

Strafford MPO Policy Committee Meeting
 Friday, March 18, 2022 9:00 – 10:30 AM
 Hybrid Meeting (Conference Rm 1A, SRPC Office & via Zoom)

In accordance with RSA 91:A, the Commission requires a minimum of an in-person quorum. To organize this, the Commission staff will confirm the necessary in-person attendance. It is the preference of the Commission that others participate via Zoom, however, guests may attend the meeting at the SRPC Office. All participants, both in-person and virtual, can communicate contemporaneously. View the remote access information below.

Meeting URL: <https://us02web.zoom.us/j/85802372877>
 Meeting ID: 858 0237 2877
 Telephone-only Access: +1 646 558 8656

These instructions have also been provided at www.strafford.org. If anybody is unable to access the meeting, please email mtaylorfetter@strafford.org or call 603-994-3500 (x115).

Agenda Item	Time	Pre-Meeting Task/Notes
1) Introductions	1 minute	
2) Staff Communications	5 minutes	
3) Action Items [require a vote] a) Approve draft minutes from Feb 18, 2022	5 minutes	a) Review draft minutes prior to meeting
4) Discussion Items a) Getting public input on regional Active Transportation Plan – draft survey questions b) Community transportation services and how to coordinate them throughout Southeast NH	50 minutes	a) Review draft survey questions b) Review community transportation information in packet
5) Other Business & Updates from Staff	5 minutes	None
6) Commissioner Roundtable Updates, challenges, opportunities from your community	15 minutes	None
7) Citizen's Forum		
8) Adjourn		

Reasonable accommodations for people with disabilities are available upon request. Include a detailed description of the accommodation you will need along with your contact info. Please make your request as early as possible; allowing at least 5 days advance notice. Last minute requests will be accepted but may be impossible to fill. Please call (603) 994-3500 or email srcp@strafford.org.



RULES OF PROCEDURE

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.



Regional Active Transportation Plan

What's being presented: Strafford MPO is putting together its first active transportation plan. As with any MPO effort, public input is essential to this process. One strategy being used to gather feedback for this purpose is an online survey. This will allow Strafford MPO to gauge uses, needs, and challenges surrounding active transportation in the region - think walking, biking, skateboarding, etc. To carry out this survey, Strafford MPO will use NHDOT's MetroQuest platform to create an interactive and engaging set of questions.

Specific feedback requested: Recommendations on addition/subtraction/modification of questions in the survey. Recommendations for people or agencies to distribute the survey.

Community Transportation and the Regional Coordinated Transportation Plan

What's being presented: Jeff Donald from COAST will be presenting information about community transportation services in southeast NH. There are many different types of community transportation and they are more cost-effective and provide service to users when they're coordinated. I've provided more information about community transportation in the packet. Strafford and Rockingham MPOs are in the process of updating the Regional Coordinated Public Transit and Human Service Transportation Plan for Southeast NH (just call it the Coordinated Transportation Plan). It will describe the people in the region who use or need mobility support, the types of community transportation services available, and goals for increasing coordination of those services.

Specific feedback requested: discussion about community transportation services in the region and input on goals in the Coordinated Plan (see additional info in packet)

STRAFFORD

Metropolitan Planning Organization

Policy Committee
Meeting Minutes
Friday, February 18, 2022
9:00 – 11:00 AM
Strafford Regional Planning Commission
Hybrid Meeting
Rochester, NH

DRAFT

Chair Dave Landry read the following statement: Under RSA 91-A:2 III (b) The committee chair is waiving the requirement of a quorum at the physical location of the meeting.

Whereas, in order to ensure an uninterrupted flow of federal transportation funding to the region, Strafford MPO must act on Amendment 3 to the Transportation Improvement Program and Safety Performance Targets;

Whereas, the committee chair has decided that immediate action is imperative and the physical presence of a quorum is not reasonably practical within the period of time requiring action due to the ongoing pandemic;

Whereas, the chair has determined that the situation constitutes an “emergency” per RSA 91A: 2 II;

Therefore, the Strafford MPO Policy Committee will invoke this emergency provision and waive requirement for a quorum at the physical location of the meeting.

1. Introductions

Chair David Landry called the meeting to order at 9:05 a.m. and asked for introductions.

