Going Places:

What could a Balanced Transportation System do for NH?

A cross-sector conversation on transportation
Spring 2013

Dover    Gorham    Keene    Laconia    Manchester    West Lebanon

Compiled by NH Listens for Transport NH
www.TransportNH.org
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**Welcome and thank you for joining today’s conversation**

We look forward to your questions, concerns, ideas, and hopes regarding the future of transportation in New Hampshire and we welcome all perspectives. Today is one part of a process to get input from various stakeholders, experts, and policy makers from across the state that represent economic interests, state funding, the environment, and the building of a transportation infrastructure as well as the elderly, disabled, and youth. We will take the time to get informed together and then hear your priorities for the considerations you believe are important as the state of New Hampshire makes decisions that impact, represent, and affect us all.

What transportation system would best benefit New Hampshire? How do we balance these initiatives with other demands on state funding? What systems are most sustainable and will benefit New Hampshire’s community, environment, and economy? These are the kinds of questions at the heart of our conversation today.

**What is Transport NH?**

Transport NH is a broad-based network of individuals, businesses, organizations, agencies, and municipalities that promote a balanced and environmentally sustainable transportation system to enhance affordable mobility for all New Hampshire citizens and that supports sustainable economic development.

*Please note:* It’s important to understand the lack of data on issues related to transportation. For instance, there is no central repository for collecting data on those whose needs are not met through current transportation systems. Thus transportation providers rely on Census figures and general demographic information that may not reveal the nuances of the issues at hand. Still, those gathered in these sessions represent a range of groups and interests and exploring varied perspectives can enrich the conversation for us all in terms of understanding the big picture of transportation in New Hampshire.

**Here is the general outline of our time:**

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This guide is the same for all participants and facilitators. The facilitators will help guide the conversation but we are all responsible for making sure the group is productive. Thank you!
What is New Hampshire Listens?
New Hampshire Listens is a civic engagement initiative of the Carsey Institute at the University of New Hampshire. NH Listens works to strengthen New Hampshire communities by helping citizens participate directly in discussions about policies that affect their daily lives. Established in 2011, we engage state residents in local, regional, and statewide conversations on a broad range of topics to bring about informed, innovative solutions to complex issues. At the core of our work, we organize fair, nonpartisan discussions throughout the state, help communities establish their own local Listens organizations, and train facilitators for public engagement. If you are interested in more information, we look forward to you being in touch with us. We are always looking for thoughtful facilitators and local contacts in NH communities. Find us at: www.NHListens.org.

Detailed Outline

12:30 - 1:00  Registration

- Welcome and sign in at registration table
- Please join your small group circle for the introduction and to start the dialogue immediately thereafter. Please take a few minutes to review the background information starting on page 7.

1:00 - 1:15  Welcome

- Welcome from Transport NH Representative
- NH Listens Moderator: Michele Holt-Shannon
  - The goal of this conversation is to get informed together and to share our feedback and priorities for the future of transportation in New Hampshire. A summary report will created from all 6 [SIX] gatherings and shared with participants and coalition members of Transport NH.

- About the process: This conversation is...
  - Designed to focus on what is important to you related to transportation in the state of New Hampshire.
  - Designed for participants to be here the whole time (please do what you need to do to be most present: Feel free to take a break or step outside for a phone call if needed).
  - About a constructive focus and looking forward to desired actions and solutions.
  - Intended to increase input and information on complex decisions being made locally, regionally, and statewide.
  - Organized to allow the greatest possible time for everyone to both speak and listen, which is why we use small facilitated groups where ideas can be explored, differences understood, and preferences for action expressed.

- Group agreements for a productive conversation...
  - Share “air time”
  - If you disagree, consider asking a question rather than arguing to prove your point
  - It’s OK to disagree, but don’t personalize it. Stick to the issue, not the person who is disagreeing with you
  - Speak up if the process doesn’t seem fair
  - Speak for yourself, not for others and not for an entire group (use “I” statements)
  - Personal stories stay in the group unless we all agree we can share them outside of the group
• We all share responsibility for making the group productive
• Be respectful and use respectful language
• Respect the facilitator’s role
• Listen first...

