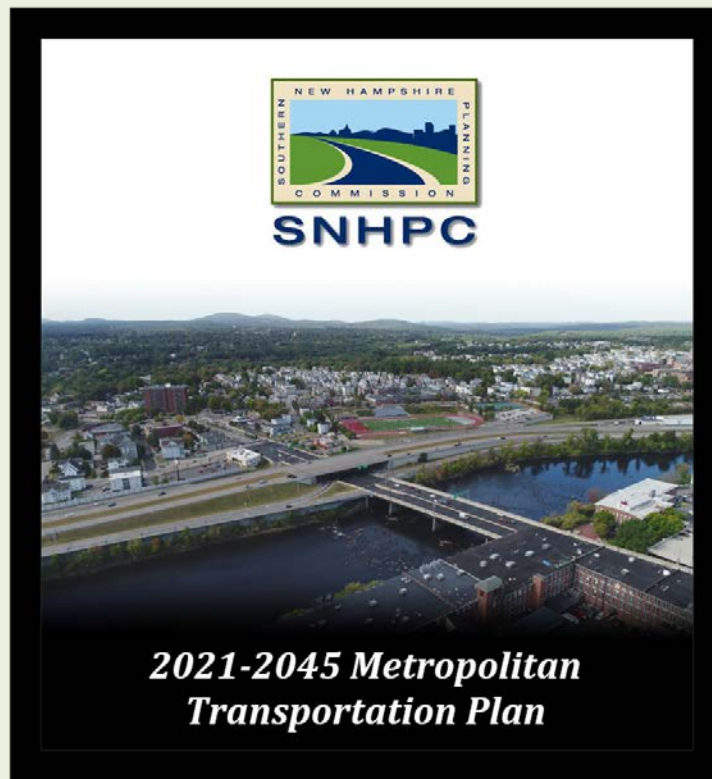


# SNHPC FY 2021-2045 Metropolitan Transportation Plan

## *Comments Received and Recommendation to Policy Committee*



SNHPC MPO  
Meeting

January 26, 2021

Carl Eppich, AICP  
Principal Transportation Planner



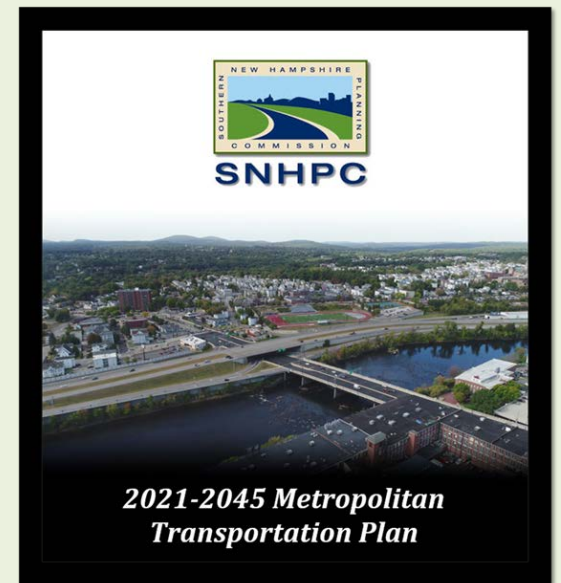


# Public Hearing and Comment Period

- The Metropolitan Transportation Plan (MTP) serves as the long-range (20+ year) transportation planning document for the SNHPC Metropolitan Planning Organization (MPO).
- The MTP contains the SNHPC's adopted policies, goals, and project proposals to improve the regional transportation system through the year 2045.
- SNHPC staff released a Draft of the Plan on December 23<sup>rd</sup> beginning a 30-day comment period, which January 22<sup>nd</sup>, 2021.
- **The SNHPC received 38 comments from two individuals.**



- Today we are reviewing the Proposed Responses and looking for any *additional* comments from MPO Committee members.
- Also, action on Plan Adoption.





# Comments Received

## General Comments:

1. “There are references to US 3A – note it is NH 3A.”

**Proposed Response: *Correct this reference on Page 56 and Page 62.***

2. “On Pg. 38 item 3. States that NH Route 28 Bypass is the only road in New Hampshire officially signed as a “Bypass” ... It is the only State Highway signed as a “Bypass” but not the only road signed as a “Bypass”. “

**Proposed Response: *Clarify that NH Route 28 is the only State Highway signed as a bypass on Page 38.***



# Comments Received

## General Comments continued:

3. “Generally there is not enough funding for multi use paths, trails and ped/bike projects. There needs to be more state funding other than TAP and municipal funds. Where possible more ped bike work needs to be included with the nearby highway projects. The ped bike projects are important and should have priority to get done sooner.”

