



TAC Meeting Minutes of September 2 , 2020

Members Present

Malcolm (Tink) Taylor – Holderness, Chair
George Tuthill – Alexandria
David Kerr – Barnstead
Rick Ball – Belmont
Steve Favorite – Bristol
Krista Larson – Laconia
John Edgar – Meredith
Robert Pollock – New Hampton
Joe Fagnant – Plymouth
Juliet Harvey-Bolia (Alt) – Plymouth
John Gotjen – Tamworth

Other Guests

Bill Bolton, Plymouth Selectman
Sen. Bob Guida, District 2
Griffin Roberge, Aide to Sen. Guida

LRPC Staff

Jeffrey Hayes, Executive Director
Susan Slack, Principal Planner
Jessica Bighinatti, Assistant Planner
Chadsey Gray, Administrative Assistant

Non-voting Members

Samantha Fifield, NHDOT District 3
William Rose, NHDOT, Bureau of Planning and
Community Assistance

1. Welcome and Introductions / Call to Order

Chairman Taylor called the meeting to order at 2:03 pm and read the required Notice of Electronic Meeting pursuant to the Governor's Executive Order 2020-16. Attendees and guests introduced themselves.

2. Approval of Minutes

After confirming that roll call votes are required during Electronic Meetings, the Chair asked for a motion to approve the August 12 meeting minutes. A motion was made by J. Edgar, seconded by J. Gotjen. The motion passed unanimously with D. Kerr abstaining.

3. Ten Year Transportation Plan 2023-2033

S. Slack said the purpose of the meeting was for TAC members to become familiar with the Ten Year Plan applications received and have an opportunity to discuss them informally. The application deadline was August 31. Formal presentations of each application will be made at the October 7 TAC meeting. Applications were received from Plymouth, Meredith, Laconia (4) and New Hampton.

Plymouth

NH 25 (Tenney Mountain Highway) and Smith Bridge Road – Roundabout or other improvements at the intersection of NH 25 (Tenney Mountain Highway) and Smith Bridge Road. Both are state roads. Significant commercial development has occurred on Tenney Mountain

Highway and is planned in the future. Safety is an issue for vehicles turning left from Smith Bridge Road. J. Harvey discussed the roundabout concept, and T. Taylor asked if roundabouts are a traffic calming device and if that would be beneficial. S. Favorite asked about the diameter of the roundabout and whether truck traffic could be accommodated. J. Harvey said the town would like to see bike-ped improvements too. She said the town considered restriping NH25 to improve turning movements but that during consultations with NHDOT restriping was not recommended because of the misalignment of Smith Bridge Road and the driveway to NH Electric Co-op on opposite sides of NH 25. NH 25 currently has a shared two-way turning lane to accommodate both interactions.

Meredith

NH 25 East – The project scope combines improvements to four intersections on NH 25, east of Meredith Village between Laker Lane and the Center Harbor town line, including sight distance improvements and limited shoulder widening to create shoulder bypasses. J. Edgar said the high volume of seasonal traffic is well documented, and crash data has been provided by the Meredith Police Department. The four intersections were chosen after consultation between Meredith’s Community Development, Public Works, and Police departments and the Town Manager. The goal is to improve traffic flow on NH 25 East.

NH 25 and Laker Lane : Limited widening of shoulder on eastbound side of NH 25 to create a bypass shoulder to mitigate conflicts with left-turning vehicles onto Laker Lane, which is the main access to the high school, middle school, and elementary school campus.; approach from the west is an 11% grade just before Laker Lane intersection and is particularly problematic for truck traffic and during winter conditions when stopped traffic behind left-turning vehicles que down the hill due to high volume of on-coming traffic.

NH 25 and True Road: limited widening of shoulder on eastbound side of highway to create bypass shoulder to avoid conflicts with left-turning vehicles; improve sight distance on north side of highway from 50 to 200 ft; True Road is the only access to a 126-site mobile home park.