Please note: We are delighted to have this event covered by the press and local bloggers and want to balance that with a participant’s ability to express an incomplete or experimental thought as a part of this process. We respectfully request all representatives of the news media (formal and informal) ask permission to tape, photograph, identify, or quote an individual participant directly. We are happy to answer any questions about this request.

1:15 - 1:30 Introductions in small groups

➢ Your small group has a neutral facilitator whose role is to:
   o Help with the process and keeping time
   o Serve as a reminder of our agreements to be fair and respectful
   o Make sure everyone gets a chance to participate, and
   o Record key information for the Summary Report

➢ Reminder: Your group will need someone to report out to the large group at the end.

➢ Introductions: Please share your...
   • Name
   • A hat or two you wear in the New Hampshire community (community leader, business person, healthcare provider, etc.)
   • A brief thought about what knowledge, experience, or questions brought you here today on the topic of transportation ...

1:30 - 1:40 Information Review

Take the time to look over the information section (starting on page 7) related to transportation benefits, challenges, and current priorities. This can seem like a lot of information; however, while there are several different reports on aspects of transportation, a comprehensive study of NH transportation is yet to be done. For our purposes, we will be asking you “what do you notice?” or “what is most important to you about this information?”

Take a few minutes to read and allow for clarifying questions.

Brainstorm: To get started, spend time getting the most important issues on the table. Don’t worry about the details at this point, just make sure the primary issues have been named. Again, what do you notice and what is important to you regarding the future of transportation in New Hampshire?

Owned: Add this list on the small group report (#1).
1:40 – 2:45  **Key Questions and Priorities**  
➢ Consider the framing question: *What could a balanced transportation system do for the future of New Hampshire?*  
➢ Spend some time discussing the key issues and their importance to you.

It might be useful for each person to speak briefly about their perspective and key questions. The following questions may be helpful to prompt your thinking (but you will likely not have time to address each one individually):

- What has been your experience of how transportation affects people in NH, including residents, visitors, students, employees and business owners?
- How does the existing transportation system affect you? How do you experience it?
- What does it mean to you to have a balanced transportation system? What would it look like?
- What are some of our assumptions about users of transportation in the state and how have our assumptions been a barrier to working for a comprehensive transportation system?
- What are some of the pictures we have in our heads about users of these different types of transportation?
  - Drive cars
  - Take the bus
  - Ride a bike
  - Walk
  - Wheelchair
  - Take the train
  - Don’t drive
- How could a different transportation system support people who live, work, learn, or play here?
- How could such a system increase *access* to health and community life? For what groups and populations in particular?
- What is your experience of participating in a transportation planning process locally, regionally, or statewide?
- How would a balanced transportation system impact NH’s economy?

**RECORD:** Note the primary concerns and priorities mentioned when people discussed the issues most important to them (#2).

➢ Spend time here exploring differences and commonalities in your group. What questions remain? Has anyone gained insights or new understandings? Any new ideas to note?
➢ Transport NH is a network of organizations. *Where do you think they can have the most impact?*

2:45-3:35  **Final Priorities**  
Based on your group conversation, “*Are there any common-ground thoughts or ideas in this group? If so, what do we want to say at the end of the afternoon? If not, what diverse points of view do we want to convey?*”

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A single consensus is not required, but if one emerges, or perhaps if the group wants to put forward two or three primary points of view, that is fine. These will represent your key recommendations or findings.

Your group will need to prioritize their top insights, etc. to report out to the large group and select someone to speak. The reporting out should include no more than two or three specific statements. To arrive at this point, the group should take a step back and look for both the unique ideas and those that seemed to recur. Group ideas together that seem to be related, but don’t lose track of the unique ones.

The written small group report will convey a more complete view of your group’s ideas for the report (this will be taken directly from the flip chart notes and will be included directly in the report as finalized by your group). You will likely not have time to represent all of your ideas in the large group report out (two minutes!).

