Project Solicitation and Prioritization

State Ten year plan & MPO Long Range Transportation Plan

Ten Year Plan Guidance From NH DOT

- Adding CON phase to the last two years of the Ten Year Plan
- Target funding for the region is **$8,055,824**
- **Costs must include inflation at ~~2.8%~~ 3.7% per year and 10% indirect costs**
- All RPCs and DOT will use a common set of project selection criteria
- Projects must undergo engineering/cost review prior to being reviewed by NHDOT. Can submit projects up to budget target +2 for review.
- Once final priorities are set, selected MPO projects will be added to the draft Ten Year Plan as presented
    - Projects must still go through GACIT process

Project Selection – Feedback from NHDOT Review

- Have received formal project review recommendations from NHDOT
- Estimates are generally low compared to NHDOT perspective
- Requiring an increased inflation rate from 2.8% to 3.7% per year
  - Inflation rate utilized is supposed to be cooperatively developed with MPOs
- High Street project needs additional study to determine an appropriate approach and is not recommended at this time. Staff and TAC concur.

Project Selection – Applying more Inflation

Draft Rank	Project	Cost Submitted to NHDOT	NHDOT Estimated Cost	Change	
1	Portsmouth Traffic Circle (US1 Bypass)	$8,979,734	$12,895,542	+$3,915,808	53% from project 47% from inflation
2	NH 102 at Blueberry Hill in Raymond	$813,695	$2,052,854	+$1,239,159	72% from project 28% from inflation
3	Ashworth Avenue (NH 1A) in Hampton	$5,522,045	$6,904,497	+$1,382,452	46% from project 54% from inflation
4	Portsmouth Avenue (NH 108) in Stratham	$2,613,880	$4,339,146	+$1,725,266	60% from project 40% from inflation
5	High Street (NH 27) in Hampton	$2,473,976	Not Ready	????	
	Subtotal	***$20,403,330***	***$26,192,039***		

Project Selection – Recommendation

TAC and Policy consensus was to keep Portsmouth Circle as the Priority

- Based on NHDOT cost estimate, the project is too expensive to be funded with a single cycle of RPC's target funding in the Ten Year Plan.

Instead, RPC recommended the following:

- Engineering Study to update the circa 2000 Portsmouth Circle Feasibility Study ($1,100,000)
- Construct Hampton Ashworth Avenue bike/pedestrian improvement to compliment work proposed on Ocean Boulevard ($4,440,000 base cost - $6,900,000 inflated)
- Raymond Blueberry Hill Road/NH 107 was submitted to HSIP for a Road Safety Audit (RSA)

RPC Priorities for the Ten Year Plan

- Submitted to NHDOT in March
- Proposed to be added to the Ten Year Plan as follows:

Project		Phase	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
44225	Portsmouth Circle	PE					$1,100,000					
44226	Hampton – Ashworth Avenue	PE						$683,967				
		ROW							$294,207			
		CON								$5,916,323		

- New Castle Causeway and NH 1B improvements
- NH 125/South Road Brentwood – Added via Highway Safety Improvement Program

Ten Year Plan Hearings

- Hampton Beach – August 23, 2023 @ 1:30 PM (Short kick-off meeting with all Executive Councilors)
- Salem High School TV Studio – September 7 @ 7:00 PM
- Kingston Town Hall – September 13 @ 7:00 PM
- Seabrook Community Center – October 12 @ 7:00 PM
- Greenland Central School – October 19 @ 7:00 PM
- Hampstead Town Hall – October 24 @ 7:00 PM
- 15 Minute presentation from NHDOT
- 5 Minute presentation from RPC

Long Range Transportation Plan Updates

Transportation Advisory Committee Meeting

8/24/23

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Empowering Communities

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Quick overview

- What's new about this version of the Plan:
  - Continuing themes
  - Document Accessibility
  - Scenario Planning Model
  - Updated public outreach efforts

Continuing Themes

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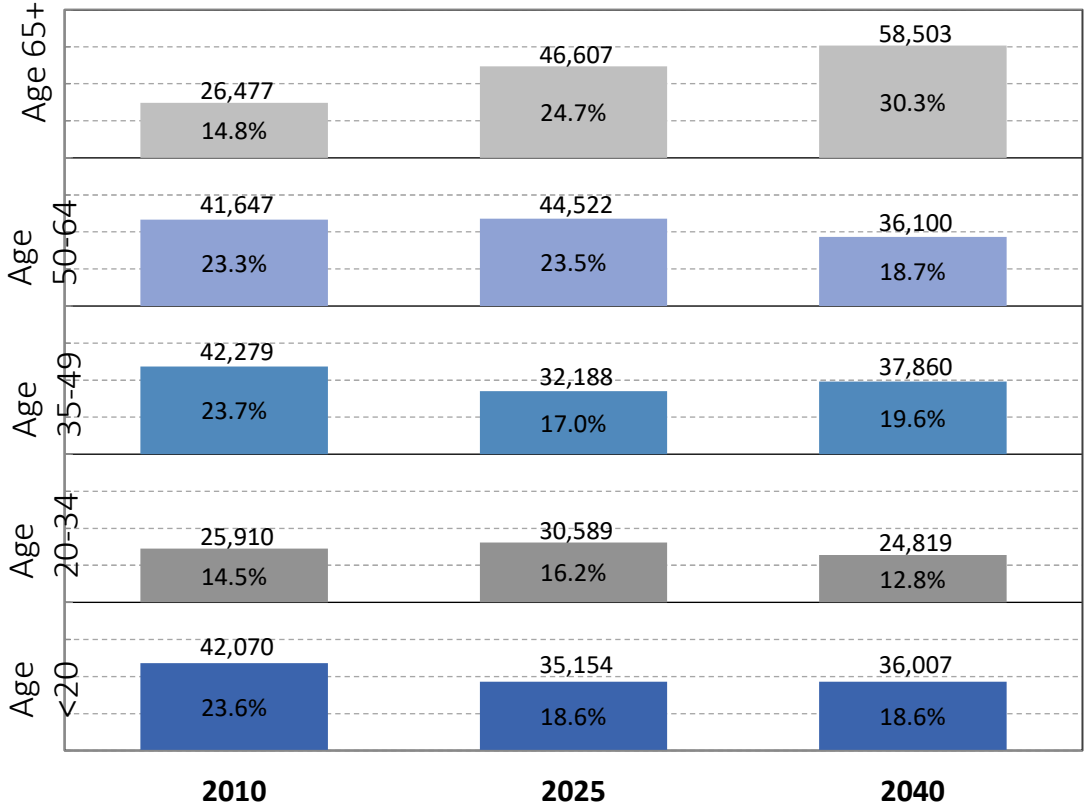
Theme: Planning for Changing Demographics