**Proposed Response: *Enhance Goal 2.3, by adding an Objective to advocate for bicycle/pedestrian improvements to be incorporated into the scope of nearby highway projects where feasible.***



# Comments Received

## Project Comments :

1. “An intersection that I feel really needs improvement is the intersection of Hackett Hill Road with NH 3A. Hackett Hill Road connects NH 3A to the Turnpike at the toll area and traffic is often backed up trying to turn onto NH 3A. A roundabout would be a good option for this intersection. I want to note that NHDOT is working on two intersections along NH 3A in Bow, 29641 that has \$4,344,582 programmed, that are not as severe as this intersection. I do see that there is a HOOK-01 study in 2031 but not sure if this project would address this intersection. This intersection has been needing work for a long time and should be improved now.”

**Proposed Response: *This area is a high priority for the Town of Hooksett, and as a first step, the Town has identified the need to conduct a corridor study to determine a preferred design alternative. The Town intends to apply for funding through the pending NHDOT Corridor Study Program solicitation, with the hope of completing that study within the next two years. The SNHPC supports the Town’s efforts to secure corridor study funding as soon as possible. This study is shown as occurring in FY 2031 in the draft MTP only because it is not currently in the adopted FY 2021-2030 Ten-Year Plan.***



# Comments Received

## Project Comments :

2. “Bedford 40664 US 3 widening 2019-2022 has PE only with BED-01 in 2031 move up sooner and BED-09 should be done along with this project.”

**Proposed Response: *Construction for this project is programmed to begin in 2026. However, the construction phase of project is not yet fully funded in the FY 2021-2030 Ten-Year Plan. Thus, supplemental construction funding is included in FY 2031 in the draft MTP. The SNHPC is aware of the importance of this project and will coordinate with the Town and NHDOT to ensure that the project is fully funded and proceeds to construction in 2026.***



# Comments Received

## Project Comments :

3. “BED-06 10’ multi use path along NH 101 should be included within the limits of BED-03 and BED-05.”

**Proposed Response: *There may be possibilities to include portions of the multi-use path envisioned in Project BED-06 as part of the scope of Project BED-03 and Project BED-05. However, we believe there is utility in separately listing BED-06 as a standalone project to demonstrate explicit planning support for any Transportation Alternatives or discretionary funding application the Town may submit to seek funding for this project.***





# Comments Received

## Project Comments :

4. “Town of Derry, DERR-01. Move this important link in the rail trail to be done with Exit 4A Not in 2031!! Note Londonderry is extending the trail to Manchester in 2021 42508, and LON-05 Rail Trail to Derry T/L is 2033 move up do with Exit 4A or completed at same time.”

**Proposed Response: *The project is shown as occurring in FY 2031 in the draft MTP only because it is not currently in the adopted FY 2021-2030 Ten-Year Plan. The Town has submitted this project for consideration in the FY 2023-2032 Ten-Year Plan update process and is also pursuing a Transportation Alternatives Program application that could bring this project to construction substantially before FY 2031.***



# Comments Received

## Project Comments :

5. “Note that Manchester 42509 and 42886 is 2021 to 2024. MAN-13, rail trail and road into South Commercial to Queen City Ave, is 2034-2035. This needs to be done sooner.”

6. “Also move up MAN-15-16 with the commuter rail, and move up MAN-18 2035-2036, rail trail.”

**Proposed Response: *While these projects are not currently in the Ten-Year Plan, the City of Manchester is pursuing FHWA discretionary funding (BUILD Grant) to complete Projects MAN-13 through MAN-16 as expeditiously as possible. The SNHPC is working closely with the City of Manchester on this effort and will continue to try to advance these projects to construction as soon as feasible.***



# Comments Received

## Project Comments :

7. “Derry Londonderry, Exit 4A, needs to do more with ped bike improvements. I would suggest that a side path along the new roadway should be included to connect to Trolley path and the Derry Rail Trail. This is all part of the network and missing links and connections should be done as soon as possible to all be completed when Exit 4A is finished.”

***Proposed Response: This project has advanced into engineering phase work, and a Supplemental Draft Environmental Impact Statement has been completed and a Record of Decision has been issued. Comments on the scope of this project should be directed to Wendy Johnson, Project Manager with NHDOT.***



# Comments Received

## Project Comments :

8. "WIND-02 Windham Greenway Trail 2036 why so late? Should be done sooner."

