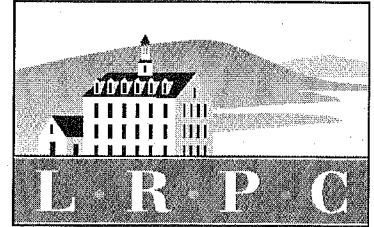



LAKES REGION PLANNING COMMISSION

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TO: Transportation Technical Advisory Committee
FROM: Michael IZARD, Principal Planner 
DATE: March 3, 2010

Minutes of February 3, 2010 LRPC Transportation Technical Advisory Committee (TAC) Meeting Town Hall, Gilford, NH

VOTING MEMBERS PRESENT	OTHERS PRESENT
Sheldon Morgan, Gilford (Chairman)	Michael IZARD, LRPC
Scott Kinmond, Moultonborough (Alt.)	David Jeffers, LRPC
Brad Harriman, Ossipee (Vice Chairman)	Dean Eastman, NH DOT
Rick Ball, Belmont	Dick Waitt, LRPC Commissioners (Gilford)
Steve Favorite, Bristol	Chris Skoglund, NH DES
David Ford, Wolfeboro	R. Murray Campbell, Bristol
Jeff Haines, Center Harbor	

1 Call to Order

Chairman Morgan called the meeting to order at 2:06 PM. A motion was made to accept the minutes of the January 6, 2010 meeting as written.

M/S/Passed Ford/Favorite

2 Regional Updates

M. IZARD reviewed the role of Regional Coordinating Councils (RCC) in statewide Transit Planning. He pointed out that Lakes Region communities fall into three separate transit regions. Grafton-Coos RCC has been formed, LRPC is currently working with CNHRPC to update the coordinated transit plan and develop an RCC for Belknap and Merrimack Counties, and Carroll County has just requested assistance from LRPC and North Country Council for development of an RCC. Carroll County Transit Advisory Committee (CCTAC) has been busy preparing to a fleet of busses on the road in July, 2010. RCC may be a prerequisite for applying for a new program that NHDOT is developing to reimburse local volunteer drivers for their mileage, something that CCTAC would like to pursue. M. IZARD reminded the TAC that RCC development beyond what was done in Grafton County is not in LRPC's current transportation program.

D. Jeffers updated the TAC on the system that is being developed by CCTAC. They are purchasing a fleet of four 8-passenger and four 16-passenger ADA-compliant vehicles that will use West Ossipee as their hub. Four trips a day will run five days a week to Memorial Hospital in North Conway and four trips will each day to Huggins Hospital and downtown Wolfeboro. A commuter route will run to downtown Laconia twice a day. Each route has approximately a dozen stops. In addition, it will stop for flag downs, and may deviate up to a quarter of a mile to pick up called in requests. Anyone will be able to ride these busses.

Two letters of Intent have been submitted by Lakes Region communities for CMAQ funds. NHDOT notified Laconia that their intersection improvement proposal is ineligible for these funds. Formalized development of a Park and Ride in Sanbornton would have to show air quality impacts in non-attainment areas. While this project is being proposed by the community, it would be on state-owned land, raising a question whether this will be a state or local project. C. Skoglund responded to an eligibility question stating that Maintenance Areas are not eligible for CMAQ funds.

3 Belknap/Merrimack County Transit Plan

LRPC is working in conjunction with Central RPC to update the Central Region Coordinated Transit Plan. A Kick-Off meeting was held January 13 in Concord with more than 60 attendees. A second meeting will be held at the Belknap Mill in Laconia February 17 at 2:00 PM. This is a precursor to RCC development. TAC representatives are invited to attend.

M. Izard reported that the Belknap/Merrimack County Transit Plan is being updated with input from many stakeholders. The recommendations from the draft plan will be brought to the TAC for approval. Meeting notes from this project have been sent to TAC members.

4 Lakes Region Bicycle and Pedestrian Plan

The January Caucus of invited planners, Pathways representatives, and other interested stakeholders was productive. It is likely that the product will be both a planning report and a user-friendly map. There was great deal of sharing of information and examples, including the Lebanon to Andover trail, several TE projects, and the linking of nodes. It was noted that TE evaluators look to see that projects are included in Bicycle and Pedestrian Plans.

TAC input was requested; some of the ideas included working language into the plan about outreach, developing an outreach campaign regarding the new "three-foot rule", and signage to let drivers know the law about sharing the road. There was also discussion about the challenges of state and regional "Bike Routes" and the widening of road shoulders.

5 Lakes Region Scenic Byways

D. Eastman went over a map of the Byways in the region, noting that there are 14 byways in NH. New Hampshire receives approximately \$500,000 annually for Byway projects; some of these monies can be applied to plan development. For projects, the Byway user must be the primary beneficiary of these monies.

Existing byway status is being explored at the national level. It is possible for a byway to lose its designation as a byway unless a current management plan and active byways committee are in place. M. Izard provided a draft letter to assess if byway communities are

interest in establishing an active byways committee and seeking funding to update byway management plan written in 1999. The letter will not be distributed until LRPC can identify a source of staff hours to assist in facilitating the committee development process. This will be further explored by staff and discussed at the March TAC meeting.

It was noted that nationally there are \$43 million available for projects and about \$80 million in proposals. D. Eastman supports a Lakes Region and feels the area has great potential for Byway projects. Non-profits can apply for funds under this program; there are federal spending restrictions associated with this and a 20% local match is required. NH DOT expects that it will be about a four-year process to remove designated status from a Byway. The 1999 Lakes Region Corridor Management plan is available at the LRPC website [http://lakesrpc.org/documents/pdfs/Bike Ped Plan.pdf](http://lakesrpc.org/documents/pdfs/Bike_Ped_Plan.pdf).

6 Discussion

S. Morgan asked why those in attendance choose to participate in the TAC. Responses included:

- We want to maintain continuity between the community, LRPC, and the Town Planner.
- This is a way of keeping up to date on information and activities on both a regional and statewide basis.
- We can't do it all by ourselves.
- Participation in the TAC is a recommendation of our Master Plan.
- It is necessary to be involved in the 10-year TIP process.
- This has helped me understand how the statewide transportation system works (especially regarding funding programs).
- Several people commented that it is not easy for them to take the time out of their day but they do it because of the high value they place on TAC meetings.
- There is power in numbers, we need to work together.
- This is not crisis management; it is long-term planning.
- There is an emphasis on protecting the taxpayers' dollars.
- I am learning about new funding sources.
- Good networking occurs here. I enjoy being involved in what is going on in other communities.
- Each TAC meeting stimulates new thoughts.

S. Morgan thanked the TAC membership for their input and reminded members to update their Selectmen and Alternates about TAC meetings. He also suggested that member comments might be used when encouraging communities without representatives to participate.

7 Other Business

The next TAC meeting will be on Wednesday, March 3, 2010 at 2:00 PM in the Humiston Building in Meredith.

8 Adjourn

A motion to adjourn was unanimously approved.

M/S/Passed Favorite/Ford