Local Concerns Meeting

Public Meeting:

- Overview of funding requirements
- Proposed Schedule
- Project Area/Potential Issues to be Addressed
- Public Comment

November 1, 2012

What is Safe Routes to School?

"A movement to encourage and enable elementary school children to safely walk and ride bicycles to school is catching on in the Granite State, and the NH Department of Transportation (NHDOT) encourages more communities to get involved. Safe Routes to School (SRTS) helps communities by reimbursing them for the costs of bringing new balance to our transportation system…….

SRTS is designed for children from kindergarten through eighth grade, including those with disabilities, who live within approximately two miles of school."

SRTS Application (2009)

"Round 4" Award

For NHDOT use only:

Application #

Date Received: _____

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL

Application Form for SRTS Reimbursement Funding
Round 4

GENERAL GRANTS

Send completed applications to the Regional Planning Commission for your region. (See http://www.nharpc.org/ for information on the RPCs or contact the SRTS coordinator.)

Provide a copy to:
John W. Corrigan
Safe Routes to School Coordinator
Bureau of Planning and Community Assistance
N.H. Department of Transportation
7 Hazen Drive
Concord, NH 03302-0483

jcorrigan@dot.state.nh.us

Part I: Applicant Information

Applicant: Name of municipality, school district, and/or service provider. Include mailing and telephone number and e-mail address:

City of Dover, New Hampshire
288 Central Avenue
Dover, NH 03820
(603) 516-6000
m.joyal@ci.dover.nh.us **(City Manager J. Michael Joyal, Jr.)**

Name, mailing address, telephone number, and e-mail address of contact person

Matthew Cox
Chairperson, WPS Task Force
33 Fisher Street
Dover, NH 03820
(603) 749-6334
mcox@burnsbryant.com

Part II: Budget

1) Non-infrastructure reimbursement funding sought:

Evaluation (includes planning)	$	0
Education	$	1250[1]
Encouragement	$	8,145
Enforcement	$	12,533.50
Total non-infrastructure	**$**	**21,428.50**

Attach a detailed budget estimate for each non-infrastructure el
See attached Non-Infrastructure Budget Sheet.

2) Infrastructure reimbursement funding sought:

Preliminary Engineering	$	15,000
Right-of-Way	$	0
Construction (includes construction engineering)	$	211,990.54
Other (explain)	$	0
Total	**$**	**226,990.54**

