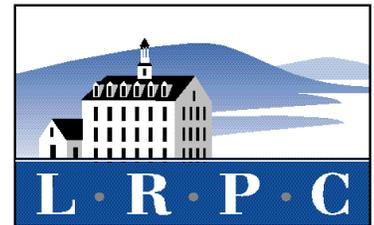


LAKES REGION PLANNING COMMISSION
Transportation Technical Advisory Committee (TAC)

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



TAC Meeting
Draft Minutes of January 3, 2018
Holderness Town Hall, Holderness NH

Members Present

Sheldon Morgan, Chair – Gilford
David Toth – Ashland
Steve Favorite – Bristol
Jeff Haines – Center Harbor (left 3:15 pm)
Paul Hazelton – Hebron Others
Malcolm “Tink” Taylor – Holderness
John Edgar – Meredith
Robert Ward – Moultonborough
Robert Pollock – New Hampton
John Gotjen – Tamworth
Lloyd Wood – Tuftonboro
David Ford – Wolfeboro

Non-Voting Members

Michael Cahalane

Guests

Scott Dunn, Gilford Town Administrator
Jeremiah Patridge, Holderness Police Chief
EB James, Squam Lakes Association Executive Director

LRPC Staff

Mike Izard, Principal Planner
Susan Slack, Principal Planner
Jeff Hayes, Executive Director
Tracey Ciriello, Executive Assistant

1 Call to Order | Minutes

The Chair called the meeting to order at 2:09 PM. A motion to approve the draft minutes of December 6, 2017 was approved. The Chair opened the floor to public comment; there was none.

M | S | P Taylor | Favorite | Passed
Abstained Harriman, Toth

2 Regional Updates

GACIT Response Letter to NHDOT re: CMAQ, Tolls Increase Proposal, and TYP Changes

Mike Izard reviewed a comment letter from the Commission to NHDOT on the most recent Ten Year Plan proposed by NHDOT. CMAC funds, the proposed toll increase for the I93 to Concord expansion, and changes to the state’s transportation Ten Year Plan were discussed in detail. Key discussion points included:

- CMAQ Funds flexed to be allocated for corridor studies—\$400K or more per for 8 years.
- I93 funnel bringing traffic here but the abundance of secondary roads in bad condition is catching up to lack of funding for road repairs; the group envisioned what Friday night traffic through Concord to Exit 20 would look like with an accelerated funnel.
- There is a real need for a Route 106 corridor study, especially due to the likelihood of the Commission finding a solution for developing the old Laconia state school 200+ acre property which will increase traffic. Central New Hampshire Regional Planning Commission appears to be supportive of a study as well.

- Jeff Hayes explained how the GACIT hearing took place the same day as the last TAC meeting and that NHDOT asked the state’s RPCs to comment quickly, so the TAC did not have the opportunity to discuss the proposed toll increase and to comment. With the concern over how a toll increase going to I93 expansion would accelerate the project and bring traffic to our doorstep; the inability to get the TAC’s input in time; and the Executive Board not comfortable commenting, the Commission would not normally take a position without bringing it before the TAC—therefore, the letter states no position on the toll increase but allowed the Commission to comment on the need for I93 and Route 106 corridor impact studies and request that they be added to NHDOT’s list regardless of what happens with the toll increase.
- Key concern is Impact of acceleration of I93 not just impact of expansion project.
- Concern was expressed over the Commission not seeking input from the towns with the greater concern regarding lack of revenue and the ability to pay for member towns’ projects, with fear that the state will take funding away from our smaller roads to pay for these large-scale projects.
- Jeff Hayes concurred with the issue/worry raised about how local communities will pay for projects. He indicated that most of the other RPCs supported the toll increase because it would add another \$200m into transportation construction and that if this group supports toll increases, we should do so, despite the key concern over impact of I93 acceleration. He had been looking to support a State highway aid program but since pulled out of a current bill that supported mostly Lakes Region communities and was not at the TAC meeting where it did not receive support; he doesn’t/did not want to take a position contrary to the TAC.
- David Ford emphasized the need to look ahead 10, 20 years+ because there is not enough funding to maintain assets. He recommended that the issue of long-term funding—as in a longer-term plan of funding, not 10 years—be put on the agenda and as a group, to bring this information back to each town’s Selectboard—how will we fund transportation needs for the next 100 years. He urged to look/think big picture as a group and to frame discussions around that bigger view.
- Lloyd Wood made the motion, based on Mr. Ford’s recommendations, that we in principle support revenue efforts starting at the state legislature level then table the matter/vote so it will be in the official minutes and carried to the next meeting as an agenda item and deferred to the Chair how to word such motion/proceed.
- John Edgar concurred with tabling the above in order to have enough time for each of the committee members—as liaisons/representatives/funnels between the TAC and member communities—to go back to each Selectboard to gain each town’s input since this must be the towns’ positions, not personal ones in their various capacities within town government.
- The Chair agreed, having brought up in December that it was time to develop a plan to start putting money away to fund the rebuilding of infrastructure, and advised the next few months to plan since Selectboards are busy until Feb/March. Mr. Wood clarified that the motion does not call for a vote—just to table the matter/motion until the next meeting. Chairman Morgan restated that the motion on the floor was a motion to table the matter of/plan for long-term funding; the motion carried with one nay vote and no abstentions. Mr. Edgar suggested for the next meeting to discuss the value in financially illustrating to legislators the projects to be funded and what the shortfall is—show shortfall vs. projected needs, regional and statewide.

