

**Strafford Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 Friday January 5, 2024 from 9:00am - 10:30am
 Location: Conference Rm 1A, SRPC Office (Remote access 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 Link:

<https://us02web.zoom.us/j/83483049101?pwd=RW9oK2xQRzJDbkdoYTVzVzZGNDNhZz09>

Meeting ID: 834 8304 9101

Telephone-only Access: +1 646 558 8656

Agenda Item	Time	Pre-Meeting Task/Notes
Introductions	5 mins	
Community Updates	15 mins	Round table discussion
Action Items Minutes from November 3, 2023	2 mins	See meeting packet
Discussion Items - Review candidate long-range projects for engineering analysis - Regional traffic safety targets – how to make them more effective in planning? - Preview of Regional greenhouse gas emission targets (they need to be declining)	45 mins	See meeting packet
Other Business	10 mins	
Citizen’s Forum Adjourn		

Reasonable accommodation for people with disabilities is 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 Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of and open to 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.



MEMO

Technical Advisory Committee - January 5th 2024

Candidate MTP projects for submission to BETA for engineering analysis

Seven local projects from the Metropolitan Transportation Plan have been developed and prioritized for engineering analysis. Preliminary information about the candidate projects is included below. More comprehensive forms are being developed. After an initial review by TAC and Policy, BETA and SRPC will determine costs for conducting planning-level engineering assessments to refine scopes and develop cost estimates.

Regional Traffic Safety Targets

In February, SRPC will need to set new highway safety performance targets for 2024. In all other previous target-setting rounds, SRPC has opted to support the targets established by NHDOT. This was primarily due to the highly variable nature of crashes across the region and the lack of detailed, accurate crash data. In previous rounds, SRPC has calculated a regional "share" of crashes to illustrate a regional benchmark. When compared to the state, the average VMT is lower in the Strafford region which leads to a mathematically higher rate of fatal and serious injury crashes. This also made setting regional targets challenging.

Supporting the state safety targets is a reasonable but ultimately "safe" approach that does not motivate additional regional action. SRPC staff are recommending that committee members consider regional targets that encourage more aggressive progress on safety improvements.

- Rising targets are currently unacceptable but flat targets have been set by the state.
- Consider adopting decreasing targets that more accurately reflect regional safety goals and compel meaningful safety improvements.
- NOTE – There is no penalty if SRPC fails to meet established safety targets.

Current Safety Improvement Efforts

SRPC staff prioritize projects that improve safety for all users and support municipalities with improvement projects in any way possible. SRPC has been successful in supporting municipalities applying for Road Safety Audits, which offer rapid, direct responses to locations with a history of fatal and severe crashes. The Metro Plan/Ten Year Plan scoring criteria are heavily weighted toward safety.

Question: What effect would more ambitious, decreasing safety targets have on the MPO project development, scoring, and ranking process?

Preview of Regional Greenhouse Gas Emission reduction targets

In November, the Biden-Harris administration established a final rule for greenhouse gas emissions. States and MPOs are required to set decreasing targets for a new greenhouse gas performance measure: *the percent change in on-road tailpipe CO₂ emissions on the NHS*. After NHDOT sets their targets in February, MPOs have 180 days to establish regional targets. There is a prescribed data set and methodology for states and MPOs to follow.

Preliminary transportation project descriptions

Candidates for professional engineering review

January 2024 - Strafford RPC

I will provide more comprehensive project forms in the near future, but below is preliminary information on the location and scope of projects prioritized by municipalities for engineering review.

