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RPC Transportation Advisory Committee
February 28, 2019
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 1/24/19 TAC meeting (**Attachment #1**) — *[motion to approve]*
3. Overview of State Pedestrian/Bicycle Transportation Plan process, discussion of draft Goals & Objectives memo and Existing Conditions maps, and input on regional needs (**Attachments #2 & #3**) – Phil Goff, Alta Planning & Design
4. Public Private Partnership (P3) Commission MPO Comments (**Attachment #4**) – Scott Bogle
5. Project Updates (handout to be distributed at meeting)

TAC MEETING SCHEDULE For 2019 (Next meeting highlighted)

January 24 th	May 23 rd	September 26 th
February 28 th	June 27 th	October 24 th
March 28th	July 25 th	December 5 th
April 25 th	August 22 nd	

*****Off Schedule*****

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.



**Transportation Advisory Committee
Rockingham Planning Commission**

**January 24, 2019
RPC Conference Room, Exeter NH**

Members Present: R. McDermott, Chairman (Hampton Falls); J. Walker (Portsmouth); D. Sharples (Exeter); R. Nichols (COAST); R. Clark (Atkinson); T. Moore (Plaistow); E. Strachan (NHDES); A. Garron (Salem); T. Austin (Stratham)

Staff: D. Walker (Assistant Director); S. Bogle (Sr. Transportation Planner); A. Pettengill (Business Manager)

- 1. Chairman McDermott convened the meeting at 9 a.m.**
- 2. Minutes of December 6, 2018**

*Clark moved to approve the Minutes of December 6, 2018 as presented; Moore seconded. **SO VOTED.***

- 3. Draft 2019-2022 Transportation Improvement Program (TIP) – D. Walker**

Walker explained that a new TIP and 2045 Long Range Transportation Plan need to be adopted and are currently in the middle of the 30 day comment period. Once the MPO approves the TIP & Plan, all the TIPs in the State are combined to form the STIP and then the feds can approve the STIP and projects can move forward.

Walker reviewed projects included in the TIP which included up to date project information and adjustments to air quality conformity. Walker also reviewed the 2045 Long Range Plan project list which included multi year regional highway, transit, bridge, bicycle and pedestrian improvements projects scheduled for implementation in the MPO area over the next four federal fiscal years and interim updates focused on maintaining consistency with the TIP and Ten Year Plan. He noted the Plan must continue to maintain fiscal constraint and incorporate Performance Based Planning requirements as well. Discussion followed on some specific projects. Walker noted that the RPC will take a project from any town at any time, and when priorities are required by the NHDOT we will add those projects into the next cycle of the Ten Year Plan. He suggested communities start thinking and planning now for the next round and noted he would like to produce a calendar for distribution which calls out specific dates for the communities to follow.

4. Draft 2045 Long Range Transportation Plan – (LRTP) S. Bogle

Bogle reviewed the fiscally constrained project list for the Long Range Transportation Plan including several changes to analysis of project location and expanding transit access.

*J. Walker moved to recommend adoption of the 2020-2022 TIP and 2045 Long Range Plan to the Policy Committee including a suggested amendment from Sharples on the Exeter project; Moore seconded. **SO VOTED.***

5. Hampton Branch Rail Trail Update – S. Bogle

Bogle noted that it appears the NHDOT and PanAm have come to terms with maintenance of the Hampton Branch Trail, however the RPC is working on a draft trail management agreement that includes municipalities since they are partners in maintaining the trail as well. Discussion followed.

6. Public/Private Partnership (P3) Commission proposal for Transit Center leases – S. Bogle

Bogle explained that a public/private partnership or (P3) Committee was established to attract private investment for the State's expansion and modernization of transportation infrastructure. Letters of interest were solicited by the State and some of the responses included: Welcome Center on I93; NH 16 Truck Stop; NH 16 Welcome/Service Center; and a Dover/Portsmouth Transit Center. Bogle reviewed several of the proposals and discussion followed on specifics with each and impacts to communities. Bogle asked that anyone with input from their communities on any of the project ideas please forward it to him.

