

RPC Transportation Advisory Committee
 July 26th, 2018
 9:00-11:00 AM
RPC Offices
156 Water Street, Exeter
 (Directions on reverse)

Paper copies of the attachments will be available at the meeting

1. Introductions
2. Minutes of 5/24/18 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. Stratham Safe Routes to School project – Scott Bogle
4. TIP Update/Air Quality Conformity – Dave Walker
5. Transportation Alternatives Program letters of interest received – Scott Bogle
6. Exeter Parking Survey & publicinput.com service test – Dave Walker
7. Follow-up on Freight Planning workshop (**Attachment #2**)– Dave Walker
8. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2018 (Next meeting highlighted)

January 25 th	May 24 th	September 27 th	***Off Schedule***
February 22 nd	June 28 th	October 25 th	
March 22 nd (cancelled)	July 26 th	December 6 th	
April 26 th	August 23 rd		

There is **two hour on-street parking** along Water Street and Center Street. There is also long term parking in the lot on Center Street, by the Citizens Bank Drive-thru (Non-numbered spaces), and in the municipal lot behind the Town Offices. Handicapped parking spaces are available on the bottom floor of the parking structure adjacent to the RPC office as well as on Water Street in front of the RPC office.



RPC Transportation Advisory Committee Minutes

May 24, 2018

RPC Conference Room, Exeter NH

Members Present: Richard McDermott, Chairman (Hampton Falls); Robert Clark (Atkinson); Tim Moore (Plaistow); Chris Cross (Newington); Chris Jacobs (Hampton); Leigh Levine (FHWA); Stephen Gerrato (Greenland); Dave Baxter (Seabrook); Andre Garron (Salem); Tim White (NHDES)

Staff: Dave Walker (Transportation Program Mgr); Scott Bogle (Sr. Transportation Planner); Christian Matthews (GIS/Transportation Analyst);

1. **Introductions:** Chairman McDermott convened the meeting at 9 a.m. and attendees introduced themselves

2. Minutes of April 26, 2018

No comments regarding the content of the minutes were made. *Clark moved to approve the Minutes of April 26, 2018 as presented with administrative changes to be added; Jacobs seconded. **SO VOTED. Baxter Abstained.***

3. Update on TIP Amendment #4 – Dave Walker, RPC

Walker stated that the MPO was required to revisit TIP Amendment #4 due to a recent judicial decision (South Coast Air Quality Management District vs EPA) that FHWA is interpreting to require that the MPO conduct Air Quality Conformity analyses with major policy actions. As this court decision was handed down prior to FHWA approving Amendment #4, the MPO must reconsider the Amendment and account for air quality impacts of the changes. To address this, projects that would trigger the requirement for conducting the air quality analysis were removed from the Amendment. For the RPC this meant removing Epping 29608 from the amendment, and the changes for that project will not happen until the TIP/STIP update this fall/winter. The MPO processed the re-approval of TIP Amendment #4 via the RPC Executive Committee after a 10 day public comment period during which no comments were received and no TAC action is required at this time.

4. Freight Planning Workshop – Dave Walker, RPC

Walker gave a short presentation touching on the Freight planning information presented by NHDOT at the April TAC meeting. Revisiting why a State Freight Plan is needed, what the intent is, touching on freight flows and the multimodal freight network in the state. The focus then shifted to freight flows in the RPC region and a discussion of Critical Urban (CUFC) and Critical Rural (CRFC) Freight Corridors criteria and candidates for the region. A small group exercise was held where participating TAC members provided input on maps regarding the locations where freight traffic is prevalent in their communities, the locations of industrial zones, and areas that are problematic for freight movement or safety. Walker will bring the recommended CUFC/CRFC locations to the next TAC meeting.

5. Project Solicitation/Selection Process – Dave Walker, RPC

Walker presented on the interaction for the MPO Long Range Plan, the State Ten Year Plan, and the MPO/State TIP/STIP documents and how projects move from one document to the next as they progress towards implementation. Walker discussed the guidance expected from NHDOT regarding the upcoming Ten Year Plan process, the anticipated schedule, and how the RPC would be soliciting for projects from communities and transportation agencies. Project selection criteria were discussed as well as opportunities to change how the MPO considers projects to ensure a fair process and a slate of projects for the Ten Year Plan that reflect MPO priorities. After discussion it was decided that Walker would investigate and provide a methodology to bring to the TAC at a future meeting for consideration.

