



Southern New Hampshire Planning Commission

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Minutes of the SNHPC METROPOLITAN PLANNING ORGANIZATION

November 28, 2023

11:30 A.M.

Meeting held in-person at the SNHPC office (438 Dubuque Street, Manchester, NH). Virtual participation in the MPO meeting was also accommodated via Zoom.

MEMBERS PHYSICALLY PRESENT

Chester	Andrew Hadik
Chester	Deborah Munson
Deerfield	Frederick McGarry
Deerfield	Erroll Rhodes
Derry	Jeff Moulton
Derry	Richard Tripp
Francestown	Linda Kunhardt
Francestown	Gary Schnakenberg
Goffstown	Barbara Griffin
Londonderry	Arthur Rugg, Secretary
Manchester	Peter Capano
Manchester	Ray Clement, Treasurer
Manchester	Don Waldron
New Boston	Mark Suennen, Vice Chair
Windham	Peter Griffin, Chair
Windham	Edgar Lapointe
NHDOT	Lucy St. John

MEMBERS VIRTUALLY PRESENT

Bedford	Danielle Evansic
Candia	Rudy Cartier
Francestown	Alfred Eisenberg, Alt.
Goffstown	Jacob LaFontaine
Goffstown	Colleen Mailloux
Londonderry	Suzanne Brunelle
Manchester	Daniel O'Neil
Manchester	Marcus Ponce de Leon
NHDOT	Bill Watson

NON-VOTING MEMBERS PRESENT VIRTUALLY

NHDES	Vanessa Partington
CNHRPC	Craig Tufts
SWRPC	Henry Underwood

STAFF PHYSICALLY PRESENT

Sylvia von Aulock	Executive Director
Nathan Miller	Deputy Executive Director
Linda Moore-O'Brien	Office Administrator
Suzanne Nienaber	Principal Planner

VOTING REPRESENTATIVE SEATS VACANT

Auburn	
Candia	
Deerfield	
Weare	

MEMBERS ABSENT

Auburn	Paula Marzloff
Auburn	Jeffrey Porter, Alt.
Bedford	Daniel Heath
Bedford	Bryan Lord
Chester	Dana Theokas, Alt.
Goffstown	Jo Ann Duffy, Alt.
Londonderry	Jeffrey Penta, Alt.
Londonderry	Lynn Wiles, Alt.
Weare	Naomi Bolton
MTA	Mike Whitten
Manchester Airport	Ted Kitchens
FHWA	Leigh Levine

MEMBERS EXCUSED

Bedford	Bill Jean
Derry	John O'Connor
Francestown	Jennifer Vadney, Alt.
Hooksett	Denise Pichette Volk
Londonderry	Brian Battaglia
Londonderry	Deb Lievens

STAFF VIRTUALLY PRESENT

Adam Hlasny	Sr. Transportation Planner
Tammy Zamoyski	Regional Planner
Cameron Prolman	Regional Planner
Zachary Swick	Sr. GIS Analyst
David Tilton	Transportation Planner

GUESTS VIRTUALLY PRESENT

Benjamin Bennett	Londonderry
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GUESTS PHYSICALLY PRESENT

Ray Breslin	Londonderry
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CALL TO ORDER

Chair Peter Griffin called the MPO meeting to order at 11:30 AM. A quorum was present.

ACTION ON MINUTES OF OCTOBER 24, 2023

Motion by Mr. Rugg to approve the minutes of October 24, 2023.

Motion seconded by Mr. Tripp, and carried with Messrs. Hadik, Suennen, Rhodes and Ms. Mailloux, Brunelle and St. John abstaining. The vote was taken in conjunction with the roll call.

OLD BUSINESS (none)

NEW BUSINESS

SNHPC FY2023-2026 TIP Amendment #3

Mr. Miller stated that he reviewed the project changes in TIP Amendment #3 at the October meeting, but is happy to review the projects again if requested. The Amendment was released for a 10-day comment period which ended on November 17th. One comment was received from NHDOT regarding statewide training for anticipated workforce development needs. This will not impact fiscal constraint.

He noted that although there was not a quorum at the November TAC meeting, those present unanimously supported the Amendment.

In response to a question from Mr. Breslin about the amount of increase for NHDOT training activities, Mr. Miller said it will be about \$750K per year. From \$250K to \$1 Million per year.

Responding to a question from Mr. Capano regarding Exits 6 and 7, Mr. Miller said engineering funding is being added to FY 25 and 26.

Motion by Mr. Tripp to adopt TIP Amendment #3 with the addition of the changes to the statewide training program requested by NHDOT.

Motion seconded by Mr. Hadik and carried unanimously.

Climate Action Toolkit: Roadway Adaptations

Principal Planner Suzanne Nienaber and Senior GIS Analyst Zachary Swick provided a sneak preview of the Toolkit which should be available online in the next few weeks.

Ms. Nienaber stated that Chapter 1 comprises a summary of climate data: NH weather is warmer and wetter than in the past. She used a photo of a road in Chester which washed out this year following a beaver dam breach as an example.

Mr. Swick said Chapter 2 covers multiple aspects of corridor-level vulnerability: stream crossings, slopes, and those areas prone to flooding. He discussed updated scoring factors related to stream crossing vulnerability. Mr. Swick mentioned that for the most part, bridges have been excluded. The highest scoring crossings were Parmenter Road in Londonderry and High Street in Derry. This will be addressed by the Exit 4A project. He provided an example of a culvert in Hooksett which fails in 10-year storms.

The Toolkit will look at the corridor as a whole, considering stream crossing density as well as aggregate stream crossing vulnerability.