7. Project Updates

Walker distributed a Project Update Memo and flyers regarding the Kittery & Portsmouth Naval Shipyard Joint Land Use Study and upcoming Hampton Harbor Bridge Public Information meeting.

Nichols stated that COAST is currently getting a \$500,000 line of credit to assist with their operations during the federal shutdown and hopeful that the line of credit and current reserves will get them through March.

Meeting adjourned at 10:55 a.m.

Respectfully submitted,
Annette Pettengill, Recording Secretary

February 19, 2019

New Hampshire DOT Statewide Pedestrian & Bicycle Transportation Plan and Economic Impact Study

Technical Memorandum #1 Existing Conditions Assessment



PREPARED FOR



PREPARED BY



IN ASSOCIATION WITH

Resource Systems Group, Inc.
Economic Development Research (EDR) Group

1.9 Vision, Goals & Objectives, and Performance Measures

State of New Hampshire strives to increase walking and bicycling by residents, workers, and visitors of all ages and abilities. The Plan’s vision, goals and objectives will guide the planning, funding and implementation of improved pedestrian and bicycle safety and access and inform transportation-related policies and programs. In aggregate, these improvements will bring significant benefits to the State of New Hampshire and for all users of state highways and local roadways.

1.9.1 Definitions

A **Vision** is a broad statement, both inspirational and aspirational, that defines the desired future state of walking and bicycling in New Hampshire.

Goals are general statements of what the people who live, work or visit New Hampshire hope to achieve over time.

Objectives are more-specific action items that will help to achieve the goals.

Performance Measures are typically annual data-driven benchmarks that help the state gauge progress towards the Plan’s goals and objectives.

Responsible Parties are state, regional and local agencies expected to take the lead in monitoring data points to meet the recommended Performance Measures for each Goal. In some cases, non-profits may be included as a responsible party.

Other various terms used include:

- **Pedestrian** – includes people walking, running, jogging, using a wheelchair or mobility-assist device, and transit users
- **Walk/Bike Network** – a collection of facilities designed to provide spaces for walking and bicycling, which includes roadway shoulders, sidewalks, trails and bike lanes
- **State Highways** – roadways owned and maintained by the NH Department of Transportation, both numbered and unnumbered
- **All Ages and Abilities** – pedestrian and bicycle facilities designed for a high level of comfort and safety, typically separated from motor vehicle traffic
- **Complete Streets** – roadways that provide safe access for all road users, including motorists, pedestrians, bicyclists and transit users
- **ADA** – Americans with Disabilities Act, which requires access for people with a wide range of disabilities, with minor exceptions
- **Underserved Communities** – includes neighborhoods and groups of people who are lower income and typically more dependent on transit, bicycling and walking than the New Hampshire average

1.9.2 Vision

The State of New Hampshire will provide safe access for pedestrians and bicyclists through new and improved policies, and by creating a connected network of pedestrian, transit and bicycle facilities for a wide variety of users and trip purposes. These enhancements will improve safety, encourage new business and enhance the quality of life for residents and visitors throughout the Granite State.

1.9.3 Goals, Objectives and Performance Measures

The development of the Statewide Pedestrian and Bicycle Transportation Plan will be guided by seven goals intended to support the Vision described above. Each of the goals are supported by a handful of objectives intended to further flesh-out the goal with an achievable action item. The seven goals include:

GOAL 1 – NETWORK: Connect the State’s Network of Walking and Bicycling Routes

GOAL 2 – DESIGN: Reduce the Level of Stress Experienced by Pedestrian and Bicyclist on State Highways and Local Roads

GOAL 3 – POLICY: Develop Stronger State Policies That Promote Walking and Bicycling

GOAL 4 – EQUITY: Promote Equity in Pedestrian and Bicycle Planning and Funding

GOAL 5 – SAFETY: Increase Pedestrian and Bicycle Safety with Policies and Programs