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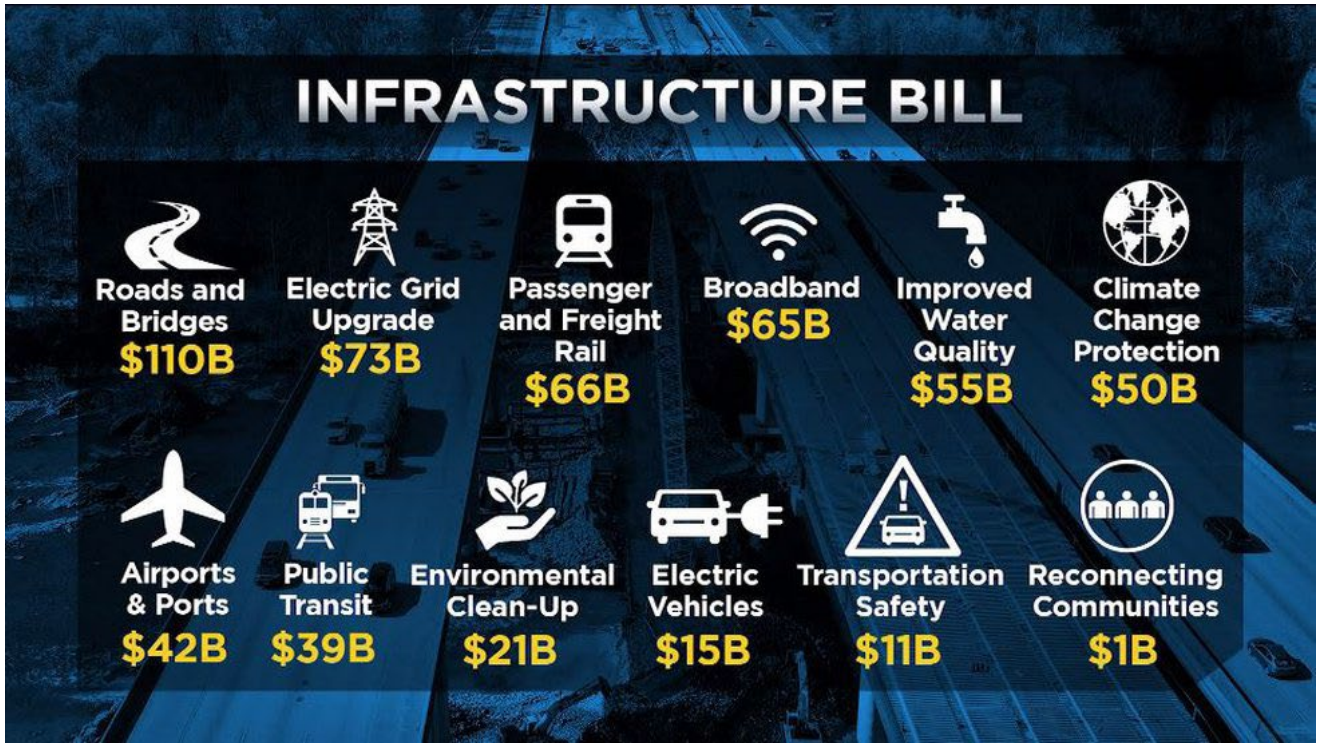
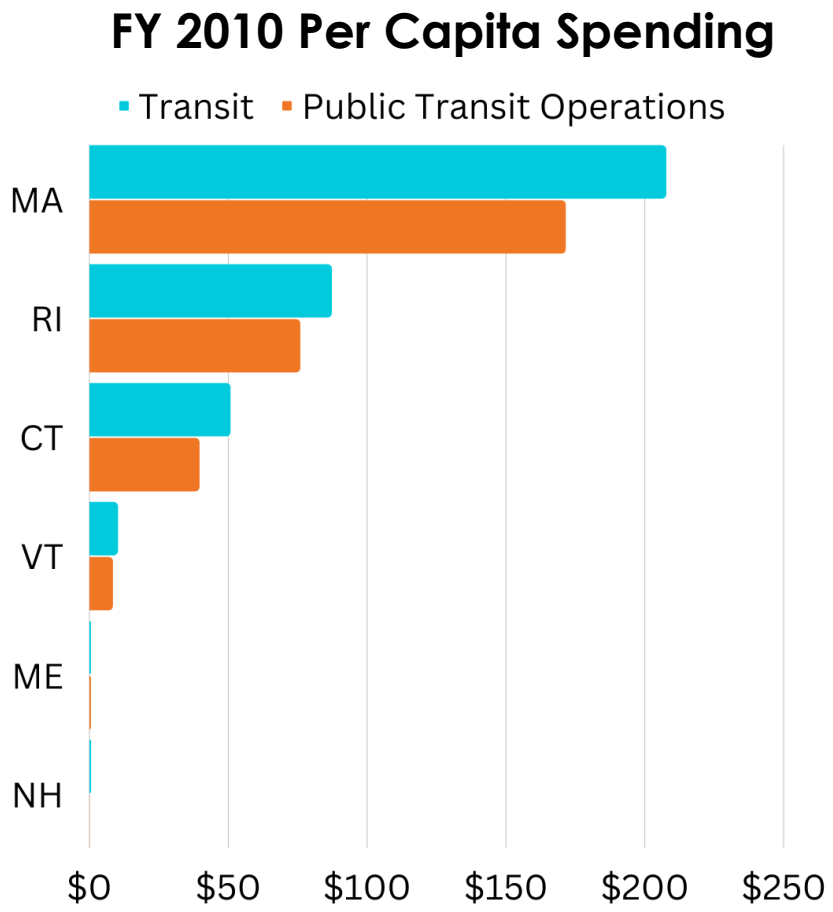
Theme: Balanced Transportation System

