

# LAKES REGION PLANNING COMMISSION

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## Transportation Technical Advisory Committee (TAC) Minutes of Wednesday, January 6, 2016

LRPC Conference Room, 103 Main St., Meredith, NH

### VOTING MEMBERS PRESENT

Brad Harriman (Vice-Chair), Ossipee  
Eli Badger, Ashland  
David Kerr, Barnstead  
Lloyd P. Wood, Tuftonboro  
Robert Pollock, New Hampton  
Jeff Haines, Center Harbor  
Tink Taylor, Holderness  
John Edgar, Meredith  
George Tuthill, Alexandria  
Shanna Saunders, Laconia  
John Gotjen, Tamworth  
Dave Ford, Wolfboro

### OTHERS PRESENT

Michael Izard, LRPC Principal Planner  
Daniel Callister, LRPC Regional Planner  
Andrea Bowen, Meredith  
Jeff Hayes, LRPC Exec. Director  
Glenn Davison, NHDOT  
Liz Lapham, Meredith Pathways  
Lissa Goodby, Meredith Pathways  
Larisa Djuvelek-Ruggerio, MS-RCC, CAPBMCI  
Paul S. Hazelton, Hebron  
Tim Blagden, Bike-Walk Alliance of NH

### Call to Order and Introductions

Brad Harriman (Acting Chair) called the meeting to order at 2:04. Approval of Draft Minutes of November 4, 2015 is postponed until the next TAC meeting. Introductions followed, no public comment given.

### Regional Updates:

Safe Routes to School – Candidate Municipalities Infrastructure funding has all been allocated to projects, but approximately \$100,000 of funding still available for Safe Routes to School planning efforts. Laconia and Ashland have expressed interest in pursuing an application. Ashland is on the way to having a SRTS committee established and scheduling the requisite pre-application meeting with J. Corrigan, NHDOT SRTS Coordinator.

Lakes Tour Scenic Byway Advisory Committee In the fall, this group adopted the Corridor Management Plan, which included as recommendations next steps for the Scenic Byway Advisory Committee (SBAC) to take. Much of that is reach-out to other organizations to increase scenic byway awareness. SBAC members have been reaching out in December and January. A meeting later in January (possibly 18<sup>th</sup> or 19<sup>th</sup>) is being scheduled to report back on the outreach efforts. The goal is a spring presentation with a broader audience and more in depth discussion about moving forward, particularly looking at economic opportunity. J. Edgar prepared a one-pager with information that M. Izard will share with the group so they can send it off to their points of contact.

Antioch CIS LRPC's transportation network impacts on water quality project was not selected by Antioch as a project that their students would help us with. LRPC is now talking with PSU's Center for the Environment hopeful for partnership. There is new ice-out total phosphorus data published on Winnepesaukee Gateway website for 2010 and 2015. J. Edgar explained that the phosphorus data is only two measures, and does not make a trend.

UNH's Student Work Study program may be another option for student assistance. L. Wood will provide contact info at next meeting. G. Tuthill remarked that the Newfound area may have some of that data as well. The work doesn't have to be centered on Winnepesaukee; there may be other waterbodies like Newfound or lakes in Wolfeboro where a lot of data exist. The goal is to identify hotspots, significant areas where catch basins are going into surface waters and where water quality is an issue. In Squam Lake 60% of their pollutant load is from tributaries. Newfound has also done a lot of culvert inventory work; Steve Wingate and Bill Marcus are good contacts in Tuftonboro.

Road Safety Audit – Process Changes and Application Status The Statewide Highway Safety Improvement Program (HSIP) Committee recently revised the application process for Road Safety Audits. The once rolling application process is now annual, with the next deadline of January 15, 2016.

A threshold requirement is at least one fatality or incapacitating injury within ten year period. LRPC is assisting with three applications, two intersections in Ossipee from the NH Route 16 Corridor Safety Study, and the 1-93 Exit 23 off ramp which was identified as a potential project during the Ten Year Plan update process. Funds come from Highway Safety Improvement Program (HSIP), which comes from Federal Highways.