GOAL 6 – ECONOMY: Leverage Walking and Bicycling to Promote Economic Development

GOAL 7 – HEALTH: Improve Public Health through Walking and Bicycling

GOAL 1 – NETWORK: Connect the State’s Network of Walking and Bicycling Routes

OBJECTIVE		Responsible Parties
1.1	Complete regional and local connections through an on-street network that more-seamlessly links city and town centers with rural areas	NHDOT, municipalities
1.2	Maximize pedestrian and bicycle access and safety in the vicinity of existing and future transit	NHDOT, municipalities
1.3	Work with Amtrak and the state’s various public transit providers to improve access for people wanting to travel with their bicycles onto trains and/or buses	NHDOT, municipalities and transit agencies
1.4	Prioritize investments in the walking and bicycling network to meet current, latent and future demand	NHDOT
1.5	Eliminate gaps in the rail trail and shared use path network	NHDOT, municipalities

1.6	Promote better links between destinations with improved pedestrian and bicycle facilities	NHDOT, RPCs
1.7	Track progress and impact of Goal #1 through Performance Measures	
	1 – Percentage increase in miles of sidewalks (on both sides), trails/paths and on-street bicycle facilities (e.g. 50% increase in 2019 miles by 2025, 100% by 2030 and 200% by 2035)	NHDOT
	2 - Number of rail trail/shared use path gaps eliminated	NHDOT
	3 – Percentage of New Hampshire residents who live within one mile of a rail trail, shared use path or bike lane	NHDOT

GOAL 2 – DESIGN: Reduce the Level of Stress Experienced by Pedestrian and Bicyclist on State Highways and Local Roads

OBJECTIVE		Responsible Parties
2.1	Provide sidewalks on both sides of the street and safe crossings on state highways and local arterial/collector streets that run through areas with concentrated commercial and/or residential land uses (where traffic volumes are >2,000 vehicle trips/day)	NHDOT, RPCs, municipalities
2.2	Facilitate crosswalks on state roadways and local arterial and collector streets with, where warranted, traffic signals, median refuge islands, active warning beacons or marked crosswalks	NHDOT, RPCs, municipalities
2.3	Design "all ages and abilities" bicycle facilities that provide safe bicycle travel ²⁹	NHDOT, municipalities
2.4	Allocate <i>at least</i> 4' wide shoulders on all numbered and non-numbered state highway reconstruction projects, with minimum of 2'-6" wide shoulders for resurfacing projects where significant constraints exist	NHDOT
2.5	Utilize design guidance for roadway projects to ensure consistent treatment of pedestrian and bicycle infrastructure	NHDOT, RPCs, municipalities
2.6	Incorporate traffic calming through innovative roadway design elements (e.g. narrower lanes, on-street parking with bump-outs, roundabouts, raised speed reduction medians, horizontal and vertical deflection, changing one-way streets to two-way, etc.) and flexible speed-limit policies that increase safety on state highways	NHDOT, RPCs, municipalities
2.7	Track progress and impact of Goal #2 through Performance Measures	

²⁹ For more information, see the Creating Cities for All website at <https://www.880cities.org/>

	1 – Number of designated sidewalk gaps on state highways eliminated	NHDOT, CSAC
	2 – Number of marked ped. crossings implemented on state highways	NHDOT
	3 – Miles of “all ages and abilities” bicycle facilities	NHDOT, RPCs
	4 – Linear miles of state highways with usable shoulders having a minimum 4’-0” width	NHDOT

GOAL 3 – POLICY: Develop Stronger State Policies That Promote Walking and Bicycling

