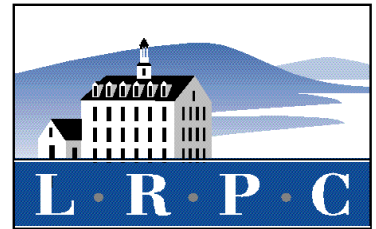


LAKES REGION PLANNING COMMISSION

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



To: Lakes Region Transportation Technical Advisory Committee

From: Michael Izard, Principal Planner

Date: April 2, 2014

TAC Meeting Minutes Wednesday, March 5, 2014

Humiston Building First Floor Conference Room, Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan (Chair), Gilford
Brad Harriman (Vice-Chair), Ossipee
Jeff Haines, Center Harbor
Lloyd Wood, Tuftonboro
David Kerr, Barnstead
Bruce Woodruff, Moultonborough
Katherine Dawson, Tilton
Shanna Saunders, Laconia
John Gotjen, Tamworth
Tink Taylor, Holderness
Steve Favorite, Bristol
John Edgar, Meredith
Rick Ball, Belmont

OTHERS PRESENT

Daniel Callister, LRPC Assistant Planner
Michael Izard, LRPC Principal Planner
Jeff Hayes, LRPC Executive Director
Mark Howard, Tuftonboro
Leigh Levine, FHWA
Glenn Davison, NHDOT
Bill Rollins, NHDOT District 3
Terri Paige, CAP-BMCI, Mid-State RCC
Warren Hutchins, Laconia / LRPC

Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:02 PM. After introductions, a motion was entertained to approve the draft minutes of the January 8, 2014 meeting.

M/S/Passed – Taylor/Favorite

Chairman Morgan asked if anyone from the public had comments at this time. There being none, M. Izard shared with the TAC a flyer advertising the Lakes Region Transportation Summit to be held Friday March 7 at the Lakes Region Community College from 2:00 – 4:00 PM, as well as a Walkable Community Profile brochure and some information about a Pedestrian Crossing Flag Program both from the City of Kirkland, WA.

Regional Updates

Four of the communities participating in the Corridor Management Plan update process do not have full-time planners, but with the possible exception of Sandwich, each will be providing a community representative. A meeting with the planners and community representatives is hoped to take place towards the end of March.

An inventory of the byway corridor has been conducted by LRPC with a view of documenting the experience

from a traveler's perspective. A draft summary of the inventory was provided. Additional details will be added to this for inclusion in the Corridor Management Plan. Some amenities listed in the inventory were identified by TAC members as being for residents only and might not be appropriate to include on list. In addition, some amenities are closed seasonally.

The purpose of the Corridor Management Plan is to get an understanding of how to better market the byway and identify the intrinsic qualities and aspects of the byway that make people interested in visiting. LRPC will continue to provide updates to the TAC on the progress of the Corridor Management Plan update.

Regional Transportation Plan

M. Izard presented a bulleted list of key points from the latest draft of the Transportation chapter of the Regional Plan. The chapter was presented to the TAC in January and to the Regional Plan Advisory Committee (RPAC) in December. The draft has been revised based upon input from these two committees. The goal is to finalize the draft and submit it to the RPAC by the end of this month. The revised draft will be posted by the end of the week to Dropbox and available to TAC members to review the changes and provide any final comments. Key points from the chapter revisions are:

- The Vision Statement revised to be inclusive of water quality in lakes and streams.
- A leading challenge for the region is the poor state of repair of secondary and unnumbered state routes.
- Highway improvements in NH are based on AADT; however special alternatives are needed for special conditions where seasonal traffic exceeds capacity.
- Integration of pedestrian and bicycle access to be carefully considered for all highway improvement projects.
- Highway drainage and the impacts on water quality is a concern.
- A challenge is to get funding for safety related improvements at intersections with comparatively few recorded incidents that fall into the category of "accidents waiting to happen."
- Access Management coordination between the state and local municipalities.
- State owned active and abandoned rail corridors are now identified and mapped in the chapter.
- Aeronautics section refined to exclude private and provide additional information about the Laconia Airport.
- Chapter maps have been revised and reformatted to now include AADT, commuter data between labor market areas, number of park and ride spaces, adjacent fixed public transportation routes, and railroads.

NHDOT Highway Tier System

Presentation by Glenn Davison, GIS Project Manager, NHDOT Bureau of Planning and Community Assistance. New Hampshire's roadways have been classified into five different tier levels based on their function. Statewide Corridors (Tier 1 and 2) support the highest demand and carry 82 percent of the state's vehicle miles traveled (VMT). Regional Transportation Corridors (Tier 3) support travel within regions, Local Connectors (Tier 4) support travel within and between communities, and Local Roads (Tier 5). The tier framework provides a foundation to establish and communicate strategic goals, objectives, performance targets and strategies. It also provides a common framework for analysis of condition and performance, investment strategies, and project prioritizations. With limited resources, NHDOT will be focusing their

attention on maintenance of upper-tier roadways. The Department acknowledges that this is not perfect, but that the key point is to get the word out to legislators of the need for additional funding for our roads.

Committee comments included belief that prioritization should be based on need rather than function and that the need is for people to get to work. There should be at least a percentage of funding reserved for the highest priority lower tier projects. An incentive program might be worthwhile to help chip away at some of needs in the lower tier. Many in legislature are hesitant to vote for the 4 cent increase in fuel tax if the money will go to widening I-93.

NHDOT Project Viewer

Brief presentation by Glenn Davison, GIS Project Manager, NHDOT Bureau of Planning and Community Assistance. NHDOT Project Viewer is an online tool that improves public awareness and provides access to project information and construction plans from the planning stage through project completion. The tool can be accessed at <http://gis.dot.nh.gov/ProjectViewer/>

Primary Freight Network

Presentation by Leigh Levine, FHWA Planning and Development Manager, NH Division Office. MAP-21 introduced the designation of Primary Freight Network (PFN) to be based on an inventory of national freight volume conducted by FHWA. The initial designation will be released in mid 2014; however after consideration of the criteria offered by Congress no New Hampshire mileage is included in the draft PFN, which is limited to 27,000 miles. States are requested to designate Critical Rural Freight Corridors (CRFC) that meets certain criteria. While it's still unclear what these designations will mean, it is possible that, among other things, PFN and CRFCs may be eligible for additional funding.

Other Business

Tink Taylor of the TAC presented a number of photographs illustrating the state of disrepair and general poor conditions that exist on various secondary roads in the Lakes Region.

The next TAC meeting will be hosted by Bristol on April 2. Tuftonboro has agreed to host the following TAC meeting on June 4.

Meeting adjourned at 4:07 PM.