

LAKES REGION PLANNING COMMISSION

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Transportation Technical Advisory Committee (TAC) Minutes of Wednesday, March 2, 2016

Tuftonboro Central Fire Station, 189 Route 109A, Tuftonboro, NH

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chair)
Brad Harriman, Ossipee (Vice-chair)
Lloyd P. Wood, Tuftonboro
David Kerr, Barnstead
John Gotjen, Tamworth
Bruce Woodruff, Moultonborough
Eli Badger, Ashland
Nic Strong, Alton
Dave Ford, Wolfeboro
Paul S. Hazelton, Hebron
Robert Pollock, New Hampton

OTHERS PRESENT

Michael IZard, LRPC Principal Planner
Daniel Callister, LRPC Regional Planner
Larisa Djuvelek-Ruggerio, MS-RCC, CAPBMCI
David Toth, Ashland (alt.)
Peter Nourse, Gilford (alt.)
Mark Howard, Tuftonboro

Call to Order – Introductions – Past Minutes

Chairman Morgan called the meeting to order at 2:05. Thanks were expressed to Tuftonboro for hosting meeting. Introductions followed, no public comment given. Motion to approve minutes of November 4, 2015 – M/S/Passed Gotjen/Woodruff (abstaining: Badger); motion to approve minutes of January 6, 2016 – M/S/Passed Badger/Gotjen (abstaining: Nourse, Toth, Woodruff).

Regional Updates:

Legislative Bike Rides There will be a series of 1 – 3 mile bicycle rides throughout the state organized by NH Bike/Walk Alliance and the regional planning commissions. July 15 is the date for the Lakes Region. LRPC is interested in hearing from those who think a ride in their community would be of value to those who might participate. Point is to illustrate how Complete Streets can hinder or enhance mobility through a community.

Enhancing Bicycle Safety: Law Enforcement's Role Planning commissions and municipalities play an advocacy role integrating bicycle and pedestrian planning into state transportation projects. As advocates introducing new modes on a roadway, it's important to understand safety concerns. An informative National Highway Traffic Safety Administration cd, *Enhancing Bicycle Safety: Law Enforcement Role*, has been reviewed by LRPC staff and is available for other's use. Noteworthy from the CD: nearly two-thirds of bicycles accidents don't involve motor vehicles, there is not a law enforcement standard for applying the three foot rule, and there is an increased need for law enforcement to focus on the education and safety of cyclists themselves.

Lakes Tour Scenic Byway Advisory Committee (SBAC) The SBAC is meeting next week to formulate ideas on outreach. The next step is to meet with a short list of organizations and businesses within the communities that may have an interest in the byway. LRPC has created an online byway resources map

characteristics along the byway. The interactive map was demonstrated, illustrating users can click on a point to see information about each resource (coordinates, description, resource name, etc.) and resources are categorized by type (historical, cultural, recreational, etc.) The map needs some refinement regarding how individual feature details are displayed and to incorporate photographs.

March Commission Meeting TAC members encouraged to attend this meeting, featuring NHDOT Commissioner Victoria Sheehan on Monday, March 28 6:00PM at the Bristol Library.

Lakes Region Road Safety Audit (RSA) Applications The state Highway Safety Improvements Program (HSIP) Committee acted on the three RSA applications from the Lakes Region:

Ossipee

NH16/Mount Shaw Road – This intersection is within the limits of an upcoming Ten Year Plan project (#10431) currently scheduled for construction in 2019, because it will be addressed, no RSA will be conducted. As this project moves forward it will be important to advocate for the Mount Shaw intersection to be addressed.

NH16/Granite Road – Approved for a consultant led Road Safety Audit to be scheduled by DOT.

New Hampton

I93 Exit23, northbound of ramp at NH104 – the crash diagram illustrated the intersection challenges; an audit is not needed to identify a solution. NHDOT Preliminary Design will consider solutions and coordinate with the town.

Bicycle and Pedestrian Integration

NHDOT's three-year (2016 – 2018) proposed paving schedule is available on the DOT website. The schedule has been mapped and packaged by LRPC to share with communities. During this timeframe, paving is proposed in all Lakes Region communities with the exception of Effingham. The three year schedule represents a potential opportunity to request DOT to restripe lanes at narrower widths to increase shoulders for bicyclists and pedestrians. LRPC developed a set of criteria to assist in identifying promising opportunities for local consideration. The criteria included whether or not the section of road is: on the Scenic Byway, part of a state designated bike loop and included as a priority in the *Lakes Region Walking and Biking Plan*. Additional characteristics outlined including: existing pavement width (adequate space to share), traffic volumes, bicycle and pedestrian crash history, STRAVA bicycle user's data, road classification (tier) and maintenance strategy. The repaving projects were divided into two roadways with room to stripe a 10-foot travel lane and a shoulder of at least 4 feet and those that may not have space to share. Existing conditions may need to be confirmed local. A memo will be going out to communities to make them aware of the paving schedule and opportunities.