CITY OF DOVER INC. 1855 TOWN SETTLED 1633

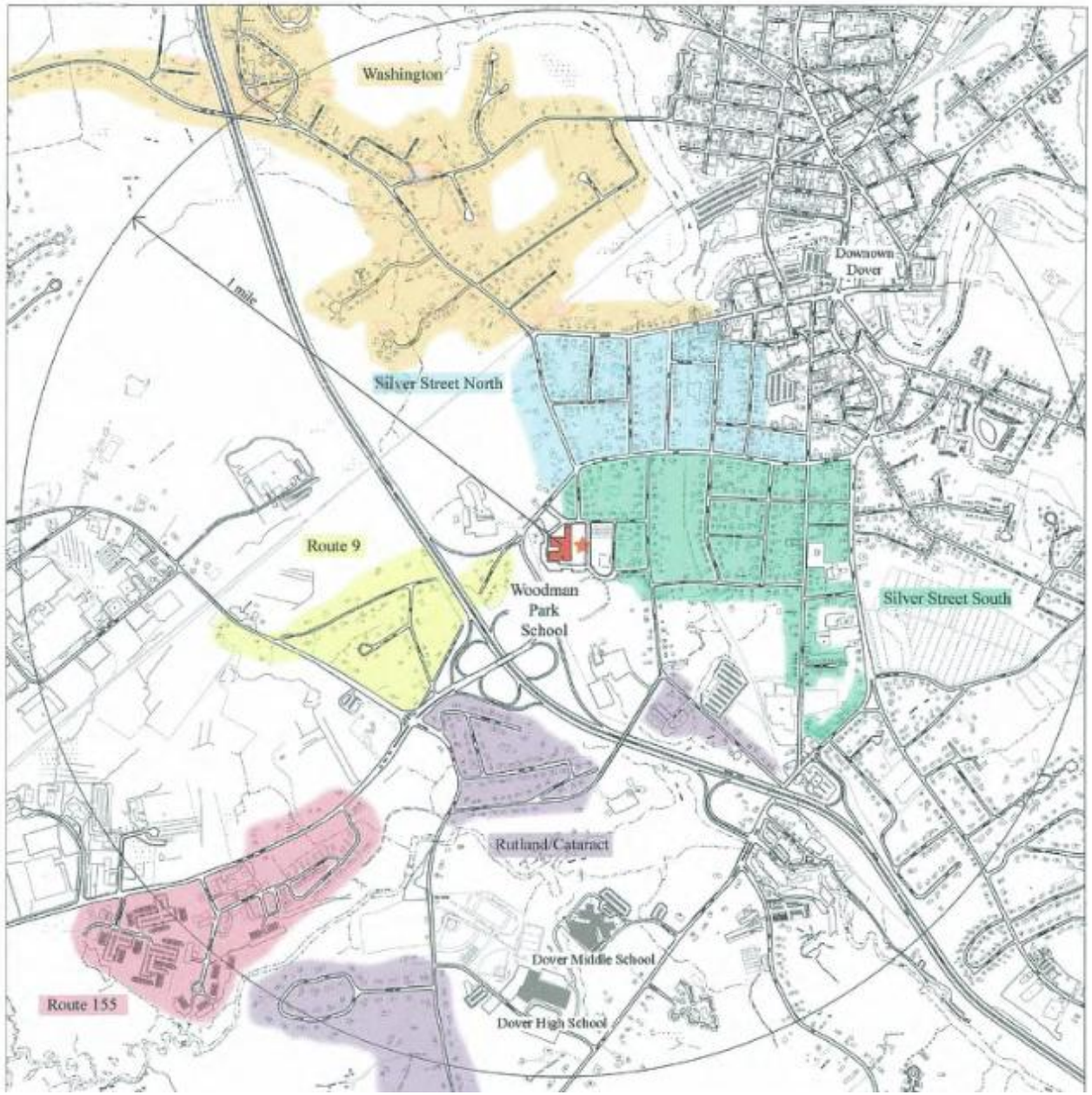
CMA ENGINEERS

SRTS Project Need

The "Pedestrian Shed" includes several dense neighborhoods:

- Washington
- Silver Street North
- Silver Street South
- Rutland/Cataract
- Route 9
- Route 155

