

**Central NH Regional Planning Commission**

28 Commercial Street, Suite #3

Concord, NH, 03301

Tel: (603) 226-6020

[www.cnhrpc.org](http://www.cnhrpc.org)



**Transportation Advisory Committee  
Bow Town Office Meeting Room C 10 Grandview Rd**

**April 5, 2024**

**Meeting Summary**

9:00 A.M.

Attendees	
Betsy Bosiak, Town of Epsom (chair)	David Tilton, SNHPC
Carolyn Cronin, Town of Pembroke	Donna White, Town of Dunbarton (virtual)
Karri Makinen, Town of Bow	William Rose, NHDOT (virtual)
Karen Hill, City of Concord	Robin Payson, Town of Hillsboro (virtual)
David White, Town of Hopkinton	Lucy St. John, NHDOT
Russel Tatro, Town of Webster	Alec Bass, Concord
Tim Blagden, Town of Warner	Richard Moore (virtual)

**Commission Staff:** Craig Tufts, Mike Tardiff, Vincent Pagano, Steve Henninger (in person) and Stephanie Alexander and Matt Taylor (virtual)

**1. Call to Order and Introductions**

The meeting began at 9:06 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 February 2, 2024 TAC Meeting Minutes.**

Approval of the minutes was deferred due to the lack of in person quorum by one person.

**3.NHDOT Ten Year Plan Update**

Craig provided a review and brief update of the Draft 2025-2034 Ten-Year Transportation Improvement Plan (TYP) development and review process and invited Lucy St. John to add her comments afterwards. There was a sheet of amendments posted to the TYP NHDOT web site. A project funding red list bridges state wide was removed, with the funding moved to the I-93 Bow-Concord project. We expect the Governor to approve the TYP in June.

Lucy St. John explained that the two Concord projects and provided the link to the House Bills and their amendments. Lucy concurred that the transfer of funding was the purpose of these bills. There will be Senate meetings and that will be posted on the website. Project # 41468 Funding was moved to the Bow Concord project. Check the Senate schedule as it gets posted on line. Tim Blagden asked if moving to Bow Concord money has changed the spending year also. Craig hasn't seen any changes in the dates. Mike brought up Henniker Hopkinton and Chichester updates relating to project development. There are safety improvements required for the Grandview Bow project. Mike added things take longer these days, usually related to project management. Craig said usually increments of 6 months is the typical time of delay.

Craig asked for the submission of project ideas for the next TYP. During the last cycle, Craig has sent an email and a letter to our Town contacts, the selectboard and the TAC committee to let them know we are soliciting ideas and let them know which projects might be federal aid eligible. Craig urged for TAC members to reach out to us to help develop the application, find out what the needs are in your community, to get the conversation started, to get ideas and we can help fill out the form and we will discuss at the next TAC meeting in June.

Tim mentioned a new road to be created in Warner between North Road and Kearsarge Mountain Road (a very steep 7 mile road with no alternate access) to help with emergency management and if federal dollars would be available for a new road. Craig answered that existing road network is defined as federally aid eligible, they are already classified. Mike thought it would be unlikely, however, Craig said, there may be other funding sources such as resiliency grants available. Craig considered the situation as very interesting, said it is a very long road and one way out, and second way in for emergency responders would be useful to the state park and to residents.

Mike asked Lucy if there was further conversation regarding Route 4, and is there a list of corridor roads and what the status of Route 4 was. Lucy will get back to us about Route 4, and the process developed with the consultant who ranked the corridor list. Craig indicated that we have reviewed the Corridor Study previously. What can be done in the meantime with Route 4, is the conversation we need to have with Chichester, Epsom and Pembroke. Betsy asked if Rockingham RPC was doing anything with the Northwood Section. Mike answered that they have identified it, and that the corridor should go forward, but there is more to be done and it is on the list already, however, not as high up as we expected it to be. Dave Tilton added to the discussion regarding the routes south to Manchester, and there was further discussion about the geographical extent of the project, the slow moving truck traffic and the safety issues involved. Then Craig transitioned and talked about the Safety Action Plan for the Safe Streets program.

#### **4. Safe Streets for All (SS4A) Introduction**

Craig began discussing the Safe Streets for All program. CNHRPC is putting together a Safety Action Plan. This is a federal discretionary grant running from 2022-2026, the goal is to prevent deaths and serious injuries, application is made through Grants.gov, not NHDOT, and there is a 20% local match. Craig said that rather than going through the administrative effort of applying and administering a federal grant and raising the match, CNHRPC would create the plan using our UPWP funds.

There are two types of grants planning and implementation. Planning Grants involve a Safety Action Plan which has to be in place first before applying for implementation. Demonstration activities can be done as

part of either. Implementation grants are not necessarily needed to be limited to infrastructure. It could be policies, programs, it could be emergency response activities. However, we are not ready for implementation until a Safety Action Plan is developed, which we are preparing the Safety Action Plan through our UPWP funding. Karen asked if the safety action plan for the region or town specific. Craig said we are developing a regional safety plan to cover all of our communities, but we will need to have a discussion on whether Concord is included or is part of its own safety action plan. Tim asked what the minimum grant requirement would be. Karen thought it was \$100,000. Mike indicated that the program does not fit us exactly and we've been trying to navigate this. A lot of people have been hearing about safe streets, and Craig is fielding a lot of calls about whether schools can apply. Craig is doing more research about the plan and how it works, you need to have a safety action plan in order to apply, and the implementation projects have to be listed in the Action Plan. The action plan is very data driven.