Regional Mobility Initiatives

Larisa Djuvelek-Ruggiero presented; she is the Regional Mobility Manager for the Mid-State Regional Coordinating Council for Community Transportation (MS-RCC) and Transportation Mobility Manager for Community Action Program Belknap-Merrimack Counties, Inc. (CAPBMCI). The MS-RCC was established in 2010 with the goal to increase mobility and access for people by coordinating local and regional transportation services and information. The Lakes Region area is served by three RCCs (Mid-State, Carroll County, and Grafton-Coos). MS-RCC members include key human service agencies, transportation

providers, local governmental agencies, funding agencies, consumers and regional planning commissions, as well as anyone else who has a vested interest in improving community transportation in our region. Currently, about 22 members meet bi-monthly to talk about transportation needs and implement solutions. The MS-RCC maintains a regional ride resource directory that identifies all available community transportation in our region, both public and private. The directory is updated annually and can be downloaded on the MS-RCC's website (www.midstatercc.org). The Community Action Program Belknap-Merrimack Counties, Inc. (CAPBMCI), as the lead agency for the MS-RCC, manages Volunteer Driver Program (VDP) and administers the Winnepesaukee Transit System (WTS) and the Rural Transit System (RTS).

WTS is a deviated public transportation service that operates M-F, 8:00AM – 5:00PM through parts of Laconia, Gilford, Tilton, and Franklin; from end to end this trip can take 75-90 minutes. WTS fare is between \$.50 and \$2.00 depending on length of ride. Operational funds are 50 percent local match; administration and maintenance is 20-80 local match. The annual budget last year was \$125,945. CAP provides about \$45,000 per year for local match to fund the service. The city of Laconia and Town of Tilton have also contributed funds. The cost per passenger is \$15.75, which provides 6,840 rides, averaging 27 rides per service day. Most of the ridership is in Laconia, who provides most of the community contributions. The service is costly and needs support. D. Ford asked if Uber or other services might be more efficient given the high cost per passenger, at least until the ridership is where it needs to be. The Department of Health and Human Services (DHHS) wants to reassess the service, maybe adding an additional stop at Workplace Success/CAP building in Belmont. There are also ongoing conversations with Lakes Region Community College to see if there is a need for a bus stop. M. IZARD inquired about the Blue Loon service. Since fall 2014, this service no longer connects to Laconia due to low ridership. There is a Travel Trainer who goes out and stocks brochures in doctors' offices and other places. There is not much money to do much more outreach and advertising.

RTS is the rural transit system, basically operated out of senior centers. A brochure outlining the schedule of services was provided. In 2015 there were 474 riders and 24,750 rides. Rides require a reservation a couple days in advance and take people to doctors' appointments, grocery shopping, etc. In late 2015, as one of the MS-RCC initiatives, RTS expanded transportation to eight additional communities throughout the Mid-State region (Tilton, Alton, Andover, Danbury, Hill, Loudon, Contoocook, and Hopkinton).

Volunteer Driver Program (VDP), funded by a grant from Federal Transit Administration since 2011, is operated by CAP. VDP provided 5,220 rides in 2015 for seniors and individuals with disabilities. Riders can sign up for two rides per week, and must schedule rides 3 – 5 business days in advance. The rides are free and most of the customers donate. United Way also contributes funds each year. The VDP would be difficult to operate if it were not for generosity of the volunteer drivers who contribute their valuable time to help those in need in their communities. Volunteer drivers put in 6,029 hours in 2015. Some communities have few or no volunteer drivers, but several customers. The most need for VDP in the Lakes Region is in Laconia, Gilford, Tilton and Meredith.

Investing in transportation is a wise decision, but we all have to come together and work to improve it. Larisa is always working on raising awareness about the MS-RCC efforts and initiatives and about available transportation options in the region, as well as the importance of different modes of transportation in our communities. TAC members can make a difference by helping to spread word about MS-RCC efforts and available transportation services to their communities.

Other Business

Shanna Saunders was not able to make this meeting. She will be moving on and wanted to thank the group for the work they do. See Lloyd if interested in touring this facility after the meeting. The next TAC meeting is scheduled for April 6, 2016 at LRPC in Meredith.

Motion to adjourn at 3:42

M/S/Passed Gotjen/Harriman