**RECORD:** What are your group’s key recommendations and findings? (#3)

If you have time...

**RECORD:** Please add any additional information that your group feels is important to pass along in the summary report (#4):

3:30 – 3:55 **Reporting Out**

Each group will be asked to provide a VERY BRIEF summary of their most important findings, concerns or recommendations. If you are asked to speak for your group, please be brief and share what has been compiled by your group, including common ground and divergent views. (You will have two minutes!)

3:55 – 4:00 **Wrap up comments** – Michele Holt-Shannon, NH Listens

- Please fill out the evaluation – it matters to us! We read these and always work to incorporate your feedback. Thank you!
- Next steps
- These conversations will help to clarify long term issues in regards to transportation in New Hampshire. This information can be used to identify next steps and formulate an action plan that reflects public support and takes your voice into account. The report from this event will be posted on the NH Listens and Transport NH websites shortly. Expect to see this report in your mail box from TNH.
  - [www.TransportNH.org](http://www.TransportNH.org)

**Thank you for participating!**

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[www.TransportNH.org](http://www.TransportNH.org)
Background Information

The information in this section is a compilation of data, graphics, and indicators related to transportation in NH. We currently lack a single source for comprehensive information related to transportation and there exist no established set of indicators for a comprehensive transportation system in NH. Sources used in this section can be found in full on www.transportNH.org.

I. People: Lifestyle\(^1\), Health and Job Access\(^2\)

- The trend away from driving has been led by young people. From 2001 to 2009, the average annual number of vehicle miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent.
- America’s young people are decreasing the amount they drive and increasing their use of transportation alternatives. Young people’s transportation priorities and preferences differ from those of older generations.
- The trend toward reduced driving among young people is likely to persist as a result of technological changes and increased legal and financial barriers to driving.
- An estimated 95,000 New Hampshire residents are worried about losing their ability to drive in the next few years.
- A majority of this group is over age 60 and will have limited income with which to pay for expensive transportation services (such as taxis). They will likely need low-cost methods to get where they need to go.
- Many people in this group currently provide rides to others in their community. The loss of this group of drivers may have some substantial long-term impacts.
- About half of New Hampshire’s residents do not currently have access to a public transportation system.
- Use of and access to public transportation is particularly difficult for individuals with disabilities and elders with limited mobility. This group was more likely to report not feeling safe on a public transportation service, not able to afford public transportation, as well as having difficulty with getting off or on a bus or van. The need for public transportation among this group is particularly great, as they reported significantly less access to shopping and recreation opportunities and were significantly more likely to report missing health care appointments due to a lack of transportation.
- The lack of public transportation is not an issue that just impacts those with disabilities or elders. Approximately 34,000 New Hampshire residents are estimated to have lost or turned down a job because they didn’t have a reliable ride. Furthermore, 62,000 have missed a medical appointment because they couldn’t get a ride; with approximately 11,000 of this group having missed four or more appointments in the last 12 months.

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\(^1\) Davis, Benjamin, Dutzik, Tony, and Baxandall, Phineas. (April 2012.) *Transportation and the New Generation: Why Young People are Driving Less and What it Means for Transportation Policy.* Frontier Group & US PIRG.

Countries with LOWER rates of obesity tend to have HIGHER rates of commuters who walk or bike to work. 

Active commuting and obesity rates by country

SHARE OF COMMUTERS WHO BIKE OR WALK TO WORK

PERCENT OF ADULTS WHO ARE OBSESE

Above graphs from Reframing Value: Transit’s New Playbook, Community Transportation Digital³.

