

Master Plan Implementation Advisory Committee

Meeting Minutes

Wednesday, September 28, 2016

Members present: Ted Combes, Kyle D’Urso, Mike Speltz, Marty Srugis, Sandy Lagueux, Ray Breslin, Tim Seikmann

Also present: John Vogl

T. Combes called the meeting to order at 7:00 pm.

I. Election of Secretary

T. Combes called for candidates for the open Secretary position. There were no volunteers. No vote taken.

II. TAP Grant Update

J. Vogl informed the Committee that he had submitted a grant application for TAP funding to construct a sidewalk along Pillsbury Road between Gilcrest Road and the Ash Street Bridge (I-93). He said the application was under review and recipients would be notified of their status in December. R. Breslin questioned the decision to apply on Pillsbury Road. J. Vogl and M. Speltz responded the opportunity for match support from Woodmont Commons made this a valuable project at the right time.

III. Continued discussion re: trails/walkability

T. Combes introduced Sylvia Von Aulock, Deputy Executive Director for SNHPC who delivered a presentation on complete streets (See attached). S. Von Aulock expressed that the Town should first adopt a policy to ensure that the entire Right-of-way is routinely designed and operated to enable safe access to all users. The policy statement can be used as an argument for making policy, directing funding or implementing regulations changes. She said Portsmouth has the best language for a policy goal as it encourages context-sensitive solutions. T. Combes questioned S. Von Aulock about fog lines. S. Von Aulock answered fog lines are intended to direct traffic into prescribed lanes, essentially designating the road edge as a safe pedestrian area. The belief is that fog lines encourage slower speeds as travel lanes narrow. S. Von Aulock summarized three temporary demonstration projects that were being implemented in the neighboring communities of Frankestown (crosswalk and wayfinding project), Deerfield (fogline installation and improvements to subdivision/site plan standards) and Windham (installation of fog lines in residential neighborhood). The Windham example was acknowledged as the closest fit to Londonderry. In this example, the program champions were adding fog lines to a 28’ wide residential street (Squire Armour Road) in close proximity to a recreational area. The goal was to reduce speeds and encouraging a safer pedestrian environment. The fog lines would be installed on a

temporary basis and SNHPC would solicit public feedback to assess the approach after installation. S. Legueux asked how should Londonderry proceed with improvements? S. Von Aulock responded the best approach might be to do a demonstration project in a well-chosen location. R. Breslin asked if the group should be looking at sidewalks instead of shared facilities. S. Von Aulock responded every place/facility is different and the town-wide system should accommodate all users and abilities, through all means of solutions. Members expressed interest in a demonstration project of some kind. S. Legueux stated there is a lot that can be done to compliment trails/sidewalks in the town center and connect the core destinations. Resident D. Paul asked how a town can encourage work on a state road such as Mammoth Road? S. Von Aulock stated that when DOT is involved, they look to the tow's vision to design solutions. She stressed the need for a policy statement that is clear on the Town's goals/intents for an area and that DOT will respond if the message is clear in the town's policies/regs. M. Speltz stated that we needed to make 102 safer for pedestrians, including installing safe pedestrian crossings at key intersections. S. Von Aulock said that DOT will be most receptive during restriping projects.

S. Von Aulock stated in terms of choosing locations to start a demonstration project, a stress analysis is a good tool to consider. The stress analysis takes account of road design, traffic volumes, curb cuts, sight lines and other similar features to calculate perceived stress/comfort levels.

Resident Bill Morrison expressed his opinion that the Town was moving too slow on the Master Plan's goals relative to redesigning neighborhoods and was encouraging the Committee to take action on adopting form-based codes. J. Vogl explained the zoning update was underway but that the updates would be administrative in nature and designed to correct known deficiencies and concerns expressed in the zoning audit. He further explained that there would be few changes to residential neighborhoods, per the plan's intent, and that form-based code was not necessarily the only solution. He said the Planning Board would be considering zoning amendments over the next six months.

T. Combes asked the group to continue to research complete streets on their own time in advance of the next meeting.

IV. Status updates to implementation chart

No discussion.

V. Adjourn

Motion to adjourn by M. Speltz, second by T. Seikmann. All vote affirmative, 7-0-0.

Meeting adjourned at 8:00 pm.

Minutes by John Vogl

Complete Streets



Southern New Hampshire Planning Commission



What is a Complete Street?

- **Safe, comfortable, and convenient for travel via auto, foot, bicycle, transit, and other users**
- **Policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users**
- **Creates a *complete* network of roads**
- **Streets designed to fit into the context of the surrounding neighborhood**
- **Combining social, economic, and environmental practices together to create a cohesive unit.**

Who are Complete Streets for?

- Pedestrians
- Bicyclists
- Transit Users
- Motorists
- Goods Movement
- People with Disabilities
- People of All Ages & Abilities
- Emergency Responders





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Complete Streets Policy

1. Vision
2. All Users and Modes
3. All Projects/Phases
4. Exceptions
5. Network/
Connectivity
6. Jurisdiction
7. Design
8. Context Sensitivity
9. Performance
Measures
10. Implementation
Next Steps

Complete Streets Policy

1. **Vision:** The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, make overall travel more efficient, improve the convenience of choices, or for other reasons.
2. **All users and modes:** The policy specifies that “all modes” includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and “all users” includes people of all ages and abilities.
3. **All projects and phases:** All types of transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations of new and existing streets and facilities.
4. **Clear, accountable exceptions:** Any exceptions to the policy are specified and approved by a high-level official.
5. **Network:** The policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages street connectivity.

Complete Streets Policy

6. **Jurisdiction:** All other agencies that govern transportation activities can clearly understand the policy's application and may be involved in the process as appropriate.
7. **Design:** The policy recommends use of the latest and best design criteria and guidelines, while recognizing the need for design flexibility to balance user needs in context.
8. **Context sensitivity:** The current and planned context—buildings, land use, transportation, and community needs—is considered in when planning and designing transportation solutions.
9. **Performance measures:** The policy includes performance standards with measurable outcomes.
10. **Implementation steps:** Specific next steps for implementing the policy are described.

Complete Streets Policies in NH

- Portsmouth
- Plymouth
- Concord
- Dover
- Keene
- Swanzey
- More on the way (Peterborough, Hopkinton, Henniker, and Lebanon are considering)

Example

COMPLETE STREETS POLICY

WHEREAS, an objective of the City of Portsmouth's 2005 Master Plan is to "ensure that all transportation projects in Portsmouth provide for full consideration of all modes (automobile, truck, bicycle, pedestrian, transit) in their design, as appropriate;" and

WHEREAS, the City Council recognizes that in support of this objective it will be beneficial to provide guidance to City Boards, Committees and Departments as to project planning, design standards, implementation and monitoring;

NOW THEREFORE, the City Council adopts the following policy:

I. VISION

Streets and roadways in the City of Portsmouth will be convenient, safe and accessible for all transportation users, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.

II. CORE COMMITMENT Definition

"Complete Streets" means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.

All Users and Modes

The City of Portsmouth will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein.

More at: http://planportsmouth.com/completestreet_policy.pdf

How Master Plan Vision Can Effect Built Environment



How Master Plan Vision Can Effect Built Environment



Pettengill Road Example

What is Londonderry's Vision?



Complete Streets Resources

- NH DOT:
https://www.nh.gov/dot/programs/bikeped/documents/NHDOT_BPGuide.pdf
- Smart Growth's Local Policy Handbook:
<https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>
- AARP: <http://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html>
- Heal NH: <http://healnh.org/index.php/complete-streets-policies>