6. Stratham Safe Routes to School Project – Scott Bogle, RPC

Item was tabled until the next meeting.

7. Bike Month Update – Scott Bogle, RPC

Bogle distributed flyers about the events happening in May that highlight Seacoast Bike & Walk Month. This is an effort by the RPC, SRPC, commuteSMARTSeacoast, Seacoast Area Bicycle Riders (SABR) and various area businesses to encourage alternatives to single vehicle occupant commutes and promote walking, bicycling, carpooling, telecommuting or using public transportation. Over 320 commuters walking or bicycling to work stopped at one of the ten free commuter breakfasts around the RPC/SRPC region. The commuteSMART Business to Business (B2B) Challenge set new records this year, engaging 54 companies and 1,030 individual commuters, logging 9,042 trips. This represented 176,312 avoided auto miles, 81 tons of avoided CO2 emissions and \$99,903 in avoided driving costs for participating commuters.

8. Hampton Beach Master Plan – Scott Bogle, RPC

Bogle covered the concepts presented by VHB and NHDOT at the public input session for the Hampton Beach Transportation Master Plan on May 10, 2018. In addition, Bogle covered comments and recommendations that RPC staff were drafting at that time. Jacobs indicated that Hampton Public Works would be submitting comments on the plan as well. Discussion touched on the choke point at the intersection of Ocean Blvd with Church Street, safe accommodation for people walking and bicycling, the emphasis on parking expansion in the design and alternative locations for parking, drainage and flooding problems, evacuation planning, and the various concepts for roadway improvements presented in the draft plan.

Project Updates – distributed

Meeting adjourned at 11:05 a.m.