II. **Environmental Challenges of Transportation:**

- According to the National Alliance of Public Transportation Advocates (NAPTA), an organization that represents grassroots transit coalitions, expanded public transit, coordinated with greener development and other “operational efficiencies,” can reduce our carbon footprint by some 24 percent, which is significant given that carbon dioxide (CO2) output from the transportation sector as a whole account for 28 percent of total U.S. greenhouse gas emissions. Buses and trains burn much less fuel per rider than a car with a single rider in it.
- Switching to public transit for a typical 20-mile round trip commute would decrease a commuter’s annual greenhouse gas emissions by some 4,800 pounds a year, which is equal to about a 10 percent reduction in a two-car household’s carbon footprint.
- Another group, the American Public Transit Association (APTA), reports that current use of public transit in the U.S. already saves 37 million metric tons of CO2 annually, equivalent to the emissions resulting from electricity generation to power some five million typical American homes. According to NAPTA, U.S. car owners can save as much as $112 billion a year in gasoline and other vehicle costs.
- As to reducing oil use, NAPTA says public transit already saves Americans the equivalent of 4.2 billion gallons of gasoline annually, or some 900,000 automobile fill-ups every day. Meanwhile individuals can save upwards of $9,000 a year by taking public transportation instead of driving and by living with one less car.
- In NH, transportation is the single largest source of greenhouse gas emissions currently and as projected in the future.

**Greenhouse Gas Emissions Projections**

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4 *Earth Talk: The Benefits of Public Transportation.* (December 22, 2012.)
Projections of Climate Change in New Hampshire
This graph illustrates the increase in the number of days over 100 degrees projected in lower and high emission scenarios.
III. Infrastructure Challenges:

- Infrastructure needs traditionally have been met with a balance of federal, state and local money. Now, as Washington is gripped by political deadlock and buried in deficits, the balance has begun to shift. With new taxes an anathema in an anemic economy, and with the possibility of deep automatic budget cuts next year if officials can’t agree on alternative savings, a serious discussion about coming up with billions or trillions of dollars for transportation wasn’t on the top candidates’ debate agenda.

- The number of bridges that need repair or replacement — 70,000 — usually is part of the discussion when infrastructure issues make news. Tens of thousands of miles of highway that have been repaved for decades now need to be dug up and rebuilt from the bare earth.

- In addition to billions of dollars for road and bridge replacement, experts have estimated that $30 billion should be spent on U.S. ports in the next eight years if they are to stay competitive in a global marketplace.

- From 1992 to 2012 the cost of concrete asphalt increased 460%.

IV. Tracking State Transportation Dollars:

- Transportation reporting documents are not uniform, and in many states, these documents are inaccessible and not transparent to the public. More transparency increases public support of transportation projects.

- State departments of transportation tend to do a poor job of clearly explaining how transportation dollars are spent.

- On average, states are spending 20 percent of their federal transportation dollars (leveraged by state and local sources) on transit, 2 percent on bicycle/pedestrian projects, 39 percent on projects that maintain roads and bridges, and 23 percent on projects that add capacity to roads and bridges.

Transportation Projects

While federal funding makes up about 40 percent of all dollars available for surface transportation investment nationwide, it is important to note that the statewide transportation improvement programs do not account for all transportation spending within a state. Many states use additional financing tools such as public-private partnerships, infrastructure banks, and toll authorities to fund transportation infrastructure. The projects funded by these methods do not have to be reported in a state’s statewide transportation improvement program, though some states may choose to show these projects. If the state’s STIP does not include projects funded by these methods, these projects are not included in the analysis. NH is spending approximately 7%.

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Spending on Transportation Projects in New Hampshire

An examination of New Hampshire’s 2010-2014 Statewide Transportation Improvement Program reveals that new road capacity projects account for the largest chunk of planned spending (33 percent). New road capacity projects include the I-93 widening project. At 25 percent of the STIP, bridge maintenance/replacement projects follow, and road maintenance/minor widening projects account for 20 percent. Transit projects* make up 7 percent of the planned spending. ** Safety and projects classified as “other” each account for 5 percent of the STIP. Bicycle/pedestrian projects make up 3 percent. Bridge capacity expansion projects account for 2 percent of the planned spending. No road or bridge projects that had bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) were identified.

