

**Strafford Metropolitan Planning Organization
 Technical Advisory Committee Meeting
 Friday February 2, 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

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	5 mins	
2. Community Updates	5 mins	Round table discussion
3. Action Items a. Minutes from January 5, 2024 b. Set regional traffic safety targets – how to make them more effective in planning? c. Amendment 4 to the 23-26 Transportation Improvement Program	60 mins	See meeting memo. * important information Re: the TIP Amendment
4. Discussion Items a. Review candidate long-range projects for engineering analysis	10 mins	See meeting packet
5. Other Business	10 mins	
6. Citizen's Forum		
7. 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 srpc@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 - February 2nd 2024

Amendment #4 to the 2023-2026 Transportation Improvement Program

An amendment to the TIP is set to be published with a target public hearing date of Friday, February 16th, 2024 (at the February Policy Committee meeting). The amendment includes five local projects and one change to a statewide programmatic. Three of the local projects are ones that were developed and approved through the Congestion Mitigation and Air Quality Improvement program (CMAQ) process in winter 2022-2023.

There are two additional CMAQ projects that were approved and originally included in the draft Ten Year Plan submitted to the Governor. He removed those projects (and several others) from his version of the Ten Year Plan that was submitted to the Legislature on January 11th. The two projects removed from the draft Ten Year Plan were for up to 4 public EV chargers around Durham and UNH campus, and a UNH bus fleet replacement project. The bus replacement project was slated to potentially include two full electric buses.

There is not much to be done to re-include the two UNH/Durham CMAQ projects through the amendment process. However, the Policy Committee has directed Colin Lentz to request that the two excluded CMAQ projects be added back to the draft Ten Year Plan in his testimony to the NH House Public Works and Highways Committee when they schedule a hearing for the draft Ten Year Plan.

Regional Traffic Safety Targets

SRPC needs 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, consistent, and accurate crash data. In previous rounds, SRPC has calculated a regional "share" of crashes to illustrate a regional benchmark.

In 2024, all the factors that made setting regional targets challenging are still in place, and supporting the state safety targets is a reasonable but ultimately "safe" approach. However, it does not motivate the additional action required to make significant progress toward the goal of zero fatalities from motor vehicle accidents on public roads. SRPC staff are recommending that committee members consider additional methods for setting regional targets that reflect policy and goals in the Metro Plan, and compel more aggressive progress on safety improvements.

Target setting approaches [these are not individually exclusive and I'm open to other ideas]:

- Continue supporting the state targets and identifying a regional "share" of crashes
- Adopt a policy of setting declining targets (in cases where NHDOT sets flat targets)
- Set targets based on an overall percent reduction by a horizon year?
 - Use interval years for annual target setting and evaluation

Example targets for discussion purposes:

- 75% reduction in the number of fatalities from crashes by 2032
- 50% reduction in the number of serious injuries by 2032
- 100% reduction in the number non-motorized fatalities and serious injuries

Detailed crash data will be shared at the meeting

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 a rapid response to locations with a history of fatal and severe crashes. The Metro Plan/Ten Year Plan scoring criteria are heavily weighted toward safety.

Discussion Questions:

- What effect would more ambitious, decreasing safety targets have on the project development, scoring, and ranking process?
- How do we address the human behavior factor involved?

Metro Plan Project Development with Engineering Consultant

Colin Lentz and Jen Czysz met with SRPC's engineering consultant (BETA) to review the Metro Plan projects prioritized for engineering review and advancement. They discussed overall project goals to evaluate potential details that might affect costs of engineering review. Given time flexibility, SRPC staff are recommending a two-phase approach to project reviews:

- Phase 1: BETA does a "ball park" review of projects to identify major considerations/challenges and develop range cost estimates (low to high). Once we have those considerations and range estimates, our committee members will review and further prioritize projects. E.g. they might pick 4 of the seven that are best suited for further refinement and ranking for the 10-year plan submission.
- Phase 2: BETA conducts a more thorough review of the subset of projects to develop more detailed cost estimates with alternatives and designs.

STRAFFORD

Metropolitan Planning Organization

**Strafford MPO
Technical Advisory Committee
Meeting Minutes
January 5, 2024
Suite 12, 150 Wakefield Street**

1) Introductions

Chair Michelle Mears called the meeting to order at 9:00 a.m.

Members present:

Michelle Mears, Somersworth, John Mullen, Middleton, Vanessa Price, Barrington
Marshall Goldberg, Brookfield, Wayne Lehman, Lee, Jill Semprini, Dover, Katrin Kasper, Lee,
Lucy St. John, DOT, Michael Williams, COAST

Staff present: Colin Lentz, Mark Davie

Members attending on Zoom: April Talon, Durham, Lyndsay Butler, Newmarket
Bruce Woodruff, Milton, Donna Benton, Dover, Leigh Levine, FHWA, Vanessa Partington,
DES

2) Community Updates

Mr. Williams announced that COAST will be restoring Saturday service, bringing service back to six days a week.

