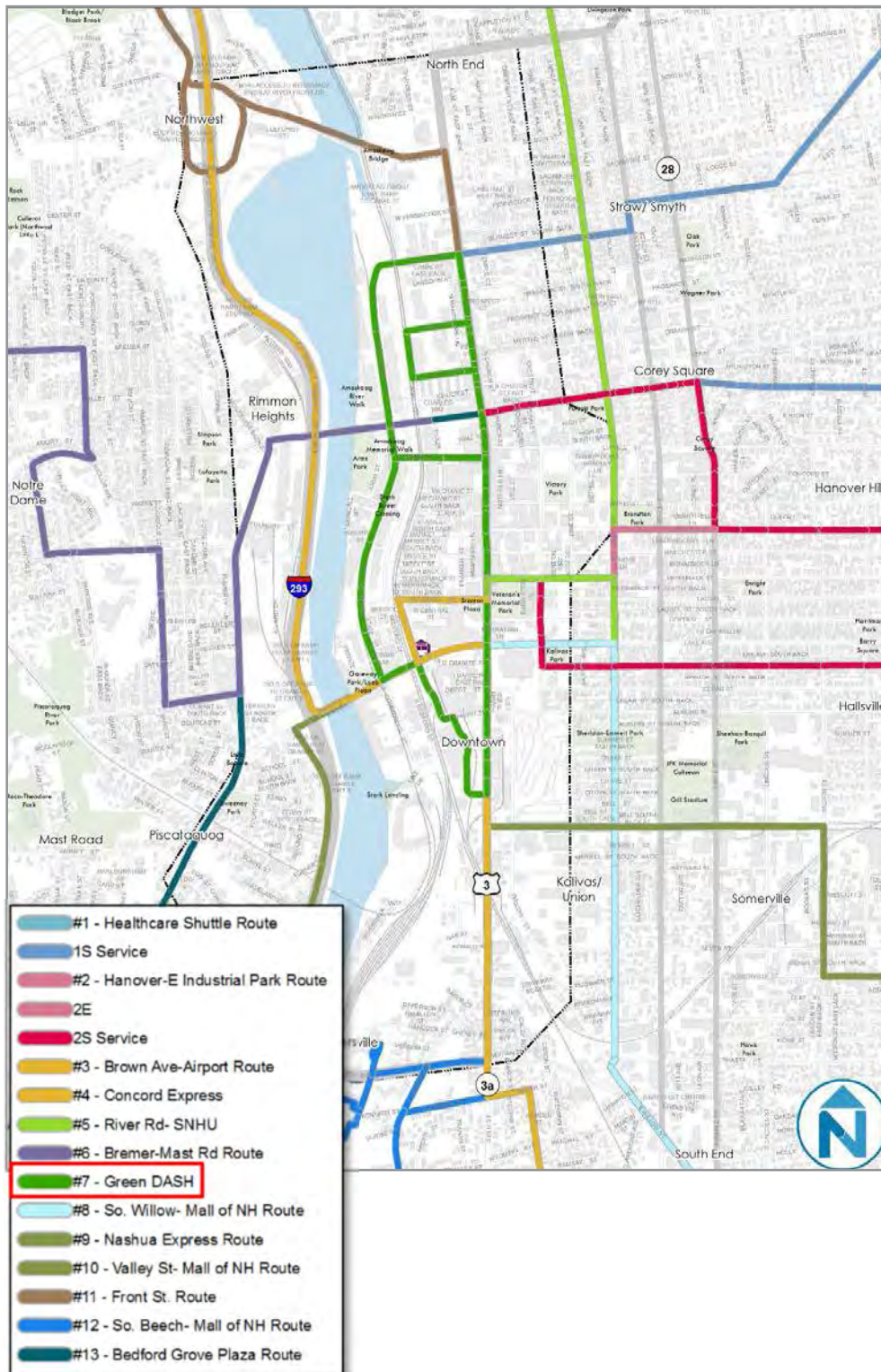
Source: Nelson\Nygaard

PROPOSED BICYCLE INFRASTRUCTURE



Source: Manchester Bicycle Master Plan DRAFT, DPW

Source: Nelson\Nygaard



Map Source: Nelson\Nygaard
Data Source: SNHPC, MTA

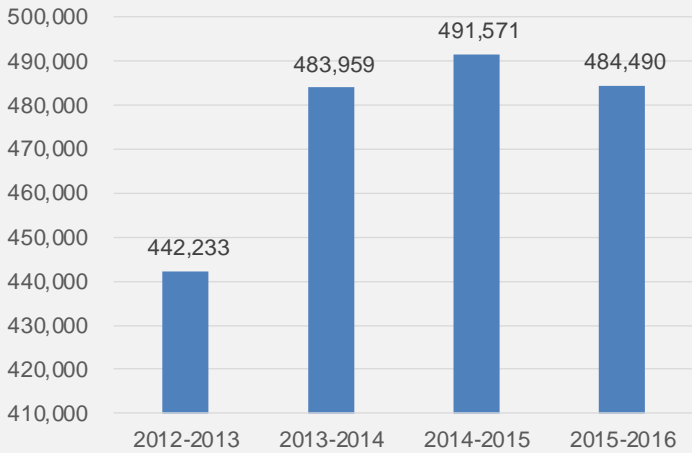
Transit Service

Currently, the only public transportation in the Milliard is the Green Dash. The Green Dash is a free bus that runs every twenty minutes weekdays between 7am and 7pm. There are other buses in Downtown and a bus that crosses the river to service part of the West Side, but the Green Dash is one of Manchester's most used routes. Even though some of the MTA's bus routes have lost ridership over the last several years, total Green Dash ridership has increased by more than ten percent since 2012 and it currently serves approximately 40,000 passengers annually who are mostly Milliard and Downtown employees, visitors and business customers, Health Department and City employees, and Market Basket Shoppers (source: MTA).

Summary

The lack of pedestrian and bicycle infrastructure, weak connections, and car-dominated mode share, combined with the lack of active ground floor uses has created a local culture where people travel by car from one Downtown/Milliard destination to another or simply don't travel at all because it is inconvenient to walk or drive.

MTA Total Transit Passengers Served (annual)

