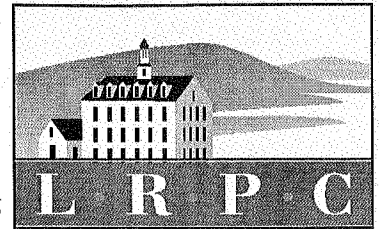



# LAKES REGION PLANNING COMMISSION

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**TO:** Lakes Region Transportation Technical Advisory Committee

**FROM:** Michael IZARD, Principal Planner 

**DATE:** February 1, 2012

**Minutes of November 2, 2011**  
**LRPC Transportation Technical Advisory Committee (TAC) Meeting**  
Humiston Building, 1<sup>st</sup> Floor Conference Room  
Meredith, NH

**VOTING MEMBERS PRESENT**

Herb Farnham, Moultonborough  
Malcolm Taylor, Holderness  
Rick Ball, Belmont  
Ken McWilliams, Alton  
David Kerr, Barnstead  
Brad Harriman, Ossipee, Vice Chair  
John Gotjen, Tamworth  
Murray Campbell, Bristol  
Bruce Woodruff, Moultonborough

**OTHERS PRESENT**

Anthony Belmonte, LRPC  
Eric Senecal, LRPC  
Michael IZARD, LRPC  
Dick Waitt, LRPC Representative, Gilford  
Ginny Schneider, CAPBMCI

**1. Call to Order and Introductions**

Vice Chairman Harriman called the meeting to order at 2:00 PM.

B. Woodruff, introduced himself as a new member representing the town of Moultonborough. He was the transportation planner in Dover for 22 years and a zoning administrator in Hudson before that. A. Belmonte introduced himself as the new LRPC intern, a graduate from PSU.

A motion was made to accept the minutes of the October 5, 2011 meeting as written.

M/S/Passed as amended Gotjen/Dawson

No public comment was received.

## 2. Regional Updates

- M. Izard recounted the Carroll County Regional Coordinating Council (CCRCC) strategic planning session led by consultant Will Rodman the state's mobility manager. Near and long-term action steps for the CCRCC were determined including the potential expansion of the Blue Loon regional transit service to weekends. A total of \$90,000 is available through NHDOT for CCRCC work plan implementation over two years. The funding requires a \$22,500 match. To help explain the value of Carroll County transportation when asking organizations to contribute match, a draft informational brochure has been developed that describes the economic benefits derived from rural transportation. M. Izard asked for comments on the draft brochure by email.
- Traffic counts for 144 requests throughout the region were completed in October. The NHDOT processed data will likely be available in the Spring of 2012. M. Izard reminded members that LRPC conducts special traffic counts for municipalities on a first come first served basis as staff time permits. Bike Week counts on the last Saturday of the event 2011 rivaled those on the same day in 2006, but generally counts have stayed level or decreased.
- G. Schneider provided an update on activity at CAPBMCI. The staff travel trainer attended a training in South Carolina on travel training. She is now actively assisting prospective riders on using public transportation in the region. A new request was approved by the town of Tilton budget committee and will be voted on by the town in March.

Negotiations are in process with a vendor for ride cost assessment software for determining lowest cost travel options. It is planned to be available in January to administrators and drivers to post trips to allow drivers to respond to requested trips. The mobility manager has worked with the Veteran's Home in Tilton to allow a "pull-through" lane in the parking lot that will avoid the need to back in.

Volunteer drivers are being recruited for a volunteer driver-training program in order to provide additional travel service options. G. Schneider responded to concerns expressed at the October 5 TAC meeting about standards for volunteer driver programs. The only requirements for other programs are driver training and insurance coverage. Recommended future standards are being developed by the Mid State Coordinating Council. M. Izard asked about standards for software that would be used for the planned state purchase of software for the RCCs to use for a coordinated ride call-in effort. The state is still in negotiations for modules that provide fairly basic functions, but the mid-state RCC will need more than the most basic functions in order to coordinate the 80+ programs. They have issued an RFP for software that will link seamlessly with the state-purchased software.