Neighborhood Map – 1-mile radius

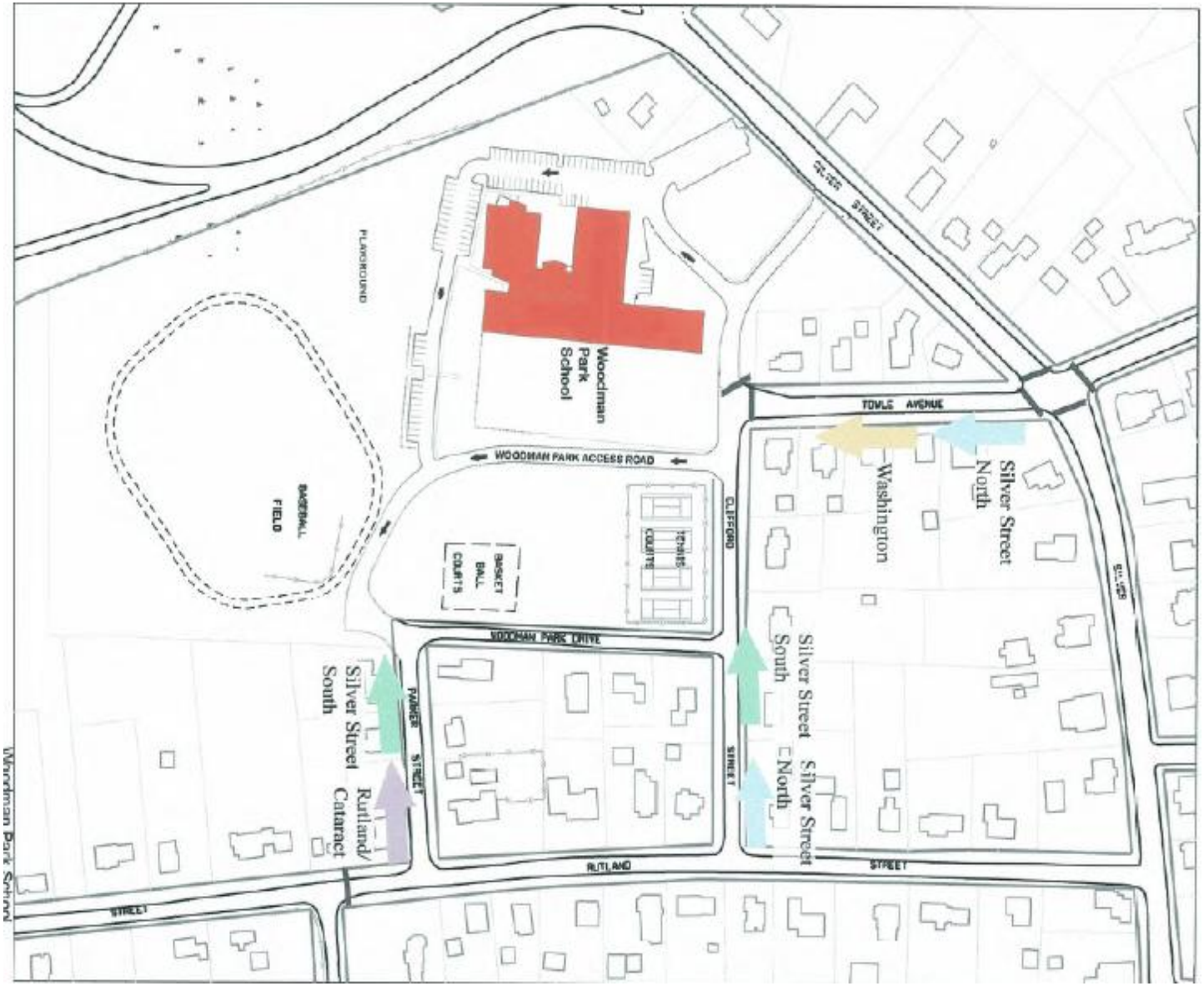


SRTS Project Development

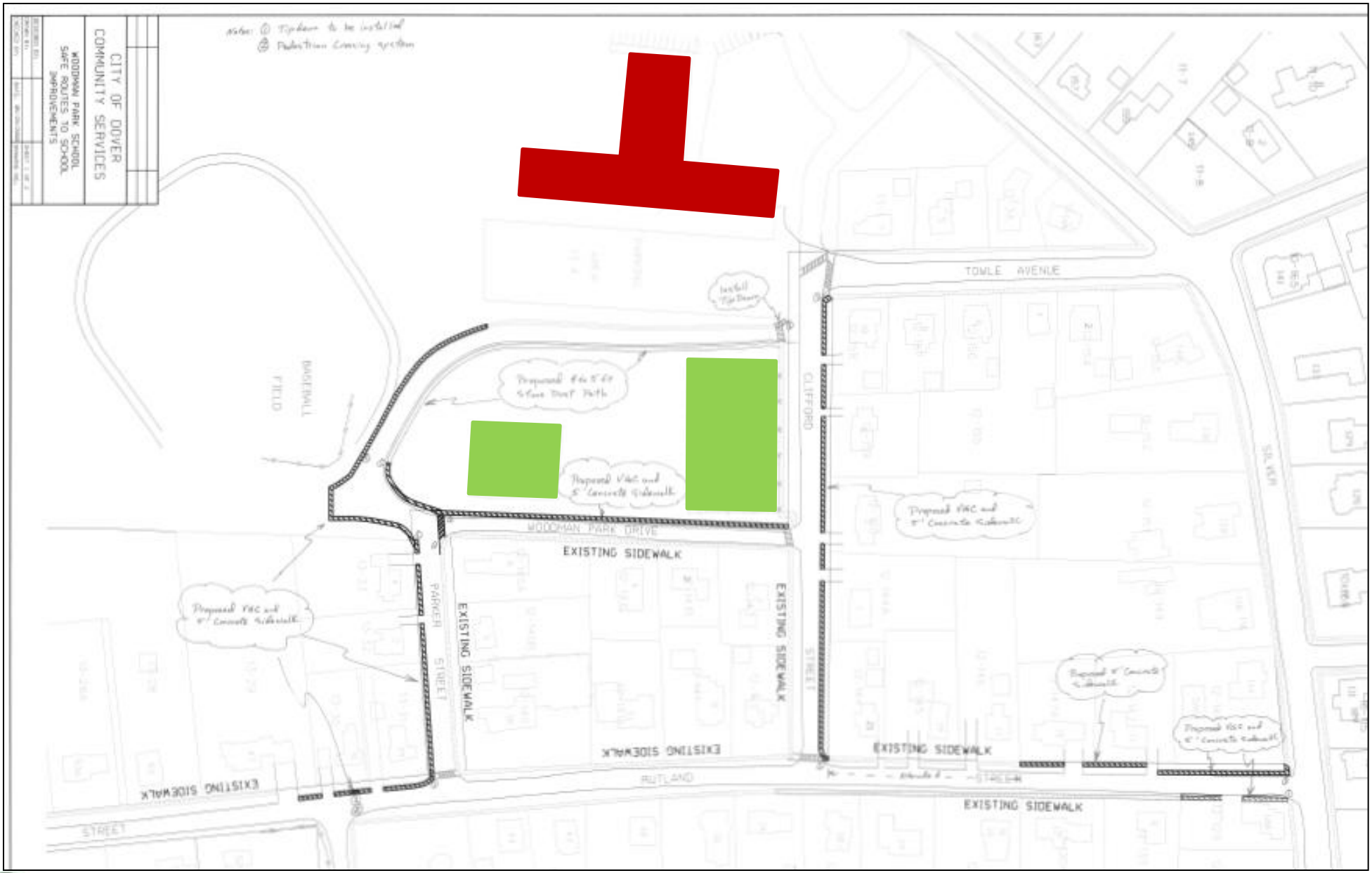
Neighborhood Access Routes

Travel Routes help identify most effective improvements:

- Sidewalk Locations
- Crosswalks
- Traffic Calming
- Other treatments



Pedestrian Improvements (City)



Proposal Sketch

Legend

- Existing Sidewalk
- New Stone Dust Path
- New Concrete Sidewalk
- Project Limit (Sidewalks)

Figure 1

Woodman Park School Sidewalk Improvements Safe Routes to School (SRTS) Project X-A001 (063) /15990

City of Dover, NH

CMA ENGINEERS

Portsmouth, NH 603/431-6196

Manchester, NH 603/627-0708

Kennebunk, ME 207/985-8717

220 0 110 220

(in feet)
1 inch = 220+/- ft.

