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**Strafford Metropolitan Planning Organization
Technical Advisory Committee Meeting
SRPC Office, Rochester, NH**

April 6, 2012 Minutes

Final

Present: William Hoke (NHDOT), Leigh Levine (FHWA), Wallace Dunham (Madbury), Beverly Cray (UNH), Laurel Cox (Lee), Jon Hotchkiss (Middleton), Paul Lockwood (NHDES), Steven Ireland (NHDOT-District 6), Melodie Esterberg (Rochester), Dave Sharples (Somersworth), Rad Nichols (COAST), Connie Brawders (Barrington), Diane Hardy (Newmarket), Jim Campbell (Durham) and Victoria Parmele (Northwood)

Staff: Cynthia Copeland (Executive Director), Dan Camara (Senior GIS/Transportation Analyst, Marc Ambrosi (Transportation Planner), Michelle Auen (Regional Planner) and Marilyn Barton (Executive Assistant)

Guest: Molly Roman (student from UNH)

1. Introductions

Chairman M. Esterberg opened the meeting at 9:05 a.m. and introductions were given around the room.

2. Staff Communications

M. Barton stated Christopher Waszchuk, from NHDOT, would be speaking at the upcoming Policy Committee meeting regarding the Spaulding Turnpike on April 20, 2012 at 9 a.m. and invited TAC members to attend if interested.

M. Barton reminded TAC members the two year terms would be ending on June 30, 2012 and would need to approve a new chair and vice-chair for the new fiscal years, 2013 and 2014 and if anyone was interested to please contact herself or M. Ambrosi.

M. Barton stated SRPC was currently recruiting for two data collection interns who would be working on traffic counts, culvert assessments and assisting staff members with projects.

3.1 Approval of Draft Strafford MPO TAC February 3, 2012 and March 2, 2012 Minutes

The Chairman asked for a motion to approve the draft Strafford MPO TAC February 3, 2012 minutes. J. Hotchkiss made a motion and R. Nichols seconded that motion. All in favor, motion carried.

The Chairman asked for a motion to approve the draft Strafford MPO TAC March 2, 2012 minutes. D. Sharples made a motion and J. Hotchkiss seconded that motion. All in favor, motion carried.

4. ITS-Information about alternative packages & NH's ITS emphases

D. Camara stated there have been a few meetings with the Working Advisory group and stakeholders and there is another meeting scheduled for Friday, April 13, 2012 at the Newington Town Hall at 10 a.m.

D. Camara stated the ITS update includes two overarching sections: The *ITS Architecture*, and the *ITS Strategic Plan*. D. Camara explained what the ITS architecture does and what is involved with the ITS strategic Plan. D. Camara gave a PowerPoint presentation and reviewed what were identified needs in the area and possible opportunities.

D. Camara explained Service packages:

D. Camara stated Service Packages are the US DOT approved inventories that “*identify the pieces of Physical Architecture [ITS equipment] that are required to implement a particular transportation service.*” (US DOT; “National ITS Architecture Market Packages” May 2007) In other words Service Packages are the predefined equipment inventories that identify the key ingredients necessary to create a particular system. The Service Packages also ensure the compatibility of equipment in ITS systems across jurisdictional boundaries.

D. Camara stated the Regional Architecture will dictate which Service Packages are right for Southeast NH. D. Camara noted up to this point, the Strafford Region has seen significant state level deployment of ITS systems that have primarily focused on setting up the communications infrastructure along with initial deployments of roadway safety equipment, emergency response equipment, and congestion mitigation (high speed tolling) infrastructure.

D. Camara stated as the initial NH ITS Architecture objectives are being realized (Route 16, Variable Message Boards, etc...) we now have the opportunity to build on these systems and pursue ITS solutions that will address the issues identified more locally like signal coordination, data collection, and congestion management. D. Camara stated he has been reaching out to communities and agencies to gather information about the transportation issues that are currently out there (Funding, points of congestion, safety issues, data needs, etc.), so that we can identify the most appropriate ITS systems to address these issues.

4.2 Access Management – Regional goals and strategies and the municipal role

M. Ambrosi noted Access Management has been a focus at SRPC for a while now. M. Ambrosi stated we've been undertaking data collection projects and creating inventories of access points on the region's major commuting corridors to help gain a better understanding of what our transportation system looks like.