Proposed Spending, FY 2010-2014

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Cost (Millions)</th>
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<tbody>
<tr>
<td>Bridge Maintenance/Replacement</td>
<td>318.37</td>
</tr>
<tr>
<td>Road Maintenance/Minor Widening</td>
<td>252.56</td>
</tr>
<tr>
<td>Road/Bridge Projects with Bike/Ped Components</td>
<td>0</td>
</tr>
<tr>
<td>New Road Capacity</td>
<td>424.30</td>
</tr>
<tr>
<td>Transit *</td>
<td>88.83**</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>35.98</td>
</tr>
<tr>
<td>Safety</td>
<td>56.84</td>
</tr>
<tr>
<td>Bridge Capacity Expansion</td>
<td>28.52</td>
</tr>
<tr>
<td>Other</td>
<td>63.74</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,269.12</strong></td>
</tr>
</tbody>
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* Because the Capital Corridor Rail project, totaling $255.83 million, was removed from the state’s Ten Year Plan, it has been removed from this analysis.
** The New Hampshire DOT’s share of transit spending during this period is $3.56 million, or 4 percent of the total transit spending.

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at transitdolllars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. This analysis examines all projects listed in the STIP. States are required to list all transportation projects that receive federal aid, though many states also include projects that only receive state dollars. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities or through state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of New Hampshire from 50states.com. This project was made possible by support from the Rockefeller Foundation.

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Methodology
The Tri-State Transportation Campaign conducted a line-by-line analysis of each state’s statewide transportation improvement program for the most recent years available at the time of the analysis. TSTC categorized each project listed in the statewide transportation improvement program in one of the following nine categories: 1. new road capacity, 2. bridge capacity expansion, 3. road minor widening/maintenance, 4. bridge maintenance/replacement, 5. bicycle/pedestrian, 6. safety, 7. road/bridge projects with bicycle/pedestrian components, 8. transit, and other. Projects were assigned a project category by examining the project descriptions in the statewide transportation improvement programs and transportation improvement programs, reviewing the state department of transportation’s website for additional information about the project, conducting online research, and reaching out to the state department of transportation, staff at the metropolitan planning organization involved with the project, or local organizations. TSTC confined its analysis to spending proposed during the statewide transportation improvement program years.

TSTC Category Descriptions

New Road Capacity: Any road project that adds capacity (either a new lane or a new road), as well as interchanges that cost more than $2 million during the years addressed by the state-wide transportation improvement program and road relocation projects. Costs associated with adding capacity, including mitigation and planning fees for new road capacity projects are also included.

Bridge Capacity Expansion: Any bridge project that increases capacity by adding new lanes. Costs associated with adding capacity, including mitigation and planning fees for specific projects, are also included.

Road Maintenance/Minor Widening: Any maintenance or repair work done to a road, such as repaving, as well as any minor addition of pavement including shoulders, turn lanes, intersection improvements, and any interchanges that cost less than $2 million (within the years addressed by the statewide transportation improvement program).

Bridge Maintenance/Replacement: Any maintenance, repair, replacement or rehabilitation work done to a bridge.

Bicycle/Pedestrian: Bike paths, sidewalks, trails, greenways, bicycle facilities, streetscape improvements, and all items funded by Transportation Enhancements.

Road/Bridge Projects with Bicycle/Pedestrian Components: Road and bridge maintenance and capacity expansion projects that include bicycle/pedestrian elements such as sidewalks and bike lanes. If a project was noted as having a bicycle/pedestrian component the entire project was placed in this category. To identify projects with bicycle/pedestrian components, Tri-State primarily used project descriptions provided in the statewide transportation improvement program. In addition, any projects identified by on-the-ground advocates, department of transportation employees or metropolitan planning organization employees as having bicycle/pedestrian components and any projects that further research showed to have these components were included in this category.

Safety: All projects categorized by state departments of transportation as “safety,” as well as signals, signing, guard rails and projects funded by the Highway Safety Improvement Program.

Transit: All items identified as transit, high speed passenger rail projects, ferries, and park and rides and programs that educate/encourage alternative transportation including carpooling. Federal funds as well as state and local match for these funds for capital, administration, and operating assistance is included in the analysis. State and local transit operating assistance (other than state and local match for federal transit operating funds) was taken out from the analysis.

