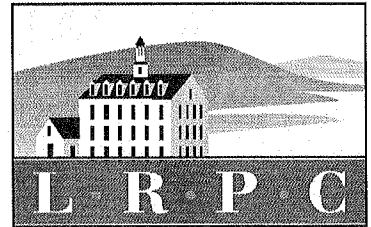


LAKES REGION PLANNING COMMISSION

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TO: LRPC Transportation Technical Advisory Committee

FROM: Michael IZARD, Principal Planner

A handwritten signature in black ink, appearing to read 'M. IZARD', is written over the name 'Michael IZARD' in the 'FROM:' line.

DATE: September 1, 2010

Minutes of August 4, 2010
LRPC Transportation Technical Advisory Committee (TAC) Meeting
Meredith Community Center
Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford - Chairman
Jeff Haines, Center Harbor **
David Kerr, Barnstead
John Gotjen, Tamworth
Shanna Saunders, Laconia
Malcolm Taylor, Holderness
Steve Favorite, Bristol
David Ford, Wolfeboro **
John Edgar, Meredith *

* Appointed Scenic Byway Exploratory
Committee member

** Interested in Scenic Byway Exploratory
Committee - not yet appointed by community

OTHERS PRESENT

Michael IZARD, LRPC
David Jeffers, LRPC
R. Murray Campbell, Bristol
Dick Waitt, LRPC Representative (Gilford)
Bea Lewis, Laconia Citizen
Kimon Koulet, LRPC
Dustin Muzzey, Gilford *
Bill Cowteran, Laconia *
Luke Powell, Laconia *
Karen McNiff, Tamworth EDC*
Peter Bolster, Alton Selectman & State
Representative **
Christina Ashjian, Moultonborough Heritage
Committee, Chair
Dean Eastman, NH DOT Bureau of Planning
and Community Assistance

1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 9:10 AM. He explained that there were two groups present, the TAC and the Scenic Byway Exploratory Committee. Prospective and appointed Scenic Byway Exploratory Committee representatives identified themselves.

2. Scenic Byways Program Overview

D. Eastman presented information about the Scenic Byways program, pointing out that the state and federal programs have much in common; both are managed at the local level and are eligible for federal funding.

The six intrinsic qualities of Scenic Byways, funding levels, and the types of byway projects that are typically funded were discussed. Funding for Scenic Byways in New Hampshire has averaged about \$500,000 per year. More information can be found at www.bywaysonline.org.

In discussion Dean noted that “an off-premises business sign” is the only restriction imposed by the Scenic Byways program. He emphasized that the funds are available through an 80-20 reimbursement program and there is typically a 6 – 12 month time lapse before you can spend the funds. Matching funds can come from municipalities, non-profits, or combinations of these.

3. Past Work, Experiences, and Future Needs

J. Edgar, a member of the original Lakes Region Scenic Byways Committee suggested that each person read the enabling Scenic Byway legislation, pointing out that they are not a regional land use authority. He discussed the 1997 initial Lakes Region nomination effort. Meredith was beginning an update to its master plan at the time and conducted a viewshed analysis, which led to the subsequent nomination of additional byway segments. The scenic view points and byways were incorporated into the Meredith Master Plan.

By referencing the Lakes Region Scenic Tour Corridor Management Plan in Meredith’s planning documents, another layer or rationale is incorporated into local planning efforts. John mentioned nearly a dozen planning efforts which have been implemented in the past decade which have benefited from being consistent with goals in the byway plan including siting cell towers, development of architectural review guidelines, local input on transportation projects, and the purchase of several conservation easements.

He pointed out that the objectives of Scenic Byways are consistent with good planning practices. Having a byway committee working on a Corridor Management Plan creates awareness and provides a potential opportunity to work with business community through Main Street programs and Chambers of Commerce.

4. Regional Perspective

M. Izard presented information about the composition and accomplishments of successful byways committees nationally and in New England. He noted that other NH byways such as Lake Sunapee Byway and the Currier and Ives Scenic and Cultural Byway have had similar experiences where byways were designated followed by period of committee inactivity. National and northeast success stories included Iowa, Lake Champlain Byway in Vermont, and the Connecticut River Valley Byway a joint VT and NH byway. Several of the examples include interaction with the regional planning commission(s). Keys to success include effective communications and marketing.

Much like the local planning connectivity, several regional plans such as the Regional Transportation Plan, Regional Bicycle and Pedestrian Plan, the Regional Goals, and the CEDS (Comprehensive Economic Development Strategy) contain goals and strategies that are consistent with the byway program.

It was noted that the existing plan makes a number of broad statements but lacks an implementation schedule that identifies who, when, and how for implementing byway projects. Other areas for plan improvement consistent with program required content

include additional safety details, clear statement of what resources will be shared with the traveler and how, marketing or publicity plan, and strategies for maintaining and enhancing byway qualities.

5. Where do we go from here?

Currently the Exploratory Committee consists of ten representatives from five of the 13 byway communities - Gilford, Laconia, Meredith, Moultonborough, and Tamworth. M. Izard suggested it is not essential to have every community involved from the outset, information will continue to be shared with all communities. Committee members should review the community goals in the existing corridor plan, discuss with others as needed which are relevant today, and be prepared to share leading goals with other committee members at the next meeting to see where common themes are shared within the corridor

C. Ashjian suggested and D. Eastman agreed that the development of a new corridor management plan would be better than attempting to update the existing plan.

Additional agenda items discussed for a second committee meeting included: Letter of Intent requirements, grant match sources, and regional plan references.

A motion was made that the Scenic Byways Exploratory Committee continues its outreach to all byway communities and work to build a long-standing committee to make the Lakes Region Byway a viable entity.

The motion was unanimously approved.

M/S/Passed Ford/Haines

It was agreed that LRPC will provide staff support and facilitate the upcoming Scenic Byways Exploratory Committee meetings. The next meeting will be on Tuesday, August 24, 2010 at 2:00 PM in the Humiston Building, 103 Main Street in Meredith.

6. Other Business

The next TAC meeting will be on Wednesday, September 1, 2010 at 2:00 PM, at a location to be determined either in Gilford or Meredith.

7. Adjourn

A motion to adjourn was unanimously approved.

M/S/Passed Taylor/Favorite