B. Harriman asked about having presentation to the TAC from other rider providers in the region. LRPC staff will work to keep the group informed and will look for opportunities to have presentations from other programs.

D. Kerr asked about the demand service programs and what the towns can do to encourage utilization of this service. G. Schneider said that increased participation with the volunteer driver program may be the best way to improve since a large number of demand response requests can slow bus service significantly. A discussion ensued about concerns voiced at a previous TAC meeting regarding existing volunteer driver programs that do not have the ability to reimburse drivers, and why CAPBMI expanded into gap service areas instead of bolstering existing efforts. G. Schneider indicated the drivers in other programs could participate with CAPBMI if they are insured and receive travel training.

- M. Taylor provided an update on the rail system. A rail promotion ride was held from Laconia to Plymouth to keep people apprised of the presence of rail in NH. Trains were about half full. The legislature has been trying to abolish the state of NH Rail Authority via House Bill 218, but Governor Lynch has vetoed the measure and no vote to override the veto has been made. Maine and Vermont have responded to Ohio and Florida's rejection of high speed rail funds by pursuing rail improvement projects. The MBTA has acquired track rights from Lowell to Concord, so upgrades could now be pursued.
- M. Izard provided an update on TAC membership by community from 1990-2011.
- M. Izard presented a draft letter to NHDOT from LRPC in response to the *Ten Year Plan* (TYP), asking members to read it and to provide comments to LRPC by Friday, November 4 in order to be sent to NHDOT by November 10. Members suggested copying District 3 on the letter. D. Eastman said this was the first such letter he had seen. M. Izard emphasized the extent to which NHDOT was proposing, through the TYP, to flex \$200,000 from the RCC program and 50 percent of Transportation Enhancement and CMAC program funds, the maximum allowable amount that can be flexed for other purposes. D. Eastman thought that this was a critical point since it is related to the NH Legislature's vote to eliminate match funding for federal programs. Some aspects of the letter were clarified and discussed. B. Woodruff suggested language that would request a meeting to discuss some of the concerns and solutions with Councilor Burton. A suggestion was made to copy the letter to all Lakes Region legislators.
- M. Izard provided an update on the consultant selection process for conceptual design recommendations to improve safety and accessibility for pedestrians and bicyclists at a number of locations around the region. A five person team is reviewing letters of qualifications from ten consultants from throughout New England who would conduct technical assessment and provide conceptual design illustrations at 10-15 locations around the region by mid December. E. Senecal discussed the nomination process for the conceptual design illustrations. M. Izard clarified that the goal is to identify a good mix of sites that address different types of concerns in as many parts of the region as possible.
- E. Senecal presented some of the preliminary results of the public survey and described the purpose of the upcoming public meetings that will be facilitated by trained volunteers from Lakes Region Listens. Research findings on lane widths, vehicle speeds, and available use trend data. He distributed a handout of the existing vision statement

and supportive goals from the 2006 Plan and asked members to comment of the vision statement and relevance of the six broad goals identified in the plan. Some comments were made and a discussion ensued about constraints for bicycle and pedestrian project funding and arguments for prioritizing bicycle and pedestrian improvements where they will have the most value and where the need is greatest. A discussion of the 3-Foot rule and the NHDOT *Share the Road* signage policy followed.

E. Senecal asked members if they were aware of any interest from local residents in narrower travel lanes that would help accommodate on-road cyclists via expanded paved shoulders. B. Woodruff cited a few examples in Dover where lane widths were narrowed within existing pavement. He emphasized the importance of explaining the associated benefits of narrower lane widths in terms of traffic calming and safety. M. Iazard mentioned that there is opportunity for towns to request narrower lanes through the resurfacing program or through grinding of striped lines.

**3. Other Business**

- The next meeting is scheduled for December 7, 2011 at 2:00 PM, at the Humiston Building in Meredith.

**4. Adjourn**

A motion to adjourn was unanimously approved

M/S/Passed Farnum/Taylor