Committee members present: Chair David Landry, Dover; Mike Bobinsky, Somersworth; Tom Crosby, Madbury, Peter Nelson, Newmarket, Katrin Kasper, Lee

Committee Members participating remotely: Barbara Holstein, Rochester, Tim White, DES, Steve Diamond, Barrington. Glen Davison, DOT, Michael Williams, COAST, Steve Pesci, UNH, Bill Fisher, Farmington, Lindsey Williams, Dover, Lisa Henderson,

Staff members present: Jen Czysz,, Colin Lentz, Kyle Pimental

Staff attending remotely: Megan Taylor-Fetter, Rachel Dewey, Nancy OConnor, Shayna Silvia, Stephen Geis, Jackson Rand, Natalie Moles, James Burdin, Blair Haney,

2. Staff Communications

J. Czysz informed the committee that the Governor announced an Invest in Housing Program with funding opportunities of up to 5 million dollars. The funding will support housing initiatives for planning and zoning programs.

K. Pimental stated that DES announced the Critical Flood Risk Infrastructure grant which has 4.5 million dollars for planning and zoning projects. What make this different is that there is no match commitment. The funds are being distributed through ARPA and anyone in our region is eligible. More information is available on the DES website. Kyle suggested reaching out to Ben Sweeny or himself for more information or assistance.

J. Czysz asked that communities participating in the document scanning program please prep their documents in advance of their scheduled date. This will allow staff to scan more documents without having to prep documents and remove staples.

3. Public Hearing – Amendment 3 to the 2021-2024 TIP

T. Crosby MOVED to open the Public Hearing on the Amendment 3 to the 2021-2024 TIP. P. Nelson SECONDED the motion. A roll call vote was taken to open the Public Hearing: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, S. Pesci and L. Williams IN FAVOR. None OPPOSED Motion passed.

C. Lentz presented information on the Amendment. Originally there were three projects in the proposed amendments which are out for public comment through to the end of the Public Hearing. Dover has a community trail project funded through the Alternative Transportation Program to complete the community trail and connect it from Bellamy Park over to 155. The change in the program is to move ahead with construction,

Programs MOBRR & CRDR bridge and culvert projects.

UNH requested that the project “Durham 41753” be added to the amendment so it could appear in the STIP individually. It used to appear in the previous STIP (2019-2022) but was removed because of changes to transit funding program management. This is UNH’s project to expand and improve accessibility at the

Durham rail station where the Amtrak Downeaster stops. They're ready to move forward with the project but Federal Transit Administration requires the project appear in the STIP individually. Project funding has not changed so this is essentially a clerical/logistical fix so UNH can move forward.

C. Lentz opened the meeting to public comment.

S. Pesci stated, UNH is not asking for additional money and would like to proceed with hiring a design engineering firm. UNH hopes to start construction in the fall of 2023. All projects have been put on pause the last two years at UNH. Ridership is back up.

A roll call vote was taken to close the Public Hearing: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, S. Pesci and L. Williams IN FAVOR. None OPPOSED Motion passed.

4. Action Items

a. Approve Draft Minutes from January 21, 2022

P, Nelson MOVED to approve SECONDED by M. Bobinsky. A roll call vote was taken: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, IN FAVOR. S. Pesci and L. Williams ABSTAIN. None OPPOSED. MOTION PASSED.

b. Approve 2022 Highway Safety Performance Targets

C. Lentz summarized the Federal Safety Performance Measures which includes the number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and serious injuries. C. Lentz stated that NH is a vision zero state meaning no number of fatalities is acceptable.

C. Lentz shared information on strategies to support the statewide targets. Strafford RPC is proposing to support statewide targets set by NHDOT but will track the regional proportion of crashes. Like last year, SRPC will be supporting the state targets. This is a perennial focus area for SRPC and we will continue efforts on multiple fronts.

K. Katrin MOVED to approve the 2022 Highway Safety Performance Targets. M. Bobinsky SECONDED. A roll call vote was taken: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, S. Pesci L. Williams IN FAVOR. None OPPOSED. MOTION PASSED

c. Approve Amendment 3 to the 2021-2024 TIP

K. Kasper MOVED to Approve both the Statewide TIP that was noted, and the Durham Project as presented today. S. Pesci SECOND. A roll call vote was taken: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, S. Pesci L. Williams IN FAVOR. None OPPOSED. MOTION PASSED.

5. Discussion items

a. 2022 Legislative updates

C. Lentz updated the committee on transportation related bills that are before the legislature. C. Lentz asked if there any bills the Policy Committee wants to discuss and request staff to take a position or provide testimony?

S. Pesci stated it is exciting to see the progress on the Federal Level on the Build Back Better Bill and that the USDOT is taking a lead on that in coordination with state DOT. He would encourage SRPC staff to be involved in that. UNH is interested in seeing that state plan be developed and funding applications be developed. UNH Campuses have been making progress on developing EV charging locations.

