

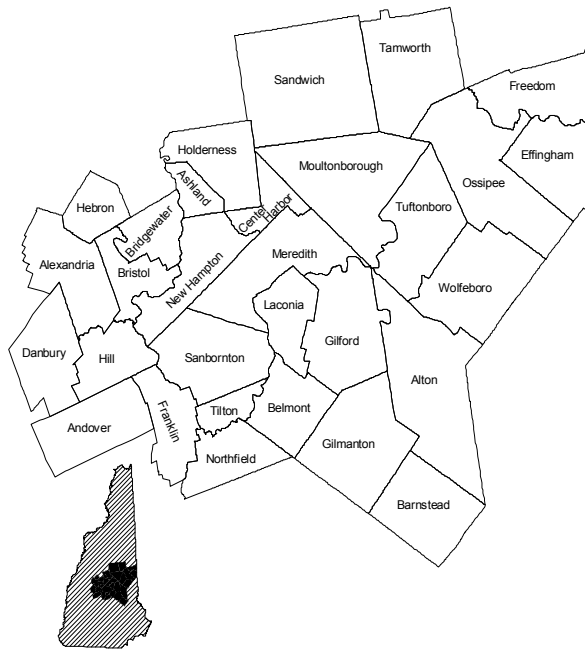
Lakes Region Transportation Improvement Plan:

Recommendations for the State of New Hampshire
Ten Year Transportation Plan



April 25, 2011

THE LAKES REGION PLANNING COMMISSION



**LRPC COMMISSIONERS
2010-2011**

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LAKES REGION PLANNING COMMISSION STAFF

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Project Planner
GIS Coordinator

Rosemarie Gelinas
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Don McFarland

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Lakes Region Transportation Technical Advisory Committee Membership

Voting Members:

Russell Bailey, Alton	Shanna Saunders, Laconia
David Kerr, Barnstead	John Edgar, Meredith
Rick Ball, Belmont	Dan Merhalski, Moultonborough
Steve Favorite, Bristol	Robert Barry, New Hampton
Jeff Haines, Center Harbor	Glenn Smith, Northfield
Elizabeth Dragon, Franklin	Brad Harriman, Ossipee - Vice-Chairman
Scott Brooks, Freedom	John Gotjen, Tamworth
Sheldon Morgan, Gilford - Chairman	Katherine Dawson, Tilton
Paul Perkins, Gilmanton	David Ford, Wolfeboro
Malcolm "Tink" Taylor, Holderness	

Alternates:

John Dever III, Alton	Barbara Lucas, New Hampton
Candace Daigle, Belmont	Margaret Shepard, Northfield
Murray Campbell, Bristol	David Bowles, Tamworth
Maureen Criasia, Center Harbor	Dennis Allen, Tilton
Donald Guarino, Gilmanton	Rob Houseman, Wolfeboro
Scott Kinmond, Moultonborough	

Non-Voting Members:

Richard Waitt, Gilford - LRPC Representative
Dean Eastman, NHDOT Bureau of Planning and Community Assistance
Mark Morrill, District Engineer - NHDOT, District 3
William Rose, NHDOT Bureau of Planning & Community Assistance
Eric Abrams, NHDES, Air Resources Division
Richard Lewis, Franklin
Diane Cooper, Laconia Airport Authority

1. Background

The past several Ten Year Plan (TYP) updates have resulted in significant statewide reductions in transportation construction funding due to financial constraints. As illustrated in Figure 1 (Page 2), these changes led to transportation improvement reductions totaling nearly \$90 million in the Lakes Region alone. Many of the projects removed from the 2009-2018 TYP (shown in grey) have continued community support and remain as leading unaddressed concerns. The Lakes Region projects that remain in the TYP have experienced budgetary induced scope reductions and have had years added to their scheduled construction dates.

Current transportation funding discussions in the 2011 Legislative session have led NHDOT to develop and disseminate information that illustrates the potential impacts of discontinuing the motor vehicle registration tax and betterment funding changes. According to information presented by NHDOT the potential impact for the Lakes Region is approximately \$12 million in additional TYP cuts. Adequate funding for Lakes Region projects in the TYP to address the scope of each project is the leading regional priority. These specific TYP projects are:

Top Regional Priorities: Existing Ten Year Plan Projects

ID#	Project	Location
14121	NH 28 from Alton Traffic Circle south 7.0 miles	Barnstead/Alton
2787	US 3/NH11 Bypass north .4 miles	Belmont/Laconia
10430	NH 25 from Center Harbor T/L south 3.2 miles	Meredith
10431	NH 16/28 Intersection Improvements	Ossipee
13910	NH 16/25/41 Intersection Improvements	Ossipee
14749	NH 16 from Chocorua River north 3.22 miles	Ossipee