OBJECTIVE		Responsible Parties
3.1	Establish dedicated local and statewide funding streams for trails and Complete Streets projects, as a complement to the federal Transportation Alternatives Program (TAP)	NHDOT, RPCs, municipalities
3.2	Establish dedicated local and statewide funding streams for maintenance of the statewide trail network, sidewalks and bicycle facilities	NHDOT, RPCs, municipalities
3.3	Establish policies and funding streams for winter maintenance on the statewide trail network and on sidewalks along state highways	NHDOT, RPCs, municipalities
3.4	Adopt a Complete Streets policy and accompanying project checklist that requires appropriate walking and bicycle accommodation in all publicly-funded roadway projects (except limited-access highways)	NHDOT, RPCs
3.5	Ensure appropriate coordination between roadway designers and local utility companies to mitigate impact of utility poles on pedestrian access and ADA compatibility	NHDOT, RPCs, municipalities
3.6	Develop additional encouragement and education materials to promote safe walking and bicycling	NHDOT, state police, local police
3.7	Conduct additional national “best practices” trainings for state transportation planners and engineers related to pedestrian and bicycle facility design (e.g. NACTO and the FHWA Small Town and Rural Multimodal Networks)	NHDOT, RPCs
3.8	Include pedestrian and bicycle traffic count data in all NHDOT traffic count data	RPCs, municipalities
3.9	Select priority pedestrian and bicycle traffic count locations by region, and coordinate with RPCs to invest in more robust data-collection equipment	NHDOT, RPCs
3.10	Update the New Hampshire Statewide Pedestrian and Bicycle Transportation Plan as warranted	NHDOT

3.11	Promote walking and bicycling to work by state employees through TDM programs that offer financial incentives	NHDOT, Dept. of Administrative Services
3.12	Develop a “Walking and Bicycling Benchmark Report” in order to track implementation of policies, programs and projects, and to quantify changes in the various Performance Measures laid out in this section of the report	NHDOT, RPCs, municipalities
3.13	Leverage new policies, programs and infrastructure projects in order to improve NH’s standing within the League of American Bicyclists bike-friendly state ranking (as of 2018, NH is ranked as #34)	NHDOT
3.14	Track progress and impact of Goal #3 through Performance Measures	
	1 – Percentage of capital and maintenance project funding that is dedicated to building and maintaining pedestrian and bicycle facilities	NHDOT
	2 – Number of NHDOT planning and engineering staff attending pedestrian and bicycle facility design trainings and workshops	NHDOT
	3 – Percentage change in the number of walking and/or bicycle trips at the state/regional count locations	RPCs and municipalities
	4 – Percent of state residents who walk, use transit and/or bicycle to reach work	RPCs and municipalities
	5 – Percent of state employees who walk, use transit and/or bicycle to reach work	NHDOT, NH Dept. of Administrative Services (DAS)
	6 – Percentage of state-owned buildings that have adequate bicycle parking	NHDOT, NHDAS
	7 – New Hampshire’s annual state ranking on the LAB’s Bike Friendly America program	NHDOT

GOAL 4 – EQUITY: Promote Equity in Pedestrian and Bicycle Planning and Funding

OBJECTIVE		Responsible Parties
4.1	Ensure federal and state transportation funds are used to invest in pedestrian and bicycle facilities in traditionally underserved communities	RPCs, RPCs, municipalities
4.2	Distribute project funding to all regions of the state, taking into account need, safety hot spots and future demand	NHDOT, RPCs

4.3	Distribute bicycle education and encouragement programs throughout the state, including traditionally underserved communities	NHDOT, RPCs
4.4	Track progress and impact of Goal #4 through Performance Measures	
	1 – Percent of residents in traditionally underserved neighborhoods walking or bicycling to work (per ACS data)	RPCs

GOAL 5 – SAFETY: Increase Pedestrian and Bicycle Safety with Policies and Programs

OBJECTIVE		Responsible Parties
5.1	Promote “Vision Zero” by working to eliminate pedestrian and bicycle-related fatalities and collisions through increased use of target speeds, traffic calming measures and speed enforcement	NHDOT, State Police, local police
5.2	Support third-party bicycle safety and education efforts with funding and/or organizational capacity	NHDOT, RPCs
5.3	Develop a statewide driver education campaign aimed at improving behavior around pedestrians and bicyclists; these changes should lead to a revised version of both the driver’s manual and the driver’s exam	NHDOT, NH DMV
5.4	Work with state and local police to train officers on safe bicycling practices and current laws related to bicycling	State and local police
5.5	Encourage municipalities to conduct before and after studies of new bicycle facilities to measure effectiveness	RPCs
5.6	Continue the use of the statewide online input map in order to track the location of pedestrian and bike near-misses and other incidents	NHDOT
5.7	Prioritize pedestrian and bicycle access and safety along roads within two miles of a public or private K-12 school	NHDOT, municipalities
5.8	Track progress and impact of Goal #5 through Performance Measures	
	1 – Reduction in the pedestrian and bicycle-related fatality, injury, and crash rates	NHDOT, state and local police
	2 – Number of bicycle safety and education classes held by statewide and local advocacy groups, and number of participants	NHDOT, advocacy groups
	3 – Funding level for bicycle safety education programs	NHDOT
	4 – Increase in the percentage of police officers going through training programs related to traffic laws related to safety	State and local police