D. Landry asked is there a fresh start for everyone to access funds in each subsequent year. Or, are their actions taking place now to encumber future dollars? C. Lentz answered that is being worked out as part of the plan that is being developed.

T. White stated that all the details are going to be worked out in the state deployment plan.

S. Pesci, stated that with the VW mitigation funds the corridors were very limited. We should think more holistically, not just interstate corridors but other locations more equitably dispersed across the state.

T White responded, if we are not talking about the RFP anymore, the guidance on the federal funding, you see that they are all based on the FHWA corridors that have been in collaboration with the DOT since 2016. He encouraged people to look at the FHWA website look at the corridors already designated might address concerns.

P. Nelson stated that the transition to EV is important to local businesses as well. The current RFP is driven by tourists coming into the state and by Eversource wanting to sell electricity at an exorbitant rate. Local communities should have funding so that every town is guided by SRPC. To have their top ten list of EV charging stations, park and rides. He asked what the criteria are to make those sites highly relevant and highly fundable.

S. Pesci recommended that the MPO consider expressing reservations on HB1431 and encourage we step up our dialogue on this bill.

b. Guidance to TAC for Ten Year Plan project review

C. Lentz stated we're already launching efforts to compile candidate projects for the next Ten-Year Plan round. The next part is looking at those projects and for VHB to get cost engineering estimates and analysis. TAC will look at those projects for initial assessments to make a recommendation to the policy.

J. Czysz explained that to proceed in a smoother fashion, the Policy Committee needs to identify what the top goals are that we want to be pushing forward. Those priorities will be given to TAC.

6. Other Business & Update from Staff

No other business was presented

7. Commissioner Roundtable

No comments

8. Citizens Forum

No Comments

9. Adjournment

M Bobinsky **MOVED** to adjourn **SECONDED** by P. Nelson **SECOND**. A roll call vote was taken: T, Crosby, P. Nelson, M. Bobinsky, K. Kasper, P. Nelson, D. Landry, B. Holstein, T. White, G. Davison, M. Williams, B. Fisher, S. Pesci L. Williams **IN FAVOR**. None **OPPOSED**. **MOTION PASSED**

Intro:

We want to hear from you!

Stafford Regional Planning Commission (SRPC) is developing a plan to improve spaces for “active transportation” in the region, but we need your input. Active transportation includes getting around by foot, bicycle, wheelchair, rollerblades etc. Think human power, not gas power. With your help, the active transportation plan will guide the development of non-motorized transportation facilities and maximize the use of future investments for a safer, cleaner, and better connected region.

Scroller:

Why Active Transportation? We think neighborhoods & downtowns should be designed for people, not just cars. Streets that are safe for everyone create a better sense of community and are great for business!

Why Active Transportation? Active transportation means healthy exercise, and more people walking and biking helps reduce vehicle emissions.

Survey Questions

Topic: Available Facilities

1. What is your comfort level using existing facilities (sidewalks, roads, trails) for walking/cycling in the region?

I am only comfortable walking/cycling on quiet streets or on trails, away from traffic

I am OK cycling in traffic sometimes, but prefer bike lanes or wide shoulders

I am comfortable cycling in traffic on almost any road, without bike lanes or wide shoulders

I am OK walking near busy streets, but prefer sidewalks with a physical buffer from the street (e.g., on-street parking)

I am comfortable walking in my community, even without sidewalks

What recreational trails do you regularly use for biking, hiking, or walking? I do not walk or cycle in the region

2. Where do you bike, hike, and walk in your community or within the region, and why do you choose those locations?

Topic: Walking Habits

3. When I walk, it's primarily to: (check top 3 choices)

Exercise and for health

Socialize and have fun

Go places (work, school, businesses, parks, etc.)

Reduce pollution/carbon footprint

Save money

Avoid traffic congestion

I don't walk

4. How many days per month do you walk?

Everyday

Most (more than 10 days)

Frequently (5-10 days)

Occasionally (1-2 days)

I don't walk

5. On a scale of 1-5, how safe do you feel walking in your community?

1 – Extremely Safe

2 – Moderately Safe

3 – Somewhat Safe

4 – Slightly Safe

5 – Not Safe at all

6 – I don't walk in my community.

6. Do you have any general comments about walking in the community you live in?

Topic: Biking Habits

7. When I bike, it's primarily to: (check top 3 choices)

Exercise and for health

Socialize and have fun

Go places (work, school, businesses, parks, etc.)