Respectfully submitted,

Annette Pettengill, Recording Secretary

2018 ROUND 3 TRANSPORTATION ALTERNATIVE PROGRAM LETTERS OF INTEREST

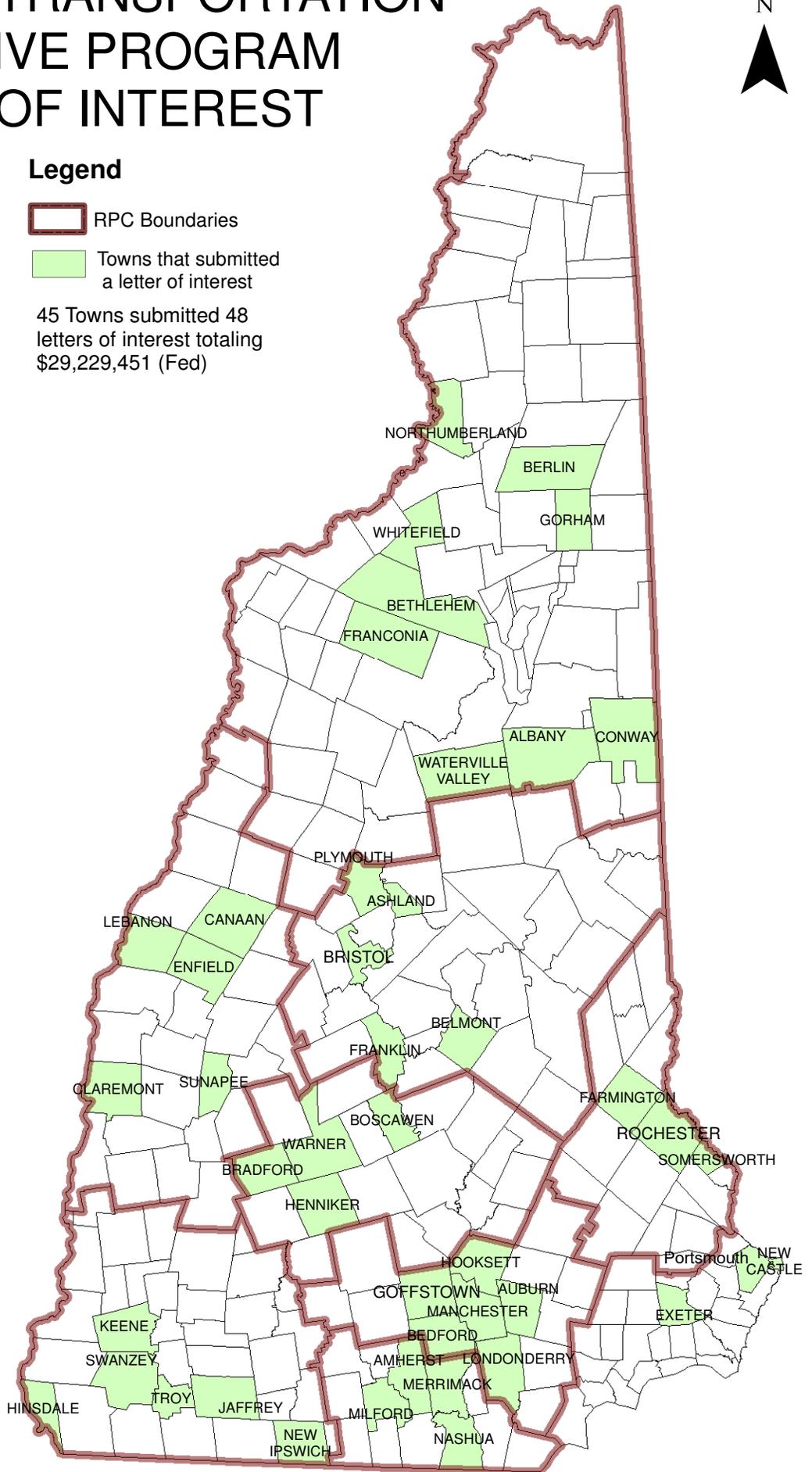


Legend

- RPC Boundaries
- Towns that submitted a letter of interest

45 Towns submitted 48 letters of interest totaling \$29,229,451 (Fed)

SponsorTown	FedRequest
Albany	\$390,688.00
Amherst	\$540,000.00
Ashland	\$400,000.00
Auburn	\$756,927.00
Bedford	\$792,000.00
Belmont	\$800,000.00
Berlin	\$572,000.00
Bethlehem	\$320,000.00
Boscawen	\$320,000.00
Bradford	\$640,000.00
Bristol	\$421,600.00
Canaan	\$480,000.00
Claremont	\$800,000.00
Conway	\$800,000.00
Enfield	\$480,000.00
Exeter	\$752,000.00
Farmington	\$800,000.00
Franconia	\$820,000.00
Franklin	\$800,000.00
Goffstown	\$344,800.00
Gorham	\$800,000.00
Henniker	\$368,000.00
Hinsdale	\$794,240.00
Hooksett	\$647,996.00
Jaffrey	\$800,000.00
Keene	\$478,400.00
Keene	\$336,000.00
Lebanon	\$800,000.00
Londonderry	\$800,000.00
Manchester	\$800,000.00
Merrimack	\$724,000.00
Milford	\$340,000.00
Milford	\$608,000.00
Milford	\$520,000.00
Nashua	\$800,000.00
New Castle	\$800,000.00
New Ipswich	\$320,000.00
North Uumberland	\$798,000.00
Plymouth	\$463,200.00
Portsmouth	\$800,000.00
Rochester	\$400,000.00
Somersworth	\$520,000.00
Sunapee	\$800,000.00
Swanzy	\$561,600.00
Troy	\$400,000.00
Warner	\$616,000.00
Waterville Valley	\$760,000.00
Whitefield	\$344,000.00
Total	\$29,229,451.00



June 28, 2018

Mr. William Rose
Policy and Planning Manager
NHDOT Bureau of Planning and Community Assistance
P.O. Box 483
7 Hazen Drive
Concord, NH 03302-0483

RE: Critical Urban/Rural Freight Corridor Candidates

Dear Mr. Rose,

This letter is response to NHDOT's request for input on potential candidates for inclusion in the Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) designation and represents the recommendations of the Rockingham Planning Commission acting as the MPO for the region. The RPC region includes multiple roadways that are important statewide and regional corridors for goods movement:

- Interstates 93 and 95 provide high capacity connections between the RPC region and neighboring states.
- NH 101 serves as the primary regional East-West Route connecting the Seacoast to Manchester, Nashua, and Concord areas. This roadway connects traffic between I-93, NH 125, I-95, US 1, NH 1A, NH 27, NH 108/NH 33, and NH 107 in the region.
- NH 16 provides an eastern north-south route that provides connections to US 1, US 4 and between the seacoast area and Dover, Rochester, and points north.
- US 1 Bypass provides a connection between I-95, NH 16, and US 1. Provides access to Portsmouth Naval Shipyard and Port of New Hampshire.
- US 1 is a parallel surface route to I-95 that has substantial truck traffic serving commercial centers in Seabrook, Hampton Falls, Hampton, North Hampton, Rye, and Portsmouth.
- NH 33 connects I-95 to the Pease Trade Port as well as to NH 108 and serves several commercial and industrial areas in multiple communities.
- NH 107 provides an east-west connection between NH 125 and I-95 and US 1
- NH 28 is a parallel surface route to I-93 serving a large commercial zones and access to NH 111 and industrial zones.
- NH 125 is the region's central north-south route and a primary route connecting I-495 in Massachusetts to NH 101, US 4, NH 16, Dover, Rochester, the Lakes Region, and the White Mountains. NH 125 is the only major non-toll north-south facility in this part of the state.

- NH 111 serves as an east-west route through the center of the region. The western portion of the route through the region connects Salem, I-93, and NH 28 to the NH 125 corridor. The eastern portion connects US 1 and NH 1A to the NH 101 corridor.

Based on those routes detailed above, the important segments and connections that are candidates for the Critical Urban or Rural Freight Corridors can be identified. Data on truck flows provided by NHDOT via the work being done to develop a Statewide Freight Plan has proved useful to this effort by aiding in identifying areas with substantial freight flows. It has also indicated however, that the limited truck volume and flow data that is available in New Hampshire creates barriers to understanding which segments might best fit the requirements of the CUFC/CRFC program. There are a few ways that this could be mitigated going forward:

- Install permanent volume and class counters at strategic locations on major corridors around the state. While the RPC region includes many of these counters notable exceptions are the NH 125 and NH 111 corridors.
- Work to coordinate NPMRDS data, TMC data, and other sources on an ongoing basis to identify problem areas for freight traffic.
- Integrate counting technology into signalized intersections where possible
- Support expanding resources available to the RPCs to allow for collecting a greater number of vehicle classification counts and to support data collection on higher-volume roadways where traditional tube counts are not feasible.

To put forward these recommended segments, The MPO examined data provided by NHDOT and, conducted a freight planning workshop at the May 24th, 2018 Transportation Advisory Committee (TAC) meeting. Attendees helped staff identify roadways that experience congestion or safety issues that might impact goods movement as well as identify industrial and commercial areas within their communities that are served by freight traffic. The table on the following pages is the result of those efforts and lists 22-26 miles of roadways for consideration. Candidate segments are identified by community and facility. An estimated length of the critical segment is provided, as well as the reasoning for considering that particular portion of the roadway a candidate for the CUFC/CRFC designation. In addition, it is noted whether the segment would likely be considered part of the rural or urban freight corridors.

If you have any questions about the MPOs recommendations, please contact Dave Walker, Transportation Program Manager at 603.658.0514 or dwalker@rpc-nh.org.