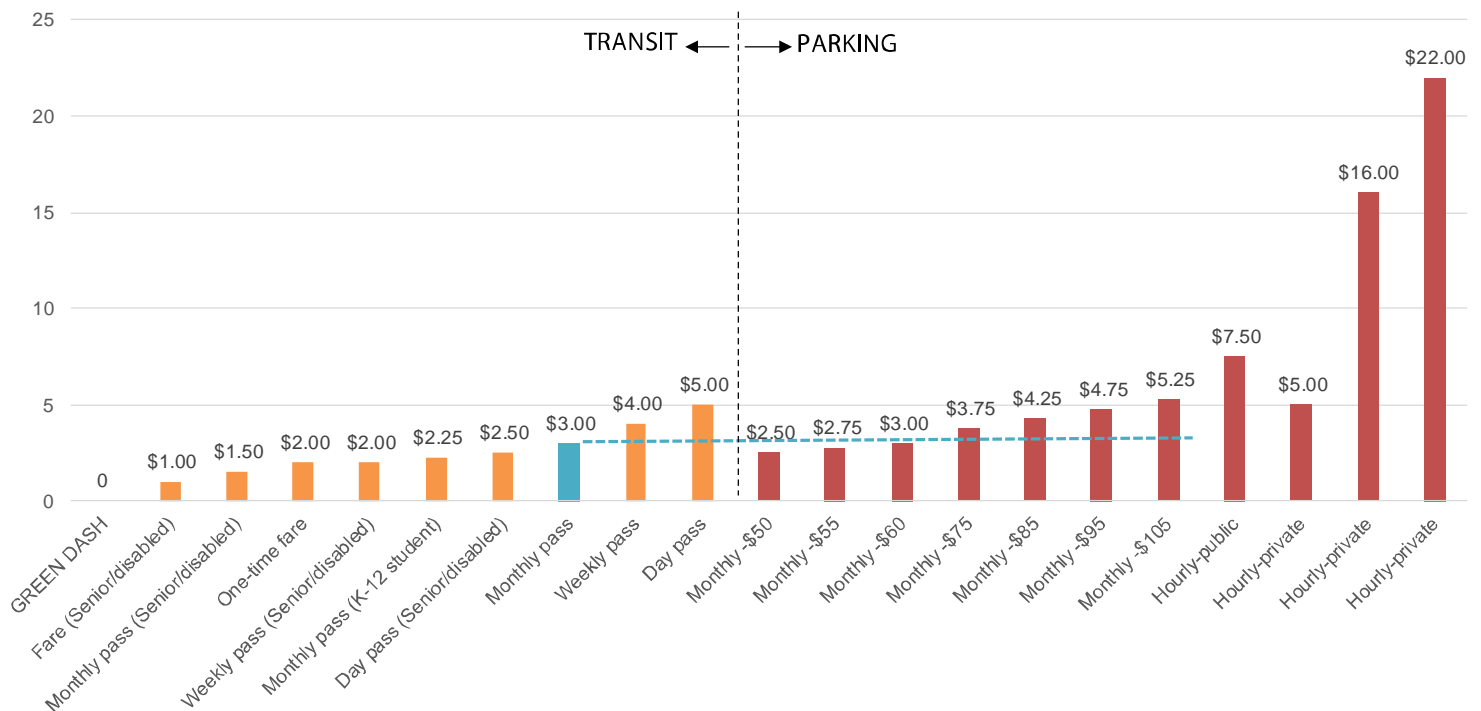


MTA Fares

One-time fare:	\$2
Day pass:	\$5
Weekly pass:	\$20
Monthly pass:	\$60

Because it is cheaper to drive and pay for parking than to take transit, in many cases, there is no incentive to switch modes of travel in Manchester. An assessment of parking, congestion, and multimodal strategies must take into account all factors that contribute to current conditions.

Daily Commuting Cost



Note: for weekly permit, assuming 5 days/week; for monthly permit, assuming 20 days/month

Source: Nelson\Nygaard

NEXT EXIT 

Complete St.

COMPLETE STREETS TOOLKIT

For the Southern New Hampshire
Planning Commission Region

January 2017

- Transportation Planning should include car sharing, bike plans, centrally located civic center and connections to schools
- Adopt the Safe Routes to School model to encourage students to walk and/or bike safely to their school
- Increase bicycling and walking facilities to include connections that can be used during the winter for cross-country skiing, and snowshoeing
- Create long-range transportation strategies with strong partnerships between city and county officials
- Facilitate greater collaboration between environmental and public health agencies, planning organizations, regional councils of government and state and local transportation agencies



2. SUBURBAN COMMUNITIES¹⁷

- Locate parks and recreational amenities within walking distance of residences and schools. Incorporate trails, sidewalks and pedestrian wayfinding signage.
- Cooperate with and support regional and state efforts to raise awareness of relationships between land use and transportation issues, and incorporate in planning and development
- Examine street design guidelines to ensure policies are designed to “move people” and have an emphasis on multimodal transportation. “Road diets” are also recommended to include bicycling and transit opportunities