NH Rail Transit Authority Advisory Board T. Taylor is one of 26 or 27 members of the NH Rail Transit Authority Advisory Board (previously the NH Rail Transit Authority), which is a different group than the newly re-constituted 7- member NH Rail Transit Authority. Advisory Board will be meeting January 27 at DOT. Governor has not yet made any nominations to the 7-member Authority, which will have the power to bond, and eminent domain. \$4 million needs to be raised for engineering from Lowell to Manchester. Fed will pay half of that. This could end up as a public private partnership. Don't hold your breath waiting for extension to Concord since its inter-city not commuter, so it would be under Federal Railroad Administration rather than Federal Transit Administration like the rest of the line.

## **Bicycle and Pedestrian Integration**

Road Re-Paving Process Outline Glenn Davison (NHDOT Bureau of Planning and Community Assistance) described opportunities to incorporate local/regional planning efforts into NHDOT's project development cycle. Waiting until the ad schedule may be a little late in the game. Early opportunities include public information meetings (for big projects), public hearings (for projects that involve takings), and public officials meetings (usually smaller projects, i.e. with less money and shorter scope). Also, every Monday the Executive Office meets with the project development teams to discuss project details. These are great opportunities to get your planning efforts out there and for the DOT to incorporate ideas from the towns. By the time a project goes out for advertising, it is about 90% finalized. Even at that point, there is an opportunity to make some changes. DOT wants the RPCs to be more involved in the design process and is looking for ways to better reach out. Example of this is the changes to the Ten Year Plan development process, which has improved. The more organized a local plan or effort is, the better its chances of influencing the design. Local funding helps as well. Often accommodations for other modes aren't built because the town can't maintain it (sidewalks, crossing beacons).

When DOT begins a project they try to consider as many modes as they can within their constraints. T. Blagden added that despite what some of us may think DOT builds what the majority of folks want, so if you want a more complete street built we have to change the policy and culture in NH. Senate Bill 364 will have

the Senate study Complete Streets as a philosophy. If you don't like what's being built, you can't complain to DOT because they don't set policy, they build infrastructure.

Betterment projects are handled by the Districts using the tiered roadway system. Districts have direct input on what roads within each tier get resurfaced. This is a great opportunity to have a discussion about local planning efforts. L. Lapham of Meredith Pathways learned a while back that Meredith Neck Rd was going to be resurfaced and got no response from DOT when she tried to call. DOT is usually very good about phone calls. There are considerations that need to be given to restriping roads such as high speeds and winding roads. TAC could play a pro-active role in looking at the paving schedules and adding a louder voice for where the strategic opportunities for connecting bike paths are and what are the priorities. D. Ford, the byway is one that should be a priority, but you would have to build up the shoulder, it's a major project not as simple as restriping. This is where regional priorities make sense. Public can now go to NHDOT's website and see their proposed paving schedule three years in advance, and an interactive viewer tool shows all map-able DOT projects.

Local and Regional Advocacy Roles Tim Blagden, Bike-Walk Alliance of NH advocates to improve bike/walking conditions throughout the state. We sell more cars each year in this country than cars. We need to recreate safe places for people to bike and walk. A reference guide exists that is a great resource for understanding how to advocate effectively. It has links to example projects, ideas for where to find money, and more. Bike-Walk Alliance is a good resource as well. Communities can pass a Complete Streets ordinance saying that your town will consider all modes of transportation when you do transportation projects.

Status of STRAVA Data STRAVA is an app that records data for bike/walking trips including age, gender, date/time, origin/destination, your route, direction of travel, travel time, and intersection wait time. NHDOT purchased 12 months' worth of data statewide and is considering purchase of another 12 months. There were around 11,000 unique participants in NH. The new data would have about 15,000 and would include pedestrians. Data in Lakes Region is limited compared to the south, it's a small. The data could be useful for estimating bike path users, identifying popular routes, could be used for grant applications, TAP applications, Road Safety Audits.

### **Other Business**

The next TAC meeting scheduled for March 2, 2016 to be hosted by Tuftonboro.

Motion to adjourn at 4:04

M/S/Passed Taylor/Pollock