	5 – Increase in the traffic violations citation rate for all categories of driver violations	State and local police
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GOAL 6 – ECONOMY: Leverage Walking and Bicycling to Promote Economic Development

OBJECTIVE		Responsible Parties
6.1	Use investments in walking and bicycling facilities to enhance New Hampshire’s brand, recruit new businesses and job-seekers, and keep young people/college graduates in the state	NHDOT, Dept of Business & Economic Affairs (DBEA)
6.2	Encourage local land-use policies and urban design strategies that encourage walkability and bicycling	Office of Strategic Initiatives, RPCs municipalities
6.3	Further highlight walking and bicycling as a critical part of New Hampshire’s quality of life in order to promote new workforce housing and tourism	Visit NH, DBEA, NH Dept of Travel & Tourism, Chambers of Commerce
6.4	Further bolster New Hampshire as a bicycle tourism destination for both road and mountain biking through more-contiguous bicycle routes and promotional programs	NHDOT, Office of Strategic Initiatives, Visit NH, NH Dept of Travel & Tourism,
6.5	Promote more applicants for the League of American Bicyclists (LAB) Bicycle Friendly America program in order to appeal to businesses looking to locate in bicycle-friendly cities and towns	NHDOT, RPCs
6.6	Recruit additional businesses related to outdoor recreation and the bicycle industry (e.g. bicycle builders, equipment manufacturers, apparel companies, etc.) in order to enhance the state’s brand as one welcoming to outdoor recreation	NHDOT, DBEA, NH Dept of Travel & Tourism,
6.7	Encourage municipalities to amend existing land use regulations that bundle parking and building costs	NHDOT, RPCs
6.8	Track progress and impact of Goal #6 through Performance Measures	
	1 – Increase in the number and level of designated LAB bicycle friendly communities, bicycle friendly businesses and bicycle friendly universities	NHDOT