Source : NHDOT Ten Year Plan 2011-2020: June 2010

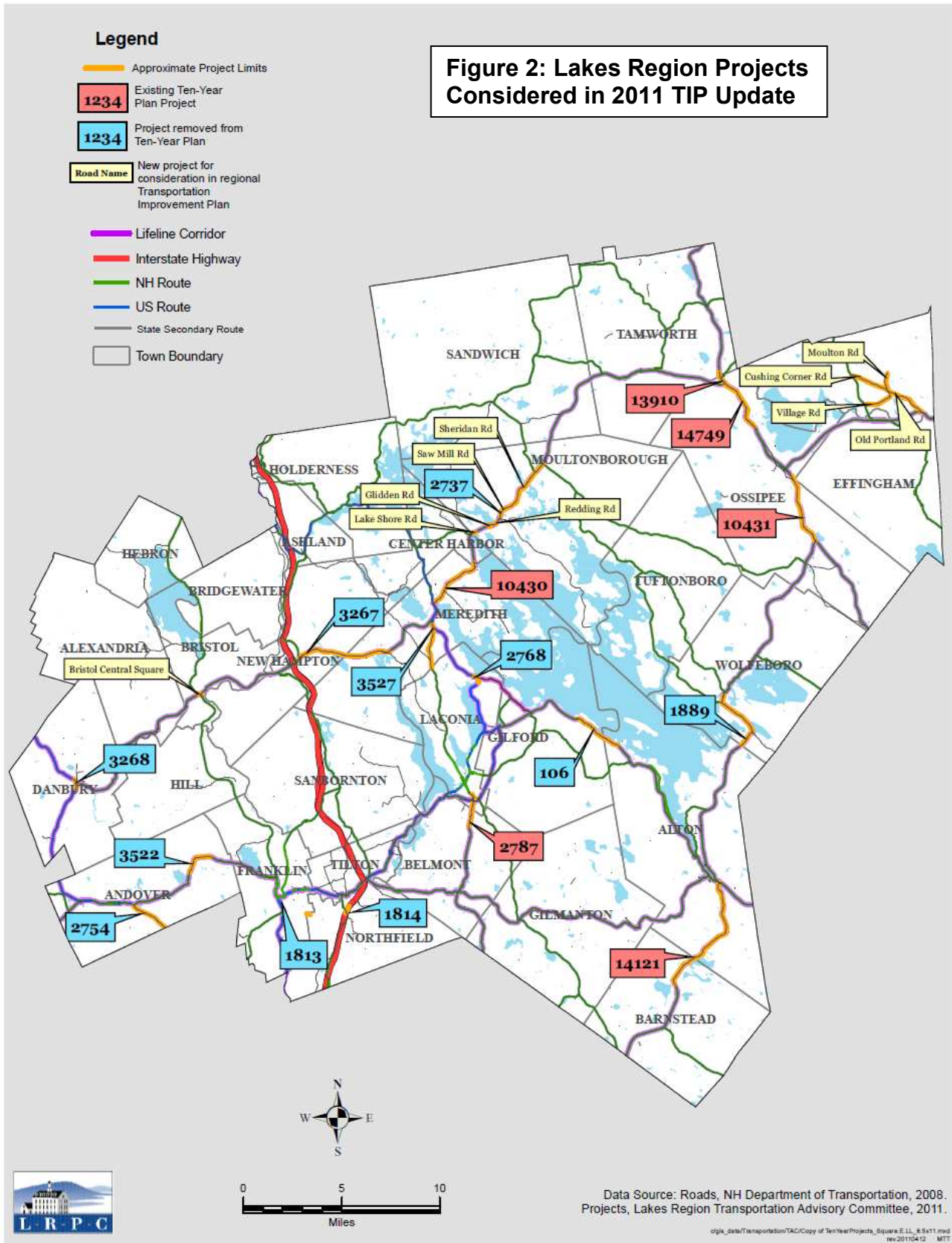
While the state transportation funding debate continues, additional projects have been identified by Lakes Region communities for consideration in the regional Transportation Improvement Plan. Figure 2 (Page 3) illustrates existing TYP projects, projects previously removed from the TYP, and new projects for consideration in the regional TIP in relationship to regional “lifeline corridors”. The lifeline corridors are the primary east/west and north/south corridors serving the majority of the traffic flow through and within the region, many of which also provide vital connectivity to other regions. Secondary regional priorities, after existing TYP projects, are located on Lifeline Corridors serving upwards of 12,000 average annual daily traffic volumes with considerable influx of seasonal traffic.

Secondary Regional Priorities

Rank	Project	Location
1	NH 28 from Alton T/L to Wolfeboro Falls	Wolfeboro
2	NH 104 from I-93 to Meredith Center Road	New Hampton / Meredith
3	Central Square Redesign	Bristol

Figure 1: Ten Year Plan Comparison - Lakes Region Projects
 2007-2019 TYP through Potential 2010-2020 TYP Cuts (February 2011)

		TYP 2007-2016	TYP 2009-2018	TYP 2011-2020	TYP 2011-2020	Potential Cuts from TYP 2011-2020
PROJECT NAME	PROJECT #	Proposed Construction Cost (\$M)	Proposed Construction Cost (\$M)	Proposed Construction Cost (\$M)	Total Project Cost (\$M)	Proposed Cost Reduction (\$M)
BARNSTEAD - ALTON Rte. 28 Reconstruction	14121	9.600	5.000	4.125	4.708	-3.100
BELMONT - LACONIA Improve 106/107 Access	2787	11.000	1.500	1.500	3.225	-3.000
MEREDITH Reconstruct Rt 25	10430	12.500	5.000	5.000	5.000	*
OSSIPEE Rte. 28 Recon. 3.36 miles	10431	6.750	3.000	3.000	3.563	-3.500
OSSIPEE 16/25/41 Intersection	13910	1.590	1.590	1.590	2.085	-2.000
OSSIPEE Bridges Reconstruction	14749	9.000	5.000	9.000	9.628	*
ALTON - GILFORD Rte. 11 Bypass	10606	6.350	-	-	28.21	-11.600
ANDOVER NH Rte. 11 Reconstruction	14172	1.235	-	-	* Other major project at risk category	
ANDOVER US Rte. 4 Flooding	2754	3.500	-	-		
BELMONT 140 Safety Improvements	12792	7.000	-	-		
DANBURY Rt 4/104 Intersection	3268	3.000	-	-		
FRANKLIN - NORTHFIELD Connector Study	1813	1.061	-	-		
LACONIA - MEREDITH US 3 Meredith to Weirs	2768	4.500	-	-		
MEREDITH Reconstruct Rt 106	3527	3.500	-	-		
MOULTONBOROUGH 25 and 25/109 Intersection	2737	6.000	-	-		
NEW HAMPTON - MEREDITH NH Rte. 104	3267	8.500	-	-		
NORTHFIELD Full Interchange Exit 19	13596	7.500	-	-		
WOLFEBORO Rt28 Intersection/drainage	13954	7.000	-	-		
TOTAL CONSTRUCTION COSTS (\$M)		109.59	21.09	24.22		
Change from Previous TYP (\$MM)			-88.50	3.125		