Dave White asked if people have to apply by Town, and if there was a better chance of getting funded this way. Project specific, Craig said was more straight forward, that the Town can apply. Craig encouraged for Dave Tilton to chime in as the MPO's are already implementing Safe Streets. If you have already identified that pedestrians are at risk and could the strategy include side trails and rail trails. Craig said we have to investigate this. Betsy asked why do we have to wait until crashes to occur to find a solution.

Our office is getting our on call engineer to help us with the safety action plan, we are going to be very specific so it fits our region. Leadership and goal setting, planning structure, the TAC would be the overseeing body with emergency responders. The clusters of crashes, safety issues will be studied by our engineer. Equity considerations will also be addressed. Policy and practices will be identified and discussed. Strategies and project selections will be defined. Case studies and action plans are already available and the Safety Action Plan will be a great document to be available. The question was asked if we are going to encourage towns to adopt Safe Streets.

The discussion continued about the human element in making mistakes, and Craig discussed the objectives of the program, which include more than just the roads and the infrastructure with an emphasis on safety, but other components need to be included. Guidance is available on this.

It was acknowledged that Concord's needs may be different than those of the rural communities. Data crunching may reveal that some of the towns don't have enough crashes for any one location to be notable at a region-wide scale. For example, the number of fatalities (20) is not a large enough of a sample size to actually demonstrate statistically where the crash locations are. However, by going through this process, Craig is certain this will be helpful in identifying safety needs.

Richard mentioned that the state DOT is not involved in this grant, however the USDOT is. Craig confirmed that CNHRPC, by completing the safety action plan, will allow the communities to apply. Craig acknowledged the coordination issues. Richard said some towns may be reluctant to kick in the 20% match if the work is on the state or federal roads. There are other buckets of money. Mike and Craig have discussed this same question and that funding source possibilities and partnerships will be important. Frequently, we want to lower the speed limit through a village. The suggestion to approach the state to make the match. We will consider our state contacts, Craig said, and that creative thinking will be considered and Bill Watson is the

contact for discretionary grants and we will work with him to figure this out. The timing of the project start was discussed; it is expected to be on a five year time schedule. While this is a safety related grant, environmental impact considerations such as sustainability and climate resiliency are also required to be considered. Some various scenarios were discussed. Lucy shared the links of information regarding the grant in the chat. Tim brought up the issue of fear of biking and walking in a car centric state. Craig further elaborated that this will be a comprehensive Safety Action Plan, building into our long range transportation plan.

The safety of Loudon Road in Concord was discussed. Betsy brought up the historical issues of Loudon Road, and Mike mentioned Regional Drive. There is currently a grass roots community conversation started about Loudon Road. More people are engaged and wanting change.

As far as the Safe Streets for All Safety Action Plan, CNHRPC's next step after assembling a team will be digging into the data, and we will learn a lot in the process, and we need to identify the projects, and this will be helpful to the region. In closing, Craig asked for volunteers to serve on the committee to start working on the Safety Action Plan. (Hopkinton and Allenstown are interested). Tim volunteered to serve for Warner.

#### **5. CommuteSmart New Hampshire Update**

Vincent spoke on the CommuteSmart New Hampshire Spring Commuter Challenge that runs from May 1 to May 31 this year. The CSNH challenge encourages commuters in New Hampshire to ditch the solo drive to work in favor of biking, walking, public transit, carpooling, or telecommuting. Throughout the month CommuteSmart will be hosting events that coincide with National Bike Month and several other events that take place in May. Vincent also briefly presented usership statistics for the CSNH app, powered by AgileMile software. Usership has steadily increased over the past year and tends to double in usership following every Spring Commuter Challenge. The target for rides recorded in May '24 is 10,000 to 50,000 rides. Vincent encouraged all members of the TAC to sign up.

#### **6. Next Meetings**

The next TAC meeting is scheduled for Friday, June 7<sup>th</sup>. Craig will send out an email and set up a zoom meeting to save the date. We would like to be flexible to meet as needed. Betsy suggested to notify the committee of the planned date but urged flexibility. Mike indicated that during the busy summer months that an impromptu additional meeting might be required.

#### **7. Other Business**

Lucy stated that the Ten Year Plan is posted on the NHDOT web site and is going through the legislative process and there is also a document entitled Draft Public Endowment Process Plan, which explains the NHDOT process. The public comment period started on April 1 and ends on May 15<sup>th</sup>.

Richard asked about Route 28 Main Street Chichester Kelley Corner. Mike replied that we are waiting to hear on Kelley Corner and it is our understanding that the public meetings will be started on this Route 28 Main Street soon.

The meeting was adjourned at 10:05 AM