NH 25 and Quarry Road: limited widening of shoulder on westbound lane to create bypass shoulder to avoid conflicts with left-turning vehicles onto Quarry Road, which provides access to Moulton Farm.

NH 25 and Patrician Shores Circle: Intersection on south side of NH 25 provides access to 83-home development. Speed limit changes from 55 mph in Center Harbor to 45 mph at Meredith town line; improve sight distance (tree removal, grading on north side of road) for vehicles exiting onto NH 25; limited widening of shoulder to create bypass shoulder on north side of highway to avoid conflicts with left-turning vehicles.

Laconia

NH 106 and 62 Communications Drive: Installation of a roundabout that includes pedestrian and bicycle accessibility and streetscape features. Redevelopment of the former State School property is expected to include mixed use-residential, retail, professional office space, and restaurants. A roundabout is proposed in lieu of another signalized intersection on NH 106 as an environmentally friendly alternative, which also provides less disruption to traffic flow on this major corridor.

US 3 (Endicott St. N). : Install pedestrian crosswalk between 193 Endicott St N and Warner St), including a pedestrian hybrid beacon (PHB), to provide ADA complaint pedestrian accessibility and appropriate signalization. Requested by residents, including a disabled resident; this is a densely populated residential area with restaurants, businesses, and tourist attractions nearby. K. Larsen said there is a crosswalk about one-third of a mile away, in the opposite direction from the nearby commercial attractions.

NH 107 (Union Avenue): Rehabilitation of 3,000 ft of heavily traveled downtown corridor, from Nh 106 (Main Street) to NH 11A (Gilford Avenue), including stormwater/drainage infrastructure, sub-base and pavement improvements, and pedestrian signage and streetscaping. Union Ave is in the Urban Compact, which requires the city to fund 20% of the cost of the project.

US 3 (Weirs Blvd) Bridge: Replace and improve a red-listed bridge over Langley Brook, in this heavily traveled segment of US 3. The new bridge would be widened and include a turning lane to support a new housing development, as well as sidewalks that meets ADA standards. K. Larsen said the developer of the residential subdivision will be required to pay part of the cost of the turning lane. The city will be responsible for 20% of the total cost of the bridge replacement.

New Hampton

NH 104 Planning Study: To develop recommendations and priorities to improve safety and mobility for a 2.4-mile segment of NH 104 east from Exit 23, a major Lakes Region corridor with high seasonal traffic volume, including recommendations for intersections at NH 132 North, Drake Road, Town House Road, and Sinclair Hill Road. The segment is an area of rapid and continuing commercial development resulting in traffic congestion and safety issues caused by multiple turning movements. R. Pollock said traffic volume has exceeded projections from a previous access management study.

TAC members asked questions and generally discussed the seven TYP applications. S. Slack said LRPC staff will provide formal project presentations at the October 7 TAC meeting, and that TAC members would be asked to score each project based on the Ten Year Plan criteria. Scoring sheets will be provided for TAC members to complete after the meeting.

4. Regional Updates

Senator Guida gave an update on state revenue that impacts transportation, stating that as of August 13, highway toll and state gas tax revenues are down about \$12.6 million for FY of 2020, and projected to be down \$14.9 million for FY 2021. He said the real estate market is good, but he anticipates real estate revenues to be down 5 to 6%.

5. Other Business

T. Taylor asked about the removal of obsolete signage and lack of roadside mowing along state highways. He also noted areas where there are invasive species, especially Japanese knotweed. T. Taylor suggested that municipal police or highway departments could assist NHDOT with removal of obsolete signs. S. Fifield responded that because NHDOT is understaffed and due to Covid-19 staffing issues, these activities haven't been given the highest priorities. She said she would consult with the Traffic Bureau about ways the municipalities and NHDOT could collaborate on sign removal.

The next TAC meeting will be October 7, 2020.

6. Adjourn

The meeting adjourned at 3:36 pm.

Respectfully Submitted,
Chadsey Gray
Administrative Assistant