Sincerely,



Tim Roache,
Executive Director

Community	Facility	Reasoning	Length (miles)
Brentwood/ Exeter	NH 27 between NH 101 Exits 8 & 9	This 2.9 mile section of NH 27 carries a substantial number of trucks due to the location of an industrial zone on Pine Road that moves mainly bulky goods and raw materials (1.2 Miles from NH 101 Exit 8 and 1.7 miles from Exit 9). The intersection of Pine Road and NH 27 has poor geometry for trucks and limited sight distances. The Exit 9 interchange at NH 101 experiences substantial delays for left turning traffic during peak hours. Possible CRFC segment.	1.2 - 2.9
Exeter/ Stratham/ North Hampton	NH 111 between NH 101 Exit 12 and Marin Way	NH 111 between the NH 101 Exit 12 interchange and the industrial development on Marin Way in Stratham experiences a relatively high volume of truck traffic. A capacity analysis of the interchange and Marin Way indicate that there are several movements that experience failure conditions during peak hours. Possible CRFC segment	0.4
Epping	NH 125 between Brickyard Square and Coffin Rd	Between Brickyard Square and the Coffin Road signal there is substantial truck traffic serving a large commercial zone as well as significant through truck movements on a congested, largely two-lane section of NH 125. Possible CRFC segment (In Epping Urban Cluster)	2
Greenland/ Portsmouth	NH 33 between I-95 Exit 3 and Ocean Rd.	There is a high volume of truck traffic between the I-95 Exit 3 interchange and Ocean Road in Greenland serving commercial and industrial areas in both communities as well as accessing the Pease Tradeport, Portsmouth Transportation Center, and the Truck Stop at NH 33 & Ocean Road. Possible CUFC/CRFC.	1
Hampstead/ Atkinson	NH 111	This Section approximately 7 mile section of NH 111 provides an east-west connection through the center of the RPC region connection NH 125 to the I-93 and NH 28 corridors. Of that section the 1.8 mile segment between East Road and West Road/Island Pond Road experiences the greatest safety and congestion issues.	1.8
Hampton	NH 101 at I-95 Interchange	The interchange ramps feature tight turns that periodically result in truck roll-overs and the short merge sections after the toll plaza create challenges for drivers. Possible CRFC.	0.6
Hampton	NH 101/ US 1 Interchange	This interchange features ramps with outdated geometry and very short acceleration lanes that often require vehicles to stop completely when entering NH 101 westbound and are difficult for larger vehicles to navigate. Possible CUFC.	0.8
Newington	Shattuck Way Industrial corridor	This town of Newington roadway provides access from the large waterfront terminal and industrial district to the Spaulding Turnpike and I-95. Possible CUFC.	1.5

Community	Facility	Reasoning	Length (miles)
Plaistow	NH 125 at the Mass Border	NH 125 from the State line to East Road (1.2 miles) or Main Street [NH 121A] (2.7 miles) provides a connection from I-495 in Massachusetts to the NH 101, US 4, and NH 16 corridors. This roadway carries a relatively high volume of trucks and is seeing some diversion due to that congestion and the number of signals on the roadway that many bypass by using Main Street. Possible CUFC.	1.2-2.7
Portsmouth	US 1 Bypass	This roadway connects the I-95 and Spaulding Turnpike corridors to US 1 commercial and industrial districts, Portsmouth Naval Shipyard, the Port of New Hampshire and serves as the alternate route between Maine and New Hampshire in the event of I-95 bridge closures. Possible CUFC.	2.4
Raymond	NH 107 at NH 101	NH 107 between the intersection with NH 27 and the split with NH 102 provides a connection between NH 101 Exit 5 and the Wal-Mart distribution center as well as the towns commercial district. Possible CUFC.	1.6
Salem	NH 97 (Main St) at I-93	This section of Main Street provides connections between NH 28, I-93, and Salem’s largest industrial zone at Commercial Drive. Possible CUFC.	1.6
Salem	NH 97 (Main St)	NH 97 (Main St) in Salem between NH 28 and the Massachusetts border provides a connection between the I-93 and I-495 corridors and from freight flows provided carries a disproportionate amount of truck traffic. Possible CUFC.	2.5
Salem	Rockingham Park Blvd	Provides a connection between I-93 Exit 1 and the NH 28 commercial corridor in Salem. Truck flow data indicates that trucks are also using this corridor to connect to NH 97 via Veterans Memorial Parkway (1.0 miles), Geremonty Drive (0.6 miles), and Lawrence Road (0.7 miles). Possible CUFC.	0.7
Seabrook	NH 107 at I-95	NH 107 Between Batchelder Road and US 1 provides a connection between the US 1 commercial corridor, I-95 at Exit 1, and the large industrial center on Batchelder Road. Further, NH 107 provides an east/west connection between the I-95 corridor and NH 125. Possible CUFC.	0.7
Seabrook	NH 286	Provides a direct connection from I-95 (Exit 60 in Mass) to NH 1A and the seacoast. Truck flow data indicates a relatively high volume of truck traffic utilizing this facility. Possible CUFC.	2.4
Total mileage:			22.4-25.6