In addition to stream crossings, the Toolkit provides a corridor-level breakdown of flooding vulnerability (e.g. routes within 200 feet of a FEMA flood zone or a flood hazard), as well as vulnerabilities related to steep slopes.

Ms. Nienaber reviewed Chapter 3, which includes a menu of strategies for roadway adaptation, organized according to the following approaches.

- Design & Engineering
- Nature Based Solutions
- Operations & Maintenance
- Outreach & Collaboration
- Data, Planning & Policy

Chapter 4 looks at Adaptation in Action and features a corridor case study of NH-102 in Chester. Several key takeaways emerged from conversations with Town staff:

- Cascading flood impacts go across property and town lines.
- Nature-based solutions are important - Work with the beavers!
- Staffing shortages are impacting resilience - public engagement is key
- Lifecycle cost implications- be proactive, reduce greenhouse gases, build public awareness

Ms. Barbara Griffin said nature will win, and she provided an example of endangered snails being protected by the state but were subsequently eaten by otters. Regarding funding- federal versus state-maintained roads- what do projects do for my community?

Ms. Nienaber said it's important to have a common climate vocabulary, and a shared vision of how to implement transportation planning to address resiliency priorities. It's highly complex work, but this Toolkit is designed to get us started.

Mr. Tripp commented that the Lane Road washout may have been due to climate or beavers. Ms. Nienaber suspects both- beaver activity and more intense storms.

Mr. Swick said it is hard to tell what causes individual incidents. For some events you can provide a percentage estimate of how much climate change influences events such as hurricanes.

Mr. Tripp said the amount of water released was not typical- and there are various reasons why. He commented that beaver deceivers work well.

Ms. Munson said detours can be mapped out, but can people still get through detours? Ms. Nienaber agreed- detour roads are not designed for heavy traffic.

Mr. Schnakenberg mentioned our viewpoints are based on our own experience, and there is a difference between climate versus weather.

Mr. Peter Griffin asked if culvert problems can be mitigated by better maintenance. Ms. Nienaber said that is part of the problem, but with climate change comes more rain, and many culverts may still be undersized considering future precipitation projections.

Mr. Hadik said Chester subdivisions are designed for stormwater, but there is a cumulative effect of development that must be taken into account.

Bike-Ped Counting Season in Review

Senior Transportation Planner Adam Hlasny and Transportation Planner David Tilton reviewed the Bike-Ped Counting Program, which started in 2017.

Mr. Tilton explained there are three-week counts that happen year-round. Overall, SNHPC has counted 24 sidewalks and 40+ trail locations. For the first time in 2023, SNHPC deployed long-term (one-year) counts on the Londonderry and Windham Rail Trails.

He noted that a Manchester trail study encompassing the Piscataquog, Rockingham, and South Manchester Trails was conducted in 2022 and repeated in 2023 to allow a comparison of year-over-year data.

Mr. Hlasny said Manchester sidewalk counts have been conducted since 2017; he shared pre- and post-Covid data from Elm St. at City Hall and Hanover St. at the Chamber of Commerce, the two highest-volume sidewalks in the region.

He shared Labor Day Weekend car show counts from Veterans Park in Manchester. SNHPC first counted at this event since 2017. 2023 saw a 12% increase from 2017 pedestrian volumes.

Other locations include the Hooksett Riverwalk and the New Boston Rail Trail. Naturally the counts are affected by the weather, such as this year's rainy June.

Mr. Hlasny showed a comparison of the Londonderry and Windham Rail Trails in January, April, July and October. He noted the Windham Rail Trail had higher numbers overall.

Mr. Tilton stated a number of lessons have been learned, including the use of trackers following bike-ped counter theft. He also related the story of two counters that stopped working due to being filled with debris. It was discovered that ants had taken up residence in the counters.

In 2024, plans for improvement include seeking new permanent counter locations (perhaps the South Manchester and Derry Rail Trails), and the use of new technology. Mr. Tilton invited municipalities to request bike-ped counts- a request form can be found on the SNHPC website.

Mr. O'Neil noted the South Manchester Rail Trail is not completed. Mr. Hlasny said the permanent count sites have not been finalized; another option is the South Manchester Trail north of Gold St.

Mr. O'Neil mentioned the Rockingham Trail, which Mr. Hlasny said is being considered. SNHPC will work with the municipalities to ensure the best location is chosen.

In response to a question from Mr. McGarry about the Derry and Londonderry Trails, Mr. Miller said both are programmed for after the Exit 4A project. Mr. Tripp clarified that after the Exit 4A project, money is programmed.

Mr. McGarry noticed that the Rockingham to Manchester Trail ends- will it be continued? Mr. Waldron commented that the corridor zone has squatters and parking for the bus and DPW. There is a plan for the Elliot to South Willow. There are a lot of issues, and the RAISE Grant will help.

It was noted that interconnection of trails is needed as Manchester is the meeting point of several regional trails.

Other Business (none)

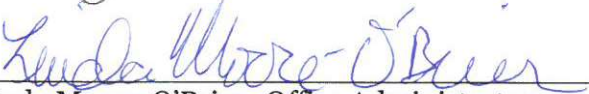
ADJOURNMENT

Motion to adjourn by Mr. Tripp, seconded by Ms. Kunhardt. Chair Peter Griffin declared the meeting adjourned at 12:35.

I hereby certify that this is a true and correct copy of the notes of the November 28, 2023 meeting Metropolitan Planning Organization of the Southern New Hampshire Planning Commission.



Sylvia von Aulock, Executive Director



Linda Moore-O'Brien, Office Administrator