M. Ambrosi noted included in the major goals from the effort are:

- Better understanding where congestion points are and what the factors are that contribute to congestion.
- More precisely identifying the factors that compound safety risks on our transportation system.
- Travel vs. Access convenience: Quantifying standards that help achieve an optimal balance between safely and efficiently having the ability to travel on the roadway (thru-traffic) with ease of access to destination centers (locations and spacing of driveways and access roads for access to shopping etc...).

- Provide analysis resources based on data that can help visually and numerically understand how different factors contribute to roadway inefficiencies and safety issues.
- Assist communities and the region prioritize transportation projects to ensure transportation investments leverage the greatest local and regional benefits.

M. Ambrosi stated over the long term SRPC is looking to provide communities with the information, resources, and potential alternative solutions that will help municipalities identify the regulatory and design standards, that work locally, to maximize the value received from infrastructure investments while supporting local economic goals.

M. Ambrosi noted roadway efficiency is not only important to the public for convenience, but also helps support the environment, increases safety, and makes the system flow more smoothly. M. Ambrosi stated perhaps the most important reason for spending time focusing on access management is money. M. Ambrosi stated communities and the state lack the resources to continually expand roadway capacity. M. Ambrosi stated we are running a deficit in keeping up with the maintenance on our current system. M. Ambrosi stated in the future the costs of system maintenance will eclipse our ability to pay for it if we continue to expand the roadways. M. Ambrosi noted for these reasons we believe it is critical to take steps that will help us ensure the roadways operate at optimal efficiency.

4.3 Federal Transportation Reauthorization – Continuing Resolution

C. Copeland stated Congressman Guinta gave an update on where the House stands on HR 7 and noted the House was looking for a five year bill with similar funding levels. C. Copeland stated a full reauthorization is still being debated in the House after the Senate passed their version of the transportation bill. C. Copeland noted the House is reworking their own bill and changes may include a shorter bill of three to four years and some of the Senate provisions and it is still uncertain if anything will move forward before the elections in November.

M. Ambrosi noted Congress passed a ninety-day extension of the transportation program-the ninth one since the bill expired. M. Ambrosi stated this extension allows USDOT to continue operating and authorizing federal transportation funding to states and local governments for planning and projects at current funding levels.

5. Project Updates

M. Ambrosi stated work on Amendment #5 was just completed and doesn't affect our region very much and reviewed the project list with local projects in our area. M. Ambrosi noted Bike Walk to Work Day will be on the second or third week of May and several of our communities would be participating. M. Ambrosi noted SRPC has been working with Central RPC and Southwest RPC as a collaborative effort regarding a park and Ride Study. M. Ambrosi gave an informative PowerPoint presentation on the tool kit the group created to develop tools to assist communities with Park and Rides. Afterwards the discussion was opened to questions and comments.

D. Camara gave an update on new data received from the Census and how it affects the urbanized area for the southeast region of NH. D. Camara reviewed a map that showed the comparisons of the urbanized area from 2000 to 2010 and noted the urban areas drive the MPOs. A discussion ensued as to who this would affect access to funds particularly in the Portsmouth region and the ramifications. D. Camara stated information on all of this would be available on the SRPC website.

R. Nichols noted COAST has two new small vans that are ADA accessible. There was also a question about the Route 125 bus route service for Wildcat. B. Cray stated that looks like now 2013 due to timing of funding.

6. Other Business

P. Lockwood noted that Southern NH Planning Commission has completed their Livable, Walkable Communities toolkit and is on their website and stated they would appreciate comments and encouraged everyone to take a look at it.

C. Copeland stated the Scenic Byway project is moving along and in May, SRPC is planning on sending the information to NHDOT for consideration as a state byway.

There was no other business.

7. Adjournment

The chairman asked for a motion to adjourn the meeting at 10:55 a.m. J. Campbell made a motion and B. Tapscott seconded that motion. All in favor, motion carried.

Minutes submitted by,

A handwritten signature in cursive script that reads "Marilyn Barton P.H.R." The signature is written in black ink and is positioned above the typed name.

Marilyn Barton, P.H.R.
Recording Secretary