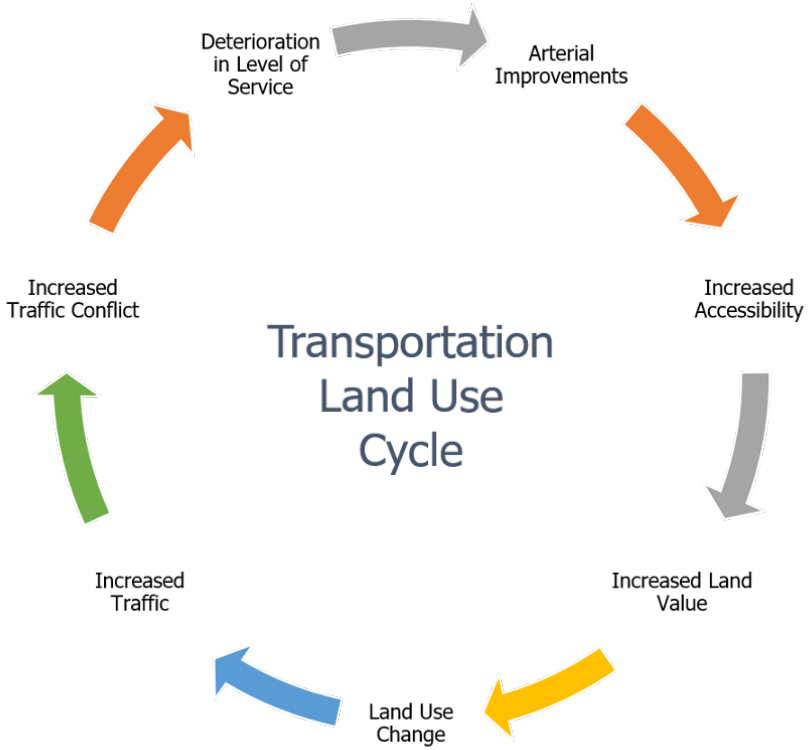
Theme: Transportation System Funding





Source: APTA/AASHTO

Theme: Land Use Coordination

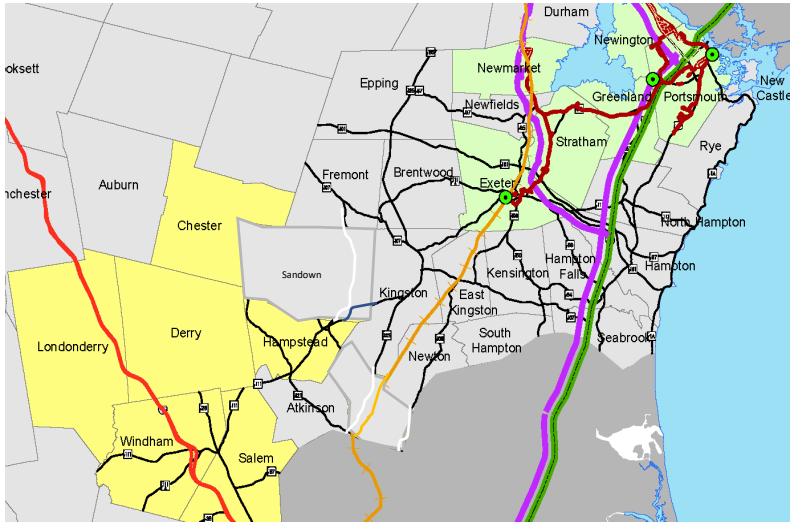


Preventing sprawl and inducing walkability

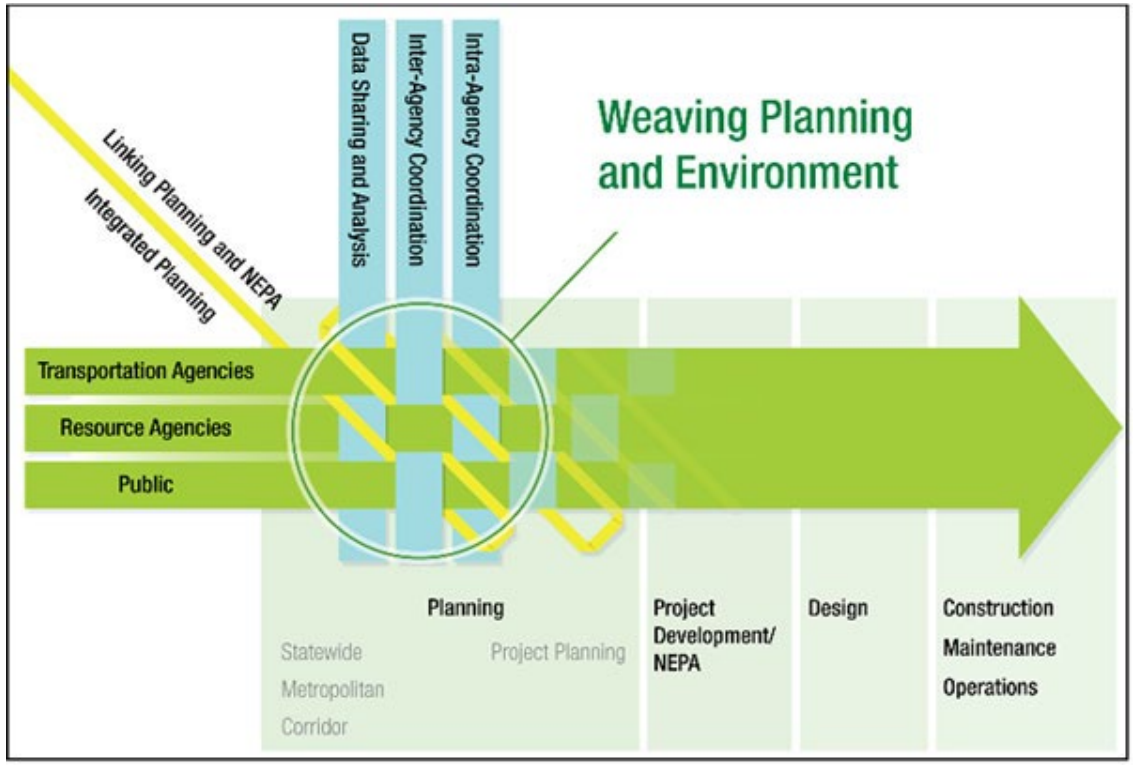
RPC REGIONAL HOUSING NEEDS ASSESSMENT

Incorporating RHNA findings

Distributed pattern of development makes transit service difficult to expand



Theme: Resiliency & Adaptability

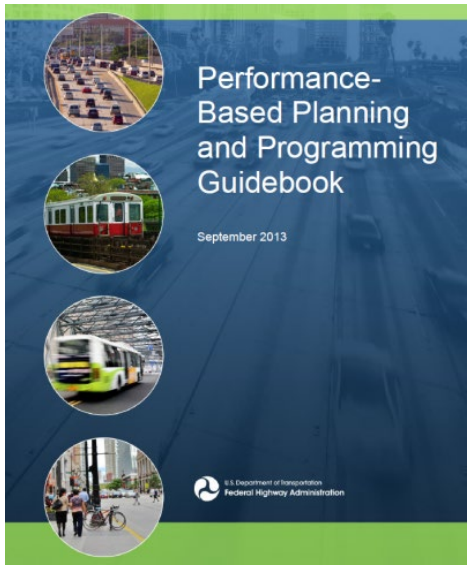


Theme: Regional Project Selection & Coordination

Coordinated Project Evaluation Criteria

Criterion	Weight
Congestion	12%
Freight Mobility	4.5%
Alternative Modes	9.2%
Traffic Volume	4.2%
Facility Importance	10.5%
Safety Measures	13.2%
Safety Performance	11.8%
State of Repair	19.9%
Regional Support	14.7%

MPO Coordination on Performance Measure Development



Rank	Proj#	Location	Facility	Total Cost	Congestion	Freight Mobility	Improves Accessibility	Traffic Volume	Facility Importance	Safety Measures	Safety Performance	Service Life & Current Asset Condition	Regional Support	Total Weighted Score
1	6375001	Plaistow	NH 121A	$ 900,000	0.5	0.5	0.75	0.12	0.6	1	0.75	0.75	1	0.736
2	6379023	Portsmouth	Maplewood Ave	$ 582,000	0.5	0.5	0.75	0.14	0.6	0.75	0.75	0.75	1	0.704
3	6147010	Epping	NH 125	$ 626,400	0.75	0.75	0.25	0.29	0.9	0.25	1	0.75	1	0.701
4	6379007	Portsmouth	Maplewood Ave	$ 690,000	0.5	0.5	0.25	0.13	0.6	1	0.75	0.75	1	0.691

Document Accessibility

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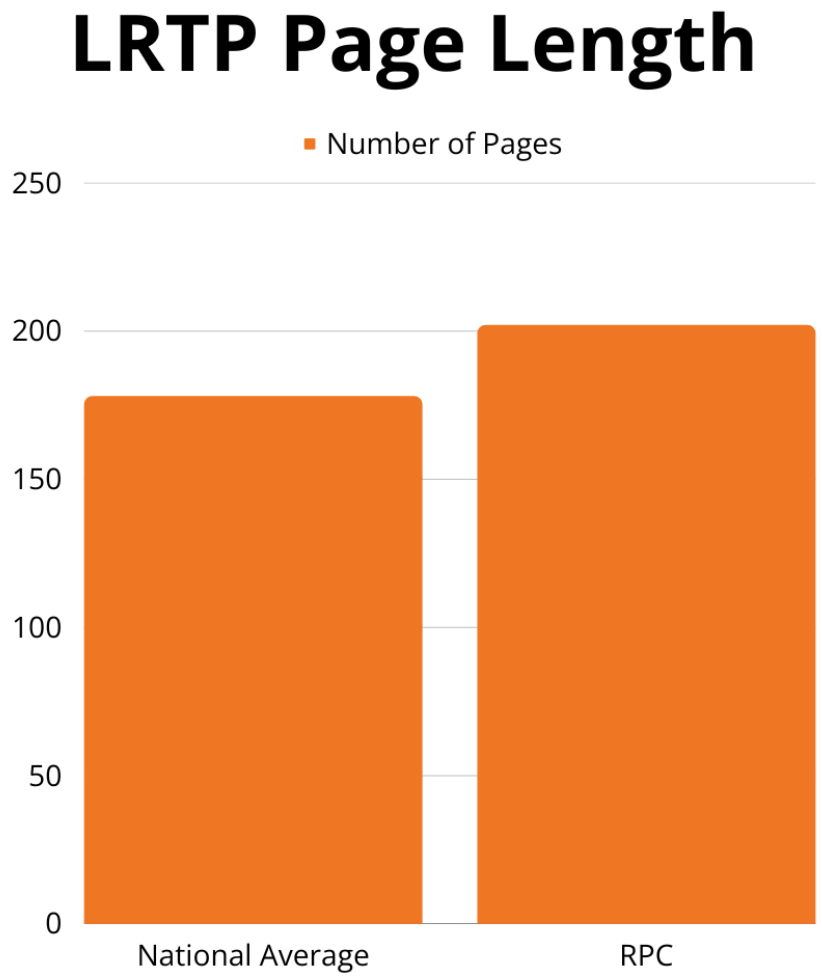
1 of 4: Length

- Objectives
  - Inclusion of essential topics and contextual information
  - Documentation efficiency
  - Use of appendices
- Goals
  - User-friendliness
  - Efficiency in update process
  - Easily referenceable