Municipality	Road	Need	Extent & Scope
Barrington	Tolend Rd	Important connector for local traffic. Strava data indicate this route is regularly used by cyclists.	Assess road structures, design, and layout; make recommendations for vehicle and bicycle safety
Dover	NH16 Exit 8W (Spaulding Tpk)	Outdated clover-leaf design results in conflict between low-speed onramp traffic, high-speed through traffic, and traffic exiting turnpike. Silver St onramp (from the roundabout) makes exit 8W redundant. Will require analysis of roundabout capacity for increased traffic and truck turning radius that will be diverted from exit 8W.	Close Exit 8W. Potential capacity improvements to Silver St roundabout and NH16 onramp.
Farmington	Main St and Elm St	Walkability is a key part of town's revitalization efforts. Dense downtown requires local students inside bus zone to walk to school.	Expand or upgrade sidewalks along Main St from Canal St to NH153 intersection; link to Farmington Rec Trail
Lee	US4 @ Lee Market Place entrance	High volume route, important commercial hub, high volume of conflicting turning movements. Turning movement volumes will increase due to planned commercial development.	traffic safety improvements
Madbury	NH155/Madbury Road [Priority 1]	Intersection is at the top of a rise, and in the middle of a wide curve. Intersection is along a heavily traveled local commuter corridor, including UNH students, faculty, staff, and Wildcat Transit. Local traffic includes elementary school, town hall and library. Recreational route for cycling. Traffic calming, visibility improvements and bicycle/pedestrian considerations are all needed.	Traffic safety improvements
Madbury	Route 9 & French Cross/Old Stage Rd [Priority 2]	The heavily skewed intersection configuration is a safety hazard for transitioning from a high-speed road to a low-speed local road. Route for local traffic and residents	Remove additional pavement and entry to Old Stage Rd. Replace with right-turn deceleration lane for NH9 EB traffic onto Old Stage Rd.
Middleton	Wakefield Road/Kings Hwy & Route 153	Adjacent lumber yard and retail are a source of heavy truck traffic; local traffic node.	Safety and freight access improvements