2. TIP Update Process Summary

□ **January 2011** – The Lakes Region TIP Process Guide was distributed to Lakes communities with a request to provide a letter of continued support for projects previously removed from the state Ten Year Plan. Communities with new projects to be considered for inclusion in the TIP were asked to submit project proposals with the following information as outlined in the Process Guide:

- 1) Purpose and Needs Statement
- 2) Documentation of Local Support
- 3) How does the proposal meet regional and state transportation priorities including:
 - Integration of Land Use and Transportation
 - Mobility and Mobile Choice
 - Safety
 - Security
 - Environment and Public Health
 - System Preservation and Maintenance
 - Coordination and Collaboration

□ **February 2011** – LRPC contacted communities that did not respond to the request for letters of continued support and discussed project details with NHDOT staff and District Engineers to assess project status. NHDOT provided additional information about the potential impacts to existing Ten Year Plan projects if proposed legislation to discontinue the motor vehicle tax were to pass. LRPC encourages municipalities to reach out to legislators about local transportation needs related to the proposed legislation.

□ **March 2011** – TAC members participated in site visits for newly submitted project proposals from Bristol, Holderness, Freedom, and Moultonborough. Participants included:

R. Murray Campbell, Bristol
Steve Favorite, Bristol
Jeff Haines, Center Harbor
Sheldon Morgan, Gilford - Chair
Malcolm Taylor, Holderness
John Edgar, Meredith
Scott Kinmond, Moultonborough
Glenn Smith, Northfield
Brad Harriman, Vice-Chair (Ossipee)
John Gotjen, Tamworth

Scott Brooks, Freedom
Ken McWilliams, Alton Town Planner
Allan Hanscom, NH DOT District 2 Engineer
Mark Morrill, NH DOT District 3 Engineer
Michael Izard, LRPC
David Jeffers, LRPC
Joe Denning, Bristol Selectman
Walter Johnson, Holderness Town Manager
Kevin Coburn, Holderness Road Agent

□ **April 2011** – On April 6, the TAC discussed and prioritized regional transportation projects in the Ten Year Plan, projects previously removed from the Ten Year Plan and new projects submitted for consideration this year. The TAC established regional priority project recommendations for LRPC Commission consideration at their April 6 meeting. On April 13 LRPC Executive Board reviewed the TIP update summary and TAC recommendations for regional priority transportation improvements. At the April 25 full LRPC Commission meeting, LRPC finalized recommendations for submission to NHDOT.

3. LRPC Recommendations

Top Regional Priorities: Existing Ten Year Plan Projects

ID#	Project	Location
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Source : NHDOT Ten Year Plan 2011-2020: June 2010

Secondary Regional Priorities

Rank	Project	Location
1	NH 28 from Alton T/L to Wolfeboro Falls	Wolfeboro
2	NH 104 from I-93 to Meredith Center Road	New Hampton / Meredith
3	Central Square Redesign	Bristol

4. Documentation of Need for Regional Priority and Secondary Priority Projects

Existing Ten Year Plan Projects

14121 – Barnstead/Alton NH Route 28 Reconstruction

Prioritized intersection safety improvements identified in the *NH Route 28 Corridor Safety Study: August 2009* have been presented at recent public meetings held by NHDOT in anticipation of construction in 2012 for Stockbridge Corner Road in Alton (14121D) and 2015 for Peacham Road in Barnstead (14121E). Funding constraints led to a Stockbridge Corner Road construction schedule ahead of Peacham Road intersection reconstruction which was the leading safety concern identified in the 24-mile segment of NH Route 28 from the Epsom/Pembroke town line north to the Alton traffic circle.

Identified as a Lifeline Corridor, NH Route 28 provides a convenient southerly access to the Lakes Region. While annual average daily traffic counts diminish from 12,000 vehicles in Pittsfield to near 6,000 vehicles in Alton, the seasonal influx is significant. The road condition of NH Route 28 in most of the Barnstead and Alton section within the study area is considered in the category of “major work required/poor condition”. Unfortunately, only the immediate intersection safety concerns will be addressed through the existing TYP projects as the funding limitations preclude addressing the segment pavement conditions, lack of shoulders, and other needed improvements.

2787 – Belmont/Laconia Improve NH Route 106 and 107 Access

This long-standing project was identified in the 1990s as part of the Concord – Laconia NH Route 106 project. There has been no work completed since the concept for improvements was developed. This project is scheduled in the current TYP for construction to begin in 2017. As regional centers for industry and commerce, the improvements serve Belmont and Laconia and the regional economy overall.