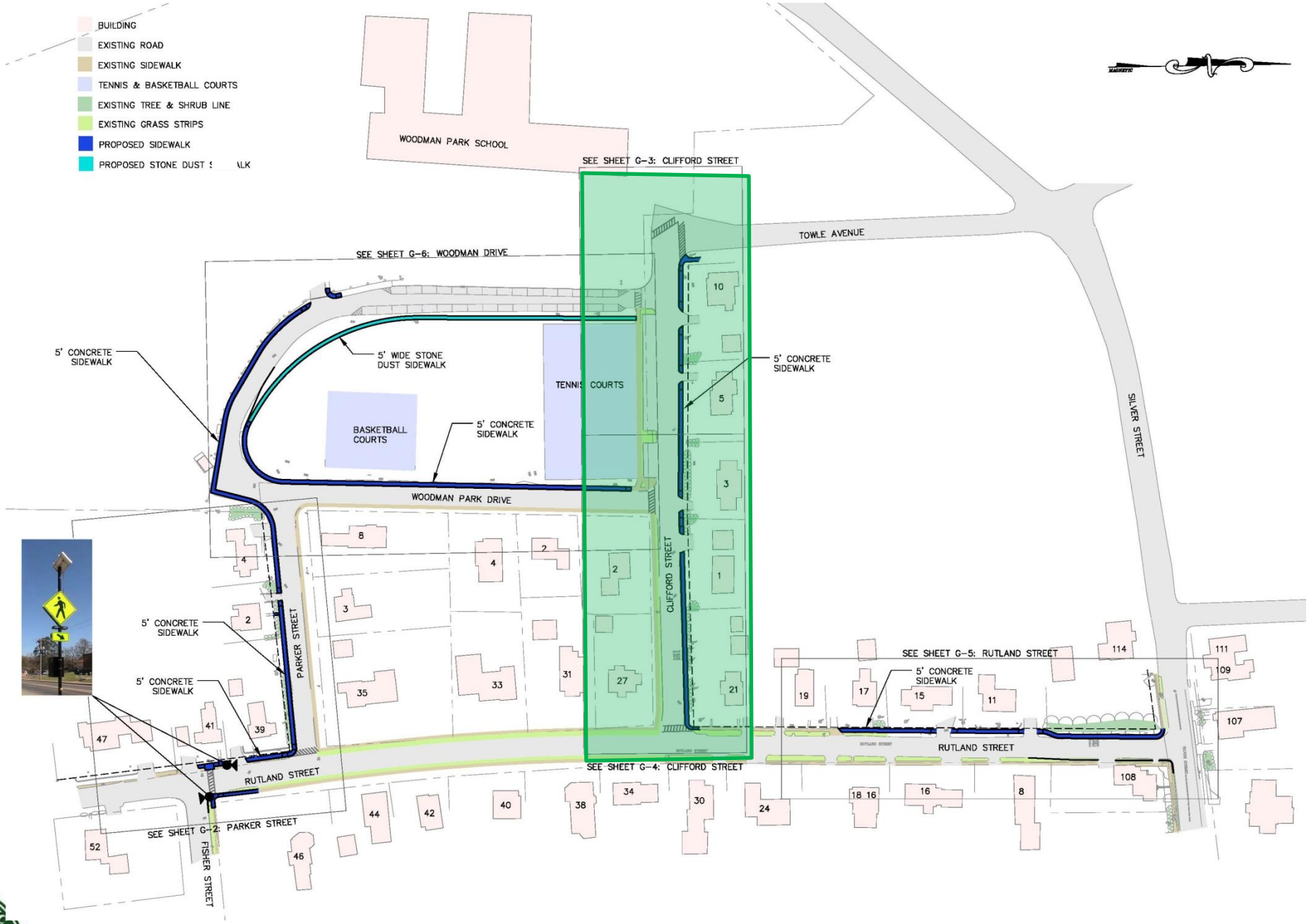
CMA ENGINEERS

Project Overview

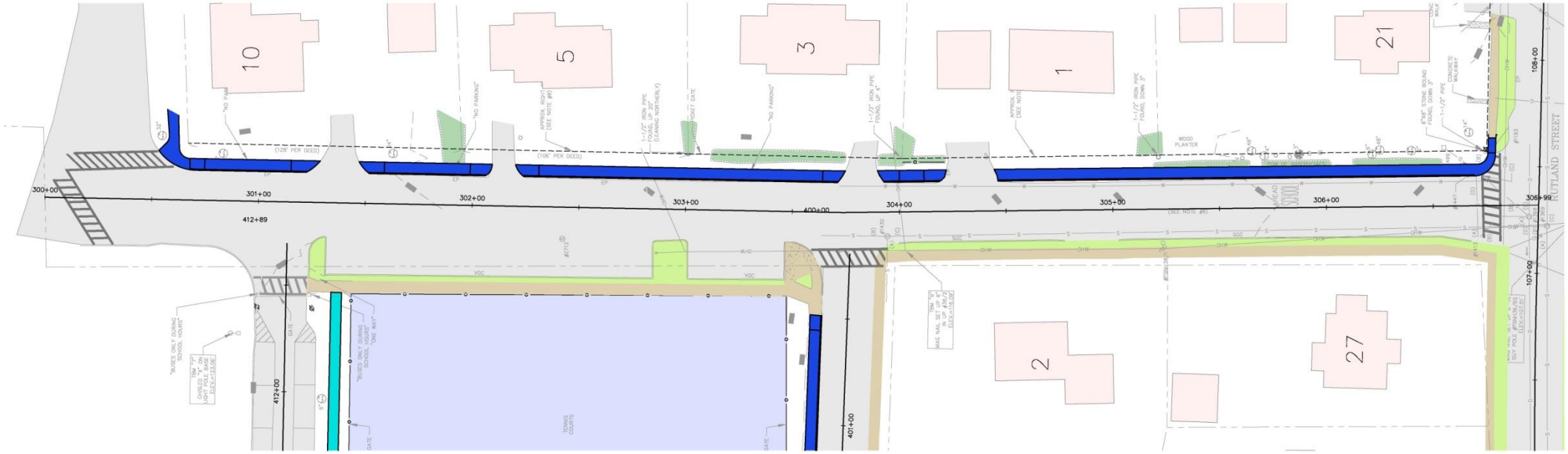
The Design Process:

- Engineering Study
  - Local Concerns Meeting
  - Purpose and Need Statement
  - Existing Conditions
  - Alternative Analysis/Proposed Layout
  - Cost Estimate
  - Public Presentation of Preferred Alternative
- Preliminary Design
- Final Design/Final Cost Estimate
- Contract Documents