Reduce pollution/carbon footprint

Save money

Avoid traffic congestion

I don't bicycle.

8. On average (think warmer months for the most part), how many days per month do you ride?

Everyday

Most (more than 10 days)

Frequently (5-10 days)

Occasionally (1-2 days)

I don't walk

9. On a scale of 1-5, how safe do you feel biking in your community?

1 – Extremely Safe

2 – Moderately Safe

3 – Somewhat Safe

4 – Slightly Safe

5 – Not Safe at all

6 – I don't walk in my community.

10. Do you have any general comments about bicycling in the community you live in?

Topic: Barriers

11. When you don't walk, it's because: (check top 3 reasons)

My destination is too far away/don't have time/inconvenient

Roads are too busy/too much traffic

Scarce pedestrian facilities (trails, or sidewalks)

Poor pedestrian infrastructure upkeep (sidewalks that need improvement, lack of crosswalks, icy/snowy walkways, etc).

Unsafe neighborhood/safety/poor lighting

Bad weather

Hills and terrain

Health issues

Driver behaviors (speeding, aggressive driving, etc.)

Lack of amenities (restroom, shower, bike rack, etc.)

12. When you don't bike, it's because: (check top 3 reasons)

My destination is too far away/don't have time/inconvenient

Roads are too busy/too much traffic

Scarce pedestrian facilities (bike lanes, available bike trails)

Poor bicycling infrastructure upkeep (sidewalks that need improvement, wearing bicycle lanes, icy/snowy roads)

Unsafe neighborhood/safety/poor lighting

Bad weather

Hills and terrain

Health issues

Driver behaviors (speeding, aggressive driving, etc.)

Lack of amenities (restroom, shower, bike rack, etc.)

I don't own a bike.

13. Everyone deserves the same access to active transportation options. Do you see any barriers to individuals temporarily or permanently in wheelchairs, or those that use other devices (walkers, a cane, etc) in your community?

14. Use the field below to note any additional barriers to biking or walking you face in your community.

Topic: Improvements

15. What types of improvements for biking and walking are most important to you and your community? (Please check three)

Safer or increased pedestrian crossings

More bike lanes

More multi-use recreation trails

- Dedicated lanes or paths along specific roads (e.g. NH108 or NH125)
- Expanded local sidewalk networks
- More walkable and bikeable downtowns
- More trails that create an inter-municipal network
- Public bike docking systems that give people access to a bike for short periods
- Traffic Calming Measures (speed bumps, bump outs, etc.)

16. If you could only pick one walking and biking improvement in your community or within the region, what would it be?

Topic: Priority Project Idea

- 17. Do you have specific project ideas you'd like us to develop with your community, or within the region?
- 18. Are there specific destinations you think more people would bike/walk to if there was a safer route?
- 19. Are there improvements to existing bicycle and pedestrian facilities that we should consider (extension of a rail trail or sidewalk)?

Priority

- 20. Where should funding for active transportation be prioritized? Select your top 3 preferred strategies and provide additional feedback with the "Comment" option.
 - Infrastructure (sidewalks, roads, crosswalks, bike lanes)
 - Trails (bike and walking options should be created, maintained or expanded)
 - Supporting enhancements (bike racks, community bathrooms, showers at end destinations, etc)
 - Creating regional connections (creating active transportation options that extend outside a municipal boundary and create connections)
 - Technology (public bike or scooter docking systems)
 - Outreach (signage and marketing so citizens know what resources exist)
- * Suggest another item for future consideration:

Mapping

Pop-out

21. Map Your Concerns and Ideas:

Please use this map to identify walking and cycling barriers, favorite and proposed routes, where you live, destinations you walk or bike to, etc. This will help us determine future routes and facilities.

Please drag markers on the map to give your input.

Options:

Home

Bike Destinations

Walking Destination

Safety Concern

New Infrastructure Idea

Other Comment

Wrap Up

22. What community do you live in?

Dropdown

23. Age

0-17

18-24

25-34

35-44

45-54

55-64

65-74

75+

24. Do you own a bike or car?

- Car
- Bike
- Both
- Neither

25. Are you involved in any bicycle, hiking, or walking organizations and if so, which one(s)?

26. If you are interested in supporting the regional commission in the implementation of the Active Transportation Plan and would like to be notified of opportunities for involvement, please provide your e-mail address below

DRAFT

Context for our discussion on Community Transportation and Regional Transportation Coordination

“Community transportation” refers to all transportation resources in a community that are available to help meet people’s mobility needs. These include both public services (such as fixed route buses) and private services (such as taxis, hospital and senior shuttles, volunteer driver programs, and vans that churches or community organizations own and operate).