10430 – Meredith US 3 / NH 25

The subject of a two-year long Context Sensitive Solutions (CSS) pilot study to identify a preferred alternative from a host of potential solutions, work remains to complete the CSS process. US Route 3, NH Route 104, and NH Route 25 represent the most significant regional volumes of traffic which converge in downtown Meredith. Improvements, consistent the project vision that in part calls for the slow steady movement of traffic, are scheduled in the TYP for 2013. Consistent with future statewide traffic projections, improvements in the I-93 corridor are likely to have an impact in the Lakes Region when completed. The improvements in Meredith will have a significant impact for future regional east-west travel. The project is also complemented by the NH Route 104 Corridor Study (2007) and the NH Route 25 Corridor Study (2008). Past funding cuts have left a small portion of what was once a \$14 million improvement project spanning from the junction of NH Route 104 / US 3 heading north to NH Route 25 continuing easterly to the Center Harbor/Meredith town line. Current funding levels will likely reduce the ability to reasonably satisfy the scope of needed improvements identified through the CSS study.

10431, 13910, and 14749 – Ossipee

The Ossipee NH Route 16 projects include intersection improvements, pavement rehabilitation, and Red List bridge rehabilitation. The intersection improvements at NH Routes 16 and 25 include NH Route 41 which was identified through a local transportation charrette. These improvements have a long history of local support on a significant north-south Lifeline Corridor.

Priority Projects for Inclusion in the Ten Year Plan

NH Route 28 from Alton/Wolfeboro Town Line to Wolfeboro Falls

This project, previously included in the Ten Year Plan, has been the subject of ongoing local study supported by town funds. The town recently funded and conducted a CSS process with the assistance of a consulting engineer. Needed roadway rehabilitation and improved drainage will require coordination with municipal plans to address an aging water and sewer infrastructure and the need for improved pedestrian safety. Other roadway and intersection safety improvements are being prioritized by the town as part of a public planning process.

NH Route 104 from I-93 Exit 23 to US Route 3

Previously a Ten Year Plan reconstruction project, key project components outlined in the *NH Route 104 Corridor Study* and *New Hampton NH 104 Access Management and Interconnection Plan* include safety improvements, acquisition of access rights, and frontage roads adjacent to NH 104 providing access to future businesses developed adjacent to Exit 23. This project continues to have local support from both the town of New Hampton and Meredith. The future development potential in this corridor is supported by New Hampton zoning that allows for concentrated commercial development in the NH 104 corridor. The concept plans for frontage roads has been strongly supported by municipal officials. A leading safety concern identified in the corridor study, NH Route 104/Meredith Center Road, was the subject of a 2011 Road Safety Audit.

NH Route 104 Entering Bristol Square

Submitted for the 2009 TIP at a time when no new projects from the region were included in the update, this project addresses safety improvements on NH Route 104 from Dunkin Donuts westerly to Bristol Square. The project was scored in 2009 and would have ranked number four regionally, but was not ranked at that time. Using the 2009 scores to identify the top three regional priorities for the 2011 TIP update, Bristol replaced the HSIP funded US Route 3/NH Route 11B intersection improvements as the third highest scoring priority for inclusion in the Ten Year Plan. Current cost estimates are being developed in cooperation with the NHDOT District 2 office.

5. Future Considerations

All projects reviewed for this 2011 TIP update (see map on Page 3) represent needed improvements. In addition to the Primary and Secondary regional priority projects the following projects represent identified unmet needs:

Unranked Contingency Projects
(Alphabetical listing by town)

ID#	Project	Location
106	NH 11 Ellacoya to Minge Cove	Alton / Gilford
2754	US 4 from Salisbury T/L 2.0 miles	Andover
3527	NH 106 from Laconia C/L to US 3	Meredith
2737	NH 25 Moultonborough Neck to NH 109 south	Moultonborough
New	NH Route 25 @ Sheridan Road	Moultonborough
New	NH Route 25 @ Saw Mill Road (east and west)	Moultonborough
1814	Completion of I-93 at Exit 19	Northfield

Additional Considerations
(Alphabetical listing by town)

ID#	Project	Location
3522	NH 11 Channell Road to Hoyt Road	Andover
3268	US 4/NH 104 Intersection	Danbury
1813	Connector Feasibility Study	Franklin / Northfield
New	Cushing Corner Road	Freedom
New	Moulton Road	Freedom
New	Old Portland Road	Freedom
New	Village Road	Freedom
New	NH Route 175	Holderness
New	NH Route113 @ box culvert	Holderness
New	NH Route113 @ Cotton Cove	Holderness
2768	US 3 from 11B north to NH 106	Laconia
New	NH Route 25 @ Redding Lane	Moultonborough
New	NH Route 25 @ Lakes Shore (east and west)	Moultonborough
New	NH Route 25 @ Glidden Road	Moultonborough

The LRPC Transportation Technical Advisory Committee will continue to explore alternative funding sources and refine purpose and need statements for other projects removed from the Ten Year Plan as well as newly submitted projects. As noted in the TAC Minutes of March 30 (Appendix D) several of the new projects that were visited for site reviews may not be of appropriate regional scale for consideration in the Ten Year Plan. LRPC will continue to work with municipalities to explore alternative approaches such as: State Aid Highway, FEMA Mitigation grants, Betterment funding through the district offices, etc.

APPENDICES

- A. Letter Request Project Information from Lake Municipalities**
- B. Lakes Region TIP Process Guide**
- C. TAC Minutes March 2, 2011**
- D. TAC Minutes March 30, 2011**

LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
tel (603) 279-8171
fax (603) 279-0200
www.lakesrpc.org



January 11, 2011

Lakes Region Board of Selectmen Chair

Re: Lakes Region Transportation Improvement Plan, 2011 Update

Dear Mr. Chairman:

The Lakes Region Planning Commission (LRPC) seeks municipal input on a biennial update of the Lakes Region Transportation Improvement Plan (TIP). Since the 1990s the NH Department of Transportation has relied on the planning commissions to prioritize regional transportation needs to be considered for inclusion in the state Ten Year Plan (TYP). This is accomplished through the TIP, which is comprised of regional transportation projects identified by Lakes Region communities that are evaluated and prioritized by the LRPC Transportation Technical Advisory Committee (TAC), accepted by the LRPC Commissioners, and submitted to NHDOT to be considered in the state Ten Year Plan (TYP) update process.