Clifford Street

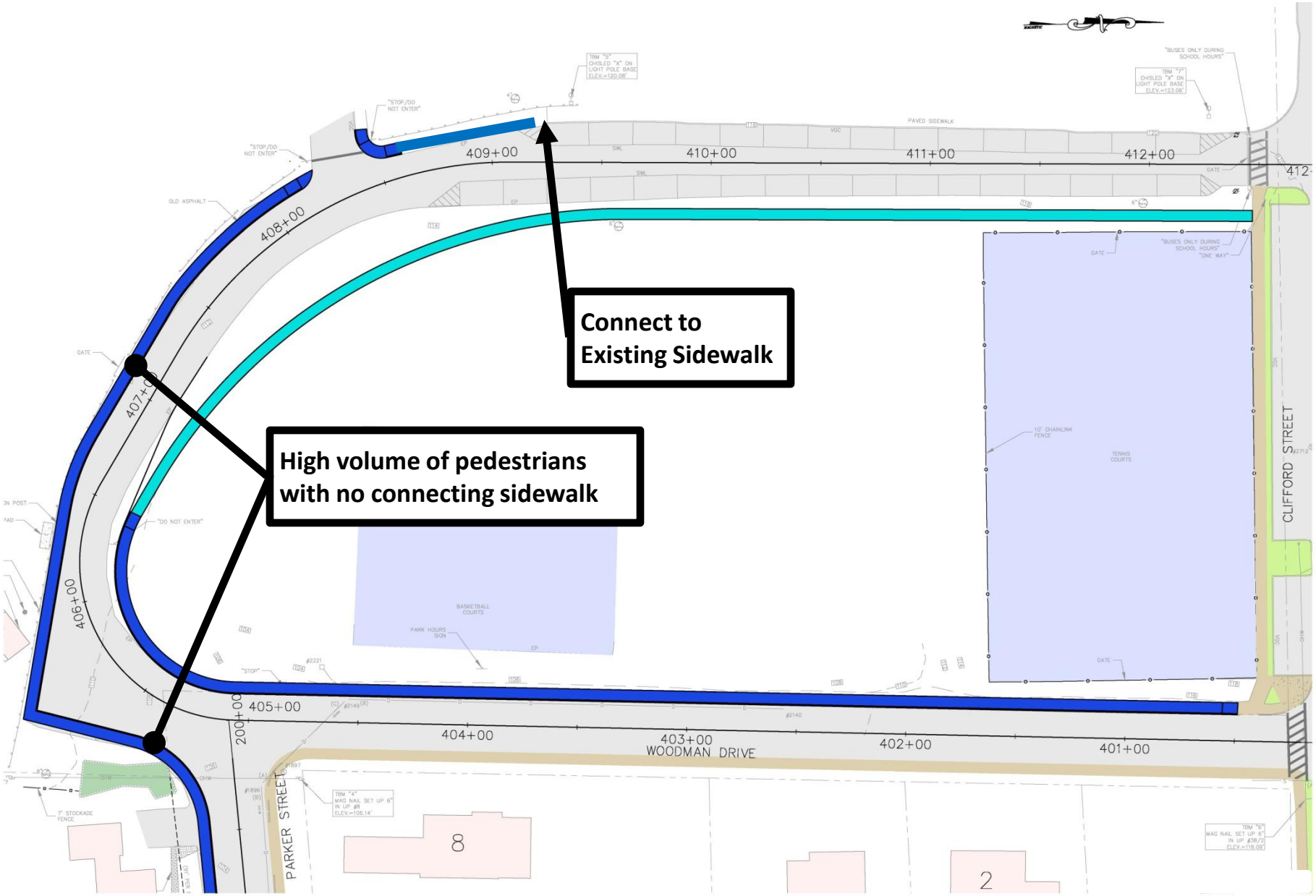


Clifford Street

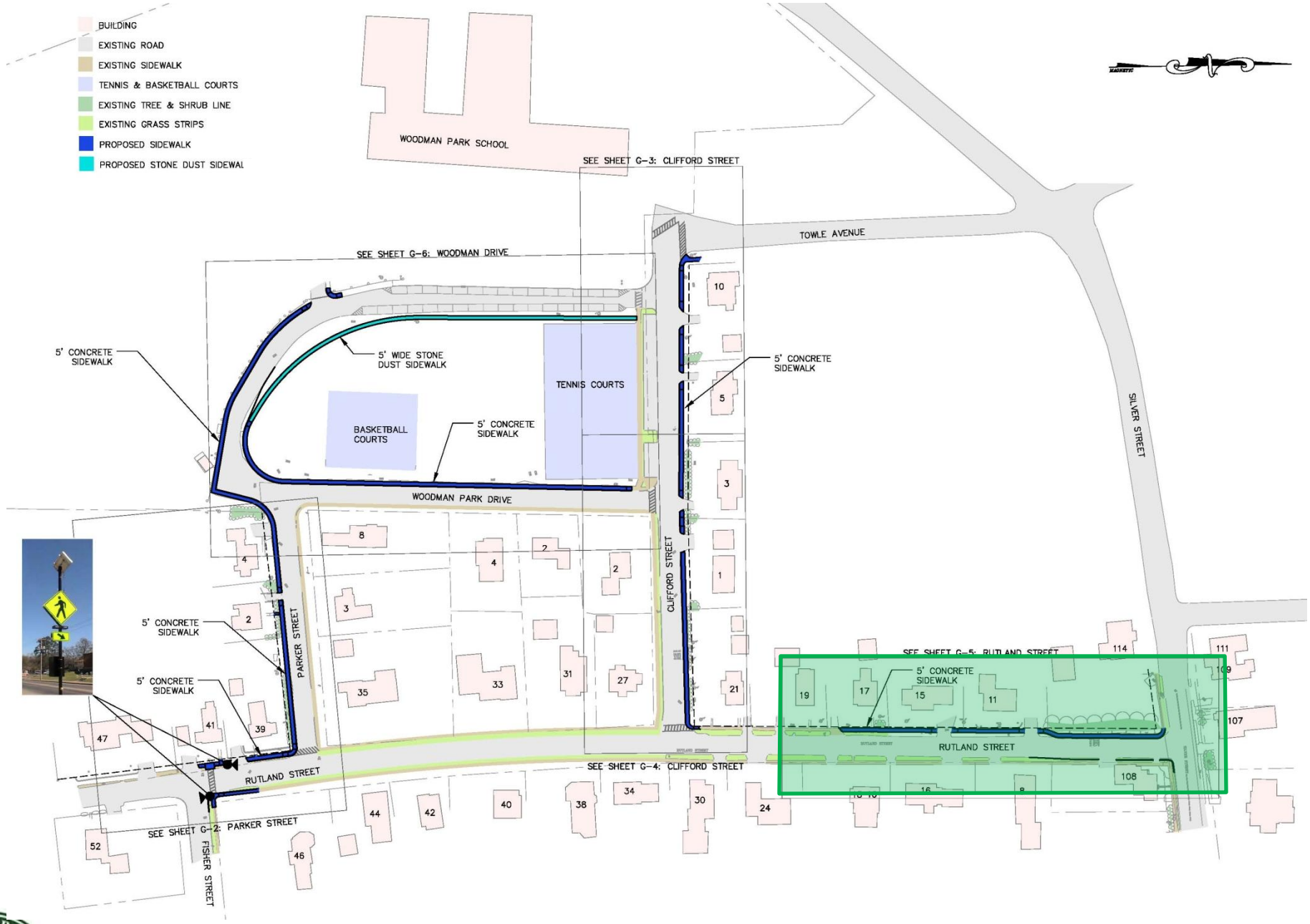


Woodman Park Drive

