

Central NH Regional Planning Commission

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Transportation Advisory Committee

December 1, 2023

Meeting Minutes

9:00 A.M.

Attendees	
Alec Bass, City of Concord	Cindy Yanski, CAP-BM
Tim Blagden, Town of Warner	Lucy St. John, NHDOT
Betsy Bosiak, Town of Epsom (chair)	Salem Quinn, NHDOT
Carolyn Cronin, Town of Pembroke	Denise Sherburne, NHDOT
Karri Makinen, Town of Bow	
Karen Hill, City of Concord	
David White, Town of Hopkinton	
Emilio Cancio-Bello, Town of Sutton	
Donna White, Town of Dunbarton (virtual)	
Harry Wright, Town of Bradford (virtual)	

Commission Staff: Craig Tufts, Mike Tardiff, Matt Monahan, Vincent Pagano, Steve Henninger

1. Introductions

The meeting began at 9:07 AM, called to order by Chair, Betsy Bosiak. All TAC members and guests present, both in person and virtually, introduced themselves.

2. Review and Approve Minutes of the March 24.

The TAC unanimously approved the March 24 meeting minutes. Craig and Betsy noted that meeting notes from August 11 and September 29 are also provided, however there was no quorum in person on those dates so they do not represent meeting minutes.

3.NHDOT Ten Year Plan Update

Craig reported that the Executive Council met just yesterday to finalize their draft of the Ten Year Plan, marking the end of the GACIT process. The committee discussed the regional rankings for priority projects in the Ten Year Plan (TYP). The Hopkinton Fountain Square project as well as Hillsborough NH9 and 31 intersections were in the previous draft of the TYP and remain that way in this recent this draft. The Concord

McKee Square project, which was top ranked in the region, was not in the previous draft because it was proposed to be a CMAQ project, but now appears in this draft with a construction year of 2030.

Craig reported that other CMAQ projects in the region, including the Rail Trail in Warner, a Revision Energy application for EV charging at Hannaford in Concord, and a CNHRPC application for ridesharing software are all now in this draft of the TYP.

Lucy noted that the next step for the TYP is for this draft to be approved by the Governor, then the House and Senate, and then it will be signed into law. There could be changes at any of these steps before becoming law.

Betsy noted that she did not see a Route 4 corridor study in the draft plan. Craig, Lucy and Mike briefly described that there was a Statewide TYP project in this draft of the TYP for corridor studies. It has not been determined exactly which corridors will be studied at which time, but the Route 4 corridor will be among the options. NHDOT and a consultant have been evaluating the corridors as part of an effort to determine which corridors will be studied and when. A consultant will be brought on board to conduct the feasibility studies.

4. Class VI Road Policy Discussions

Craig began by explaining that a wide range of issues related to class VI roads have been coming to our attention from several communities, specifically, concerns regarding the condition of Class VI roads, recreational use, big truck traffic, muddying and development of these roads. Craig mentioned that Matt Monahan from the CNHRPC office is available to help us with the discussion, as he had had a lot of experience with these issues. Matt asked Carolyn from Pembroke to explain the situation they have been in with the class VI Range Roads in town. Mike also mentioned how Matt's work with Bradford, Boscawen and also in Warner on the Mink Hills will be helpful, and that we could talk about anything the committee would like to address. Betsy reminded the committee to refer to the handout entitled "Class VI Road Policy- Things to Consider for Permitting". Carolyn described the history of the Range Roads in Pembroke and how the majority of undeveloped land in Pembroke is traversed by Class VI roads. Ownership has been passed down through the generations and inherited and historically, the lands have been used for hunting and recreation. When NH's housing crisis began about 2 years ago, Pembroke experienced development pressure and interest in upgrading the Class VI roads. There was a lack of a comprehensive process for dealing with these requests. There was also resistance from the community to upgrading roads as Pembroke values their historic character and cultural heritage and recognizes the need to balance between development and preservation. The Town is also concerned about the impact on emergency services and the cost of maintaining equipment. In order to respond consistently to development pressure, Pembroke recognized the need to be proactive and to seek legislation to adopt comprehensive policies for managing and preserving Class VI roads and to upgrade only while preserving the historical integrity. Last year, Pembroke adopted a model policy similar to the regional policy regarding Building Permits on Class IV or Private Roads. The policy is congruent with Pembroke's master plan goals which prioritizes the development of the Class VI roads closer to existing development and can be found on the Town's website. Emilio from Sutton asked a question about what to do there are no requirements or regulations for maintaining Class VI roads. He brought up the example land owned near adjacent to his property of a family in Sutton who has been battling to receive road maintenance and access to the power company for as long as the land has been in their family (150 years). Matt summarized the three

category areas to consider with Class VI roads, noting them having to do with 1) recreation, such as ATV riding, 2) single building and lot permitting, requiring approvals by Boards of Selectman and releases of liability (pertaining to police and fire response capabilities); and 3) large scale development on Class VI roads, requiring comprehensive planning to address the challenges posed by a community's need for access and connectivity. Matt continued with the definition of a Class VI road. Literally, it is a town road that is not maintained by the municipality. A comprehensive discussion guided by the "Class VI Road Policy Handout" continued for approximately 20 minutes. Various scenarios were touched upon including but not limited to 1) the pros and cons of adding housing, 2) the challenges of existing regulations, 3) landowner concerns, 4) legal considerations, 5) the use of town's designated emergency funds for repairs, and overall, 5) the issues caused by the lack of infrastructure and landlocked residences on private right of ways. For reference, please refer to the Class VI Road Policy- Things to Consider for Permitting".

5. Mid-State Coordinated Plan Update

Vincent reported on the progress of the Mid-State Coordinated Plan, Lakes Region Planning Commission is the lead organization with CNHRPC reporting. Currently the plan is in Phase Two and public input is being collected.

6. Concord Area Transit's Concord – Laconia Connector

Cindy Yanski from CAP-BM was available to present on the upcoming new Concord – Laconia Connector route, which will be a new route added onto the Concord Area Transit system.

8. CommuteSmart New Hampshire Update

Vincent reported on the statistics from the CommuteSmart NH October Commuter Challenge and on the 12 month review of CommuteSmart. Rideshare matching is at an all-time high of roughly 75%, trip recording is experiencing the winter month drop off but participation and recording has doubled year over year for each month.

9. Next Meeting Date

The next TAC meeting date was scheduled for Friday, February 2. The meeting location was not finalized, but will likely be at the same location.

The meeting was adjourned at 10:20 AM.