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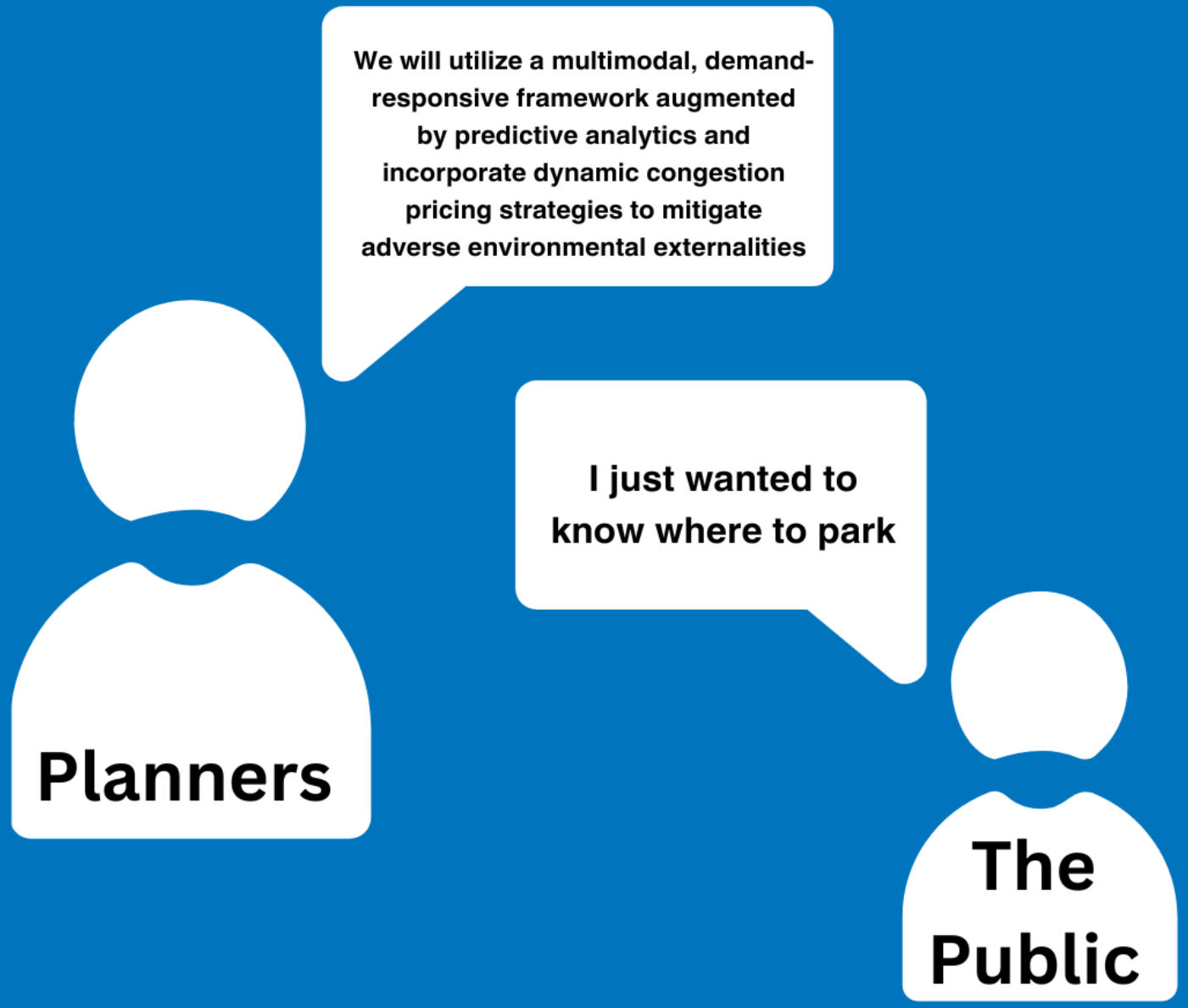
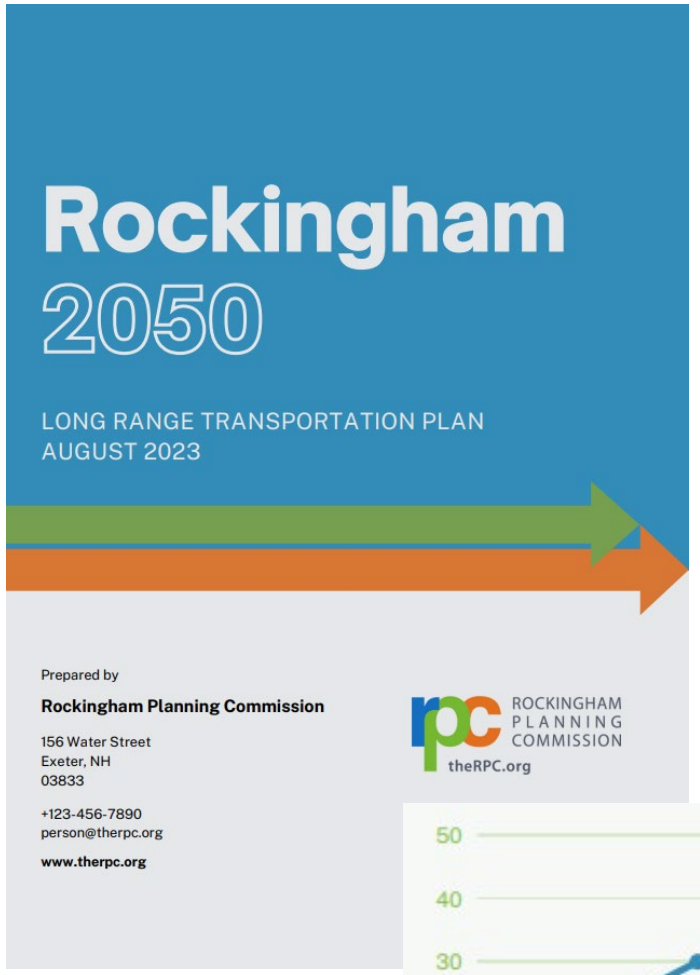
2 of 4: Clarity

- Objectives
  - Language reading level
  - Flow of structure
- Goals
  - Make language understandable to all our readers, not just those in the field
  - Update the Plan in a cohesive format that flows in a sensical way



3 of 4: Graphics

- Measures
  - Appearance of general layout
  - Effectiveness at communicating information
- Goals
  - Incorporate effective and relevant images, graphs, charts, and other visuals
  - Convey data powerfully and clearly



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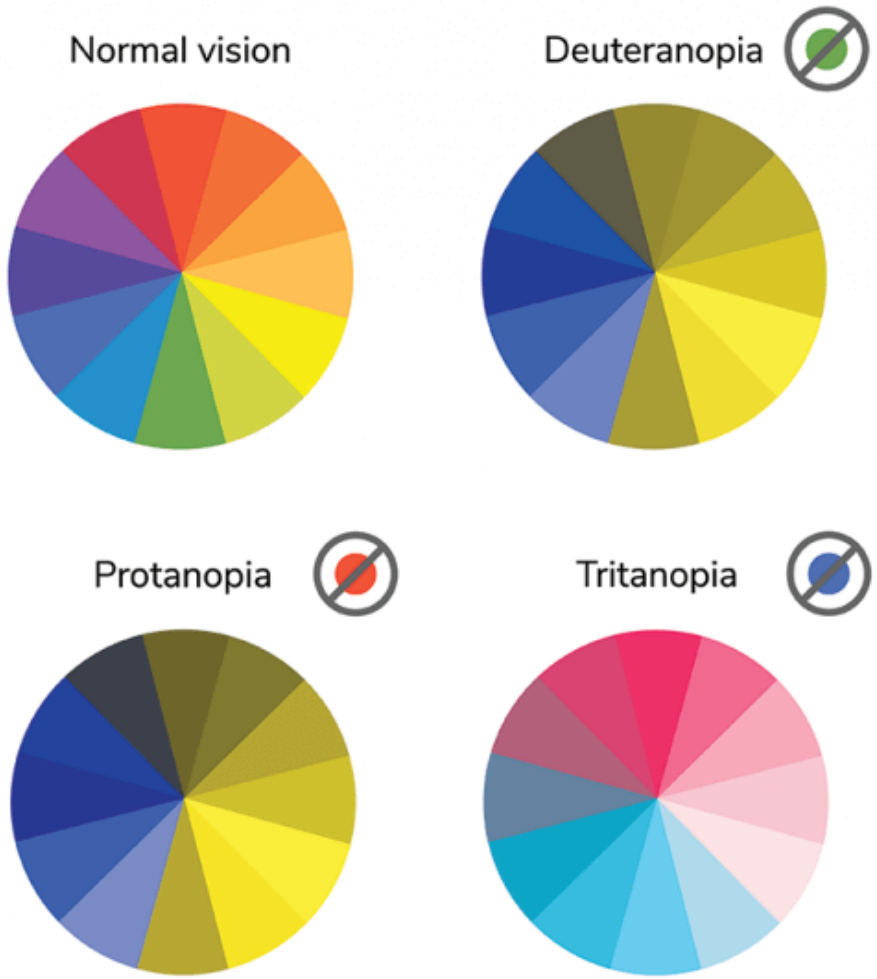
4 of 4: Accessibility!

- Measures
  - Compliance with assistive tech
  - Consideration for readers who are vision-impaired, colorblind, etc.
- Goals
  - Make the Plan accessible to people of all abilities using best practices for document design



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Scenario Planning

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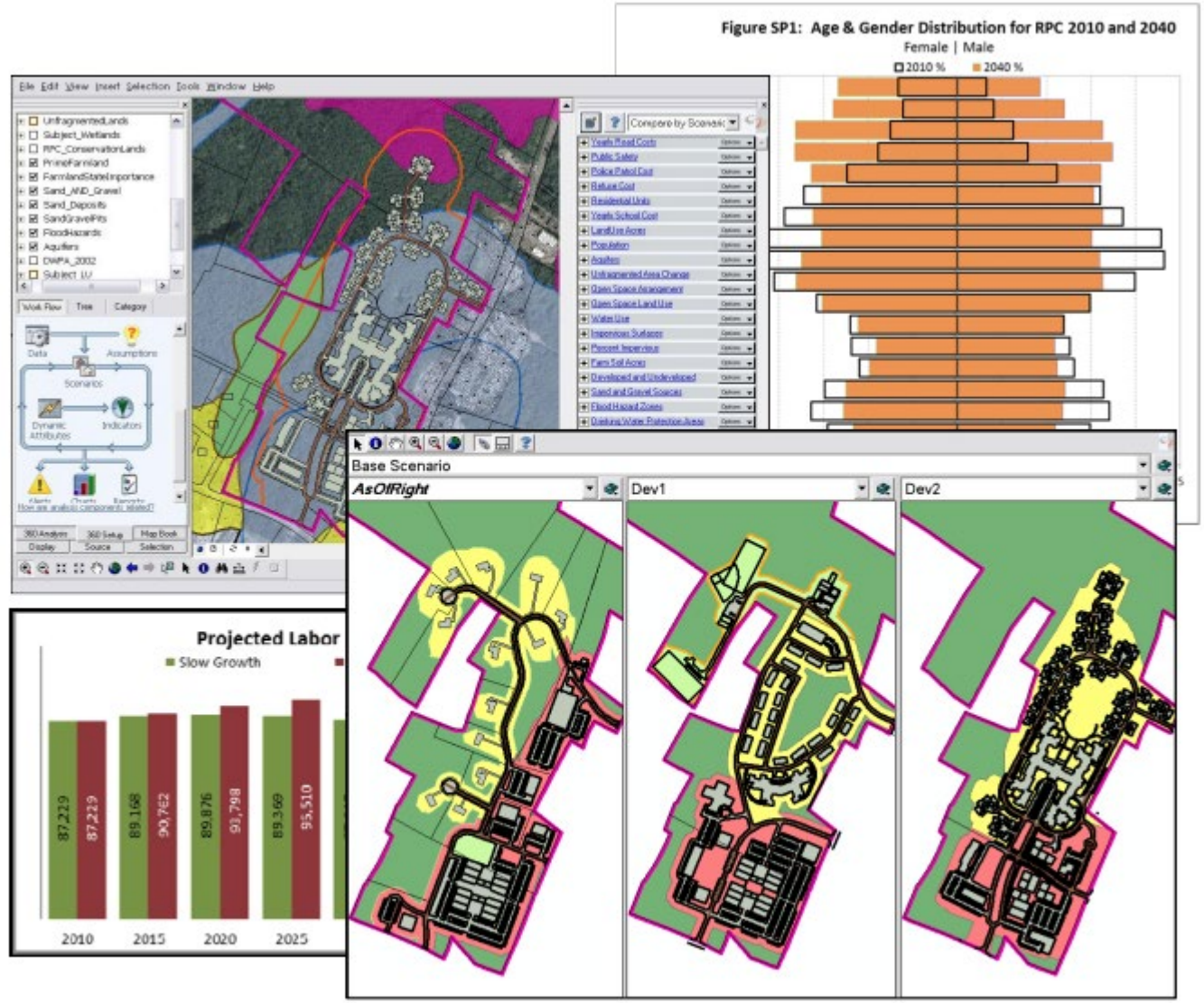
Scenario Planning

