

Central NH Regional Planning Commission

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Transportation Advisory Committee

October 4, 2019

Minutes

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

Attendees	
Ted Houston, Town of Boscawren	Matt Taylor, Town of Bow
Harry Wright, Town of Bradford	Richard Moore, Town of Chichester
David Cedarholm, City of Concord	Donna White, Town of Dunbarton
Betsy Bosiak, Town of Epsom, TAC Chair	David White, Town of Hopkinton
Bob Cole, Town of Loudon, TAC Vice Chair	Emilio Cancio-Bello, Town of Sutton
Tim Blagden, Town of Warner	Cindy Yanski, Mid State Mobility Manager - BMCAP
Liz Strachan, NHDES	Lee Baronas, NHDOT - Bureau of Traffic
Cam Prolman, SNHPC	

Commission Staff: Dean Williams, Mike Tardiff, Craig Tufts

The meeting began at 9:06 AM, called to order by Chair, Betsy Bosiak.

Introductions

All TAC members and guests present introduced themselves.

Review and Approve Minutes of the Sept 6th, 2019 TAC Meeting

A motion was made to accept the minutes of the September 6th, 2019 TAC meeting.

M/S/Passed Unanimously Tim Blagden/Dave White

Congestion Mitigation and Air Quality (CMAQ) Applications Update

Dean began by informing the TAC that NHDOT received a total of 21 applications for CMAQ funding requesting approximately \$14.5 million in federal funding. NHDOT had anticipated funding \$13.5 million in CMAQ projects this round. As a result of the total amount of funds available and the requesting funds being so close, NHDOT has decided to fund all of the projects that are eligible and after a review of the cost estimates. Because of this, the CNHRPC TAC will not be required to score and rank the regions projects. Regardless of that, both NHDOT and NHDES will present their CMAQ project applications to the TAC, assuming they will likely be funded.

NHDOT's Lee Baronas from the Bureau of Traffic provided a presentation on the Department's CMAQ application to study 43 locations and install 10 Flashing Yellow Arrows (FYA) at selected intersections. He noted that in the past NHDOT has applied for CMAQ funds to complete signal timing and other similar projects with the intent to reduce congestion. This application will be to replace red arrows with FYA which allow left turns after yielding. These were first introduced in the Manual on Uniform Traffic Control Devices (MUTCD) in 2009 and studies have shown that they are well understood by drivers. They are growing in use across the country and there are several in NH owned by the state and even more owned by municipalities.

The flashing yellow arrows are also used to replace green balls where traffic may turn left after yielding (permissive left turns). That particular installment is typically viewed as a safety benefit and NHDOT is beginning a project to install those using Highway Safety Improvement Program (HSIP) funds. The CMAQ application is intended to install FYAs where there are protected left turns meaning there is either a green arrow indicating a left turn or a red arrow halting left turns. Installing a flashing yellow at these locations will allow users to yield and take a left when gaps in oncoming traffic allow. This means oncoming traffic won't get stopped at a red light and the left turning traffic won't have to stop and wait when it's safe to go. FYAs at a protected left turn are not necessarily viewed as a safety benefit but instead will benefit by reducing stopped traffic and congestion, making the project eligible for CMAQ. NHDOT recognizes that many locations with protected left turn lanes are often "over protected" and the protected left is only necessary during peak periods so the application of FYAs is flexible in that it can provide protected lefts at peak times and utilize the FYAs during off peak hours.

A question was asked regarding if the installation of FYAs required a 4 head light. Lee responded that the best practice is to have 4 heads meaning there would be a separate light for flashing yellow vs solid yellow. Tim Blagden inquired about improved pedestrian and Bicycle detection such as FLIR Systems as part of the signal changes. Lee noted that NHDOT has implemented new detection technology, but it is costly, and the uses are typically targeted at areas with high pedestrian and bicycle traffic. It's unlikely any detection infrastructure would be included as part of this CMAQ project. Betsy Bosiak noted that she had inquired with the Epsom Chief of Police regarding how the FYA at US Route 4 and NH Route 107 and found that they did not notice any safety issues with that intersection. This supports the MUTCD and previous FYA studies which indicate that the FYA are intuitive for motorists. There was some concern with drivers not knowing what to do when approaching a FYA but Lee added that the yellow arrow is typically viewed as caution meaning that drivers will err on the side of caution instead of taking a risk at the intersection.