The traditional TIP process of ongoing identification and prioritization of 'new' transportation projects has been suspended in recent years due to fiscal constraints, which have necessitated the removal of several projects from the Ten Year Plan. As a consequence, our most recent TIP updates have focused on prioritizing the projects removed from the TYP that remain regional priorities. We expect the process to remain the same this time as well. Specifically the updates have been used to:

- 1) consider phasing opportunities for larger projects to spread project costs over time where practical;
- 2) consider priority components of larger projects that could be broken out, constructed, and still improve local/regional conditions;
- 3) seek additional project level information and clarification of need;
- 4) compile letters indicating continued local support for previously identified projects;
- 5) revise project evaluation criteria;
- 6) re-evaluate and prioritize projects removed from the state Ten Year Plan.

Lists of Lakes Region projects currently in the TYP and TIP are enclosed for your reference. Since the regional planning commissions are committed to submitting a new TIP to the DOT by April 2011, we are requesting that you look closely at the attached lists, and if a much needed project on a

state highway in your community is missing, feel free to submit it. We ask communities that have projects identified on either list to confirm the supporting information is current and to provide a letter of continued local support. In the event something has changed, please provide updated information. For communities that have a new transportation project to be evaluated for inclusion in the TIP, please refer to the enclosed TIP Process Guide for acceptance and evaluation information. For all communities, kindly provide your response by *February 17, 2011*.

If you have any questions or anticipate difficulty in meeting the time sensitive date for responses, please contact Michael Izard or me at 279-8171. Your assistance and input are needed and much appreciated.

Sincerely,

Kimon Koulet
Executive Director

Enc: Lakes Region TIP Process Guide
TIP Contingency Project List (2009)
Lakes Region 2011- 2020 Ten Year Plan Project List

Cc: LRPC TAC Members
LRPC Commissioners
Michael Izard, Principal Planner
11-704.1.1

Lakes Region 2011 Transportation Improvement Plan (TIP) Process Guide

This guide is provided to assist you with providing specific information regarding your transportation improvement project. Outlined on pages 1-3 are the minimum requirements for the Transportation Technical Advisory Committee (TAC) to review and rate your project. Pages 4-5 outline the scoring criteria that the TAC will use to determine regional priorities and to prepare their recommendations to the NH Department of Transportation (NHDOT). Additional information in the form of supporting quantitative data that helps describe the need for improvement is welcomed. Your community may be asked to make a brief presentation about your project(s) at an upcoming TAC meeting.

General proposal requirements (for acceptance):

1) The proposal must contain a current purpose and need statement that defines the transportation problem to be solved, provides data that supports the need, and describes other issues that need to be resolved as part of a successful solution. **The purpose and need statement is critical to moving the proposal forward.** NHDOT has indicated that “the project descriptions in the Ten Year Plan often recommend an assumed solution to a problem or issue that has not been flushed out, identified, and supported...”

Please consider the following questions when preparing your purpose and need statement:

Who identified the problem?

What are the specific issues that the proposal is designed to address (examples include: system linkage, capacity, transportation demand, economic development, modal interrelationships, safety, and roadway deficiencies)?

How was the solution developed?

If any, what incremental and alternate solutions have been identified?

How is the project supported locally?

2) The proposed project has been endorsed by a municipality (Board of Selectmen) and includes appropriate documentation of support. Additional information should be provided describing any public or private funding contributions and studies that support the improvement, and existing land use practices that support the project purpose.

3) The proposal must identify which Lakes Region Planning Commission (LRPC) and NHDOT transportation priorities outlined below are consistent with the project purpose:

Integrated Land Use and Transportation

- Manage transportation demand through improved land use practices and planning.
- Promote sustainable economic development in locally identified growth areas through transportation investments and decisions.
- Implement transportation strategies that discourage sprawl and promote compact development.
- Preserve community character through Context Sensitive Solutions.
- Promote transportation planning policies that protect, conserve, and/or enhance other land uses and environmental, historic, and cultural resources in the Lakes Region and its communities.

Mobility and Mobile Choice

- Improve the reliability of the freight and passenger transportation networks.
- Increase the use and availability of transit, rideshare, bicycle and pedestrian modes.
- Increase access to and use of transportation by the traditionally underserved to meet daily travel needs.
- Encourage public access for the transportation disadvantaged.
- Expand the emphasis on transportation systems & demand management measures in lieu of system expansion.
- Increase connectivity between transportation modes for passenger and freight modes.
- Ensure that equal access to transportation facilities and services is provided to the elderly, disabled persons, youth, transportation disadvantaged and low-income persons in the Lakes Region.
- Create and enhance infrastructure that facilitates, encourages, and supports viable pedestrian and bicycling movement.

Safety

- Reduce the number of transportation-related fatalities and injuries.
- Increase the quality and availability of traveler information.
- Address minor improvements and safety hazard elimination on all roads and bridges within the Lakes Region.

Security

- Increase readiness and capabilities to respond to emergencies and incidents.

Environment and Public Health

- ❑ Maintain a positive net impact on Air Quality in New Hampshire through transportation programs, projects, and operations.
- ❑ Reduce the adverse effects of transportation-related impacts on cultural and natural resources.
- ❑ Increase the energy efficiency of passenger and freight transportation.
- ❑ Ensure that new construction addresses viewsheds and aesthetics and does not cause significant harm to the social and natural environments.