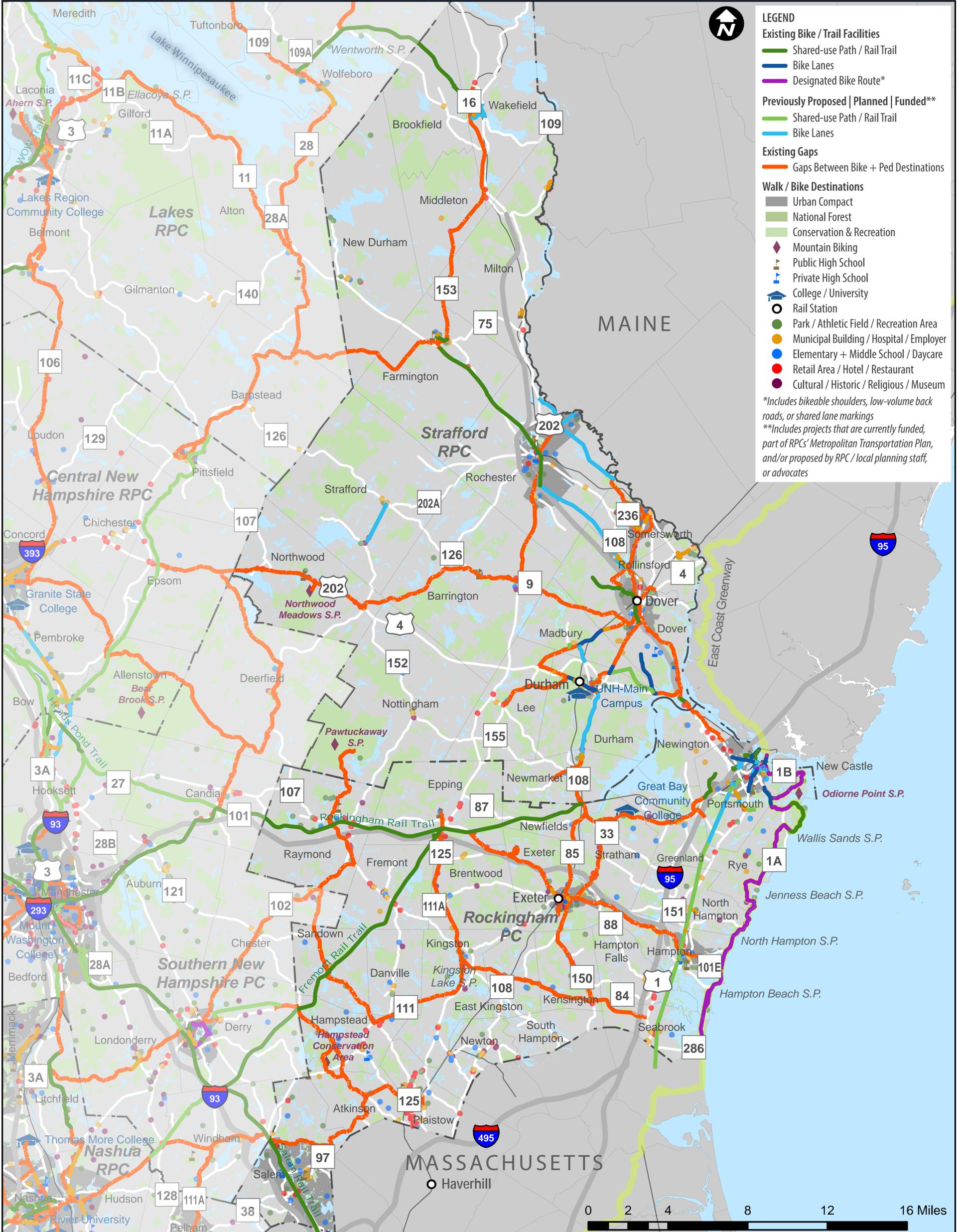
	2 – Track the linear length of the longest contiguous bike route (rail-trail, on-street route or combination of both) that can be used by bicycle tourists and tour groups	NHDOT, NH Dept of Travel & Tourism
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GOAL 7 – HEALTH: Improve Public Health through Walking and Bicycling

OBJECTIVE		Responsible Parties
7.1	Enable residents and visitors to meet the CDC’s recommended physical activity guidelines ³⁰ through utilitarian walking and bicycle use	NH Department of Health and Human Service (DHHS)
7.2	Partner with local organizations to promote automobile mode shift to walking and bicycling for personal and public health using public education campaigns	NHDHHS, RPCs, NH Bureau of Enviro. Services, municipalities
7.3	Partner with public health organizations and officials to identify data needs to measure the impacts of walking and bicycling on public health	NHDHHS, RPCs, municipalities
7.4	Incorporate questions about walking and bicycling activity in statewide surveys, such as the Behavioral Risk Factor Surveillance System (BRFSS)	NHDHHS
7.5	Expand the number and scope of programs that educate students about pedestrian and bicycle safety in all schools	NHDOT, Dept of Education, local police
7.7	Track progress and impact of Goal #7 through Performance Measures	
	1 – Rate of physical activity (exercise) reported in the BRFSS	NHDHHS
	2 – Percentage change in adult and child obesity, fitness and activity levels in NH	NHDHHS
	3 – Percentage increase of K-12 students involved in a walking and bicycle safety event annually	NH Dept of Education, RPCs, NHDOT SRTS Program

