

LAKES REGION PLANNING COMMISSION

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TO: Lakes Region Transportation Technical Advisory Committee

FROM: Michael IZARD, Principal Planner 

DATE: September 7, 2016

Transportation Technical Advisory Committee (TAC) Minutes of Wednesday, June 1, 2016

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chair)
Peter Norse, Gilford
David Toth, Ashland
David Kerr, Barnstead
Malcolm Taylor, Holderness
Paul Hazelton, Hebron
Robert Pollock, New Hampton
John Gotjen, Tamworth
Patrick Moriarty, Hebron
Bill Dowey, Bristol
Lloyd Wood, Tuftonboro

OTHERS PRESENT

Jeff Hayes, LRPC Executive Director
Michael IZARD, LRPC Principal Planner
Jan Collins, Newfound Pathways
Scott Bartlett, Moultonborough
Ellie Lonske, Hebron
John Dunklee, Hebron
Boyd Smith, Newfound Lake Region Association
Larisa Djuvelek-Ruggerio, MS-RCC/CAPBMCI

Sleepy Hollow Site Visit – Culvert Replacement

B. Smith described eight years of study by the Newfound Lake Region Association and cooperative efforts leading to funding for culvert replacement and remedial stormwater mitigation at Sleepy Hollow. Copies of the study report are available to interested parties. The catchment area includes an unpaved town road and significant slopes in three directions that funnel stormwater in an intermittent stream of less than three foot width. Described were the results of two, one-hundred year storm events during the past decade which deposited soils at the outfall in Newfound Lake. Photographs were provided that clearly illustrated sediment plumes at the outfall which has degraded recreation at an adjacent association beach. B. Smith described water clarity measurements that can take weeks to recover from the suspended sediment after a storm event. It is estimated the project, to be constructed this year, will cost in excess of \$100,000.

Reconvene – Hebron Town Offices

Call to Order – Introductions – Past Minutes

Chairman Morgan called the meeting to order at 2:36PM. No public comment was provided. Motion to approve minutes of May 5, 2016 - M/S/Passed Gotjen/Pollock (Abstaining: Toth).

Regional Updates:

Transportation Alternatives Program

M. Izard shared the details for the recently announced TAP grant round as outlined in email correspondence from NHDOT. The deadline for Letters of Interest is July 1; dates for a mandatory grant meeting and applications have not been established at this time. J. Hayes inquired if there will be funds set aside for smaller projects as has been past practice. M. Izard noted only project limits of \$400,000 to \$1 million were noted; he will follow up with NHDOT about smaller projects.

Legislative Ride – Bristol

B. Dowey provided an overview of the planning that has taken place for the July 15, 2016 legislative ride/walk to be hosted by the town of Bristol. The event is one of nine statewide, designed to educate participants about Complete Streets. B. Dowey displayed annotated maps developed by the town's consulting engineer that illustrate areas for future improvements to the transportation network to better accommodate bikes and pedestrians. Those that attend in July will see recent improvements in Bristol resulting from Safe Routes to Schools, Transportation Enhancements and other funding sources, as well as opportunities for improvements from a complete streets perspective. The NH Bike/Walk Alliance has been assistive in organizing the event. M. Izard noted a second Lakes Region ride is being planned in Laconia for July 29.

Newfound Lake Pathways

J. Collins provided an update on the group's efforts, which include the creation of a ½ mile section of off road trail this summer. The pathway is modeled after rail-trails, but where located is dependent on private right-of-way. The section of NH3A that was recently re-stripped to 10' lanes is working very well and the cooperation with NHDOT has been assistive in moving forward. The changed lane width provides approximately two feet of paved shoulder width. While not ideal, the added space to walk and bike makes this portion of the route around the lake safer. There have been no issues with large trucks, in fact the traffic now moves a bit slower. Newfound Pathway brochures were provided.

Rail in New Hampshire

M. Taylor, Lakes Region Representative to the NH Rail Authority, provided an update on the removal of \$4 million of Federal funds from the State Ten Year Plan for engineering. The Governor supported rail plan made it through the House of Representatives after some debate, but ultimately failed in the Senate. After 8-9 years of work to advance the conversation about rail, M. Taylor shared discouragement with an auto-centric way of thinking that is not keen on public transportation. He indicated commute times from Nashua to Boston are 2 ¼ hours which by rail are estimated to be 35 minutes. Maine now has five round trips to Boston each day and Vermont has two round trips to New York. Beyond the benefits to passengers, the same rails are used to ship freight. This happens in the late evening hours in Maine when the passenger runs have ended; the movement of freight by rail is much more cost effective than hauling over the road.

Transportation Network Impacts on Water Quality

M. Izard provided an update on the initial phase of the project which includes the identification of 'hot spots' or priority areas of concern. In part, these sites, which will be the subject of field review in phase two of the project, are being identified through feedback provided by the municipal Road Agents/Public Works Directors. This outreach has begun and six of the eight Lake Winnepesaukee communities have responded. LRPC staff joined Jeff Haines, for a cursory review of the underground drainage in downtown Center Harbor. Like most communities that have provided feedback the catch basins are not mapped in Center Harbor. Initial responses also indicate there are not written policies for catch basin cleanout and there may be a need for coordination with the DOT where the state and municipal systems are joined. The visit to Center Harbor led to the creation of a digital catch basin and flow map based on aerial photographs. The map will be assistive for future field assessment and may be a benefit to the community.

Maureen Criasia from Center Harbor and Janan Hays, 2016 Kim Ayers Award Winner are volunteering assistance with water quality data. Beyond chloride and conductivity which are indicators of road salt, not many impurities are being tested. For example, samples are taken that test for zinc, a bi-product of tire wear. For Lake Waukegan a sample taken during high stormwater flow from snow melt was described as 'deplorable'. Coordinating samples during storm runoff would be challenging, but this is when the roadways are cleansed. Asked about phosphorus, M. Izard indicated while a significant concern, it is not specific enough to transportation. Pat Tarpey has agreed to share the percentages attributable to transportation from the Waukegan study. RainWise (Seattle) was mentioned as a potential source of information.

Future Meeting Topics

Chairman Morgan thanked members for their contributions to and attendance at TAC meetings. The goal is conduct purposeful meetings with useful information shared. To assist, members were asked to consider topics for future meetings. He requested the topics/issues (however large or small) to be shared with LRPC staff; they will do their best to accommodate at upcoming meetings. J. Collins indicated while she is not a member, she receives meeting information, attends occasionally and believes the forum is a good opportunity for sharing.

Other Business

S. Barlett indicates paving for the auto-sports track in Tamworth will be happening during motorcycle week; it is anticipated hauling asphalt will happen for more than a week. The next meeting will be on Wednesday, September 7 at the Humiston Building in Meredith (dependent on availability and if a community expresses interest in hosting). Motion to adjourn.

M/S/Passed Taylor/Pollock

Meeting adjourned at 4:02 p.m.