System Preservation and Maintenance

- ❑ Increase user satisfaction with the condition of the transportation system.
- ❑ Preserve the functional integrity of transportation corridors for future needs.
- ❑ Support and promote Transportation Demand Management (TDM) strategies that reduce the amount of highway vehicle trips.
- ❑ Support a transportation strategy that maximizes and conserves the existing transportation network.
- ❑ Concentrate improvement efforts on “corridors” (as identified in the regional transportation plan), with East/West Corridors having the highest priority.

Coordination and Collaboration

- ❑ Actively seek to develop public-private partnerships to leverage resources for the development of the State’s transportation system.

Thank you for your time and effort.

Sources:

NHDOT Long Range Transportation Business Plan

<http://www.nh.gov/dot/public/reports.htm>

Lakes Region Transportation Plan 2008

http://www.lakesrpc.org/documents/pdfs/trans/LR_Transportation_Plan_Final_2008.pdf

**Transportation Technical Advisory Committee
TIP Project Evaluation Criteria**

Project Score:

Q1: Is the project located along a defined east/west or north/south *Lifeline Corridor* as identified in the *Lakes Region Transportation Plan 2008*?

- YES (12 points, east/west)
- YES (10 points, north/south)
- NO (0 points)

Q2: What is the project's readiness for implementation?

EXAMPLES OF READINESS:
Existing land use practices that support the improvement
Context sensitive solutions identified
Corridor, safety, or other type of study conducted

___ (0-10 points)

Q3: What is the project's level of current local support?

EXAMPLES OF CURRENT LOCAL SUPPORT:
Letters of support from municipality and partners
Established private and public partnerships
Public forum(s) conducted
Mater Plan references
Project resolutions

Proposed local financial contribution (**Note:** while financial contributions may be viewed favorably by NHDOT; no additional points are awarded by TAC.)

- HIGH (12 points)
- MODERATE (8 points)
- LOW (4 points)

Q4: Which best describes the project's need?

Urgent - Addresses a safety issue or existing deficiency to prevent serious detrimental effects (significant ramifications if project is deferred).

High Priority - needed to maintain a basic level and quality of service

Can be deferred with minimal adverse impacts

- 8 points
- 4 points
- 0 points

Project Score:

Q5: How well does the proposal's purpose and need statement address LRPC and NHDOT Transportation Goals (pages 2-3) that are applicable to the project? (0-10 points)

Q6: Does the proposal represent:

- a) The best alternative 8 points
- b) A reasonable alternative 6 points
- c) One of many solutions that could be considered 4 points
- d) Additional information is needed to make an assessment 0 points

Q7: How well does the project protect, preserve, and/ or enhance the built environment, other land uses, and environmental, cultural, and historic resources in the area/region? (0-10 points)

Q8: How well is the proposal supported by relevant quantitative documentation (traffic volumes, fatal accidents, pavement condition index, etc.)? (0-10 points)

Q9: The project focus is on resolving a safety issue.

- Key factor 10 points
- Some safety focus 5 points
- Not a safety project 0 points

Q10: The project focus is on capacity preservation.

- Key factor 10 points
- Some capacity preservation focus 5 points
- Not a capacity preservation project 0 points

Total Score
(100 points possible)

LAKES REGION PLANNING COMMISSION

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Meredith, NH 03253
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Minutes of March 2, 2011
LRPC Transportation Technical Advisory Committee (TAC) Meeting
Humiston Building, Suite #1
Meredith, NH

VOTING MEMBERS PRESENT

David Kerr, Barnstead
Rick Ball, Belmont
R. Murray Campbell, Bristol
Steve Favorite, Bristol
Sheldon Morgan, Gilford - Chairman
Malcolm Taylor, Holderness
Shanna Saunders, Laconia
Glenn Smith, Northfield
Brad Harriman, Vice-Chairman (Ossipee)
John Gotjen, Tamworth
David Ford, Wolfeboro

OTHERS PRESENT

Dick Waitt, LRPC Representative (Gilford)
Dean Eastman, NH DOT
Eric Abrams, NH DES, Air Resources Division
Richard Lewis, Franklin
Michael Izard, LRPC
David Jeffers, LRPC
Kimon Koulet, LRPC
Ginny Schnieder, Belknap-Merrimack CAP
Angela LaBrecque, Meredith

1. Call to Order and Introductions

Chairman Morgan called the meeting to order at 2:03 PM. A motion was made to accept the minutes of the January 5, 2011 meeting as written.

M/S/Passed Kerr/Favorite

2. Transportation Legislative Update

K. Koulet provided an update on six transportation bills that the NH Association of Regional Planning Commissions (NHARPC) is tracking. HB 218 would repeal the NH Rail Transit Authority; NHARPC is opposed. M. Taylor noted that the majority of the public testimony at a recent hearing was against the bill, though the House Transportation Committee has recommended the bill for passage. HB 264 would suspend the tolls in Merrimack for a limited period of time. This has been retained in committee. HB 471 and 472 sought to alter tolling along the Everett Turnpike and in the Nashua area. Both bills were deemed inexpedient to legislate. HB 621 would provide municipalities with an expedited permit process (permit by notification) for routine excavation and roadway maintenance. No committee action has been taken. D. Ford spoke in favor of this bill. Upon passage of SB 78 the motor vehicle registration fee increases enacted in 2009 would be eliminated. This action would result in the loss of \$6 million to the state, which is part of the current year budget. These funds are utilized to leverage \$38 million in federal funds. Both NH DOT and the Governor have asked for the continuation of these fees. A handout was distributed showing the impact, should this bill pass, on the six Ten-Year Plan projects in the Lakes Region.