- Potential of shifting new development to employment centers
- Resiliency scenarios
- Early in the process



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Public Outreach

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Survey

- Reaching historically underserved groups
- Identifying transportation barriers
- Shaping the 2050 vision
- Understanding transportation decisions and behaviors

PublicInput

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Other Outreach Efforts

- Utilizing existing CHAT data
- Focus Groups/Visioning Sessions

PublicInput

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Comments and Recommendations

- Comments/Questions?

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COAST & UNH Wildcat Transit Stop Accessibility Study

FTA Section 5305e State Planning & Research Grant

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STRAFFORD
Regional Planning Commission

Transit Stop Accessibility Study
Project Scope

Pedestrian Level of Traffic Stress Analysis

Connectivity Analysis

Outreach & Engagement

Model Ordinance Language

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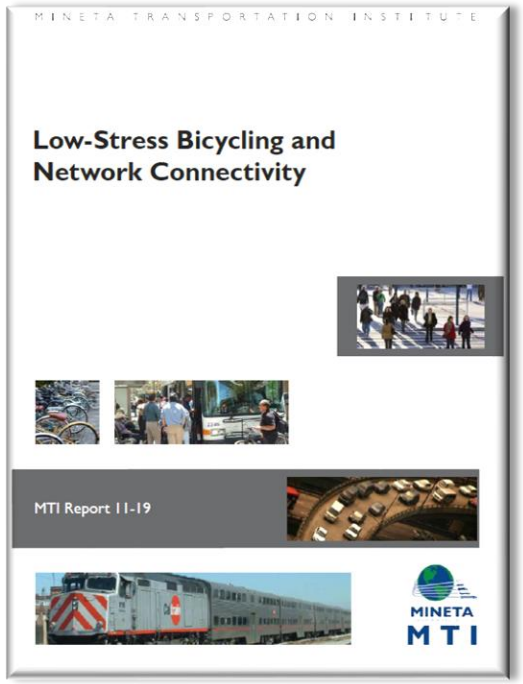
TASK 1 - Pedestrian Level of Traffic Stress (LTS) Analysis & Mapping

- Pedestrian LTS Methodology
- Sidewalk Network Data Development
- PLTS Analysis
- PLTS Mapping

Level of Traffic Stress (LTS)



Mekuria et al. 2012

LTS4 **Exposure Experienced** — **High Stress** suitable for experienced riders with tolerance for speed and traffic

LTS3 **Comfortably Confident** — **Moderate Stress** suitable for those who ride regularly

LTS2 **Willing But Wary** — **Lower Stress** suitable for adults with some experience

LTS1 **Kids & Beginners** — **Lowest Stress** suitable for all riders

Pedestrian LTS Analysis

Ped LTS Typical Model Inputs
Posted Speed
Number of Lanes
Traffic Volume (AADT)
Sidewalk Condition & Width
Buffer Type & Width
Parking Presence & Width
Illumination
Surrounding Land Use
Crosswalk presence and characteristics

NH Roads GIS Layer (*)

Additional Data Collection

Left: Arrow shows how the mini map helps to ensure your orientation in active ST where it can get confusing. Right: Full SV screen when the Mini-map is enlarged.

