



**SALEM-PLAISTOW-WINDHAM  
TAC Committee Meeting  
MINUTES**

Hampstead Town Hall  
Friday, April 19, 2002

**Members Present:** Ellen Faulconer, Chair, Kingston; Marilyn Senter, Plaistow; Susan Hastings, Hampstead; Tom Case, Windham; Becky Ohler, NHDES; and Tony Komornick, MVPC.

**Staff Present:** Cliff Sinnott, Dave Walker, Scott Bogle and Roxanne Rines, RPC.

Meeting opened at 9:40 a.m.

**I. Introductions**

Attendees introduced themselves and stated what municipality they were from.

**2. Communications**

The communication file was distributed. Faulconer read a letter into the minutes from the Hampstead Planning Board to the Board of Selectmen.

April 8, 2002

RE: NH Route 121 & Depot/Derry Road Intersection

To Chairman Guthrie:

The members of the Planning Board are respectfully requesting that the Board of Selectmen pursue the upgrading of the above referenced intersection with the NH DOT and the RPC to have it placed on the scheduling agenda for upgrade.

A revision to the ten year projection and a twenty year long range plan are in the process of being developed. This intersection is rated at "F" or being in failure.

Thank you in advance for your attention to this issue.

Yours truly,

W.R. Clark, Chairman, Hampstead Planning Board

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**Sinnott** stated the ten year plan is almost through the legislature, which means it has completed the current cycle, and can not be changed. This kind of project is better suited for betterment funding.

**Sinnott** suggested before the start of the next round, the RPC take a technical look at the intersection. The TAC will respond to the towns letter telling them that the project can not be addressed in the current ten year plan; however, it could be a project proposal for the round that starts in the fall. The letter will include the dates and process of the ten year plan. Also, inform the town that if they have collected impact fees, those can be used as the one-third contribution. The RPC will help the town draft an application.

**Sinnott** distributed a letter from David Fink, Guilford, stating that he isn't interest in any additional trains going into Plaistow and that he had no knowledge NH DOT was working on a project. There are three possible options for the Plaistow project: 1) give up; 2) try to work with NEPRA about a commuter oriented service; or have the state try to negotiate with Guilford.

Sinnott continued that Kit Morgan is sending Fink's response to Jim Marshall and Commissioner Murray asking them what to do next. **Sinnott** suggested that TAC write a letter to DOT, stating the committee is aware of the problem and that we continue to think it is important and support the project. Let DOT know that anything that can be done to negotiate with Guilford would be appreciated.

**Sinnott** stated that maybe David Fink should be invited to the next TAC meeting. Members decided to invite Fink to the next meeting. **Ohler** asked if anyone has check with the MBTA to make sure the option is still open.

### 3. Approval of January 25, 2002, minutes.

**Motion:** **Case** made a motion to accept the minutes of January 25, 2002, as written. **Senter** seconded the motion. **Motion carried with Ohler and Hastings abstaining.**

### 4. Long Range Transportation Plan

**Bogle** explained Appendix A: this section will include input from the two public visioning meetings; the regional household survey; focus group sessions; and the public comment during the review of the draft and final copies.

Bogle gave an overview of the household survey responses. The most favorite funding option was the local \$5.00 per vehicle registration fee. **Sinnott** suggested that in the fall the RPC send a memo to the towns explaining the option and how the funds can be used. **Ohler** stated there is going to be a legal showdown forthcoming on the constitutional amendment that state funds can only be used to build highways.

**Walker** stated Chapter 2 has been renamed Goals and Strategies; he added the word safety to the text; changes or additions include: goal 2.3, 2.4, 2.6 and 2.8; goal 3.2 and 3.4; goal 4.4; and goal 5.1, 5.2, 5.5, and 5.9.

**Case** stated the Segway was not addressed. **Walker** stated it is not addressed. **Bogle** stated the NH Legislature has passed a bill that classifies the Segway as being pedestrian.

**Walker** asked for members suggestions about the chapter and stated that the Segway should somehow be addressed.

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**Faulconer** asked about a section concerning educating the public awareness. Educating children about transportation alternatives before they get their license is also a good idea.

**Ohler** stated the only items under goal 2 that addresses maintaining the existing transportation system has to do with vehicles. Maybe recognizing sidewalks and bike paths as part of the transportation system would be helpful.

She continued that a section helping public health officials recognize that sprawl is a health issue, not just a transportation issue is needed.

**Faulconer** stated communities should be urged to discuss recreational bike paths they are planning with each other with the possibility of connection. **Walker** suggested town members take five minutes at the end of meetings and discuss what projects their towns are looking at.

**Ohler** suggested that under goal 5.4, residential developments should be encouraged to connect to schools, parks, downtown, as well as, to other neighborhoods. She continued that goal 4 would come across better if it had a positive spin, instead of negative.

**Faulconer** asked if 5.8 should include DOT/State working cooperatively with municipalities because of the MOU's being developed.

**Sinnott** reviewed Chapter 3 – it looks at existing developments, population, history, and growth that has occurred and make predictions about what will happen in the next 20 years. There aren't a lot of changes to the plan, at the publication of this plan the detailed census information will be available.

A new section "Travel Demand Model Assumptions and Projections" has been added, it is important to include what the model says about where growth will happen in the region.

**Sinnott** stated a census block map, showing the population density in the region should be added to the chapter.

## 5. NH 125 Design and Access Management

**Walker** stated the 125 Advisory Task Force has started meeting, the goal is to have a good plan and project and to create some public involvement procedures. **Sinnott** reviewed the work that has been completed along Route 125.

**Walker** stated that the biggest hurdle is implementing Access Management along the entire corridor. He continued that the Memorandum of Understanding is still having revisions made, which will make the document more forceful and binding. Discussion ensued amongst members about MOU's.

## 6. TCSP Grant Program

**Sinnott** stated the grant is to finish studying 125 north into Rochester and to study the missing sections in Brentwood and Epping.

## 7. Project Updates

**I-93 - Sinnott** stated the secondary growth impact analysis study was completed a while ago, it looked at what impact the highway will have on stimulating additional roadway development. There is controversy around this issue, many of the resource agencies want conservation land purchased in the areas where growth would occur.

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**Ohler** stated she understands that agencies are focusing on creating long tracks of connected wetlands, it doesn't do any good to have segregated sections.

**Sinnott** continued that the Town of Windham has been negotiating with DOT to find out what the Exit 3 interchange will look like. The major town boards held a joint meeting and discussed all of their issues with I-93 and created a common municipal position on each issue which was forwarded to DOT. The letter was well received by DOT.

**Bike/Ped Conference - Bogle** stated the conference is May 15, at the MUB in Durham.

**125/121A/Hazeltine/Cushing Avenue Project - Walker** stated that Plaistow, Haverhill and the MVPC met to discuss the intersection and how the two states could work together. There was discussion about each state matching 50/50 funding.

**Komornick** stated that Massachusetts is talking about have four to 5 lanes upto the NH border. **Sinnott** mentioned that all of the signals should be coordinated throughout the corridor.

**Greater Derry/Salem Regional Transportation Council - Bogle** stated the organization is having funding problems and are looking into possible funding options.

**Falconer** stated that the Town of Kingston use the service if it was available.

**Walker** stated the two next meeting dates are May 10<sup>th</sup> and 31<sup>st</sup>.

## 8. Adjourn

**Motion: Senter** made a motion to adjourn at 12:00 p.m. **Ohler** seconded the motion. **Motion carried.**

Motion adjourned at 12:00 p.m.

Respectfully submitted,

Roxanne M. Rines  
Recording Secretary

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