

BARRINGTON  
BROOKFIELD  
DOVER  
DURHAM  
FARMINGTON  
LEE  
MADBURY  
MIDDLETON  
MILTON



NEW DURHAM  
NEWMARKET  
NORTHWOOD  
NOTTINGHAM  
ROCHESTER  
ROLLINSFORD  
SOMERSWORTH  
STRAFFORD  
WAKEFIELD

**Strafford Metropolitan Planning Organization  
Technical Advisory Committee Meeting  
150 Wakefield Street, Suite 12, Conference Rm. 1A  
Rochester, NH 03867**

**Friday July 8<sup>th</sup> 2016  
9:00 AM-11:00 AM**

**MINUTES**

*The meeting was called to order at 9:05am*

**1. Introductions**

**Members Present:** Michael Bezanson (Rochester), Michael Bobinsky (Somersworth), Larry Brown (Milton), Wallace Dunham (Madbury), Linda Dusenberry (NHDOT), Marcia Gasses (Barrington), Jon Hotchkiss (Middleton), Leigh Levine (FHWA), Tony McManus (Dover), Peter Nelson (Newmarket), Chris Parker (Dover), Victoria Parmele (Northwood), Dianne Smith (Brookfield), Tim White (NHDES), Gretchen Young (Dover)

**Staff Present:** Tom Brown (Data Management Specialist), Lynn Cherry (Regional Planning and Communications Assistant), Rachel Dewey (Data Analyst), Alexa Gozdoff (Transportation Planning Assistant), Colin Lentz (Regional Transportation Planner),

**Guests Present:** Owen Friend-Gray (Rochester)

**2. Staff Communications**

No staff communications were brought forward.

**3. Action Item(s)**

**3.1. Minutes from June 3<sup>rd</sup> 2016**

C. Parker made a motion to approve the June 3<sup>rd</sup> 2016 Minutes as written  
Seconded by W. Dunham  
Vote: All in favor

**3.2. Election of Committee Officers**

The committee voted to elect a Chair and Vice Chair for the 2017 Fiscal year. Two candidates had been previously nominated in October: Jon Hotchkiss for Chair and Martin Laferte for Vice Chair.

L. Brown made a motion to elect Jon Hotchkiss as Chair

Seconded by W. Dunham

Vote: All in favor

C. Parker made a motion to elect M. LaFerte as Vice Chair

Seconded by D. Smith

Vote: All in favor

#### **4. Discussion Item(s)**

##### **4.1. Improving Project Solicitation for FY2017**

C. Lentz encouraged an open discussion on the future implications of performance-based planning and how it will affect project solicitation at the regional level. He explained that performance-based planning will require proof that federal transportation funds are being invested wisely, and that the SHRP2 funding allows MPOs and NHDOT the opportunity to collaborate on a statewide PBP framework. He highlighted the gap between programmed projects in the Strafford region and the theoretical SRPC share of federal funds in the 2017-2020 TIP. He explained that a primary goal of the next project solicitation round will be to make it easier for municipalities to propose projects that are ready for inclusion in the Ten Year Plan.

C. Lentz then posed the question "What are your expectations of SRPC for ensuring local and regional priorities are reflected in Performance-based Planning framework?"

D. Smith asked a clarifying question on the 2017-2020 TIP asking if SRPC is under-programming and why. C. Lentz said it has been difficult to address technical challenges with developing project scopes and cost estimates He added that the graphic may not include state projects. P. Nelson said municipalities may not be aware of how much they are required to provide in matching funds.

M. Gasses explained that towns need to have budgets wrapped up by September and wondered if this money can be put towards a Route 9 and Route 125 study. C. Lentz explained that NHDOT did not prioritize studies very highly in the previous Ten Year Plan development process. C. Parker made the point that studies can help to identify feasibility in order to prove that there is going to be a return on the investment. M. Bobinsky said that feasibility studies are critical, commit future funding to a degree, and lead to implementation. C. Lentz noted that PBP is essentially a federally mandated implementation framework and that states and MPOs will be using for transportation planning.

C. Parker said the Route 108 Complete Streets project could be used as a model for future regional projects. He said it will be important to connect projects to larger regional context in order to generate project approval and funding. M. Gasses noted that Barrington is trying to address the high-speed route 125 in order to improve a town center.

