

Central NH Regional Planning Commission

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Transportation Advisory Committee

February 7, 2020

Approved Minutes

Bow Municipal Building, Bow, 10 Grandview Road, Bow

9:00 A.M.

Attendees	
Harry Wright, Town of Bradford	Karen Hill, City of Concord
Sam Durfee, City of Concord	Betsy Bosiak, Town of Epsom, TAC Chair
Bob Cole, Town of Loudon, TAC Vice Chair	Carolyn Cronin, Town of Pembroke
Tim Blagden, Town of Warner	
Cindy Yanski, Mid State Mobility Manager, CAPBMCI	Mark Suennen, Vanasse Hangen Brustlin, Inc (VHB)

Commission Staff: Dean Williams, Mike Tardiff

The meeting began at 9:15 AM, called to order by the Chair, Betsy Bosiak.

Introductions

All TAC members and guests present introduced themselves.

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

A motion was made to accept the minutes of the October 4th, 2019 TAC meeting.

M/S/Passed Harry Wright/Tim Blagden

Abstentions – Carolyn Cronin, Bob Cole, Betsy Bosiak

Connected and Automated Vehicles (CAV) 101: How is Technology Changing Transportation

Mark Suennen, PE, PTOE and Project Manager for Vanasse Hangen Brustlin, Inc (VHB) introduced himself and described himself as a CAV enthusiast, as no one is a true expert on this topic. VHB is an engineering, planning and design company with an office in NH. They work on a variety of projects throughout the NH including Intelligent Transportation Systems (ITS) which includes some of the infrastructure that supports connected vehicles.

Mark began his presentation by comparing the 20th Century transportation technological advances from horse and buggy to combustion engine vehicles, to the 21st Century technological advances in connected and automated vehicles. He described the terminology behind the different technologies, the differences between

them and the varying levels of automation. He then discussed the benefits and challenges, including specifics on the environmental drawbacks weighted against the environmental benefits of CAV's. Mark continued to describe the different communication options for vehicles including the differences between Dedicated Short Range Communication (DSRC) and 5G possibilities. In NH, Senate Bill 216 created RSA 241 and 242. RSA 241 establishes an Autonomous Vehicle Advisory Commission and an automated vehicle testing program. RSA 242 establishes a pilot program to test automated vehicles in NH and sets guidelines for "driverless vehicles" on public roads. Mark concluded that municipalities and the general public should stay informed, support the research and integrate infrastructure changes for CAVs in long range planning.

Tim Blagden questioned why other countries in Europe and Asia were so much further along in testing CAVs specifically how they interact with Pedestrians and Bicyclists. Mark responded that there has been support for research in the US for a while but not much for financial support to conduct the research. He noted that one possibility for some countries focusing on CAV interactions with bicycles and pedestrians was that many other countries have higher rates of people using those modes. Sam Durfee questioned how CAVs would impact the capacity of the transportation network. Mark responded that CAVs have a much faster reaction time than humans so the headway between vehicles can be much closer, they may also be able to fit in smaller lanes with better control allowing for more vehicles to be on the network at one time. Karen Hill asked if there was any thought into what would happen with the people who want to continue to drive and don't accept the automation in the future. Mark noted that those vehicles may need to be retrofitted with connected devices so that the rest of the network would be able to sense them. There has also been talk of having designated lanes such as HOV lanes for people who choose not to use CAVs.

Dean noted that the full presentation is included in [Attachment 1](#) to the minutes. This includes Mark's contact information.

NHDOT Ten Year Plan Update

Dean Williams informed the TAC that the Governor's draft of the NHDOT Ten Year Transportation Improvement Plan (TYP) was sent to the Legislature on January 13th. The only change from GACIT's draft was the removal of the project regarding changing the exit numbers on NH's Interstates. On February 4th NHDOT presented the TYP to the House Public Works Committee and then a public hearing was held. Only a handful of people testified but everyone was in favor of the plan. Dean noted that a few people testified in support of the CMAQ transfer that would allocate 25% of the CMAQ funds to FTA for transit needs. Tim Blagden questioned whether this was a continuation of the past 25% transfer or in addition to that. Dean noted that the plan extends the previous transfer of 25% of the states CMAQ funds to general transportation infrastructure needs and this new proposal would transfer another 25% of the CMAQ funds. Dean added that NHDOT would likely be presenting again to the House Public Works Committee next week to provide more details on the request for additional bonding. There may also be an additional public hearing.

Regional Updates

Concord Trails Plan Special project

Dean noted that there was a public input session in January where over 80 members of the public attended to help develop the plan and guide the cities future decisions regarding trails. There is also a public survey available at <https://www.surveymonkey.com/r/ConcordTrails>.

Mid-State RCC

Dean shared a map of the Rural Transit Services (RTS) within the Mid-State RCC region. These services are provided by Community Action Program Belknap-Merrimack Counties Inc (CAPBMCI). They are funded using a variety of sources including the FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program. Cindy Yanski added that CAPBMCI has recently consolidated the dispatching, scheduling and routing for all of the RTS services to be done solely by CAPBMCI dispatch, where previously the senior centers would schedule rides. This has resulted in more efficiency and reduced redundancy across the entire RTS. Cindy added that the Volunteer Driver Program has been seeing a steady increase in rides and also denials. Several of the volunteer drivers move south for the winter, and with fewer drivers they are unable to fill all of the requests for rides.

Next Meeting Date

The next TAC meeting was scheduled for April 3, 2020 at 9:00 A.M. at the Bow Town Offices.

Meeting Adjournment

A motion was made to adjourn the TAC meeting at 10:35am.

M/S/Passed Unanimously Harry Wright/Tim Blagden