Central NH Regional Planning Commission

28 Commercial Street, Suite #3

Concord, NH, 03301

Tel: (603) 226-6020

Fax: (603) 226-6023

www.cnhrpc.org

Transportation Advisory Committee

June 5, 2020

Approved Minutes

9:00 A.M.

Attendees	
Matt Taylor, Town of Bow	Richard Moore, Town of Chichester
Sam Durfee, City of Concord	Karen Hill, City of Concord
Betsy Bosiak, Town of Epsom, TAC Chair	David White, Town of Hopkinton
Carolyn Cronin, Town of Pembroke	Emilio Cancio-Bello, Town of Sutton
Tim Blagden, Town of Warner	Bianca Acebron-Peco, Town of Webster
Cindy Yanski, Mid State Mobility Manager, CAPBMCI	J.B. Mack, Southwest Planning Commission
Lucy St. John, NHDOT Bureau of Planning	Susan Klasen, NHDOT TSMO Administrator
Charlie Blackman, NHDOT Assistant TSMO Administrator	

Commission Staff: Craig Tufts, Dean Williams, Katie Nelson, Matt Baronas, Mike Tardiff

Introductions

The meeting began at 9:04 AM, called to order by the Chair, Betsy Bosiak. She read a statement pursuant to Executive Order 2020-04, authorizing the TAC to meet electronically. All TAC members and guests present introduced themselves and agreed to table the February 7th meeting minutes to later in the meeting and begin the presentation.

NHDOT TSMO/TMC Operations Presentation

Susan Klasen introduced herself as the Administrator of NHDOT's Transportation Systems Management & Operations (TSMO) Bureau. She reviewed the TSMO goals and federal rules that have been set for NHDOT, including requirements for the public to be notified within 10 minutes when there is an incident on a primary road. New Hampshire also works jointly with Vermont and Maine to coordinate their Advanced Transportation Management System (ATMS). Over the next few years, they will be working on enhancing cyber security, future of connected vehicles, mapping, traffic volume counts, and road weather data. Emilio C. questioned whether TSMO uses data from traveler information sharing applications. Susan K. indicated that NHDOT does monitor user reported information from reputable Waze users as well as State Police and some local police departments. She added that they review their information accuracy and availability on a monthly and quarterly basis, and those reports are available to the public.

Susan K. continued her presentation, displaying the organizational chart of TSMO, noting that the department is split into Engineering/Communications Staff and Operations Staff, with several vacant part time positions. They are headquartered in the Emergency Operations Center next to the State Police Headquarters, which allows for easy communication and coordination. TSMO operators have the ability to communicate with any state-issued radio using internet technology.

TSMO's ATMS and Incident Management Center monitors and notifies the public for recurring congestion, weather events, planned incidents, and unplanned incidents. The ATMS also performs public outreach and collaboration with other entities to promote "Safety Culture," send out mobile notifications, support inter/intra-agency communications and provides a live feed for people to access information instantly.

Susan K. reviewed the different types of ITS devices that NHDOT utilizes. She added that the number of devices has grown exponentially over the last 15 years with over 300 devices and growing. They have a comprehensive asset management database and have been working with NH Department of Safety as part of their Communication Asset Management System.

She then reviewed the TSMO's Five-Year Strategic Plan. She noted that ITS devices are given 1.5% of the construction cost for large NHDOT projects where ITS devices should be installed. TSMO also leads their own projects including Corridor Communication Systems and statewide Roadway Weather Information Systems. TSMO is also in charge of determining whether ITS is needed temporarily in work zones. Tim B. asked whether any of the ITS infrastructure currently being used on the I-89 project in Warner would be permanent. Charlie B. indicated that a permanent ITS message board would be installed near the current temporary location on the northbound side of I-89, but there will not be a permanent message board installed on the southbound side of I-89. Tim B. questioned whether bicycle and pedestrian signal recognition infrastructure has been implemented or considered in NH. Susan K. indicated that Bureau of Traffic is in charge of the State's traffic signals. They have been looking at different types of detection for bicycles and remote communications with signals. Susan K. continued to talk about other future initiatives including remote signal monitoring, coordinating emergency evacuation routes in GIS, intersection conflict warning systems, further Waze integration, connected and automated vehicles, and cyber security.

Richard M. asked about TSMO's role in measuring congestion on US 4 relating to the elimination of the truck passing lane in Chichester in the fall of 2019. Susan K. indicated that TSMO had deployed a temporary camera to monitor traffic queues. Charlie B. noted that they did gather some additional traffic data. Dean W. added that the NHDOT collected speed and vehicle class data prior to eliminating the truck passing lane to ensure that trucks could carry speed up the hill without issues. Betsy B. stated that people in Epsom use alternative routes more frequently than US 4. A question was asked regarding how municipalities or cities can get in touch with TSMO and coordinate with them to share GIS shapefiles and information on evacuation routes. Susan K. responded that there is no formal process yet but that any interested communities should get in touch with her.

Review and Approve Minutes of the February 7th, 2020 TAC Meeting
A motion was made to accept the minutes of the February 7th, 2020 TAC meeting.

M/S/Passed Tim Blagden/Betsy Bosiak

Abstentions – Emilio Cancio-Belo

NHDOT Ten Year Plan Update

Dean Williams informed the TAC that the Governor's draft of the 2021-2030 NHDOT Ten Year Transportation Improvement Plan (TYP) would typically be on tracked to get approved by the legislature in June. Lucy S. noted that the TYP had been passed by the Public Works Committee but if the House of Representatives doesn't meet this month then it's unclear what will happen.

Dean informed the TAC that the nine Regional Planning Commissions had been working collaboratively to make changes to the TYP project scoring criteria and the project proposal form which are used universally across the state. He noted that the effort was intended to create more inclusive criteria where bike/ped projects could be evaluated evenly against automobile centric projects. He reviewed the criteria noting that all of the criteria were broken into two criteria types - "Project Need" and "Project Impact." J.B. noted that June 5, 2020 was the deadline for the RPC's to submit final comments regarding the criteria. He expects the criteria to be finalized before the end of June. Dean W. added that next steps include development of criteria weights for the TAC approval or to send out a survey to TAC members that would then develop criteria weights for the region. Tim B. questioned how the criteria would apply to transit. Dean noted that transit operating costs are not eligible TYP projects. J.B. added that they do have data to help evaluate transit projects including ridership, safety data and existing transit plans.

Regional Transportation Plan

Dean W. explained that eight corridor spotlight documents have been developed for I-89 South, I-89 North, NH 106, NH 28, US 202/9 west, US 3 south, US 3/4 north, and US 4 east. Each corridor spotlight includes the surrounding communities located within the Corridor's traffic shed, as well as the other major connecting routes, funded projects and identified projects. Katie N. also shared a historic timeline of major transportation projects in the region from 1955 to 2015.

Next Meeting Date

The next TAC meeting was scheduled for August 7, 2020 at 9:00 A.M.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:41am.

M/S/Passed Unanimously Richard Moore/Betsy Bosiak