The result would be an \$11.6 million reduction in the current \$28 million road improvements scheduled in the region. The Senate Transportation Committee has recommended this bill for passage. The NHARPC is opposed to this bill and K. Koulet encouraged TAC members and their communities to contact the Senate Finance Committee along with other legislators to urge them not only to vote against this bill but to extend the registration fees for another two years. Handouts were provided with contact information for state senators, house representatives, and finance committee members. General discussion ensued where it was suggested that the most effective way of lobbying is to meet with individual legislators.

K. Koulet noted that LRPC had received a call from an individual interested in funding shoulders for biking around Lake Winnepesaukee.

3. TIP Update Process

M. Izard reminded the TAC that the Transportation Improvement Plan (TIP) update process has begun and that Lakes Region projects need to be reviewed and new projects considered. A document with supporting project information submitted by Lakes communities was distributed.

TIP Projects Status:

Contingency List Projects

M. Izard gave a brief summary of each project, beginning with those that were on the contingency list:

Wolfeboro – NH Route 28 - materials include updates on recent work completed, local funding committed, details on breaking the project into smaller components, a local CSS process, and connections to the town's master plan.

Laconia - US 3 & NH 11B – The city has identified this intersection as a high priority intersection. The intersection will be addressed this year through the construction of a roundabout utilizing HSIP funds. Road and drainage issues on US Route 3 that remain to be addressed are outlined in a letter provided by the city.

Meredith/New Hampton - NH Route 104 – Both communities support this project which addresses access management issues, purchase of development rights, and safety improvements at several intersections.

Danbury – US Route 4 – A letter of project support from the community has not been provided to date.

Northfield – Exit 19 Completion - The town of Northfield continues to support the completion a full interchange for I-93 Exit 19 as indicated in a letter from the Board of Selectmen.

Andover - NH Route 11 Channel to Hoyt Road - The District Engineer indicates that \$330,000 has been expended on improvements. Currently there is no letter of support from town.

Moultonborough - NH Route 25 Moultonborough Neck Road to NH Route 109 South – Continued support indicated in a letter from the town.

Franklin –Connector Feasibility Study - The intent was to relieve congestion at Exit 20. Northfield's priority remains in support of the completion of Exit 19. Franklin requested additional time to consider a letter of support.

Andover - US Route 4 from Salisbury town line - Andover provided a current letter of support.

Meredith - NH 106 from the Laconia town line to US Route 3 - A letter of support from the town expressing need to address significant erosion issues and lack of shoulders.

Bristol – Central Square Redesign - The Bristol Central Square redesign project does have support from the town. No additional information was provided, but the detailed information provided in 2009 is included in the packet. The town has secured funding for pedestrian improvements through the TE program. The focus of this TIP project is the realignment of NH Route 104.

There was discussion about what action to take regarding projects without letters of support and the Laconia US Route 3 – 11B project which has refocused on the original need for improvements on US 3.

A motion was made to move the three projects for which no letter of support was received to the bottom of the list projects.

M/S/Passed Taylor/Favorite

New Projects

The town of Moultonborough submitted five intersection improvement projects along NH Route 25 that were identified in the 2008 Corridor Study. Preliminary cost estimates are included along with priority rankings. The town of Freedom submitted a request to consideration secondary state routes improvement in the village center. The town of Holderness submitted photos illustrating maintenance needs along NH Routes 113 and 175, and US Route 3. Issues include potholes, inadequate land widths, removal of barriers, and safety concerns.

Ten Year Plan Projects

The city of Laconia continues to support the proposed improvements to the Laconia Bypass in the area of NH Routes 106 and 107. The town of Ossipee has also submitted a letter of support for the projects along NH Route 16 already in the Ten Year Plan. There was discussion of the fate of projects in the Ten Year Plan, such as the US 3 – NH 25 improvement project in Meredith which has been reduced from \$14 million to \$5 million, which has local support even if reduced to an intersection improvement project. The question becomes where the remainder of the needed improvements stand in the queue of contingency projects.

There was discussion about how to rank the projects. Project readiness was noted as an important factor; several present also noted the value of discussing projects. A motion was

made to use the regional criteria developed in 2009 for scoring all projects including the new projects, to develop a recommended regional priority list.

M/S/Passed Saunders/Ford

4. Regional Updates

E. Abrams gave an update on a new model for quantifying mobile source emissions called the EPA MOVES model. NH DES has begun transitioning over to this new model. NH DES has been working with RPCs in the southern part of the state on the use of the model; other RPCs are welcome to attend the next meeting on March 10 in Manchester. EPA's ozone standards may be changing this summer which may lead to more non-attainment areas.

G. Schnieder described the Winnepesaukee Transit System (WTS) Demand Response program. It consists of ten bus stops; with a call the bus will go up to a quarter of a mile off of its regular route to pick people up. She pointed out that their Mobility Manager, Terri Paige spends up to 40 percent of her time on the route addressing the concerns of riders and promoting the system. They now have a Public Service Announcement on the radio about all parts of the transit program. They will be hiring a Travel Trainer to help more people access the services. BM CAP has submitted several grant proposals to NH DOT to help keep WTS operating; these grants do require matching funds. They are reconstituting an advisory committee for WTS, the first meeting will be in April. They are considering extending the WTS route to WalMart in Gilford, which may increase ridership.