Liz Strachan from NHDES spoke briefly on the NHDES CMAQ application to install electric vehicle charging stations in Concord. These would be "type 2" charging stations located at NHDES and the NH Public Utilities Commission. A question was asked regarding how users pay. Liz responded that part for the application would be to pay for a third party management which would deal with the purchasing and transactions for the first 3 years.

NHDOT draft Ten year Plan

Dean stated that the only GACIT hearing in the region was hosted by Andru Volinsky on September 16th at NHDOT. He noted that there were several attendees from Webster there to speak about the Clothespin Bridge project and their desire to have the project completed sooner than the current schedule. They emphasized the bridges importance from a safety and connection factor also noting the town's investment in the bridge and their readiness to complete the project. The Draft 2021-2030 Ten Year Plan (TYP) has the project listed for

construction in 2024 and 2025. There were also attendees from Loudon who spoke about their desire to have the NH Route 106/Chichester Road/S. Village Road intersection project advanced. The project is currently listed for construction in 2025. In addition, representatives from the Town and from the New Hampshire Motor Speedway expressed their desire to have Phase 3 of the NH 106 Corridor Study funded for design and construction in the 2021-2030 TYP. The Phase 3 implementation includes widening 4.3 miles of NH Route 106 from Staniels Road to Soucook Lane, including the Chichester Road/S. Village Rd intersection. Mike Tardiff added that he had also spoken for the need for a corridor study to be funded for US Route 4 in Chichester and Epsom.

NH Statewide Bicycle and Pedestrian Plan Update

Craig Tufts informed the TAC that the study team was currently towards the tail end of the public outreach process. He noted that he had set up at the Concord Farmers market on September 28th where hundreds of passerby's were informed about the plan and helped to provide feedback. He encouraged TAC members to spread the word and to use the website www.NHbikepedplan.com to provide additional input. At this time, it is anticipated that the final plan adoption meeting will be held in Concord at NHDOT in late winter.

"Incorporating Bicycle Level of Traffic Stress (LTS) into Performance Based Planning"

Craig Tufts provided a presentation on Bicycle Level of Traffic Stress by first stating that the project was funded by a grant from FHWA. The project included all of NH's MPOs plus CNHRPC and Plymouth State University who provided technical assistance with data and GIS. The goals of the project were to implement LTS as a performance measure in transportation planning. In addition, the LTS tool could be used for project identification, scoring and selection. The project involved collecting baseline data on roads such as speeds, traffic volume, presence of bike lanes and shoulder widths and incorporating it into one large database. This data was used to calculate bicycle level of traffic stress (LTS), which scores the roadway based on which population groups feel comfortable riding there. The LTS street network map was then used to perform Network Connectivity Analysis utilizing origins and destinations selected using census data, employment data, and open street map points such as community facilities and schools. Craig noted that the Network Connectivity Analysis was a way to model trips similar to how a regional Transportation Model works, but refined for smaller geography sizes and shorter trips to make it more in line bicycle trips. He added that final task of the project would be completing a pilot project selection using LTS as part of the project scoring process.

Craig described the four levels of traffic stress: LTS 1 – kids with training, LTS 2 – most adults, LTS 3 – most bicycle riders, LTS 4 – strong and fearless. He then displayed the results of which roads fell into which categories within the CNHRPC region. He then displayed how that data is used with the Network Connectivity Analysis to identify major (high stress) gaps in the network. The planning group is continuing to work on the Network Connectivity Analysis and hopes that in the future the data and process can be used for scoring projects and identifying projects in Master Plans and Long Range Plans. Over time the data can be used to measure performance and track progress.

Next Meeting Date

The next TAC meeting was scheduled for November 1st, 2019 at 9:00 A.M. at the Bow Town Offices.

Other Business

Ted Houston informed the TAC that, as the longest acting member of the CNHRPC TAC, he would soon be joining his wife in assisted living and this was likely his last TAC meeting. He was thanked for his many years of service as the Boscawen representative to the TAC.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:36am.