Woodman Park Drive



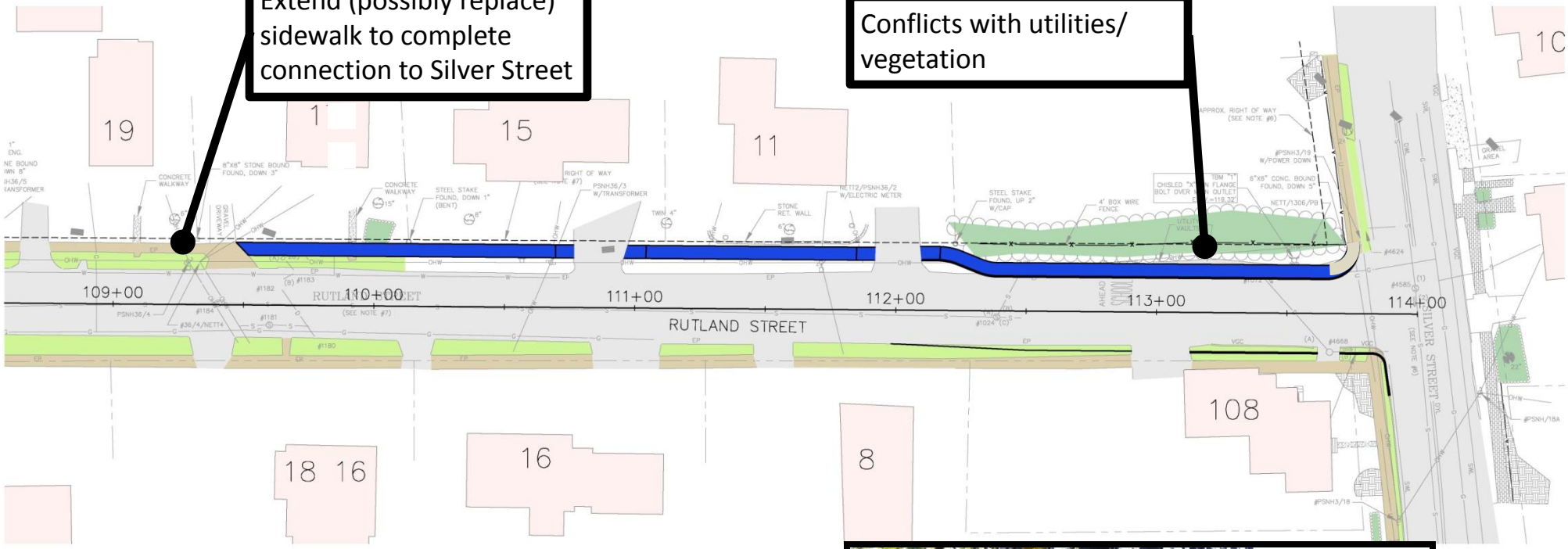
Rutland Street (at Silver Street)



Rutland Street (at Silver Street)