Other: Items that are not directly related to a specific road, bridge or transit project including general planning funds, general studies, mitigation costs, set-asides, consulting fees. Beautification projects (unless funded by Transportation Enhancements), rest areas, administrative costs and building renovations are also included in this category. In addition, this category includes projects that did not fall into one of the eight other categories.
V. New Hampshire DOT Transportation Vision

“Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire’s environmental, cultural, and social resources. Safe bikeways, sidewalks, and trails link neighborhoods, parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.”

The Transportation System Goals

Goal 1. Land Use-Transportation Integration. Integrate local, regional and state land use and economic development goals with transportation investment decision-making, planning, system management, and project design.

Goal 2. Mobility & Modal Choice. Provide mobility, accessibility, and modal choice to meet existing and future travel needs of people and goods.

Goal 3. Safety. Employ appropriate design, measures, and practices to improve the safety of transportation users by reducing the frequency and severity of crashes.

Goal 4. Security. Work with private and public sector partners to protect the physical security of passenger and freight transportation systems and system users from acts of terrorism and other crimes.

Goal 5. Environment & Public Health. Make transportation investments that preserve and enhance public health, the environment, and quality of life.

VI. Coordination of Transportation

For many years, New Hampshire transportation and human services agencies have been discussing ways to coordinate the various community transportation services offered in the state. The goal has been to reduce duplication, increase the availability of service, and make scarce resources go further as the need for transportation increases with an aging and growing population.

The most recent effort was the Governor’s Task Force on Community Transportation, which issued a detailed report recommending three components:

1. A state-level body to oversee the development of a coordinated system,
2. Regional councils to design and implement coordinated services around the state, and
3. Regional transportation coordinators, which would arrange trips through a “brokerage” system of varied funding sources and a network of providers.

In 2007, the legislature took the first step toward this implementing this plan with establishment of the State Coordinating Council (SCC) for Community Transportation. Over the next five years, ten regional councils were established, and the NH Department of Transportation is now directing much of the federal funds available for community transportation through this system.

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8 NH Long Range Transportation Plan 2010-2030. (July 2010). New Hampshire Department of Transportation.

9 from http://www.nh.gov/dot/programs/scc/about.htm

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Examples of coordinated systems developed as part of this framework include Sullivan County Community Mobility\textsuperscript{10} and Alliance for Community Transportation\textsuperscript{11}. Reliable funding continues to be the main obstacle to the continued success of these transportation initiatives\textsuperscript{12}.

**VII. Regional differences in transportation needs:**\textsuperscript{13}

New Hampshire has several regions, each with its particular transportation needs:

- The fastest growing areas (in percentage terms) will be the Lakes Region and the I-89 corridor. However, we will continue to absorb most of the growth (in absolute terms) in the southeastern part of the state. The North Country will grow least (in terms of permanent population but is seeing significant seasonal/second home development) and needs to focus on preserving the health of its existing road system.
- Citizens in the North Country also feel that transportation, especially preserving roads, is necessary to stimulate the local economy. Outside of gateway communities such as Conway, which serves as an entrance to the White Mountain National Forest, congestion is less of a problem than lack of economic development.
- The increased isolation of an aging population is a major concern. This will create new demands for transportation services to meet the needs of seniors for access and mobility.
- The Lakes Region is a major tourist destination; it and other areas will need to serve this tourism market without becoming overrun with traffic.
- The Upper Valley and Southwest share a river border with Vermont, creating a demand for good bridges while protecting our transportation infrastructure from flood damage.
- The southern (especially southeastern) region needs to manage new travel demand, and expand transportation choices, in an increasingly urbanized environment. This is especially true in Hillsborough and Rockingham Counties which now represent more than 50% of the total state population.
- The southern areas of the state face a particular challenge: interstate commuting. In 2000, over 82,000 New Hampshire commuters traveled to jobs in Massachusetts daily, while 23,500 Massachusetts commuters traveled to New Hampshire. In these areas commuters are traveling further which, along with rapid population growth, increases congestion problems.
- Transportation needs cannot be measured by simply looking at population growth, jobs, absolute amount of traffic growth, or even total system usage. People who don’t travel may have even more severe transportation needs than those who do – if the reason they don’t travel is because they have no options. A strong majority of public feedback favored the creation of more public transportation options, particularly in the more rural areas and particularly for access on the regional and inter-regional levels. Some sort of basic, statewide public transportation service is needed.

