

**Central NH Regional Planning Commission**

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**CNHRPC Full Commission Meeting**

**Meeting Summary**

**Thursday October 10, 2024**

**7:00pm**

**Horseshoe Pond Community Resource Room w/ Zoom Remote Option**

**26 Commercial Street**

**Concord, NH 03301**

**Commission Attendees:**

Diane Adinolfo, Allenstown  
Barbara Randall, Boscawen  
Jim Bibbo, Bradford  
Stephen Buckley, Bow  
Keith Johnson, Deering  
Ken Swayze, Dunbarton  
Susanne White, Hillsborough  
Joe Schmidl, Salisbury  
Stan Brehm, Pembroke  
Kathy Cruson, Pembroke  
Ben Frost, Warner  
Harold Wright, Bradford  
Kellee Jo Easler, Boscawen  
Russ Tatro, Webster  
Tim Blagden, Warner

**CNHRPC Staff:**

Michael Tardiff, Executive Director  
Craig Tufts, Principal GIS/Transportation Planner  
Riley Stafford, Office Support/Outreach Coordinator

The meeting was called to order at 7:00pm. The program was then turned over to Bill Lambert, NH DOT Highway Safety Administrator.

**Speakers:** Bill Lambert, NH DOT Highway Safety Administrator, and Corey Spetelunas, NH DOT Highway Safety Project Manager

**NHDOT Highway Safety/Active Transportation Update:** The presentation was primarily focused on addressing pressing road safety issues and the significant role that the Department of Transportation (DOT) plays in mitigating them. Bill Lambert provided a comprehensive overview of the evolution of the highway

safety improvement program and the restructuring of the highway design section, and listed several projects in the NHDOT Ten Year Plan from the CNHRPC region that have a safety element, including in Dunbarton, Chichester, Concord, Bow, and others.

Corey Spetelunas contributed to the presentation and shared the section's website and Highway Safety Improvement Program (HSIP) page. He also reviewed some of the plans and programs they are involved in, including the NH Strategic Highway Safety Plan, Driving Towards Zero, the Pedestrian and Bicycle Plan, and Vulnerable Road User Assessment. A brief review of trends in non-motorist crashes showed a gradual decline in crashes from 2017 to 2022, but a recent uptick in fatalities and serious injuries.

Moreover, the discussion underscored the vital importance of local roads and stressed the imperative for the community to promptly escalate safety concerns to the authorities. Mr. Lambert highlighted the formidable challenges associated with accessing data on road safety incidents due to concerns about personal identification information. The team is diligently working towards improving access to this data and is contemplating the development of a national product for a crash day dashboard. Additionally, the presentation delved into the implementation of a safe system approach in New Hampshire, which involves a thorough evaluation of alternatives when a traffic signal is requested but is deemed unnecessary.

Mr. Lambert provided an overview of several ongoing projects, including Hillsborough, Bow, and Chichester, all of which are currently in the preliminary design phase. Additionally, the discussion highlighted the Road Safety Audit (RSA) Program, underlining the involvement of stakeholders in discussions and efforts to enhance road safety. He also underscored the importance of the 10-Year Plan and emphasized the need for a program management side to effectively monitor progress. The conversation concluded with an exploration of necessary improvements in specific locations, such as the I-89 exit ramp in Bow and Chichester.

Furthermore, the group discussed the website for RSA submissions, noting its year-round availability but annual review. They expressed having received only one submission thus far and encouraged the submission of more by year-end. Additionally, guidance on accessing the website and the RSA section was provided, along with updates to other sections and state safety plans. The impending update of the Strategic Highway Safety Plan in 2027 was highlighted, with an emphasis on the importance of stakeholder engagement. The 2023 Pedestrian Bicycle Plan was also discussed, focusing on the promotion of bicycle helmets, safety curriculum, and the benefits of active transportation, with acknowledgment of the need for enhancing bike volume data and consideration of traffic stress.

A comprehensive discussion engaged, regarding the effectiveness of implementing "all way stop" measures at intersections. Drawing on the successful examples of Delaware and North Carolina, where such measures resulted in an impressive 82% reduction in serious injury crashes, the commission contemplated the potential for similar measures in New Hampshire. Specifically, they explored the feasibility of implementing these measures at key intersections in Dunbarton, Salisbury, and Concord.