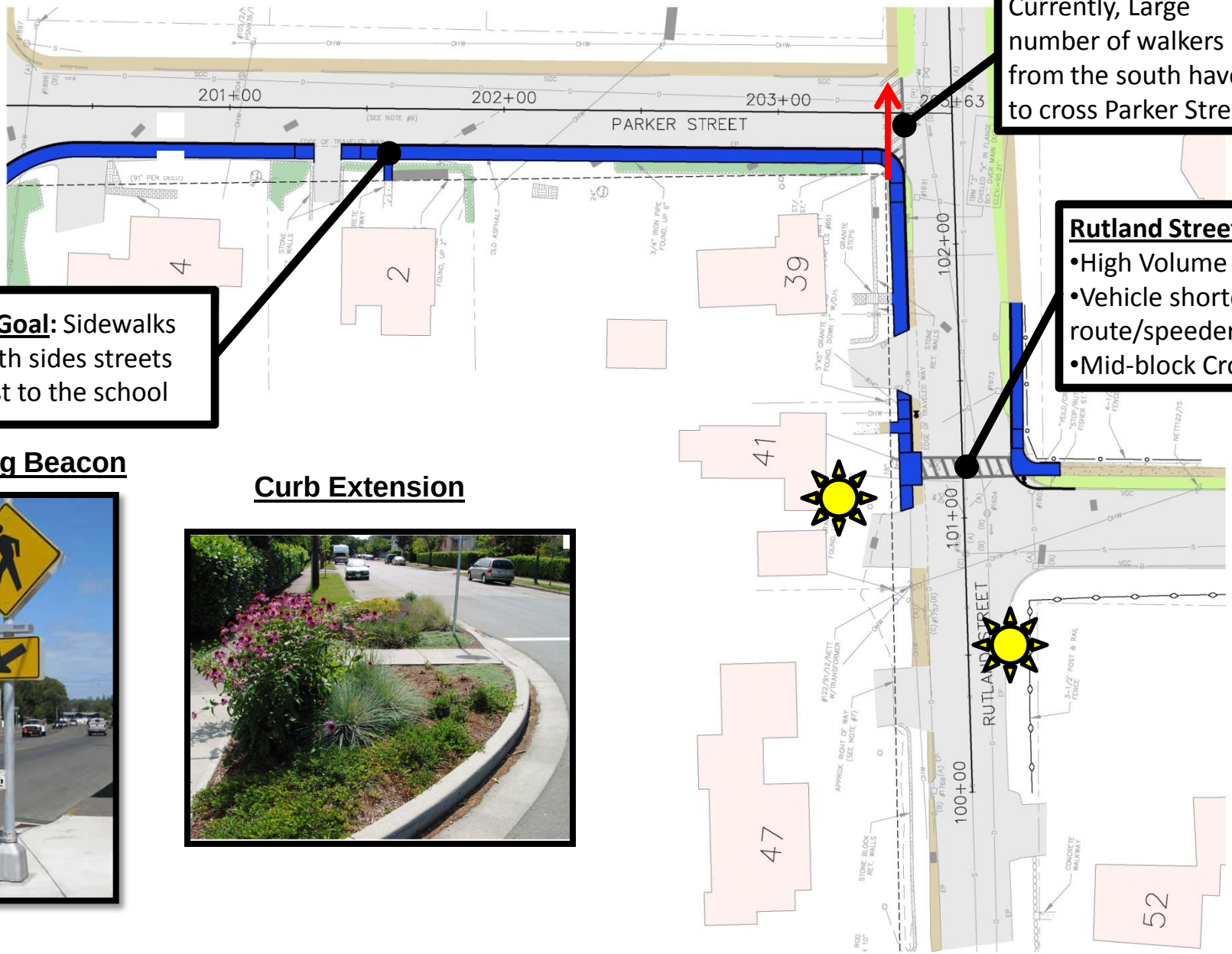
Extend (possibly replace) sidewalk to complete connection to Silver Street

Conflicts with utilities/ vegetation



Parker St & Rutland St (at Fisher St)

Parker St & Rutland St (at Fisher St)



Currently, Large number of walkers from the south have to cross Parker Street

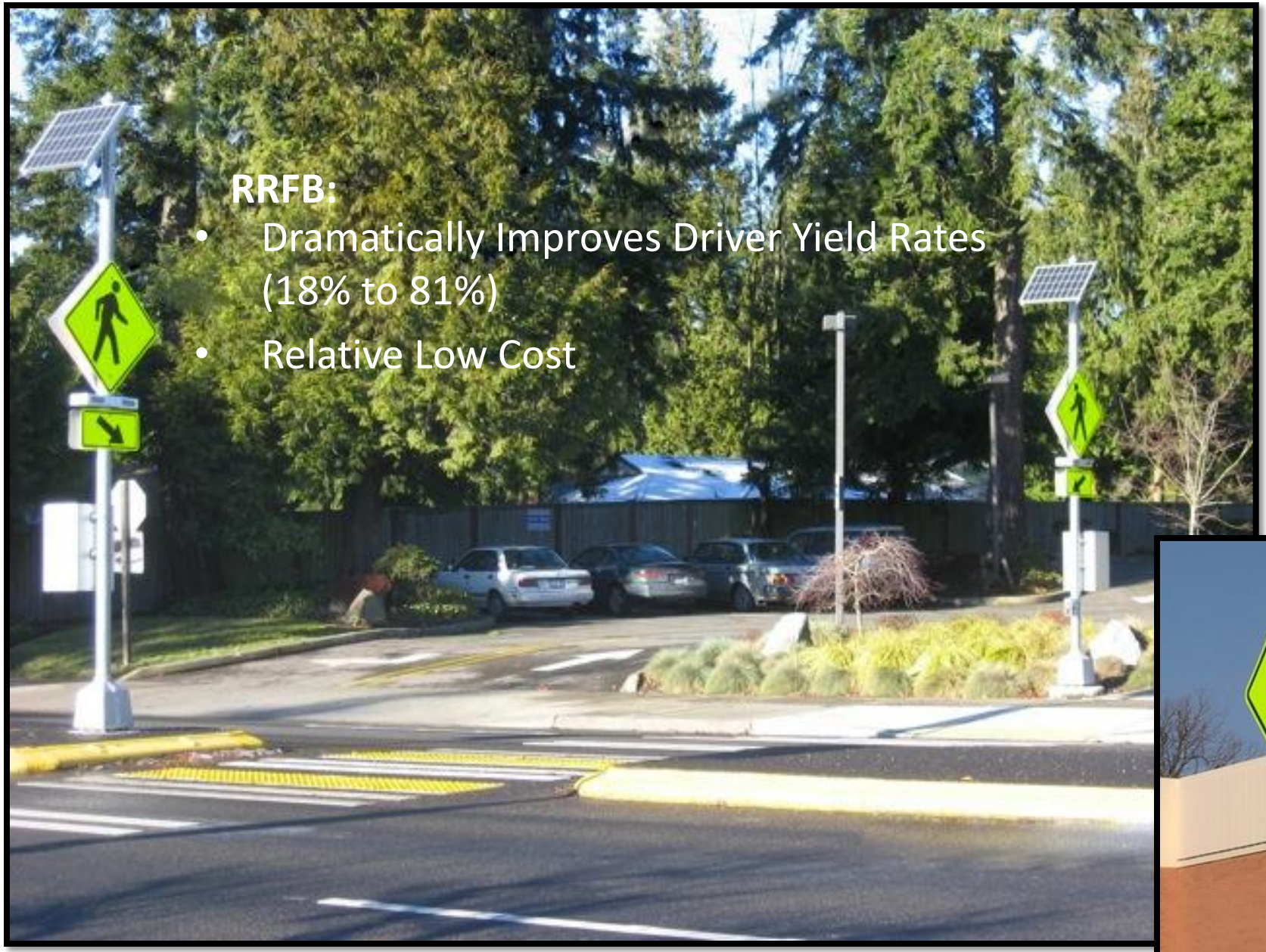
SRTS Goal: Sidewalks on both sides streets closest to the school