Data Development: COAST & UNH Wildcat Transit Route Networks

<u>RPC Region</u>

155 COAST Stops

32 Wildcat Stops

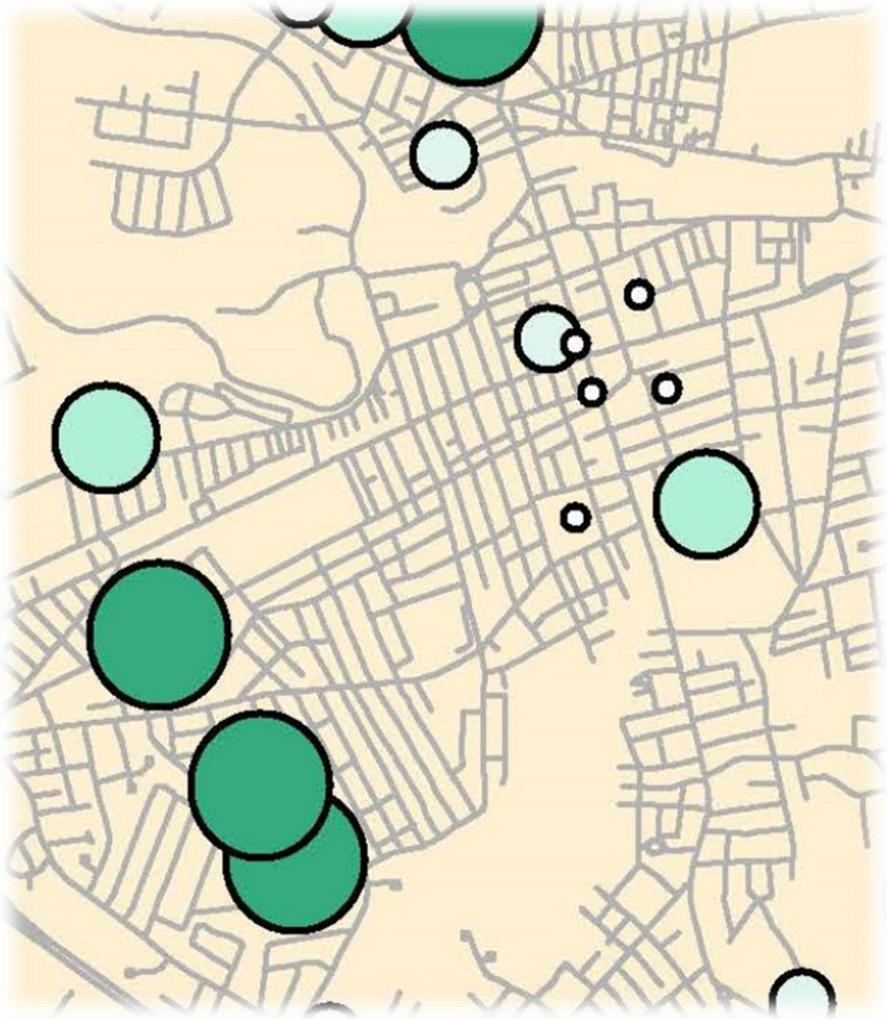
<u>SRPC Region</u>

266 COAST Stops

111 Wildcat Stops

<u>Maine</u>

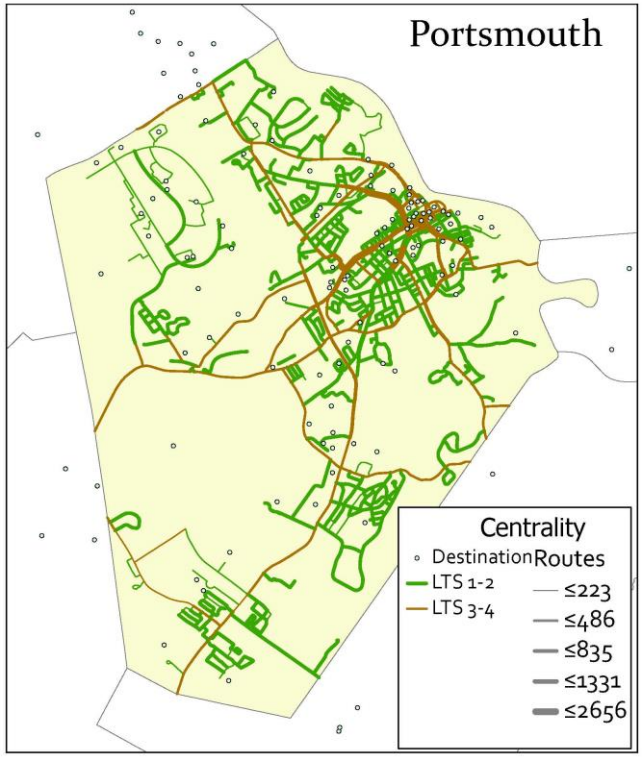
20 COAST Stops



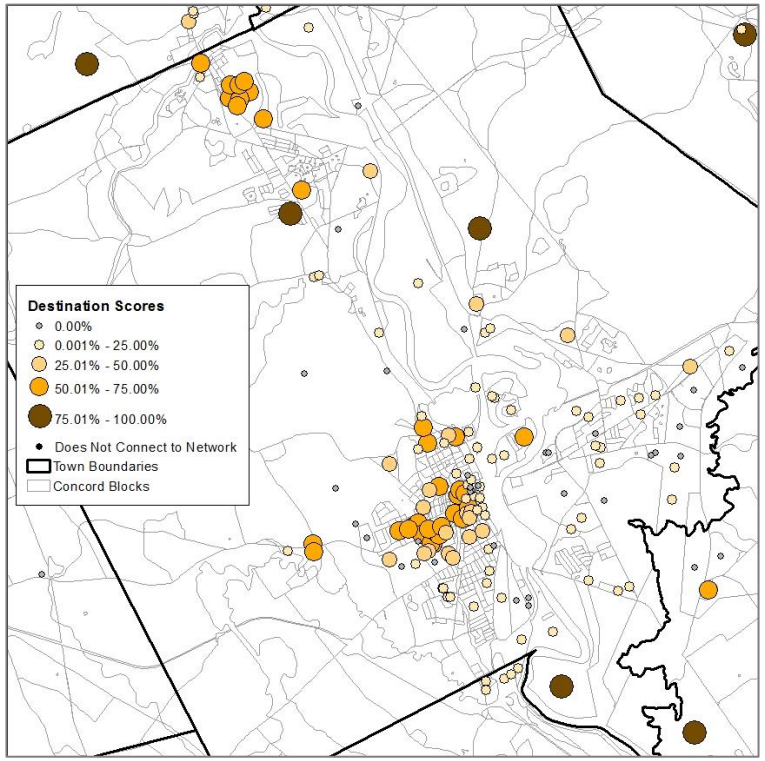
TASK 2 – High Frequency Locations & Connectivity Analysis

- Heat map high use transit stops
- ADA paratransit location analysis
- Assess connectivity between transit stops, commercial and residential areas
- Gap analysis

Level of Traffic Stress Connectivity Analysis



Portsmouth Route Centrality



Concord Avg Destination Score: 22.4%

Plymouth State University
Center for the Environment

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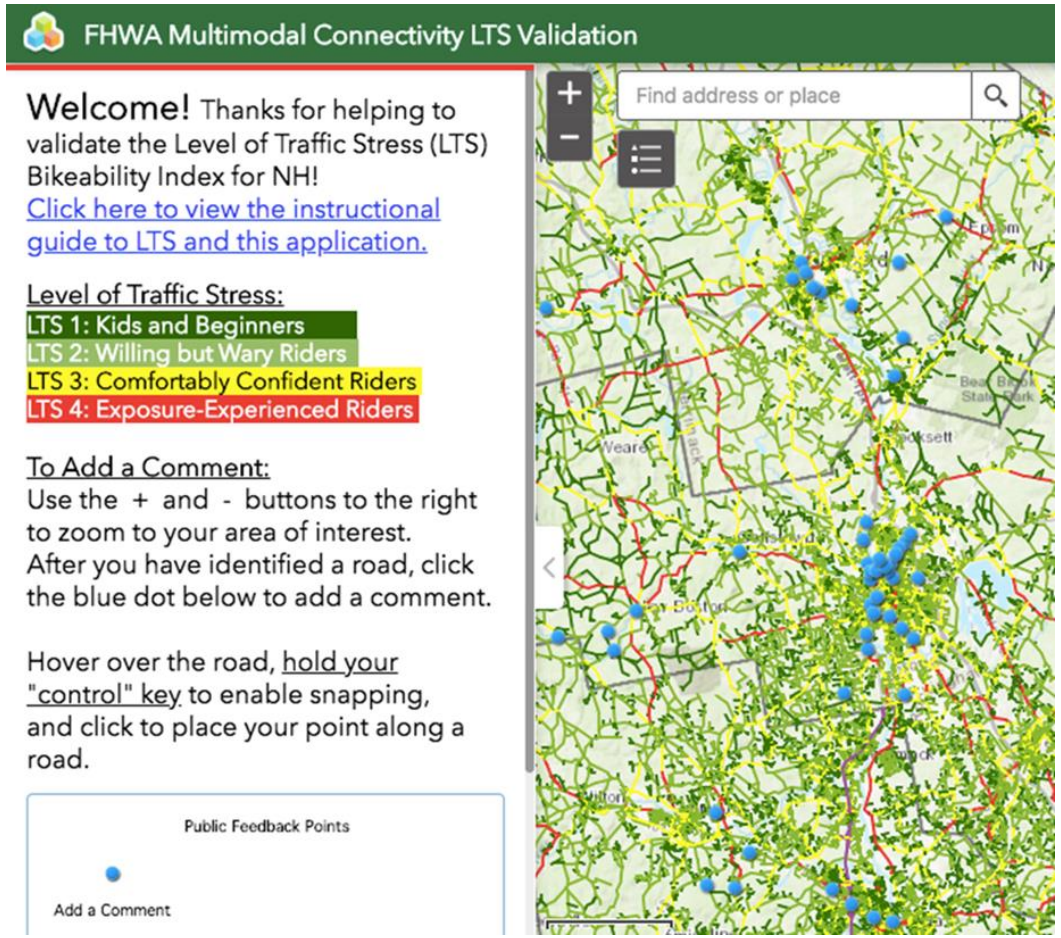
TASK 3 – Outreach & Engagement



- Community PLTS QA/QC
- High frequency locations review
- Assess barriers and opportunities to connect new commercial and multi-family residential developments to transit

Sample Public Feedback

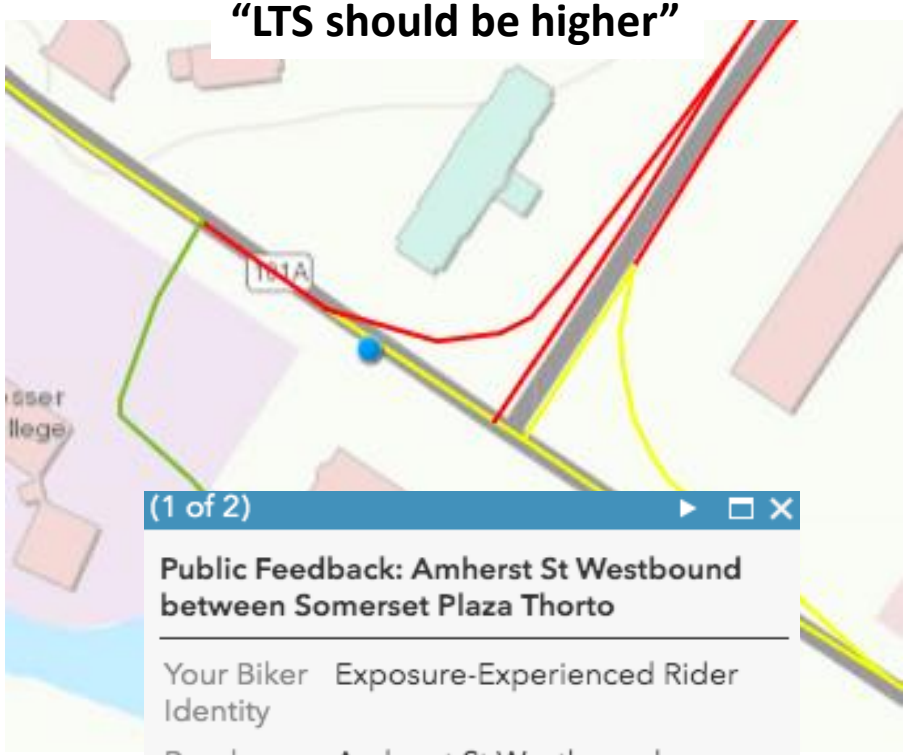
“LTS should be lower”

(1 of 2)

Public Feedback: Constitution Ave

Your Biker Identity	Exposure-Experienced Rider
Road Name	Constitution Ave
Your LTS Rating	2
Reason #1	Narrow Shoulder
Reason #2	Bad Road Condition
Reason #3	Low Traffic
Other Comments	Shoulder is narrow but rideable end-to-end. Road surface is fair. Debris in shoulder and sunken grates/manholes are a danger.