Renaissance Firearms

Barrington
Tolend Rd Project

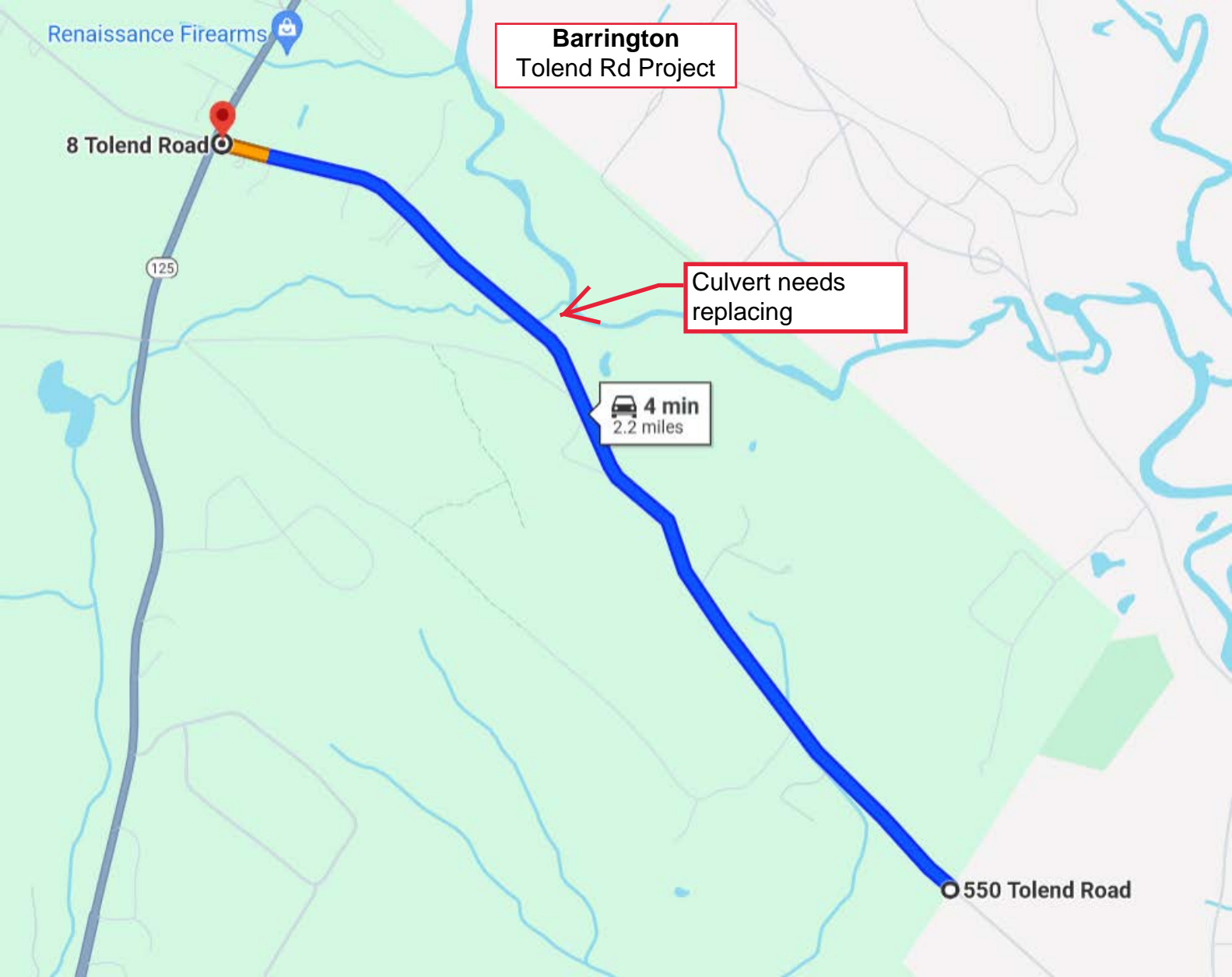
8 Tolend Road

125

Culvert needs replacing

4 min
2.2 miles

550 Tolend Road



Search Google Maps



292 Tolend Rd

Barrington, New Hampshire



Google Street View

May 2023

See more dates

Barrington
Tolend Rd Project

Typical section of Tolend Rd through Barrington and Dover. Some curves and hills. Paved shoulder is nonexistent throughout



Google

The Garrison Hotel & Suites Dover-Durham...



Dunkin'
A Dozen Gifts
In One Box

Dover
Exit 8W Project

Clifford St

Woodman Park
Elementary School

Woodman Park Dr

Rutland St

Silver St

Divert traffic
through Silver St
roundabout



Woodman
Park

Dover C
-Fish

Rutland St

h Rd

Chandler Way

Awaken Great
Bay Church



Close this exit

16

Google

Chandler Way

t Ave

ger

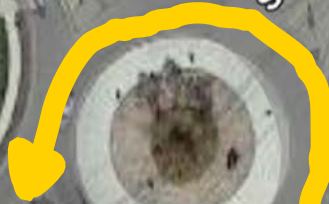
Sterling Wy

DN
KN

Dunkin'
A Dozen Gifts
In One Box

Dover
Exit 8W Project

Can trucks
make this turn?



Can the
roundabout
handle
additional traffic
volumes?

Silver St

Silver St

Knox Marsh Rd

9

Google

Knox



Farmington
Main & Elm Streets
Sidewalk rehab and
expansion project

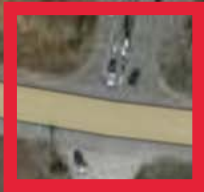
Downtown
sidewalks in
good repair end
here

Overall assessment of
sidewalks: repair/upgrade
existing in downtown.
Feasibility and cost of
extending downtown
network and new sidewalks
along main st to NH11
crossing

Connect to
Farmington Rec
Trail that leads to
Rochester
downtown

Lee
US4 commercial site
access project

Intersection has high turning
volumes; no signal. Only one
other entry to major
commercial destination



Traffic circle traffic is
continuous; no breaks for
vehicles entering US4 from
driveways

Commercial site is
expanding on this
side of US4



Madbury
NH155/Town Hall/
Madbury Rd safety
project

From Dover

Intersection
improvements



High
volumes of
left-hand
turns

To UNH
(Bus route)

From Dover

All traffic for
elementary
school



Google

Madbury

Search Google Maps



Madbury
NH155/Town Hall/
Madbury Rd safety
project

WESTBOUND VIEW

Steep slope may
affect alternatives
and costs

← **NH-155** |

Madbury, New Hampshire

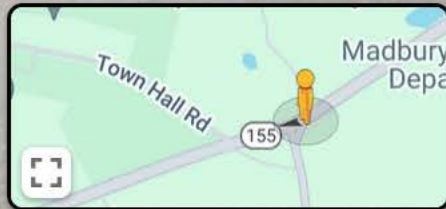
Google Street View

Jun 2023 [See more dates](#)

Vehicles entering
from local rd from
blind corner

Vehicles and buses
queue up here to
turn left

High volumes of
commuting traffic in
both directions



Google



Madbury
NH9/French Cross
Rd intersection
project

Morrison Cycle/Ski Doo

High speeds and
volumes on NH9

Skewed, confusing
intersection alignment

Littleworth Rd

AMG Autobody
& Restoration



Littleworth Rd

Madbury, New Hampshire

Google Street View

See more dates

EASTBOUND VIEW

Madbury
NH9/French Cross
Rd intersection
project

Vehicles going
across NH9
unclear how to
navigate

Need improved
alignment for
visibility

Convert this to
clearer deceleration
lane or eliminate?