- Provide street design with pedestrians and bicyclists in mind: better transit stop design, street furniture, bike racks, building frontage, sidewalk width and landscaping
- Adopt the Safe Routes to School model to encourage students to walk and/or bike safely to their school



3. URBAN COMMUNITIES¹⁸

- Provide a safe means of getting about for pedestrians and bicycles, including sidewalks and bike paths that are safely removed from automobile traffic. Generate right-of-way laws that support this concept and provide clear way-finding

- Provide a public transportation system and provide access to public transit to reduce dependence on automobiles. Also, provide transportation stops that are visible, clean, and shelter from the elements, when possible
- Consider Complete Streets design guidelines when building or rebuilding roads
- Consider all ways that people could and/or need to get about. Keep in mind that not everyone can or does drive their own car
- Provide street design with pedestrians and bicyclists in mind: better transit stop design, street furniture, bike racks, building frontage, sidewalk width and landscaping
- Adopt the Safe Routes to School model to encourage students to walk and/or bike safely to their school
- Locate parks and recreational amenities within walking distance of residences and schools. Incorporate trails, sidewalks and pedestrian wayfinding signage
- Cooperate with and support regional and state efforts to raise awareness of relationships between land use and transportation issues, and incorporate in planning and development
- Examine street design guidelines to ensure that policies are designed to “move people” and have an emphasis on multimodal transportation. “Road diets” are also recommended to include bicycling and transit opportunities.