Information about the community transportation services in southeast NH can be found here:

<https://communityrides.org/>

A region may have some or all of these types of transportation services and there are many reasons to coordinate them:

- Multiple transportation providers with individual missions, equipment, eligibility requirements, funding sources, and institutional objectives can result in duplication of services and costs
- No formal mechanism for cooperation or communication among these operators
- The total level of service in the region may be well below the actual level of need
- Vehicles and other resources are not utilized to their full capacity
- Duplicative services in some parts of the community but other areas with little or no service
- Substantial variations in service quality including safety standards, from provider to provider
- A lack of reliable information—for users, planners, and service operators—about the services being provided and their costs
- No comprehensive plan to address these problems

Coordination leads to many benefits to the users and providers of community transportation services:

- Coordinated transportation services often have access to more funds and are more able to achieve economies of scale. They also have more sources of funds and other resources and thus create organizations that are more stable because they are not highly dependent on only one funding source
- Higher quality and more cost-effective services can result from more centralized control and management of resources
- Enhanced mobility created by better access to jobs, health care, shopping, or community facilities has substantial personal and community benefits
- Finally, coordinated services can offer more visible transportation services for consumers and less confusion about how to access services

Primary goals of the 2017 Coordinated Transportation Plan for Southeast NH

1. To improve the efficiency of operations for health and human services agencies
2. To expand regional capacity to provide increased demand-response rides for transit-dependent individuals including seniors, people with disabilities, low-income residents, and others with limited access to transportation
3. To ensure that the autonomy, mission, and existing funding sources of each participating human service agency are preserved throughout the coordination effort

FAQ's

Q. How much does it cost?

A. It depends! Some services are free, others are by donation, and some have a set fare.

Q. What services do I qualify for?

A. It depends! Eligibility varies between agencies based on residency, age, disability, veteran status, or trip purpose.

Q. How do I register?

A. For most nonprofit services, you can apply using TripLink's *Common Application*

Q. How far in advance do I need to request a ride?

A. It depends! For volunteer programs you usually need to request a ride 1 week in advance. For other programs it's usually 1 or 2 days.



TripLink

603-834-6010

1-855-736-4287

TripLink@CommunityRides.org

CommunityRides.org

42 Sumner Drive

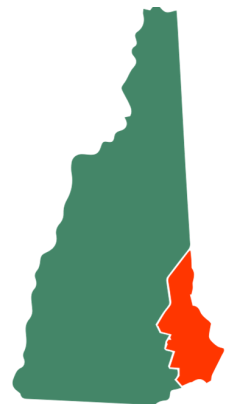
Dover, NH 03820



Regional Transportation Call Center



*Connecting
you with
transportation
solutions!*



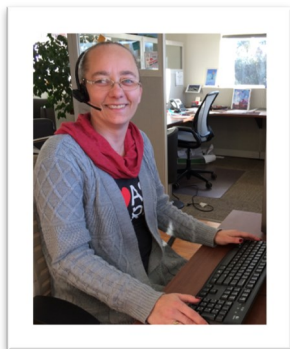
TripLink

The TripLink call center connects the public with transportation resources in the greater Seacoast area. If you, or someone you know, needs help getting around, just call TripLink!

Based on varying eligibility criteria for each program, TripLink staff will connect you to the best programs to meet your transportation needs.

- Senior Shuttles
- Volunteer Driver Programs
- ADA Paratransit
- Buses
- Taxis
- ...and more!

603-834-6010



TripLink accepts ride requests for the following services:

COAST COAST provides a number of transportation services that can be requested through TripLink:

- ◇ ADA Paratransit
- ◇ Route 7 On Demand (Exeter-Newmarket)
- ◇ Portsmouth Senior Transportation



Ready Rides coordinates volunteers who provide free rides to medical appointments for residents of Barrington, Durham, Lee, Madbury, Newfields, Newmarket, Northwood, Nottingham, and Strafford.



Community Action Partnership of Strafford County provides weekly grocery shopping trips for seniors living in Strafford County.



RNMOW provides a mix of transportation for shopping, medical care, and to its meals site for activities or lunch. There are several sites in Rockingham County.



Community Rides is a collaborative effort of TripLink, COAST, Strafford CAP, and Rockingham Nutrition to provide non-emergency medical transportation for seniors and individuals with disabilities who might not qualify for other services.

Visit CommunityRides.org to apply for services using TripLink's **Common Application** and discover all your options!