Purpose of
island unclear

Conflicting
driveways

Straight, high-
speed travel on
NH9



Middleton

NH153 intersection
project

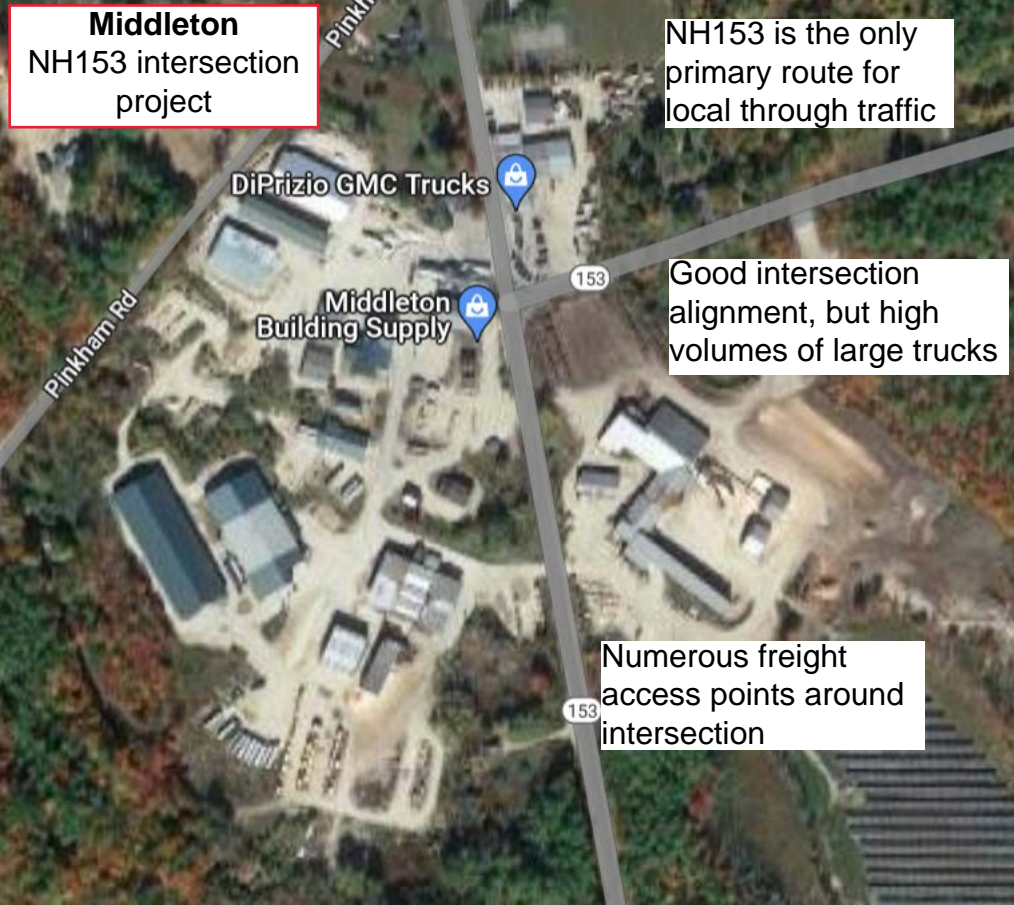
NH153 is the only
primary route for
local through traffic

DiPrizio GMC Trucks

Middleton
Building Supply

Good intersection
alignment, but high
volumes of large trucks

Numerous freight
access points around
intersection



Search Google Maps



Middleton
NH153 intersection
project



500 NH-153

Middleton, New Hampshire



Google Street View

May 2023

[See more dates](#)

Good alignment
and visibility at
intersection

Numerous, open
driveways for large
trucks

**LOG
RECEIVING
ENTRANCE**



Google