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\textsuperscript{10} http://www.sullivancountyrcc.org/

\textsuperscript{11} http://www.communityrides.org/about_act.html. For information on all of the regional councils, see http://www.nh.gov/dot/programs/scc/rcc.htm

\textsuperscript{12} New Hampshire Resident Views on Use, Availability, And Need for Public Transportation. (2005). The Institute on Disability/ UCED at the University of New Hampshire Community Action Program Belknap-Merrimack Counties, Inc. Endowment for Health

\textsuperscript{13} New Hampshire Long Range Transportation Plan: The Report of the Community Advisory Committee to the Commissioner of the New Hampshire Department of Transportation (June 9, 2006).
1. Please list the primary issues that were initially brainstormed in your group as an important part of this discussion:
   -

2. Note all of the primary concerns and priorities mentioned when people discussed the issues most important to them. Where can Transport NH have the most impact?
   -

3. What are your group’s specific input, concerns, and recommendations?
   -

4. Please add any additional information that your group feels is important to pass along in the summary report:
### NH Listens Participant Evaluation

**Facilitator Name(s):** ____________________________________  ____________________________________

**Your age:** ______  **Gender (circle):** male  female  **Occupation:** __________________

**Employment status (circle):** employed full-time  employed part-time  unemployed  retired  student

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### ABOUT THE GROUP PROCESS

1=Disagree strongly  2=Disagree  3=No opinion  4=Agree  5=Agree strongly

*Do you agree or disagree with the following statements?*

1. The facilitator(s) were always prepared.  
   1  2  3  4  5

2. The facilitator(s) helped the group set ground rules and stick to them.  
   1  2  3  4  5

3. The facilitator(s) helped us talk about different points of view.  
   1  2  3  4  5

4. The facilitator(s) made sure everyone took part in the dialogue.  
   1  2  3  4  5

5. The facilitator(s) helped the group work out disagreements.  
   1  2  3  4  5

6. The facilitator(s) helped us come up with our own ideas for action and change.  
   1  2  3  4  5

7. The facilitator(s) explained how our input fits into future decisions  
   1  2  3  4  5

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### ABOUT THE PARTICIPANT GUIDE

1=Disagree strongly  2=Disagree  3=No opinion  4=Agree  5=Agree strongly

8. The participant guide was easy to understand.  
   1  2  3  4  5

The information was helpful for our conversations.  
1  2  3  4  5

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### ABOUT THE CONVERSATION

Compiled by NH Listens for Transport NH  
www.TransportNH.org
9. Our group talked about the most important issues. 1 2 3 4 5
10. It seemed as though everyone had an equal chance to express their views. 1 2 3 4 5
11. Our group identified the most important steps that should be taken. 1 2 3 4 5
12. I learned new things from other members of my group. 1 2 3 4 5
13. The conversation helped me to become better informed about the issues. 1 2 3 4 5
14. Because of this conversation, I had a better understanding of people who I disagree with and their opinions. 1 2 3 4 5
15. The time allotted for the session(s) were (circle one):
   Not enough time   Just the right amount of time   Too much time

YOUR OVERALL ASSESSMENT

16. I am glad I participated in these community conversations. 1 2 3 4 5
17. I would attend another community conversation on this or a different topic. 1 2 3 4 5
18. What would you have changed about this event to make it better?

19. Would you be willing to be contacted for a future one-on-one or phone interview? Yes No

If yes, please provide name and contact information:
Name:________________________________________
Telephone:____________________________________
E-mail:______________________________________