M S P	Wood Ford? Passed
Nay	J. Edgar
Abstain	None

- Jeff Hayes described information distributed from GACIT last round regarding CMAQ funding—thinks we have projects here that could rise to occasion, depending on whether criteria changed, now that we're eligible and in order to be competitive as a region. We weren't eligible before; the whole state is eligible now. John Edgar suggested we advise/spell out how to document applying for CMAQ funding because not everyone has tools to show/how document air quality.
- The I93 corridor study has been tentatively placed on list since the last meeting by Executive Councilor Kenney.

NHDOT Public-Private Partnership (P3) Program—Gilford Letter of Intent

M. Izard reviewed a Gilford letter of intent for the NH Route 11 Scenic View Restoration project and provided copies to those interested. NHDOT's Right of Way Bureau is still in the process of researching whether the land was purchased with federal funds. Identified as a priority. Town has. Deadline for letter is Friday, January 5, 2018. Gilford Town Administrator Scott Dunn, author of the letter, attended the meeting and confirmed the project was a priority for the town, which has made many attempts to clean it up, and that attempts to contact abutters were made. The Chair noted that the TAC/Commission did not hear back from any other communities on any other projects.

The Chair asked if the Committee was OK with flipping agenda items 3 and 4; the consensus was to move onto the Rattlesnake presentation next, which is one of the reasons why this meeting was being held in Holderness.

3 Presentation: West Rattlesnake Mountain Trailhead Parking

EB James, Executive Director of Squam Lakes Association in Holderness, and Jeremiah Patridge, Chief of Police for the Town of Holderness gave a presentation concerning the parking, traffic, and road safety issues along the West Rattlesnake Mountain trailhead on Route 113 in Holderness. A summary document with photos was passed around and a copy given for the record. Some key points illustrated:

- West Rattlesnake a three-pronged problem: belongs to the State—to the University of New Hampshire; Rt. 113 is a state highway; and the State of New Hampshire actively promotes the use of West Rattlesnake everywhere—including via a 3-foot banner in Plymouth and signage at the Hooksett tools—to the extent that it has created a major attraction for visitors and residents alike due to the relative ease of the hike and the iconic views it yields.
- Squam Lakes Association (SLA) is a watershed group which manages the trail system and has witnessed an ever-increasing amount in visitors while trying to meet the demands of the volume without turning people away but facing an extraordinarily expensive exercise every weekend—using the SLA and the Holderness police department to manage the crowds, lack of parking, site/road safety issues, and abutting property owners. While the trail work is done in conjunction with UNH, it pulls the SLA off its mission to some extent, yet not wanting the cost of paid parking to deter/bar visitors. Similarly, the Police Department is devoting significant time out of a sense of responsibility and fear—they cannot ignore the situation with the knowledge they have, so they continue a delicate balance of promoting areas/attractions while trying to ensure public safety.
- 30K estimated people visiting in 2010; that number is increasing every year to the most recent count being 240 people/hour going up the trail.
- After describing all the expansions and stop-gaps put in place over the past several years, safety is the immediate and primary concern, followed by the need to engage and communicate with the state and stakeholders in understanding the impacts that promotion of the trail brings to the town, the SLA, the abutters, and the safety of every person visiting. The guests requested the TAC's support in asking NHDOT for

No Parking signs as a necessity for managing the dangerous conditions resulting from visitors not know where to park and parking randomly anywhere without realizing the dangerous conditions along Rt. 113.

David Ford motioned to support the request by the Town of Holderness, in accordance with its previously-submitted application/letter, for the NHDOT to provide No Parking signs within 300 feet on either side of the trailhead on Rt. 113; motion passed unanimously.

M | S | P Ford | Taylor | Unanimous

4 Other Business

The Chair turned the floor over to Lloyd Wood who asked to make a motion that the TAC take a vote to appreciate the time and effort of retiring LRPC staff member and principal planner, Mike Izard. David Ford seconded and the motion passed unanimously, with applause and standing ovation. Mr. Wood then read a statement of appreciation from the Town of Tuftonboro. Mr. Izard thanked everyone and stated that his time here has been great and that he had asked original LRPC Executive Director Kimon Koulet if he could take on this responsibility of being the TAC liaison, that he chose this group to work with. Chair Morgan thanked Mr. Izard for his 17 years of work with the Committee. Mr. Taylor further thanked Mr. Izard, and on behalf of Cuyahoga, the TAC, and the LPRC, presented a full-color photograph book of the lakes and mountains, including Squam Lake, with the statement "Here's the Lakes Region".

Next Meeting: Wednesday, February 7, 2018, in New Hampton.

6 Adjourn

The meeting adjourned at 3:52 pm.

M | S | P Favorite | Kerr | Passed

Respectfully submitted,

Tracey Ciriello, LRPC Executive Assistant