**Proposed Response: *This project is not currently included in the FY 2021-2030 Ten-Year Plan, nor has the Town proposed it for consideration in FY 2031-2032 as part of the pending Ten-Year Plan update process. To advance this project to construction on a more advanced timeline, the Town may consider applying for Transportation Alternative Program funding.***



# Comments Received

## Project Comments :

9. "REG-03 Goffstown and New Boston Rail Trail connect 2031 move up."

**Proposed Response: *This project is not currently included in the FY 2021-2030 Ten-Year Plan, nor have the affected Towns proposed it for consideration in FY 2031-2032 as part of the pending Ten-Year Plan update process. To advance this project to construction on a more advanced timeline, the Towns may consider applying for Transportation Alternative Program funding.***



# Comments Received

## Project Comments :

10. "GOFF-02 Goffstown Rail Trail already done or is this to pave?"

**Proposed Response: *This project would involve upgrades to seven sections of the Goffstown Rail Trail totaling 1.93 miles consistent with the Town's 2018 TAP grant scope of work. The Town may again consider applying for Transportation Alternative Program funding for this project.***



# Comments Received

## Project Comments :

**11.** “HOOK-05 Hooksett Riverwalk Trail 2038 why so late? Needs to be done sooner. Connect to the Manchester Heritage Trail. In Bedford, include a project to pave the Heritage Trail along the River. The Heritage Trail in Manchester needs to connect to the Heritage Trail in Bedford – would suggest connecting by having a path over the Merrimack River on the I-293/NH 101 bridge.”

**Proposed Response:** *To advance this project to construction on a more advanced timeline, the communities may consider applying for Transportation Alternative Program funding. The proposed placement of a path on the I-293/NH 101 bridge would be at the discretion of the NHDOT.*



# Comments Received

## Project Comments :

12. “As part of the NH 114 study, 41859, and GOFF-01, include a side multi-use path that would connect to the Goffstown Rail Trail.”

**Proposed Response: *We will encourage the consideration of this path in the pending NH 114 Corridor Study (Project #41859). The study can help to determine feasibility for this path and set the stage for a future construction project.***





# Comments Received

## Project Comments :

**13.** “Figure 18 shows a connection along Pettingill Rd, Londonderry, to connect the GSRT and to the path over the Manchester Airport Access Road path.”

**Proposed Response: *This is correct.***



# Comments Received

## Comments :

1. This review did not highlight minor items such as spelling, typos and grammar. It is assumed that the authors will conduct a thorough screening of the text to address these issues.

**Proposed Response: *This is correct.***



# Comments Received

## Comments :

2. On Page 8: Add space between Figure title and additional text.

**Proposed Response: *We will make this edit anywhere applicable***



# Comments Received

## Comments :

3. On page 9: What is intended by this statement: ...and labor present in the Northeast?

**Proposed Response: *The statement refers to the higher cost of living and the higher cost of labor. We can clarify this in the text.***



# Comments Received

## Comments :

4. On page 12: Text says 5 industries but 6 are listed in the table. Clarify.

**Proposed Response: *We will correct this in the text.***

5. On page 12: Does order of prominence mean something different than ranked order of percentage?

**Proposed Response: *No, but for simplicity we will delete the term “order of prominence.”***



# Comments Received

## Comments :

6. On page 13: Should this be Exit 4A?

**Proposed Response: *Yes. We will make this correction.***



# Comments Received

## Comments :

7. On page 13: Is there a reason that this consultant was called out? Consider just indicating that NHDOT will be continuing this work into 2022.

**Proposed Response: *No, the consulting firm's name was provided simply as a topical update on this project. This sentence can be generalized to say that "NHDOT executed a contract with a consulting firm to perform this work during 2021 and 2022."***



# Comments Received

## Comments :

8. On page 19: Is this a place to mention that the FAST Act has maintained the outdated formula that sees New Hampshire as lowest funded state?