Emphasis was placed on thoroughly examining the challenges and opportunities in enhancing highway safety and promoting active transportation. The speakers delved into the intricacies of behavior change, the acquisition of accurate data, and the necessity of achieving consensus on various projects. Moreover, they underscored the significance of adopting a complete streets policy, enhancing collaboration with law enforcement, leveraging big data and artificial intelligence, and exploring innovative design alternatives. In conclusion, the commission acknowledged the importance of acknowledging that congestion and delays during peak periods are inevitable, and that acceptable solutions need to be identified.

Mr. Lambert also reviewed the details of the "Driving Towards 0" program, which underwent a name change to "Driving Towards 0: One Death is Too Many" to address concerns about the prominent display of "death". The program aims to instigate a paradigm shift in behavior and infrastructure to significantly reduce accident numbers. An innovative concept, "Slow and Steady: It's Not a Race", was introduced to promote safe driving

and will be prominently featured on digital billboards and actively promoted in schools and public spaces. The discussion also explored the "Safe System Approach", emphasizing its holistic nature in transforming highway safety, a strategy initially adopted from Europe and now effectively employed in the US. There was a strong emphasis on the importance of shared responsibility, safe road users, safe vehicles, and safe speeds. Concerns were raised about high vehicle speeds, with suggestions made for manufacturers to limit their vehicles' speeds to curb reckless driving. Bill concluded by emphasizing the importance of post-crash care while cautioning against relying solely on it as the solution to highway safety issues.

Finally, Mr. Lambert addressed the road user assessment mandated by the Infrastructure Jobs Act, aiming to establish a baseline for vulnerable road users in New Hampshire. Despite a decrease in non-motorist crashes, there are growing concerns about the increasing fatalities and serious injuries among vulnerable road users.

**Approval of Minutes:** The June meeting minutes were not considered for adoption as the in-person quorum requirement for that meeting was not met.

**Treasurer's Report:** Mike Tardiff summarized the Treasurer's Report briefly, noting that August was better than July, with revenues and expenditures typical for the time of year

### **CNHRPC Regional Transportation Improvement Program (TIP) Process Overview**

Craig Tufts provided an update on the regional Transportation Improvement Program (TIP) that feeds into the NHDOT Ten Year Plan. Craig noted that this is a two-year cycle, and in the last round CNHRPC was able to put three projects forward in the NHDOT Ten Year Plan (TYP). They included Concord McKee Square, Hopkinton Fountain Square, and Hillsborough 9/31 Intersection Improvement.

This round CNHRPC received six project proposals.

West Main Street in Bradford is a sidewalk project. The Town had applied for multiple Transportation Alternatives Program (TAP) applications in the past for these sidewalks and have been unsuccessful, so CNHRPC and the Town are trying a new approach by submitting it for a TYP project. CNHRPC's on-call engineer has walked the site and developed conceptual engineering and cost estimates. West Main Street itself is not Federal Aid Eligible, but the sidewalks are.

Chichester and Epsom have requested a Route 4 Corridor Study for their communities. There are multiple problem intersections along the corridor including the Epsom Circle. These should be looked at in tandem rather than individually. There are also safety, congestion, and access management issues.

Hillsborough has a proposal to reconstruct Henniker Street. Henniker Street is a main roadway in the downtown area of Hillsborough. It was once the primary route from Concord to Keene before the bypass was built. There is a need to reconstruct the road to better meet the needs of the village, including sidewalks and drainage.

Pembroke Glass Street is a resubmittal from last round. The street suffers from antiquated drainage and flooding. A reconstruction would also upgrade sidewalks to ADA compliance.

Salisbury US4 and Whittemore Road is another resubmittal from last year. The town has safety concerns during school dismissal, as the elementary school is very near the intersection.

Webster NH127 (Battle St) and Long Street intersection is another safety project. Visibility and roadway geometry is an issue resulting in safety concerns. It is a candidate for an all-way stop configuration.

Craig reported that the next steps include finishing up the project review with the on-call engineer, scoring of projects by a subcommittee of the TAC, and the TAC recommending an initial ranked list of

projects. NHDOT will review those project priorities, and a final list will be presented for consideration by the CNHRPC Full Commission in March 2025.

**Other Business:** There was no other business.

**Adjournment:** The meeting adjourned by unanimous vote at 8:30 PM.

DRAFT