F. RESOURCE GUIDE

Many of the best resources available for Complete Streets can be found on Smart Growth America’s website. Specifically, their ‘[Best Complete Streets Policies of 2015](#)’ (released April 2016) outlines which US communities passed policies in 2015, and which did so with the most exceptional language. It also gives an annual update as to where Complete Streets are most prominent, and offers best practices.

¹ Smart Growth America: National Complete Streets Coalition (2013). Complete Streets Local Policy Workbook [PDF file]. <http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf>.

² Smart Growth America: National Complete Streets Coalition. The Ten Elements of a Complete Streets Policy (2016). <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>.

³ Smart Growth America: National Complete Streets Coalition. Safer Streets, Stronger Economies (2015). <https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/>.

⁴ Complete Streets in Delaware: a Guide for Local Governments. What are the Benefits of Complete Streets (2011). <http://www.ipa.udel.edu/healthyDEtoolkit/completestreets/sectionPDFs/chapter3.pdf>.

REGIONAL TRAILS PLAN 2012

SALEM-MANCHESTER-CONCORD



As Adopted
1/10/2013

Regional Trails Coordinating Council

The primary goal of the Regional Trails Coordinating Council is to assist member organizations in the development and implementation of a comprehensive trail plan. The Regional Trails Coordinating Council strives to connect existing and planned trail networks in the region by providing a forum for cooperation and collaboration among trail organizations.