**Proposed Response: *We can add this context to the discussion of the FAST Act on Page 19.***

9. On page 19: Consider adding a paragraph about the fourth C - Connectivity.

**Proposed Response: *We can clarify that the “3 C’s” (continuing, comprehensive, and cooperative) referred to in this portion of the text relate to the federal metropolitan planning requirements of 23 USC 134 (c)(3) and that other considerations, like connectivity, are important goals of the SNHPC’s planning process.***





# Comments Received

## Comments :

**10.** On page 21: Consider including unfunded projects identified in the CEDS program.

**Proposed Response: *We did consider CEDS projects in the development of the MTP (and some are included in the MTP program of projects). We will note the CEDS as a source for projects accordingly.***



# Comments Received

## Comments :

**11.** On page 36: Is it worth mentioning that several of these services were briefly suspended in 2020 due to COVID?

**Proposed Response: *The temporary disruption/suspension of public transit services due to COVID is discussed earlier in the document in Section 1.4.***



# Comments Received

## Comments :

**12.** On page 39: Consider retitling these to be Freight Moved in NH (by value) and (by weight)

**Proposed Response:** *We will clarify these titles.*



# Comments Received

## Comments :

**13.** On page 47: This section seems to have a much more statewide focus than a SNHPC focus. Consider trimming down to just the SNHPC region. [...] This table is too Statewide focused. What is the trackage in SNHPC region? What is its Class and status? [...] Show segments of this Route that would be within SNHPC region.

**Proposed Response: *The statewide information is provided as context to aid in understanding the rail connections that the SNHPC region has north to Concord and south to Nashua and ultimately Boston. However, we agree that Table 2 could be refined to a region-specific focus and with class and status.***



# Comments Received

## Comments :

**14.** On page 48: Too statewide focused for the SNHPC Region MTP. At the very least, outline the SNHPC communities on this map.

**Proposed Response: *We agree and will replace this map with a map that highlights the SNHPC region's context in the larger Southern NH rail network.***



# Comments Received

## Comments :

**15.** On page 50: ITS is mentioned but it may be worthwhile to separately indicate a future of connected and automated vehicles.

**Proposed Response:** *We agree and can add this context.*



# Comments Received

## Comments :

**16.** On page 82: Seems like something is missing here? [ “& B Series Tasks – Special Planning Projects”

**Proposed Response: *This is a typo and should read “600 Series Tasks.”***



# Comments Received

## Comments :

**17.** On page 84: Does the mention of ITS not warrant reference to NHDOT TSMO and/or Traffic as coordinating agencies?

**Proposed Response: *Rather than NHDOT (Bureau of Environment), we can edit this to say NHDOT (Bureau of Environment and other affected bureaus).***





# Comments Received

## Comments :

**18.** On page 91: For State revenues, does the fiscal constraint assume any increase in gas tax or tolls?

**Proposed Response: *No. The assumed 1% per year increase in Turnpike revenue beyond FY 2031 is simply based on a historic trend extrapolation.***



# Comments Received

## Comments :

**19.** On page 124 and 126: What are the units associated with this table? Parcels? SF?

**Proposed Response: *Employment units are jobs, Household units are households, and population units are persons. These tables will be clarified accordingly.***



# Comments Received

## Comments :

**19.** On page 124 and 126: What are the units associated with this table? Parcels? SF?

**Proposed Response: *Employment units are jobs, Household units are households, and population units are persons. These tables can be clarified accordingly.***



# Comments Received

## Comments :

Clarify that the scope of Project 42886 is a roundabout at the intersection of River Road/Bicentennial Drive.

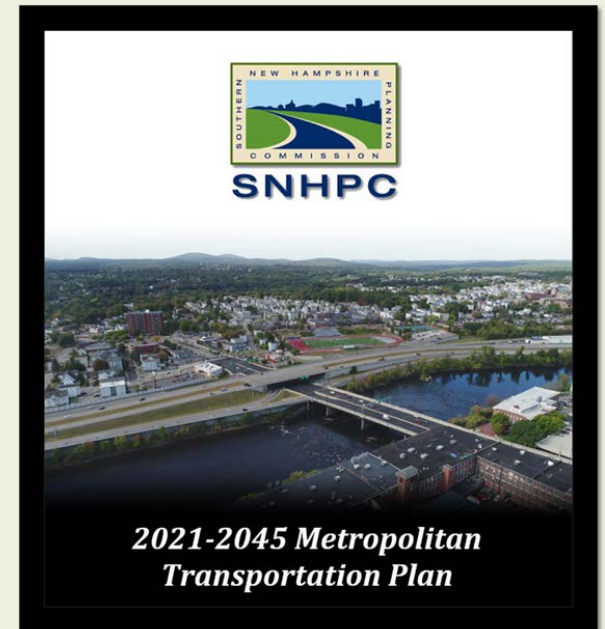
**Proposed Response: *This is a typo and will be corrected accordingly.***

The denominator for the Federal-aid Roads O&M table has a statewide cost per mile based on total roadway lane miles statewide rather than Federal-aid eligible lane miles statewide.

**Proposed Response: *This is a typo and will be corrected accordingly.***



- **Questions or Comments?**





**SNHPC**