The Mid-State Regional Coordinating Council (Region 3) has recently completed a regional transportation directory. A grant has been submitted to supplement this effort which will map areas of coverage and identify coverage gaps; matching funding is being provided by the United Way. 5310 Purchase of Service funds (approximately \$117,000) have been sought for purchasing rides through enhanced volunteer driver programs. This will augment existing volunteer driver programs.

5. Other Business

Site visits for new TIP projects will be scheduled for March 30, 2011. The next regular TAC meeting is scheduled for April 6, 2011.

6. Adjourn

A motion to adjourn was unanimously approved.

M/S/Passed Taylor/Favorite

LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
tel (603) 279-8171
fax (603) 279-0200
www.lakesrpc.org



Minutes of March 30, 2011
LRPC Transportation Technical Advisory Committee (TAC) Meeting
Site Visits
Commencing at Bristol Central Square
Bristol, NH

VOTING MEMBERS PRESENT

R. Murray Campbell, Bristol
Steve Favorite, Bristol
Jeff Haines, Center Harbor
Sheldon Morgan, Gilford - Chair
Malcolm Taylor, Holderness
John Edgar, Meredith
Scott Kinmond, Moultonborough
Glenn Smith, Northfield
Brad Harriman, Vice-Chair (Ossipee)
John Gotjen, Tamworth
Scott Brooks, Freedom***

* Present in Bristol, ** Present in Holderness, ***Present in Freedom

OTHERS PRESENT

Ken McWilliams, Alton Town Planner
Allan Hanscom, NH DOT District 2 Engineer*
Mark Morrill, NH DOT District 3 Engineer
Michael Izard, LRPC
David Jeffers, LRPC
Joe Denning, Bristol Selectman*
Walter Johnson, Holderness Town Manager**
Kevin Coburn, Holderness Road Agent**

Welcome and Orientation

M. Izard welcomed everyone, explained the purpose and the process for the site evaluations, and distributed copies of the day's schedule, the TIP Process Guide, and TIP Project Evaluation Sheet. Following this, the group traveled to 14 sites in four communities where roadway challenges and potential solutions were discussed. Each of the locations were submitted by the respective communities for consideration in the regional Transportation Improvement Plan.

Bristol: NH Route 104

Challenges:

- Dated drainage system needs updating.
- Sidewalks with steep drop-offs, need for rehabilitation, no curbing, northerly sidewalk dead-ends.
- Road widening may be needed in spots.
- Road realignment may be warranted.
- Identified bike route with summer bike traffic.

- The combination of congestion, safety, and road condition concerns has led to District 2 prioritization.

Potential Solutions:

- Engineering is needed; NHDOT may be able to assist.
- District 2 Engineer suggests community consider State Aid Highway (SAH) funds requiring a 50 percent match.

Holderness: NH Route 3

Challenges:

- Significant slope on private property requires easement for appropriate repairs.
- Temporary solution – Jersey barriers are in place.

Potential Solutions:

- Town and District 3 to work with land owner for easement as needed.
- Improvements to be made through District Betterment funds.

Holderness: NH Route 113 at Cotton Cove

Challenges:

- Road narrows at curve, limiting winter maintenance and pedestrian/bike travel.
- Significant slopes on either side of road with limited room to water's edge.
- Area is the most populated section of NH Route 113; settlement comprised of many seasonal cottages.
- Location is walkable distance to village center.
- There is a relatively high amount of seasonal traffic – vehicles, cyclists, and pedestrians.
- Questions regarding extent of Right of Way.
- Project cost is likely to exceed the existing Betterment funding.

Potential Solutions:

- Estimated improvement costs are needed to determine appropriate funding source.
- Explore Low Salt Zone agreement with NHDOT District 3.

Holderness: NH Route 113 at Box Culvert

Challenges:

- No guardrail at brook crossing.
- History of road flooding which generally subsides from roadway in 2 days time.
- Existing 4' culvert backs up during significant rains.

- Route presents emergency response challenges.
- Flooding issue identified in regional fire mutual aide plan as a potential need to re-route traffic during road closures due to flooding.

Potential Solutions:

- Ensure that the flooding issue is identified in the local Hazard Mitigation Plan.
- Explore FEMA funding for planning.
- Explore HSEM/FEMA funding for improvements when documented in plan
- Betterment funding?
- State Aid Bridge eligible?

Holderness: NH Route 175

Challenges:

- Road segment from NH Route 3 represents most significant historic accidents in town.
- Various safety improvements needed.

Potential Solutions:

- Town to coordinate with LRPC to recommend and request a Road Safety Audit by NH DOT.

Moultonborough: NH Route 25 Intersection Improvements

Lake Shore (east and west)
Glidden Road
Redding Lane
Saw Mill (east and west)
Sheridan Road

Challenges:

- Volume and speed of traffic, along with limited sight distances create turning vehicle conflicts at town road intersections.
- Location specifics, local prioritization, and cost estimates for each intersection are outlined in the NH Route 25 Corridor Study (LRPC 2008).
- Additional engineering concepts on file for Saw Mill Road to be provided by town.

Potential Solutions:

- Mix of Betterment, Ten Year Plan, and SAH funding may be needed.

Freedom Village

Village Road
Moulton Road
Cushing Corner Road
Old Portland Road

Challenges:

- Significant road deterioration on all state secondary routes leading to the village center.
- There is a high water table at Village Road.
- The town's fire station is located along Village Road.
- Road reconstruction and drainage improvements are needed.

Potential Solutions:

- Town is exploring State Aid Highway funding with District 3 for improvements and an agreement for the town to take over road maintenance after improvements are completed.
- State route connectivity and extent of repairs needed may lead to funding Cushing Corner Road through Ten Year Plan.