Regional Trails Plan 2012

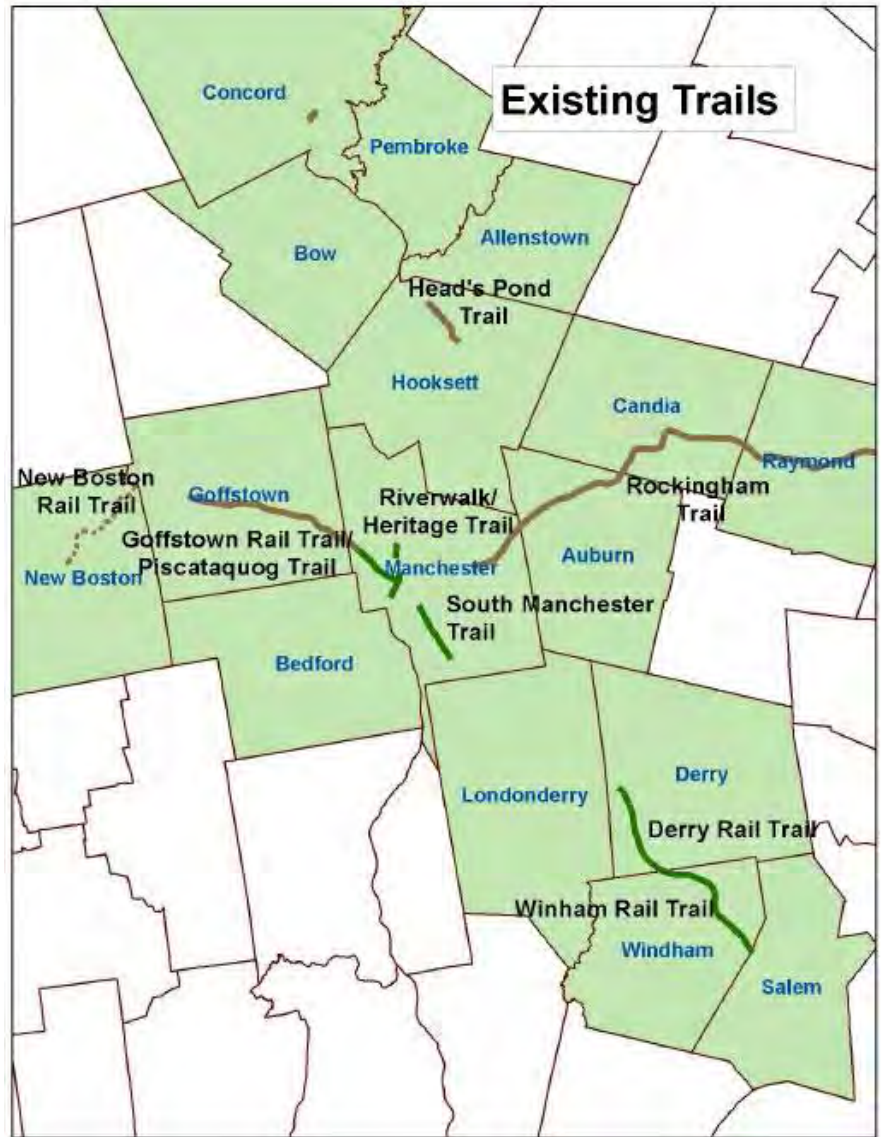
EXISTING AND PLANNED TRAILS

EXISTING TRAILS

As of 2012, the regional trails network is a patchwork of local trails that have not yet been connected. The longest paved trail includes the Windham and Derry Rail Trails with a continuous 8 miles of trail between the two towns. Manchester has three paved trails: the South Manchester Trail, the Piscataquog Trail, and the Riverwalk/Heritage Trail. These trails are no longer than two miles each in length, and not all connect. Unpaved trails include the Goffstown Rail Trail, and the Rockingham Trail, which is managed by DRED and continues to the Seacoast region of NH. The Head's Pond trail is a short trail with a smooth hard packed surface. This trail may someday become part of a Manchester to Concord connection.

Several small portions of trail exist in Concord, but do not merit individual mention here. Other trails in the region do not have formal access, or are not improved or accessible enough to serve a transportation purpose.

More details on the existing and planned trail system can be found in the Community Profiles in the Appendix.



PLANNED TRAIL SYSTEM



The RTCC and its participating bodies envision a regional trail network that consists of a trail serving as the “backbone” of the region from Salem to Concord as envisioned in the 2003 Salem to Concord Bikeway Study. This trail will connect to planned and existing trails in Methuen, Massachusetts, and connect to the planned extension of the Northern Rail Trail into Boscawen. This backbone Salem to Concord trail in combination with the Northern Rail Trail has been dubbed the “Granite State Rail Trail”, which will extend from Lebanon to the Methuen, MA line in Salem.

From the “Granite State Rail Trail” backbone, several branches will extend east and west. These spur trails will extend the reach of the trail system to additional communities.

To the Board of Mayor and Aldermen of the City of Manchester:

The Committee on Community Improvement respectfully recommends, after due and careful consideration, that the request from the Public Works Department to apply for NH DOT Transportation Improvement funding (TAP4) for complete street improvements on Canal Street be approved.

(Unanimous vote with the exception of Alderman Terrio was absent)

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Matthew Gormand", with a stylized flourish at the end.

Clerk of Committee

At a meeting of the Board of Mayor and Aldermen held March 2, 2021, on a motion of Alderman O'Neil, duly seconded by Alderman Cavanaugh, the report of the Committee was accepted and its recommendation adopted.

A handwritten signature in black ink, appearing to read "Matthew Gormand", with a stylized flourish at the end.