Rutland Street Crossing
- High Volume of Peds
- Vehicle shortcut route/speeders
- Mid-block Crossing

Flashing Beacon

Curb Extension

Rapid Rectangular Flashing Beacon (RRFB)



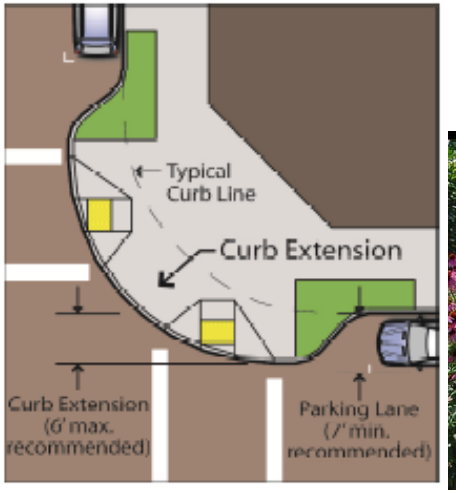
RRFB:

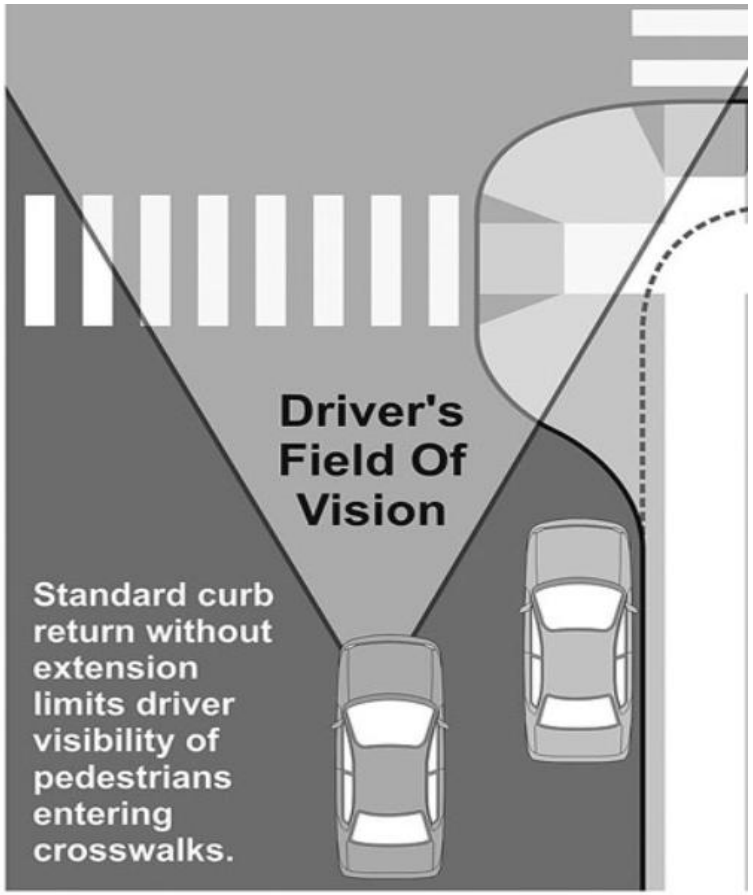
- Dramatically Improves Driver Yield Rates (18% to 81%)
- Relative Low Cost

Curb Extensions ("Bump Outs")

Curb Extensions:

- Effective at Traffic Calming
- Shorter Crossing
- Improved Pedestrian Visibility





Next Steps

- ►Review input from tonight's meeting
- ►Prepare Preliminary Plans
- ►Utility Coordination
- ►Prepare Engineering Study/Estimate
- ►Follow-up Public Information Meeting
- ►NHDOT/City Approval for Final Design
- ►Prepare Final Plans/Contract Documents
- ►Construction (Summer 2013)

Project History & Timeline

- ►Environmental Document (by City)…… August 11, 2011
- ►City RFQ for Design Services…… June 12, 2012
- ►Consultant Contract Initiated …… September 25, 2012
- ►Survey Work Complete…… October 5, 2012
- ►Initial Public/Local Concerns Meeting…… November 1, 2012
- ►Preliminary Design Phase…… Winter/Spring 2013
- ►2nd Public Information Meeting…… Spring 2013
- ►NTP to Final Design…… Spring 2013
- ►Planned Construction…… Summer 2013

Questions and Discussion