Mr. Lentz relayed an ongoing discussion about bump outs in Somersworth. The understanding is that bump outs can be a great improvement for pedestrians but pose challenges in plowing and winter maintenance.

Members and SRPC staff concur UNH tour "field trip" on December 15 was a successful event and gave thanks to Beverly Cray and Steve Pesci at UNH.

3) Action Items

a) Minutes from August 4, 2023

A motion to approve the November 3, 2023 minutes was made by Mr Williams and seconded by Mr. Mullen. The motion carried.

4) Discussion Items

Overview of project to be submitted to engineer for cost estimates.

Mr. Lentz stated that SRPC will be hiring BETA engineering for seven projects and provided an overview of each.



1. Tolend Road in Barrington. SRPC had considered this as a bike route in the past and Strava data indicates that this roadway is still used heavily by cyclists. The road lacks significant shoulders. Mr. Mullen asked if new development across the river in Dover had been considered. Mr. Lentz confirmed the project as proposed is only to the town line. Dover and Barrington may discuss the extent and further costs following more information from BETA.
2. Closing southeast loop ramp of exit 8W on Route 16. Proposing sending traffic to roundabout to get onto Route 16 northbound. DOT has expressed concern about the ability of trucks to safely use the roundabout. The project will likely be turnpike funded. Ms. Talon voiced support for the project, hypothesizing that all of Exit 8 may not be up to standard – proposes that the interchange needs a holistic approach or at least the remaining ramps may need further study. Mr. Lentz proposed closing of the ramp could be a 'Phase I' of a greater project. Ms. Kasper and Mr. Lehman seconded that the existing roundabout is a tight fit. Ms. Kasper reiterated the regional significance of this interchange. Mr. Williams stated that COAST's policy is for their busses to use the roundabout and it is passable for those vehicles, acknowledging that a trailer may not be as easy to navigate.
3. Farmington sidewalks along Route 153 – upgrades closer to downtown, new sidewalks the majority of the way to Route 11. Largely seeking a cost estimate of connecting downtown to the rail trail.
4. Lee driveway entrance to Market Basket west of the traffic circle. No signal currently creates difficulty for those making left turns onto Route 4.
5. Route 155/Town Hall Rd/Madbury Rd. SRPC recommends an engineer's cost estimate rather than wait for results of study, a current TYP project. Suspect earth-moving aspects may be quite expensive.
6. Route 9 and French Cross Road blind spots, including the odd median/bump out. Seeking recommendations if not a cost estimate.
7. Curb cuts of Middleton Building Supply on Route 153. Satisfactory visuals but high volume.

Mr. Williams asked how many projects will be submitted to BETA. Mr. Lentz responded that is the main discussion being held today. Mr. Lentz stated that the scope of the projects must be discussed prior to submitting to the engineer. Mr. Lentz distinguished the different funding sources the potential projects may or may not be eligible for. He reiterated that this is not the same as the TYP project solicitation process.

Performance measures

(9:38 Donna Benton, Dover joins virtually)

Ms. Dewey reviews FHWA performance measures, their purposes, and data sources used to track progress. Ms. Dewey introduces the newest performance measure from FHWA, the GHG emissions measure. The data source is federal fuel sales tracked by the federal gas tax.

Mr. Mullen inquired about penalties for not meeting targets. Ms. Dewey confirmed there are no penalties for MPOs.

Mr. Lentz relayed SRPC's target-setting history for safety measures as it relates to the state's targets. Ms. Dewey added that data such as FARS is out of sync with when targets must be set by MPOs. Mr. Lentz stated that data for non-fatal incidents is not as streamlined because it is largely supplied by local authorities. Mr. Lentz described the Safe System

Approach. Ms. Kasper asked that a determination be made based on what the RPC/MPO can do. Mr. Goldberg asked about data available for cell phone-related incidents. Mr. Lentz relayed legislation that has had meaningful impact on safety measures in the past. Mr. Williams voiced concern about the project scoring and review methodology used by SRPC members. Mr. Mullen reiterated that action items must be included in target-setting. Conversation about GHG targets resumed. Mr. Lentz indicated that MPOs are required to set declining targets.

5) Other business

Ms. Mears expressed concern for local infrastructure in relation to the December rainstorms. She proposed taking SRPC staff or commissioners out to the field to examine pieces of infrastructure in the next incident and expressed a need for documentation as climate change progresses. Discussion ensued.

6) Citizens Forum

There were no citizens present.

7) Adjourn

Ms. Mears motioned to adjourn seconded by K. Kasper. All in favor, meeting adjourned at 10:11 AM.