City Clerk

Kevin A. Sheppard, P.E.
Public Works Director

Timothy J. Clougherty
Deputy Public Works Director



Commission
Toni Pappas, Chair
Patrick Robinson
James Burkush
Trixie Vazquez
Armand Forest

CITY OF MANCHESTER
Department of Public Works

February 16, 2021

Alderman Kevin Cavanaugh
C.I.P. Committee of the
Honorable Board of Mayor and Aldermen
CITY CLERKS OFFICE
One City Hall Plaza
Manchester, New Hampshire 03103

Re: Request to Apply for NHDOT Transportation Improvement Program (TAP4) Funding
Canal Street Complete Streets

Dear Alderman Cavanaugh:

The Manchester Department of Public Works is planning to apply for Transportation Improvement Program (TAP) funding for complete streets improvements on Canal Street between the Amoskeag Bridge and Granite Street (see attached Project Area Map)

The proposed, "Canal Street Complete Streets" project is proposed on the main thoroughfare between the Downtown and the Millyard, and would include construction of a multi-use path on the west side. This work would be completed in conjunction with a road diet from Granite Street to the Amoskeag Bridge with the road reduced to a single through lane in each direction (see attached Concept Plan). The lane reduction will help calm traffic and reduce speeds while accommodating bicycles and pedestrians. Work is anticipated to occur within the limits of the existing developed right-of-way without the need for additional property acquisition.

The grant will be in the form of an 80% match with the City providing 20%. The maximum cost of the project will be \$1,250,000, therefore if the City received the maximum amount (80%), the State's share would be \$1,000,000 and the City's share would be \$250,000. The deadline for the grant application is March 19, 2021. We respectfully request the CIP Committee and the Board of Mayor and Aldermen grant approval for the Department of Public Works to apply for this funding.

A representative of the Public Works Department will be present at your next meeting to answer any questions that may arise. In the meantime, if you would like additional information, or if I can be of further assistance, please do not hesitate to call. Thank you for your consideration in this matter.