³⁰ Guidelines from the Centers for Disease Control and Prevention can be found at: https://www.cdc.gov/cancer/dpcp/prevention/policies_practices/physical_activity/guidelines.htm

DRAFT Seacoast Area Gap Analysis Map



DRAFT Seacoast Area Shoulder Space Analysis Map



LEGEND

Existing Trail / Bike Facilities

- Shared-use Path / Rail Trail
- Bike Lanes
- Designated Bike Route*

Previously Proposed | Planned | Funded**

- Shared-use Path / Rail Trail
- Bike Lanes

State Highway Shoulder Widths

- 0'-0" to 2'-11"
- 3'-0" to 5'-11"
- 6'-0" +

Walk / Bike Destinations

- Urban Compact
- National Forest
- Conservation & Recreation
- Mountain Biking
- Rail Station

*Includes bikeable shoulders, low-volume back roads, or shared lane markings
**Includes projects that are currently funded, part of RPCs' Metropolitan Transportation Plan, and/or proposed by RPC / local planning staff, or advocates

February 22, 2019

Victoria Sheehan, PE, Commissioner
NH Department of Transportation
John O. Morton Building
7 Hazen Drive
Concord, NH 03301

Dear Commissioner Sheehan,

At its February meeting the Rockingham MPO Policy Committee discussed Letters of Interest submitted to the Public-Private Partnership (P3) Infrastructure Oversight Commission that were presented to the public on January 9th at the public hearing in Dover. Our Policy Committee membership voted to submit the following comments on the proposal that the State enter into a long-term lease of the Portsmouth and Dover Transportation Centers along the Spaulding Turnpike.

- The MPO recognizes that the Portsmouth Transportation Center is over capacity, and that some percentage of cars using the facility are unrelated to transit or ridesharing.
- The MPO is on record recommended pricing of parking at State park and ride facilities served by transit as a means of: 1) generating revenue to support facility maintenance, future capacity expansion and connecting public transit services; and 2) managing demand and increasing the likelihood that the lots are only being used by travelers and not for car storage.
- The MPO supports the concept floated by Jalbert Leasing that a portion of parking revenues be used to support COAST as the regional public transit agency that serves the Portsmouth Transportation Center. Transit resources are scarce in New Hampshire, and additional revenue that can help leverage Federal dollars would be valuable in maintaining and expanding transit service in the region. We would like to see this included specifically in the RFQ and eventual RFP as a preferred, if not required, feature of proposals.
- The MPO sees docking fees for private intercity operators as reasonable, though it must be clear that these will not apply to public transit buses serving the facilities.
- MPO members were concerned about the process by which parking fees would be set. If the transit center operator is the same entity as the primary service operator we recognize that there will be an interest in not setting rates so high that they reduce transit demand. That said, the recommendation of the Policy Committee is that either a schedule of initial and future

parking rates be stipulated in any lease contract or that the contract stipulate a process for state input on future rate increases.

- MPO members also questioned whether NHDOT has developed an independent assessment of revenue that could be generated if the State implemented parking fees directly. Our understanding is this has not happened, though we see it as an important initial step in determining the appropriate level of revenue the state should realize in any lease arrangement.

Finally, The MPO was not notified of the January 9th public hearing. Going forward we ask that NHDOT and the P3 Commission include the MPOs and rural regional planning commissions on your distribution list for meeting agendas and consider MPO/RPC meeting schedules in planning public hearings. The work of the P3 Commission is affecting major federally funded facilities that are central to the transportation systems in our regions. Naturally we, and likely some of our member communities, are going to have comment. The January 9th public hearing was scheduled the same evening as a standing MPO meeting, making it impossible to develop comment that could be vetted by our Policy Committee and submitted within 30 days given our monthly meeting schedule.

Thank you for forwarding these comments to the P3 Commission for consideration. If you or Commission members have questions on any of the points here please contact me at troache@rpc-nh.org or 603-778-0518.

Sincerely,



Timothy M. Roache,
Executive Director

CC: Barbara Kravitz, RPC Chair
Kathleen Mulcahey-Hampson, P3 Coordinator
