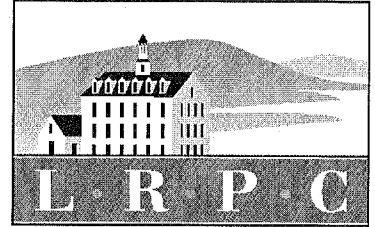



LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
tel (603) 279-8171
fax (603) 279-0200
www.lakesrpc.org



TO: Transportation Technical Advisory Committee
FROM: Michael IZARD, Principal Planner 
DATE: December 2, 2009

Minutes of September 2, 2009 LRPC Transportation Technical Advisory Committee (TAC) Meeting Humiston Building, Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chairman)
Herb Farnham, Moultonborough
Brad Harriman, Ossipee
Jeff Haines, Center Harbor
John Gotjen, Tamworth
Rick Ball, Belmont
John Edgar, Meredith
Dave Kerr, Barnstead
David Ford, Wolfeboro
Malcolm Taylor, Holderness

OTHERS PRESENT

Dick Waitt, LRPC Representative
Michael IZARD, LRPC
Adam Hlasny, LRPC
Dean Eastman, NH DOT
Scott Kinmond, Moultonborough

1 Call to Order

Chairman Morgan called the meeting to order at 2:03 PM. A motion was made to accept the minutes of the August 5 meeting as written.

M/S/Passed Edgar/Haines

2 Regional Updates

M. IZARD distributed a schedule of GACIT hearings, and mentioned that four of these are scheduled for Lakes Region communities (Laconia, Andover, Northfield, Ossipee). D. Eastman said that, in the past, public attendance at these meetings has been poor; he encouraged TAC members to get the word out to potential attendees of these hearings. He also encouraged potential attendees to examine the 10-Year Plan before the hearings to familiarize themselves with the projects in question.

J. Edgar asked if there is a list available of which projects NH DOT submitted to GACIT, noting that if particulars of these projects aren't available, there is no way that attendees can be prepared for the hearings. D. Eastman responded that there will be more information available closer to the hearing dates. J. Edgar iterated a request to Chairman Morgan that specifics be shared with TAC members as soon as they are available. D. Eastman emphasized that the GACIT will be looking at projects already in the 10-Year Plan, and that there will not be new projects added. Also, interstate and red-listed bridge projects will be given high priority. D. Ford asked if it will be safe to assume that the NH Route 28 Project in Wolfeboro, given highest priority by the TAC, will be included in the 2011-2020 plan. D. Kerr asked if lessening the frequency of revising the 10-Year Plan would be warranted. D. Eastman responded that NH DOT is largely tied to the schedule established by Federal Highway Administration, and therefore would not have the leverage to change this seemingly cumbersome update schedule. D. Eastman also mentioned that New Hampshire is well ahead of Vermont and Maine in their appropriation of ARRA funding.

M. Izard gave a brief summary of the status of the NH Route 28 Corridor Study, which was completed at the end of August. It will be presented to the Boards of Selectmen of the five corridor communities during September. The Boards will then decommission the study committees, and accept and formally adopt the recommendations made by the study. D. Eastman asked if the study covers NH Route 28 from the Alton traffic circle to the Epsom traffic circle. M. Izard responded it includes the stretch south of the Epsom traffic circle as well, to the Epsom/Pembroke town line. D. Kerr asked whether it would be problematic that the cost of fixing the Peacham Road intersection (\$1.8 million) as estimated by VHB is higher than the NH DOT funds allotted for improving NH Route 28 in Alton and Barnstead. D. Eastman replied that the state has discretionary or betterment funds that can assist should the cost of the work exceed what has been allotted. M. Izard emphasized that the estimates in VHB's technical memorandum are for planning purposes only, and include only construction costs. D. Kerr added that two common problems in the corridor were street lighting (or lack thereof), and faded stop bars at intersections. A conversation ensued in which the role of NH DOT in repainting stop bars was discussed. J. Edgar asked if any innovative repair strategies came out of this corridor study. D. Kerr mentioned a strategy he thought was particularly innovative- the realignment of the NH Route 107/NH Route 28 intersection turning lanes from a negative to a positive offset.

A. Hlasny gave a brief summary of the status of Safe Routes to School (SRtS). The Grant Round 4 timeline was discussed, as well as the recent completion of a field assessment in Moultonborough. A. Hlasny distributed a handout describing the results of this study, as well as pedestrian and bicycle recommendations for the study area. M. Izard added that the Moultonborough SRtS Committee is currently developing a travel plan. He also said that the TAC should be involved in the SRtS scoring process at the December meeting.

3 Transportation Enhancements

M. Izard explained that the TAC had updated the TE scoring criteria at the August meeting to make it more consistent with the NH DOT application form. Of the 10 communities submitting letters of interest, four (Franklin, Belmont, Ashland, Hebron) have withdrawn, leaving six to be evaluated by the TAC. How many of six submit an application by the September 15 deadline remains to be seen. Chairman Morgan asked for committee comments. D. Ford said that it seems like there have been major changes to the criteria

since the last TAC meeting. M. Iazard responded that the number of questions and amount of points allotted have changed to better correspond to the DOT application. There was a discussion on how intermodalism impacts number of points awarded on question #7. D. Ford asked if each mode mentioned (pedestrian, bicycle, transit, rail, marine, automobile) would be awarded points. J. Edgar said that it would make sense to allot more points for a project that greatly enhances two modes instead of moderately enhancing three or more modes, an idea that those present agreed on. S. Kinmond asked if the previous regional criteria were very different from those of NH DOT, to which S. Morgan responded that they were reasonably close. M. Iazard reiterated that these are the final criteria that will be used to evaluate projects at the October 21 meeting.

Location of the October 21 meeting was discussed, and several potential locations were suggested. The format of this meeting will be that the six applicants will make presentations to the TAC. Each presentation will be approximately 15 minutes, with a 10-minute period for questions/answers, and a 5-minute period for TAC members to score projects. M. Iazard said that application materials will be distributed to TAC members by mail in advance of the meeting. The list of recommendations coming from the rankings at this meeting will be presented to the Commission for approval at its November meeting. J. Edgar emphasized that it is more important for the TAC to have a comfort level with a solid #1-ranked project than completing the process quickly and efficiently but not having a strong favorite.

A motion to hold the October 21 meeting at the Laconia branch of Meredith Village Savings Bank was approved unanimously.

M/S/Passed Taylor/Ball

4 **Other Business**

The meeting beyond October 21 was tentatively scheduled for December 2. J. Gotjen mentioned Tamworth as a potential meeting location. M. Iazard said that at the December meeting, Safe Routes to School (SRtS) applications would be scored by the TAC.

M. Taylor gave a brief presentation on the status of rail at the state level. On August 24, the Lowell-Concord line (Capital Corridor) received \$2.8 million from the Federal Rail Administration for a preliminary study, an amount that was matched by NHDOT Commissioner George Campbell of NH DOT (State Capital Rail Investment Fund). In October, the State Rail Authority will be requesting \$300 million in the next round of applications, \$50 million of which will go toward the acquisition of the rail line, and the remainder set for construction. R. Ball asked when the line would be built if the \$300 million in funding is received. M. Taylor responded that, since converting the line to "higher speed" rail is mostly upgrading, rather than replacing, the current tracks, construction could start as early as 2010. J. Edgar asked what type of political support this project has. M. Taylor responded that all representatives are on board with the exception of Judd Gregg. "Most public officers are pro-rail at this time," he said.

5 **Adjourn**

A motion to adjourn was unanimously approved.

M/S/Passed Gotjen/Taylor