Very truly yours,

Kristen Clarke, PE, PTOE
Traffic Engineer



CITY OF MANCHESTER
TAP 4
CANAL STREET
COMPLETE STREETS

EXISTING SIDEWALK
TO HOOKSETT/SNHU

CANAL STREET
-ADD BIKE/MULTI-USE LANE
-IMPROVE ADA ACCESS
-ROAD DIET VEHICLE LANE REDUCTION

DOW STREET
RAIL ROAD CROSSING

MILL GIRL/
MILLYARD

I-293

EXIT 5

EXIT 6

CITY HALL

SNHU ARENA

FISHER CAT STADIUM

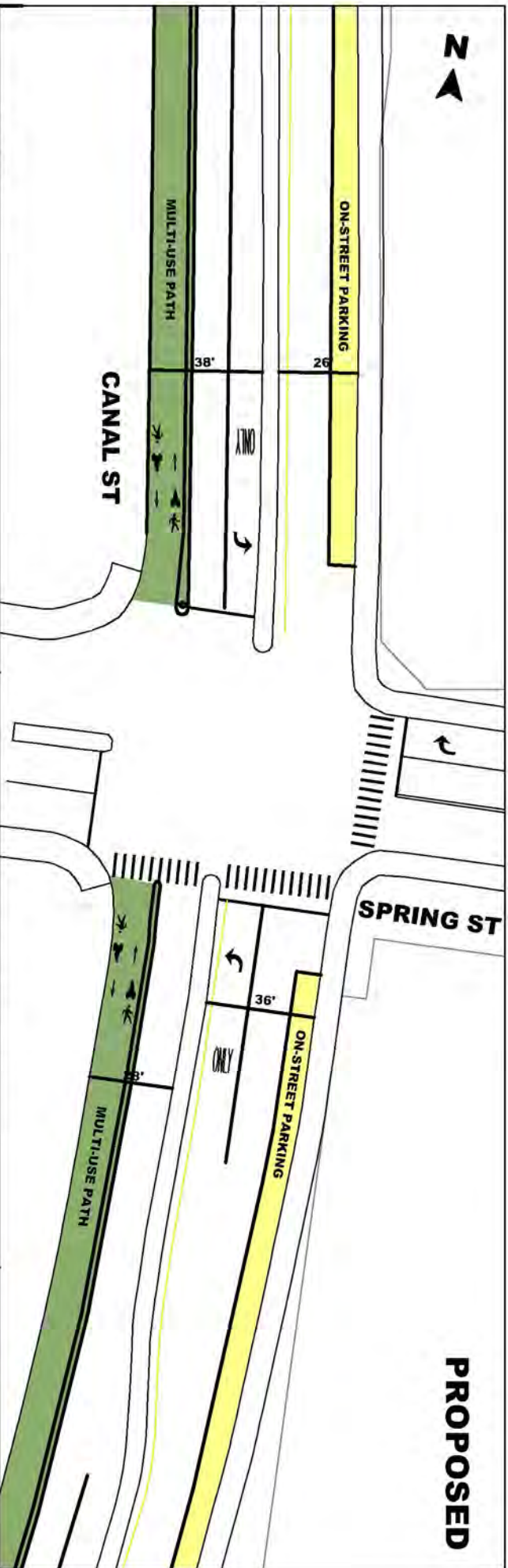
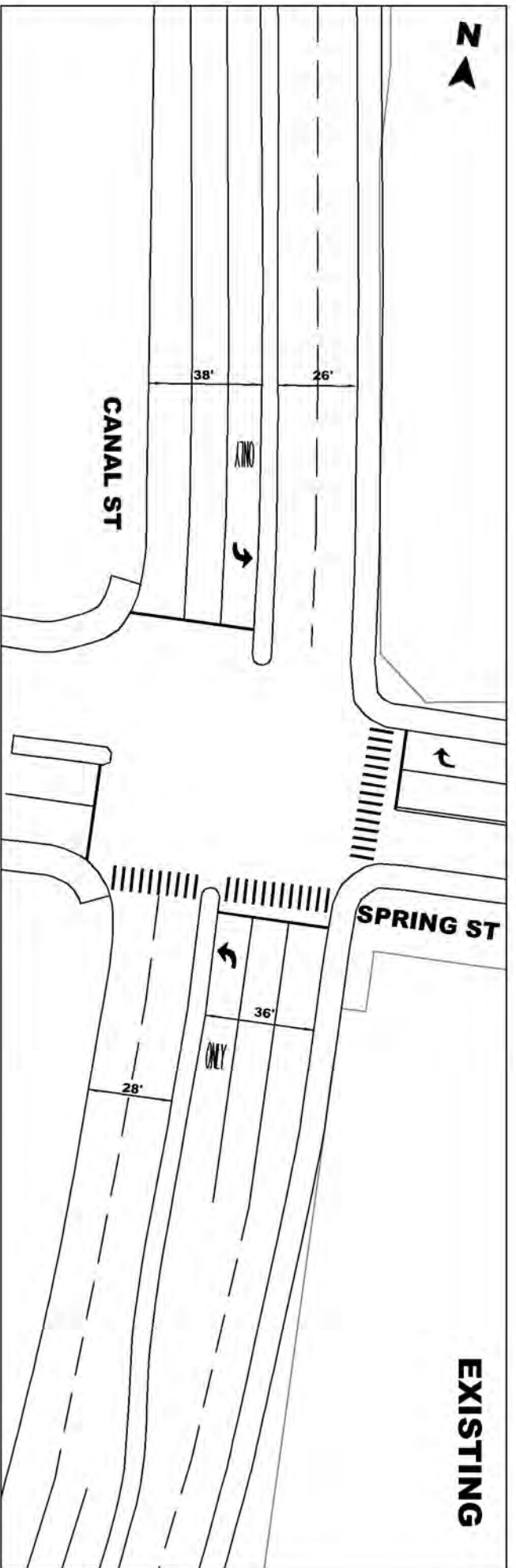
RIVERWALK

PISCATAQUOG
RAIL TRAIL

MANCHESTER
BEDFORD

MANCHESTER
GOFFSTOWN

SCALE: 1" = 1,500'