C. Lentz asked committee members to send him further comments and input on the PBP framework as they arise.

#### **5. Project Update(s)**

##### **5.1. Performance-based Planning - SHRP2 Update**

C. Lentz informed the committee that the SHRP2 contract was approved on June 29, 2016 and that SRPC has an official notice to proceed with the project. The project team of N. Leuchanka, R. Dewey, and L. Cherry has begun work on the 1<sup>st</sup> workgroup meeting agenda that builds towards a state-wide framework for PBP.

## 5.2. New SRPC Traffic Count Equipment

T. Brown said SRPC recently went out to bid for new traffic counting equipment. He explained that the market for traffic count equipment has gotten more competitive and gave a brief history of traffic counters of the last 20 years. He then showed the new traffic counter ("PicoCounter") which is much less expensive (\$399 per counter as opposed to \$1500 for previous counters) and is simpler to use. T. Brown explained that the new counter uses a different software system and file format. He was able to work with DOT to make the new format work by converting the file into a format that DOT could use. T. Brown explained that both time in the field and equipment costs were saved with the new counters. T. Brown updated the committee on the SRPC data collection team's progress on completing traffic counts throughout the region. He said counts had been completed in Strafford, Somersworth, Durham, Lee, Barrington, Milton, and Farmington.

J. Hotchkiss asked if the counters record more than traffic volume and T. Brown explained that they count speed and classification just like the previous counters. T. White asked how many counts were done annually. T. Brown answered that it fluctuates but this year NHDOT requested 107 count locations with about 20 municipality-requested supplemental counts.

P. Nelson described what he would like to see in the future with traffic counts. He suggested a web-based traffic count database that would show a live map of where the counts are as well as historical traffic count data at each location.

M. Gasses said summer traffic counts do not accurately reflect traffic because local schools are not in session. T. Brown explained that it is difficult logistically (e.g. due to weather) to do all traffic counts during the school year and that the DOT assigns a correction factor to the volume data to account for the difference in traffic while schools are in session.

D. Smith asked if traffic counts repeat at key locations. T. Brown explained that NHDOT assigns SRPC a list of counts every year and that the locations repeat every three years. He added that SRPC is developing a more efficient database for supplemental counts in order to better identify the locations of historic counts.

M. Bobinsky asked when the traffic data will be available. T. Brown said SRPC submits the traffic data to NHDOT on a rolling basis as the counts are completed. NHDOT then publishes their reports with the adjusted numbers the following January. T. Brown explained that raw data can be sent out to towns at any time. The raw data will show peak hours and volumes while NHDOT just releases a report with the average daily traffic volume. M. Bobinsky then suggested that SRPC should send out traffic count reports to towns when they are available.

M. Bobinsky asked if the state or SRPC is currently looking at pedestrian and bicycle volume counts. T. Brown explained that SRPC has been working with Central Planning Commission on collecting manual ped/bike counts and that the technology for accurately collecting bike/ped data is still developing.

L. Levine mentioned that the state has a contract with Strava and R. Dewey explained that Strava data are limited because they only provide a record of bicyclists who download the smart-phone application. She added that the data do allow for regional and local analyses and provide an idea of popular bike routes in the area.

## 6. Other Business

### 6.1. Outline of summer-fall statewide planning schedule

- 2017-2020 STIP – August review

C. Lentz said he expected to receive a draft of the TIP and STIP prior to the July interagency meeting and that his goal was to prepare it for public comment and TAC and Policy review prior to their August meetings.

- Transportation Alternatives Program process

C. Lentz reminded the committee that July 1 was the deadline for all letters of interest from TAP applicants. He explained that after mandatory meetings for applicants in August, full applications will be due September 2<sup>nd</sup>. DOT will sort applications and send them out to regional planning commissions to be scored and reviewed by TAC and Policy Committees.

### 6.2. Project Updates

C. Parker gave an update on Silver Street and the traffic circle in Dover. The Silver Street complete street project is wrapping up and the traffic circle will be constructed at the end of the summer.

J. Hotchkiss updated the committee on Eversource tree removal activities in Middleton and helicopter fly overs along power lines.

L. Dusenberry explained that the final approved Ten Year Plan is available on the DOT website.

**7. Citizen's Forum** – Citizens of the Strafford region are invited to speak on the subject matter of the meeting. Statements shall be limited to three minutes

## 8. Adjournment

L. Brown made a motion to adjourn,

Seconded by W. Dunham

Vote: all in favor.

*The meeting was adjourned at 10:07am*

Minutes submitted by,  
Colin Lentz, Recording Secretary

Approved by

Print Name: Jonathan B. Hotchkiss

Signed: Jonathan B. Hotchkiss

Date: 5 AUG 2016