



Transportation Advisory Committee

October 28, 2022

Minutes

9:00 A.M.

Attendees	
Harry Wright, Town of Bradford	Emilio Cancio-Bello, Town of Sutton
Richard Moore, Town of Chichester	Tim Blagden, Town of Warner
Karen Hill, City of Concord	Russell Tatro, Town of Webster
Robyn Payson, Town of Hillsboro	Bill Watson, NHDOT
David White, Town of Hopkinton	Lucy St. John, NHDOT
Carolyn Cronin, Town of Pembroke	

Commission Staff: Craig Tufts, Matt Baronas, Mike Tardiff, Stephanie Alexander, Steve Henninger, Matt Taylor, Vincent Pagano

Introductions

The meeting began at 9:00 AM, called to order by Vice Chair, Harry Wright. All TAC members and guests present, both in person and virtually, introduced themselves.

Review and Approve Minutes of the September 9th, 2022, TAC Meeting

Upon a motion by David White and a second from Richard Moore, the September 9th Minutes were approved unanimously.

Ten Year Plan Project Rankings

Craig Tufts provided an overview of the five projects submitted from the towns of Concord, Hillsborough, Hopkinton, Pembroke, and Salisbury. A description of each project's location, challenges, and plan were provided. In Concord at McKee Square (NH 13) intersection improvements with better bicycle and pedestrian facilities were planned by using a roundabout. Hillsborough also involved a roundabout at the intersection of NH Route 9 and NH Route 31 to help slow traffic and promote safer turns. Hopkinton's fountain square project in Contoocook Village would create safety improvements and more village space through the elimination of a slip lane creating a T-intersection and adding crosswalk locations. Pembroke's project was a rehabilitation of Glass Street in the Suncook Village area that includes a reconstruction of the road's base and drainage to prevent flooding. In Salisbury the project involves safety improvements at the intersection of NH Route 4 and Whittemore Road where the elementary school is located through angle of approach and grade changes.

Craig then described the process that the scoring committee followed which culminated in a group discussion. Each member individually scored all the projects, then these scores were average to reach a cumulative score. Each category and weight were discussed for every project with the opportunity for any member to change their individual scores. A TAC committee member from each of the project towns was included on the scoring committee (except for Salisbury which does not have a TAC representative) as well as CNHRPC staff members.

Craig presented the group's scores and rankings which resulted in Concord being ranked highest (76.5), followed by Hopkinton (69.9), then Hillsborough (57.7), Pembroke (56.3), and Salisbury (46.3). Craig also shared that the ranking did not change if CNHRPC staff member scores were not included.

The committee discussed the scoring process and rankings. David White, a member of the scoring committee, shared that he found the scoring discussion meeting successful, especially because it was difficult to synthesize all the data and information provided about each project in the time required before the meeting. David also shared that he was in full agreement with the rankings the group produced. Richard Moore asked if all members of the scoring committee agreed with the rankings established. Karen Hill, Robyn Payson, and Carolyn Cronin confirmed. Carolyn stated that there was a consensus amongst the scoring committee in the ranking and shared that collaborative nature of the scoring process was helpful. Robyn also highlighted the successful collaboration in the process and noted that all the projects were strong, resulting in a good starting point for ranking.

Richard also asked what drove Concord to score so much higher than Salisbury. Craig provided an overview of the narrative that developed when scoring all five projects, stating that Concord was much higher in traffic volume, pedestrian traffic, and reported crashes making the need for the project the most clearly defined. Hopkinton and Hillsborough also did well at addressing safety concerns, but Hopkinton was boosted higher because it is a central project to the town in the village area with clear multi-modal and economic development promise. There was a clear recognition of the need for improvement in Pembroke, but it was slightly lower because it did not have significant transportation changes. Lastly, Salisbury likely scored the lowest because it is a low traffic road without much data supporting a crash history.

Lucy St. John noted that the process was set as part of the interagency discussions with all eight regional planning commissions and started earlier than any year previous. Additionally, it was shared that the regional allocation for Central NH Regional Planning Commission Region's projects is around \$5.2 million. Project submissions must be within the cost of the allocation with one or two additional projects. Lucy also stated that submitted projects must include 2.8% inflation rates and 10% indirect cost estimates. Bill Watson included that based on the NHDOT estimates for the project costs it is likely that only the Concord and Hopkinton projects would be considered, and potentially Hillsborough. However, NHDOT would not consider Pembroke and Salisbury due to them pushing the cost beyond the regional allocation. Bill also cited CMAQ as an additional potential funding source for projects. Bill concluded by noting that if projects are selected to move forward it requires there to be local staff available.

The TAC voted unanimously in favor of supporting the project ranking as presented.

Hopkinton Demonstration Project

Matt Baronas detailed the Demonstration Project in Hopkinton. Matt began by thanking Dave White and Anna Wells from Hopkinton for making the project happen. Then described a demonstration project as a short-term removable setup that displays a new intersection design working as an educational tool. In Hopkinton the project was designed for traffic calming which is a physical change to ensure vehicles slow down.

Matt shared that the project took place in Hopkinton Village at the intersection of US 202 (Main Street), NH 103, and Briar Hill Road. There is a slip lane at this intersection that is conducive to high speeds and conflict points with turning traffic from Briar Hill Road. The demonstration project closed the slip lane creating a T-shaped intersection that requires drivers to slow down to take the turn. The closure of the slip lane also allows for the reimagination of a large piece of unneeded pavement that could be removed to add trees or a pocket park. Matt presented pictures of the demonstration setup which included barricades, bollards, a temporary sidewalk, signs, and more.

Dave White, shared as a resident of Hopkinton who lives on Briar Hill Road that it was much easier for him to make a turn from Briar Hill Road when the demonstration was in effect. Dave also shared that there was a lot of discussion about the project in town and online. The feedback was mixed with strong sentiments for and against the new layout. Detractors were most concerned about traffic buildup.

Mike Tardiff explained that the project could be implemented incrementally as a local project. Mike also highlighted the success of the project process that can help lead to securing grant funding that could become available. Craig included a thank you to the Southern NH Planning Commission for sharing materials that were used for the demonstration and encouraged any other towns that are working on a project to consider utilizing a demonstration.

CommuteSmart NH Update

Matt provided an update on the CommuteSmart NH program, focusing on a recap of the Fall 2022, Buses, Bikes and Brooms Challenge. Matt shared that as of October 28, with three days left in the challenge, there were 38 participants during the month who reduced 838 car trips, saved from driving 11,639 miles, preventing 9,290 pounds of emissions, saving 474 gallons of gas and \$7,274, while burning 61,506 calories through active transportation.

Matt also provided a breakdown of the CommuteSmart NH usership through almost an entire year. Through October 27, 2022, there were 908 total members, a figure that increased each month. Matt presented the major trends in usership, trip logging, and ridesharing using graphs. Both active usership and trip logging peaked during challenge months then slowly decreased until spiking at the next challenge, whereas rideshare inquiries were more random but were matched around a 50% rate each month.

Mike shared that CommuteSmart NH received some funding support from CAPBMCI for the Agile Mile Software used.

Next Meeting Date

The next TAC meeting was set for Friday January 13 at 9:00 AM.

Any Other Business

Craig noted that deadlines for CMAQ letters of interest are approaching. Tim Bladen shared that the Concord-Lake Sunapee Rail Trail is working to have a letter of interest submitted for their project to have around 1 mile of additional trail built in the interstate right of way in Warner. Tim also shared that Concord – Lake Sunapee Rail Trail has a mobile covered bike parking structure that can be set up temporarily for an interested town.

The meeting was adjourned at 10:15 AM.