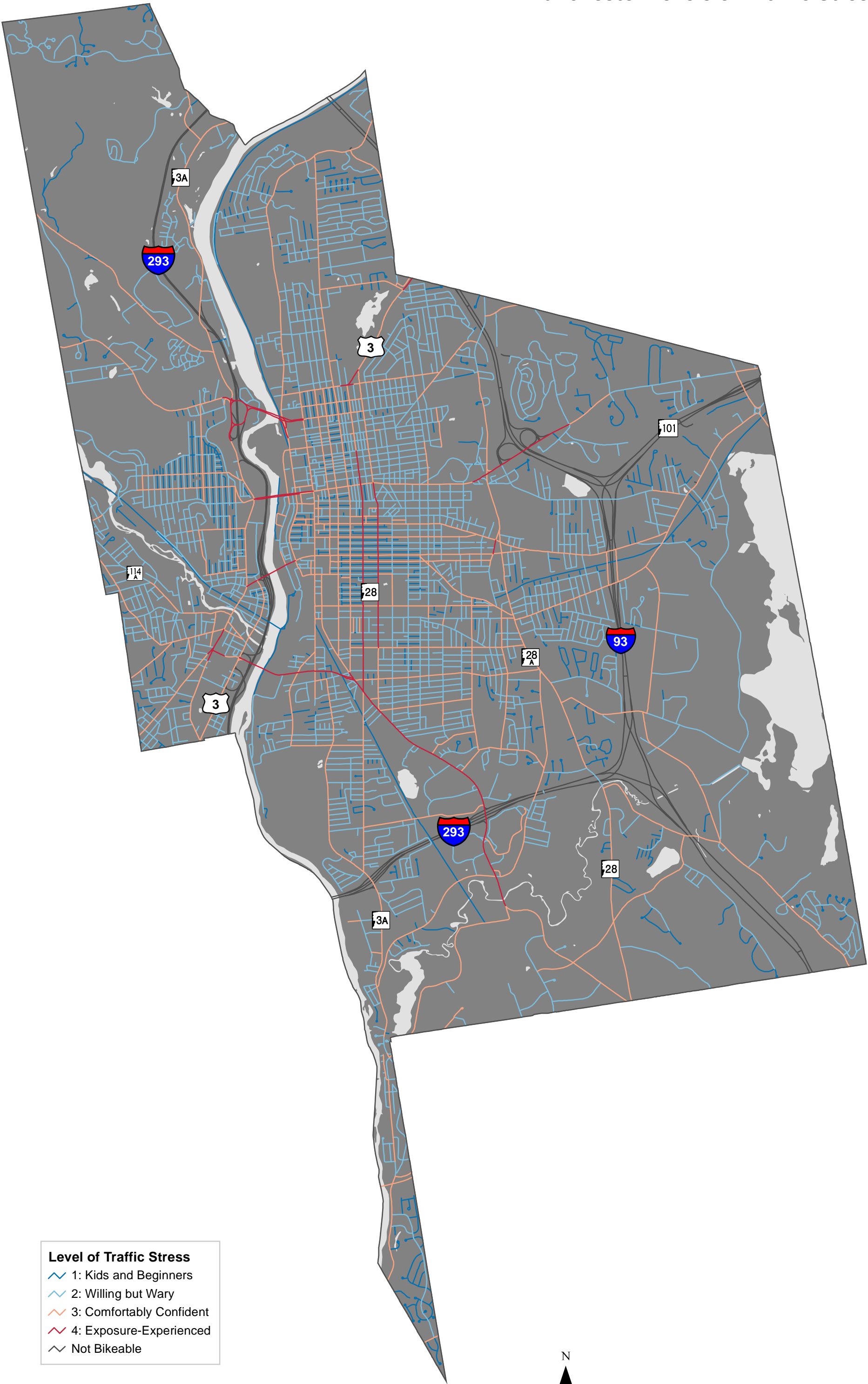


CITY OF MANCHESTER
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
475 VALLEY STREET
MANCHESTER, NEW HAMPSHIRE 03103

CANAL STREET CONCEPT PLAN TAP GRANT- ROUND 4

SCALE: 1"=50'
FEB 16, 2021

Manchester Levels of Traffic Stress



Level of Traffic Stress

- 1: Kids and Beginners
- 2: Willing but Wary
- 3: Comfortably Confident
- 4: Exposure-Experienced
- Not Bikeable