“LTS should be higher”



(1 of 2)

Public Feedback: Amherst St Westbound between Somerset Plaza Thorto

Your Biker Identity	Exposure-Experienced Rider
Road Name	Amherst St Westbound between Somerset Plaza Thorto
Your LTS Rating	4
Reason #1	High Traffic
Reason #2	Narrow Shoulder
Reason #3	
Other Comments	Right turn lanes, abrupt shrinkage of shoulder, dissappearing car lane

TASK 4 – Model Site Plan Review Regulation Development

- Portsmouth & Dover as pilot communities
- Ordinance language addressing transit stop connection for new commercial and multi-family residential development

Questions?

<u>Staffing</u>

Scott Bogle, RPC

Trisha Cheever, RPC

Mikayla Jerominek, RPC

Colin Lentz, SRPC

Jackson Rand, SRPC

Mark Davie, SRPC

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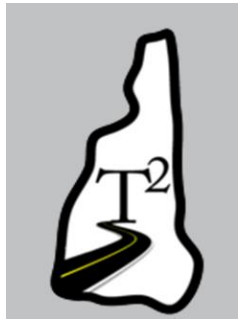
Road Surface Management Survey (RSMS)

Transportation Advisory Committee Meeting

8/24/23



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New Hampshire DOT

Department of Transportation

New Hampshire Department of Transportation

What role do your roads play?

Commuting

To and from work, school, doctors, stores

Services

Police, fire, ambulance, mail, trash

Commerce/Shipping

Merchandise, natural resources, food

Tourism

Beaches, mountains, skiing, events

Recreational

Walking, cycling

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What is RSMS?

The practice of planning for pavement maintenance and rehabilitation with the goal of maximizing the value and life of a pavement network.

- A system to regularly collect roadway condition data
- A database to sort and store the collected data
- An analysis program to evaluate treatments and strategies at a network level

In general…What do you have, What condition is it in, and What is the best way to maintain it?

Changes in Road Maintenance

Changes to Traffic Volumes

Fluctuating Material Costs

Level or Decreased Budgets

Implementation

Step 1: Break designated Class V roads into 0.25-mile segments
Step 2: Condition Assessment
- Surface Condition Data
  - Wheel Path Rutting
  - Cracking Types & Severity
    ~ Longitudinal
    ~ Transverse
    ~ Alligator
    ~ Edge
  - Patching
  - Potholes
  - Drainage

Step 3: Calculate Pavement Condition Index (PCI) and Priority

Step 4: Generate Reports

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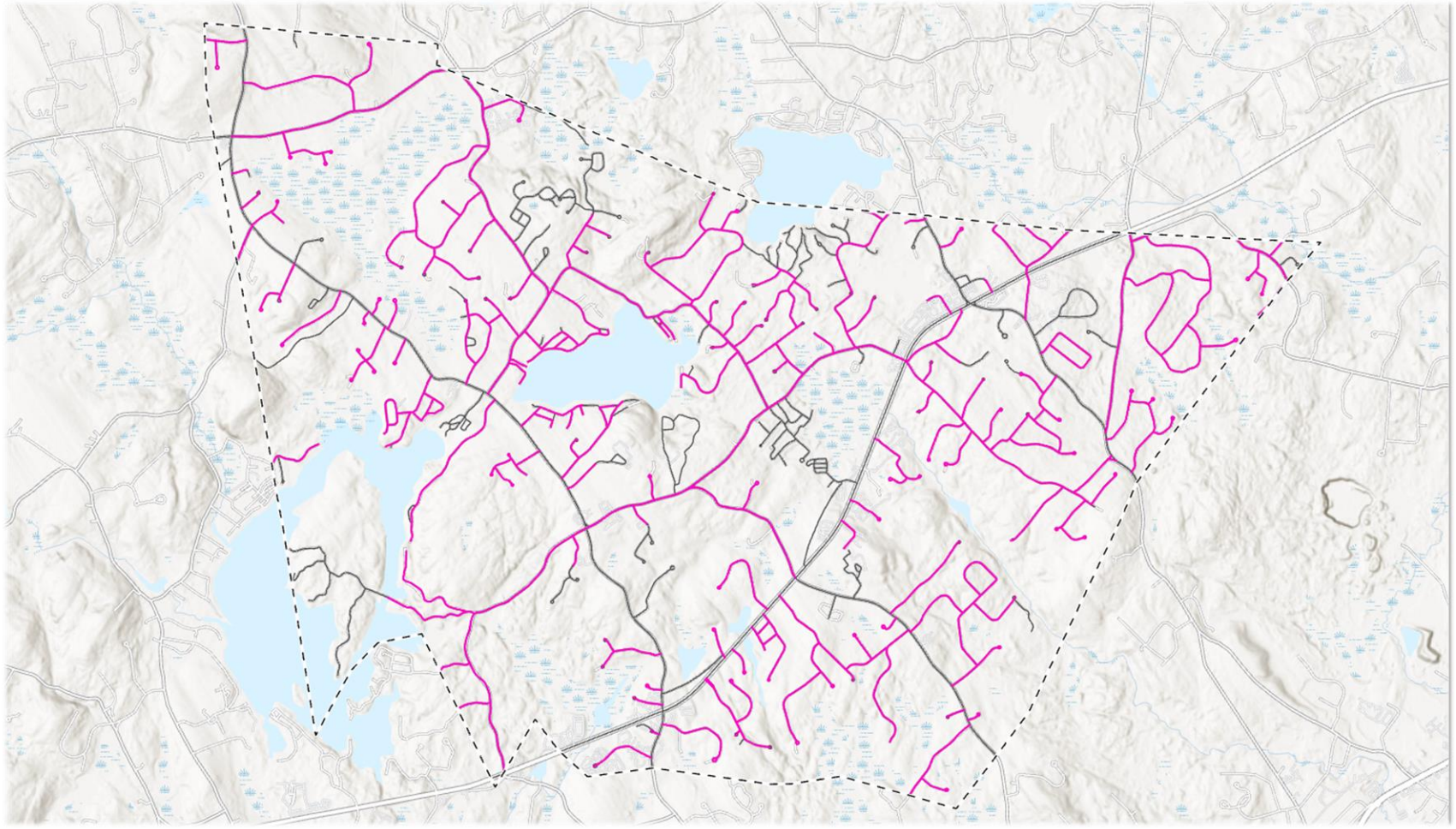
Step 1:



Legislative Class V – Local Roads

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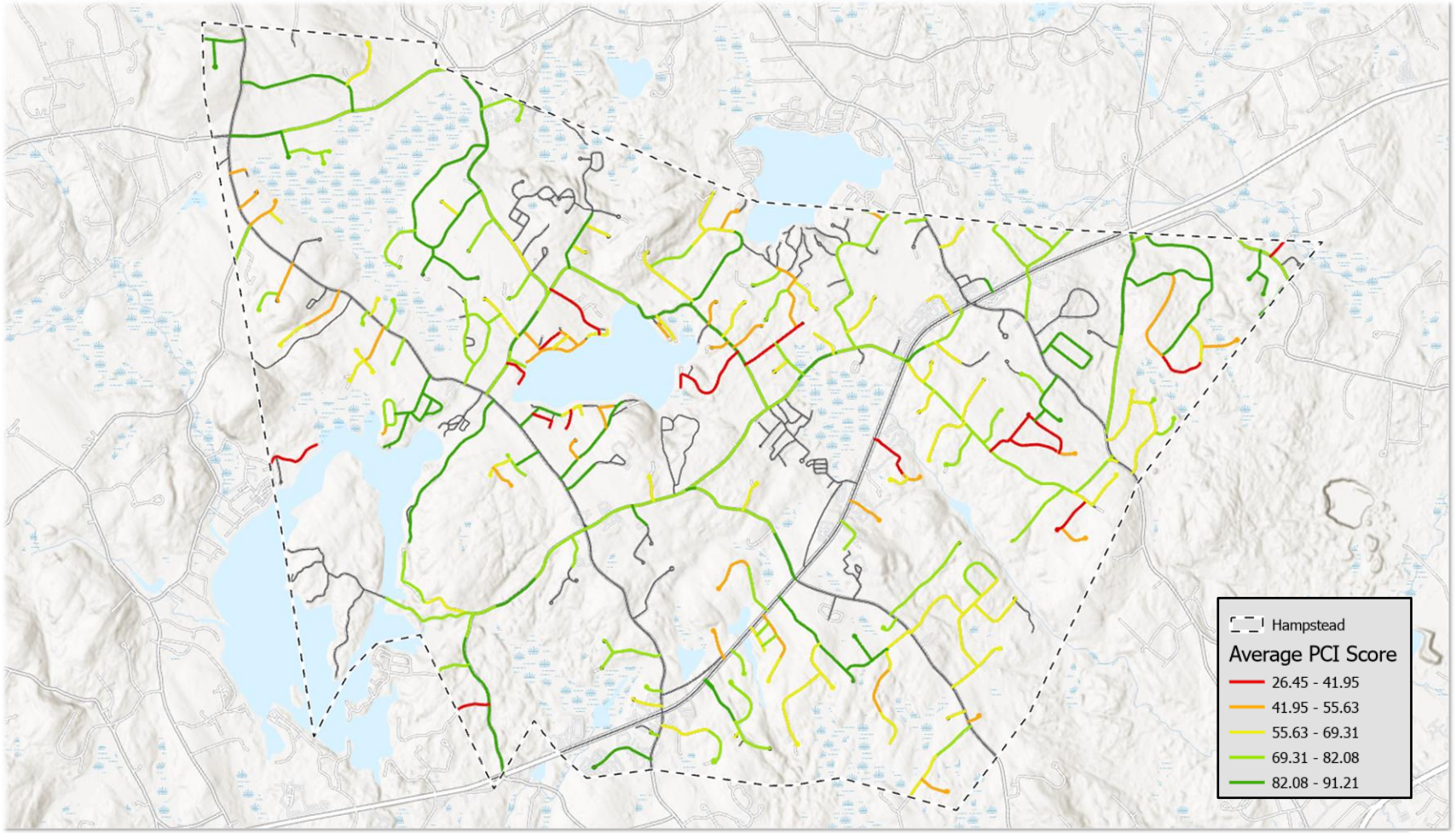
Step 2:



Network Average PCI: 70.48

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Step 3:

Priority	PCI	Street	SADES ID	SRI	Order	Length (ft)	Width (ft)	Lanes	Surface Type	Shoulder Type	Selected Repairs	Selected	
42.85	29	Johnson Rd	21562	L1950072__	1	567.141	20	2	Paved	None	2024: Milling / HMA (1.5")	☐	Details
37.15	31	Cecile Ave	25313	L1950173__	1	867.54	16	1	Paved	None	2024: Milling / HMA (1.5")	☐	Details
37.15	31	Abbie Ln	25745	L1950195__	1	571.0314	16	2	Paved	None	2027: Milling / HMA (1.5")	☐	Details
36.8	32	Matthews Dr	90222	L1950213__	1	177.5329	16	1	Paved	None	2024: Milling / HMA (1.5")	☐	Details
41.1	34	Thomas Dr	25308	L1950176__	1	727.6466	14	2	Paved	None	2024: Milling / HMA (1.5")	☐	Details
48.75	35	Boulder Cove Rd	28327	L1950250__	1	924.9134	20	2	Paved	None	2024: Isolated Patch and HMA Shim	☐	Details
52.7	38	Munroe Dr	27007	L1950182__	1	1510.073	24	2	Paved	None	2024: Milling / HMA (1.5")	☐	Details
34.7	38	Hilltop Ln	28205	L1950215__	1	508.7614	24	2	Paved	None	2025: Chip Seal 2025: Microsurfacing (Single)	☐	Details
51.65	41	Sawyer Rd	25855	L1950108__	1	1906.535	24	2	Paved	None	2024: Milling / HMA (1.5")	☐	Details
46.65	41	Bonnies Way	27790	L1950234__	1	1321.385	24	2	Paved	None	2025: Chip Seal 2025: Microsurfacing (Single)	☐	Details
33.3	42	Bailey Shore Rd	21608	L1950055__	1	341.3374	16	2	Paved	None	2027: Crack Seal (Major)	☐	Details
51.3	42	Starwood Dr	25292	L1950119__	2019	1319.74	24	2	Paved	None	2024: Isolated Patch and HMA Shim	☐	Details
46.3	42	Hastings Dr	28247	L1950238__	1	1861.842	24	2	Paved	None	2025: Double Chip Seal 2025: Microsurfacing (Single)	☐	Details
45.6	44	Collins Dr	25736	L1950204__	1	1308.717	24	2	Paved	None	2025: Chip Seal 2025: Microsurfacing (Single)	☐	Details
32.6	44	Pitman Rd	27005	L1950184__	1	1319.478	24	2	Paved	None	2026: Milling / HMA (1.5")	☐	Details
32.25	45	Collette Dr	21612	L1950067__	1	1587.421	16	2	Paved	None	2025: Milling / HMA (1.5")	☐	Details
37.25	45	Pilgrim Cir	25639	L1950167__	1	1318.429	24	2	Paved	None	2025: Milling / HMA (1.5")	☐	Details
50.25	45	Partridge Ln	27006	L1950183__	2019	1459.846	24	2	Paved	None	2026: Crack Seal (Minor) 2026: Isolated Patch and HMA Shim	☐	Details
45.25	45	Bonnies Way	27789	L1950234__	2	1031.147	24	2	Paved	None	2024: Chip Seal 2025: Microsurfacing (Single)	☐	Details
31.9	46	Shirley St	28246	L1950212__	1	539.1868	16	2	Paved	None	2024: Milling / HMA (1.5")	☐	Details

Priority = (Importance * 40%) + (PCI * 35%) + (Traffic Volume * 25%)

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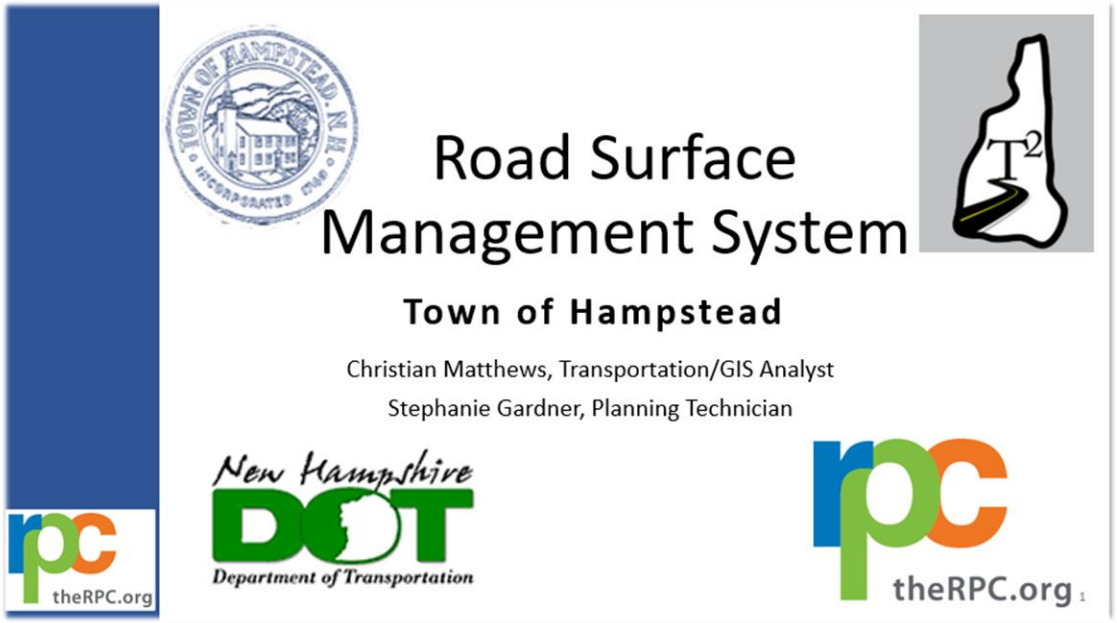
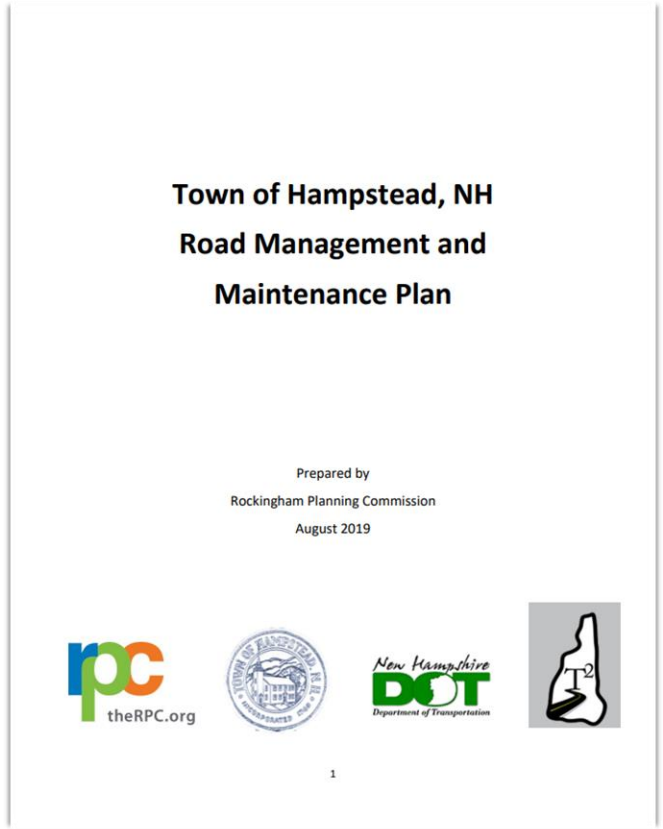
Step 4:





Preservation and Maintenance

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Questions?