

Central NH Regional Planning Commission

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Transportation Advisory Committee

Bow Town Office Meeting Room C 10 Grandview Rd

October 25, 2024

Meeting Notes

9:00 A.M.

Attendees	
Betsy Bosiak, Town of Epsom (chair)	Donna White, Town of Dunbarton (virtual)
Karri Makinen, Town of Bow	David Tilton, SNHPC (virtual)
Richard Moore, Town of Chichester	William Rose, NHDOT (virtual)
Alec Bass, Town of Concord	Jack Wade, NHDES (virtual)
Harry Wright, Town of Bradford	
Emilio Concio-Bello, Town of Sutton	
Betsy Bosiak, Town of Epsom	
Karen Hill, City of Concord	
Carolyn Cronin, Town of Pembroke	
Tim Blagden, Town of Warner	

Commission Staff: Mike Tardiff, Craig Tufts, Vincent Pagano (virtual), Riley Stafford (virtual)

1. Call to Order and Introductions

The meeting began at 9:02 AM, called to order by Chair, Betsy Bosiak.

A review of attendance revealed a quorum. All TAC members and guests who were present, both in person and virtually, provided a brief introduction.

2. Review and Approve the September 20, 2024 TAC Meeting Minutes.

The September meeting was shy one member of meeting quorum, so meeting notes were shared in lieu of minutes. The September meeting notes were reviewed and accepted by the TAC.

3. 10-Year Plan Update Presentation and Discussion

Craig shared a Powerpoint presentation showing the six projects that were reviewed and scored by the TAC scoring subcommittee appointed at the previous meeting. He gave a summary of each of the projects.

Bradford West Main Street Sidewalks project has been in Bradford's plans for years, and they have unsuccessfully applied for TAP funding for multiple rounds. Applying for funds through the TYP was thought as a potential way to advance the project, produce some conceptual engineering, and cost estimates.

Chichester and Epsom proposed a US 4 Corridor Study: Craig noted the needs along the corridor, and that it would not make sense to have multiple small individual TYP projects without first taking a corridor-wide approach. Craig noted the NHDOT has a long list of priority corridor studies that are already programmed in the NHDOT TYP. After discussions with NHDOT and the scoring subcommittee, it was felt this project was not suitable for the TYP. A corridor study would be produced through other means.

Hillsborough Henniker Street Reconstruction would reconstruct Henniker Street to include sidewalks, drainage, and improved access management. He discussed existing deficiencies along the road, noting that little had changed since it was the primary east-west route before the Hillsborough Bypass was constructed.

Pembroke –Glass Street Reconstruction, Craig and Carolyn noted the project needs and flooding issues that result from outdated stormwater infrastructure, and also made note of the town's MS4 obligations.

Salisbury –US 4 and Whittemore Road Intersection Safety project was a result of resident safety concerns. He noted that the nearby US4/127 intersection is now an all-way stop, which may affect this location.

Webster –NH 127 (Battle Street) and Long Street Intersection Safety project is an improvement to address safety and visibility concerns. The location is a candidate for all-way stop conversion.

Craig shared the Subcommittee's scoring process, which included individuals from the scoring subcommittee scoring individually, and then convening for a meeting where members discussed their scores. Craig shared the scores and the project rankings:

1. Hillsborough –Henniker Street Reconstruction
2. Chichester and Epsom –US 4 Corridor Study
3. Pembroke –Glass Street Reconstruction
4. Bradford –West Main Street Sidewalks
5. Salisbury –US 4 and WhittemoreRoad Intersection Safety
6. Webster –NH 127 (Battle Street) and Long Street Intersection Safety

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Craig provided an overview of the anticipated CNHRPC regional allocation. The allocation is lower this year, as there is a negative balance from last round when the top three regional priorities were fully funded. This would mean the top ranked project, in the above scenario Hillsborough, would likely be funded, and possibly the number three ranked project, Pembroke. Craig then shared the next steps for adding regional priorities into the

NHDOT TYP, noting that at this point the TAC is sending an initial list for NHDOT review, and that the TAC will make its final recommendation on project rankings to the CNHRPC Full commission in March.

5. NHDOT Ten Year Plan Initial Ranking

The TAC discussed the subcommittee's rankings. The project's merits and reasons for the ranks were noted. The subcommittee expressed their support of the process and the results.

It was noted that Bradford has continually not scored high enough for funding, and the group explored the reasoning. Other towns exhibited higher traffic counts, higher functional classification, and more crash history. It was ultimately concluded that although Bradford's project holds value and is of importance to the town, it was not the top selection due to its smaller scale and lower traffic volume.

A recommendation was presented in favor of employing more advanced data collection methods, such as TomTom data, to gain a clearer understanding of traffic flows.

Concerns regarding the scoring criteria were discussed, which tend to favor larger projects. It was suggested that the criteria for project evaluation warrant reevaluation. William Rose, with the NH Department of Transportation (NHDOT), clarified that these criteria were developed in collaboration with the nine regional planning commissions, all of which utilize the same standards. Craig noted the RPCs re-visit the criteria each round and would bring these concerns forward for next round.

William and other attendees deliberated on the project rankings for submission to the NHDOT. They reached a consensus to submit projects 1, 3, 4, and 5 for evaluation. Project 2, the corridor study, would not be submitted for evaluation, but a narrative would describe the need and options for implementation.

7. CommuteSmart, NH and the Buses, Bikes, and Brooms Commuter Challenge

Vincent Pagano provided a presentation overview of the Commute Smart program, to include the active and ongoing Buses, Bikes, and Brooms Commuter Challenge, and the trip finder feature. He reported a significant increase in usage and participation, noting that more individuals are logging their trips and actively engaging with the app.

8. Next Meetings

The next TAC meeting was scheduled for Friday, December 6, 2024.

9. Other Business

The progress of the I-93 Bow Concord project was mentioned, with a note that the project team could present at a future TAC meeting. The launch of a new website of the project team and the hiring of a PR firm was shared. The group discussed the impact of I-93 congestion on local streets.

The meeting was adjourned at 10:18 AM by chair, Betsy Bosiak.