

Central NH Regional Planning Commission

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Transportation Advisory Committee
Bow Town Office Meeting Room C 10 Grandview Rd
September 20, 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	Robin Payson, Town of Hillsboro (virtual)
Richard Moore, Town of Chichester	Ross Wood, NHDOT Dist.2 (virtual)
Alec Bass, Town of Concord	Lucy St. John, NHDOT (virtual)
	Russel Tatro, Town of Webster (virtual)

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

1. Call to Order and Introductions

The meeting began at 9:05 AM, called to order by Chair, Betsy Bosiak. A review of attendance revealed a lack of in-person quorum. All TAC members and guests who were present, both in person and virtually, provided a brief introduction.

2. Review and Approve the August 9, 2024 TAC Meeting Minutes.

The August minutes were reviewed but not approved due to a lack of quorum.

3. Proposal to Reschedule Budget Meeting and 10-Year Plan

The team discussed rescheduling the budget meeting and 10-year plan to October 10th due to scheduling conflicts. They addressed time management challenges as some members approach retirement age. A supposition was proposed for the consideration of installing a 4-way stop at the intersection of Hoyt and Mountain Roads, in order to improve address safety concerns. The conversation ended with a discussion about needing a quorum for the next meeting.

4. Henniker Demonstration Crosswalks Survey, Data, and Parking Improvements

Craig Tufts, with the assistance of Vincent Pagano, presented a series of slides and accompanying written materials regarding a project they've been working on with the town of Henniker for two years. The project focuses on improving crosswalks on Main Street, particularly between the ice cream shop and the park. They considered installing a new crosswalk in the middle area and its potential impact on parking. The team collected data on pedestrian and bicycle traffic, parking occupancy, and public feedback to better understand the situation.

Craig presented data from 2023, highlighting the usage of different crosswalks and the importance of slower speeds due to the narrow streets and pedestrian presence. A parking occupancy study showed that all lots had extra capacity, except during a few times when the lots closest to the park were almost full. CNHRPC also discussed the implementation of a temporary crossing and weighing system in 2024, which was tested from August 6th to September 4th. The system was well-received, with a significant decrease in jaywalking observed during the demonstration period.

However, there were some issues with maintaining the system, such as fading paint and difficulty in washing it off. Craig concluded that the temporary crossing and weighing system was effective in improving safety and reducing jaywalking.

Referring back to matters pertaining to parking, Craig presented data showing that parking was full during the busiest events, but there was excess capacity during non-event periods. They also noted that some people were parking illegally during events. A survey was conducted to gauge public opinion on the issue, with 74% of respondents in favor of installing a permanent crosswalk at the location. The survey results were shared with the town, and a report is being developed to present to the town council. The next steps include presenting the report to the town council and possibly the select board.

5. Improving Road Safety and Speed Control Measures

Focus of the meeting transitioned to improving road safety in a specific area. Discussions included speed control measures, the impact of New England College, and the road agent's opposition to bump-outs. The team acknowledged the need for a balance between safety and other factors such as parking spaces and snowplow removal. They also considered the potential benefits of sharing best practices from other communities and the need to ensure correct snow removal on state roads. The conversation ended with the idea of conducting demonstrations and activities in other communities to showcase potential solutions. Additionally, there was a discussion about the potential for a crosswalk near the Historical Society in Chichester, along with plans for a demonstration project in downtown Hopkinton.

6. NHDOT Ten-Year Plan Project and Funding Challenges

Craig covered the 10-Year Plan project, which included proposals for various towns and challenges related to securing funding for sidewalk projects in Bradford. Alternative funding sources, such as the LPA Project and upcoming opportunities like the TAC round, were discussed.

There was emphasis on the need for a corridor study on Route 4, due to insufficient analysis. Craig and the CNHRPC team highlighted the importance of addressing high-risk injury corridors in certain areas in the

upcoming quarter. They also mentioned the top 3 corridor studies chosen, with one of them being Route 114 in the Bedford/Goffstown area.

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

Vincent Pagano discussed his role and work with CommuteSmart, NH, which has continued even after his move to Atlanta, GA. Specifically, Vincent elaborated on the upcoming "Buses, Bikes, and Brooms" (BBB) challenge, which takes place from October 1st through the 31st. He noted that unlike the Spring challenge, which is focused on company and collaborative effort, the fall Challenge is centered around individual effort.

The BBB challenge aims to encourage people to use alternative modes of transportation for their daily commuting, such as walking, biking, or taking public transit instead of single-passenger vehicles. Vincent shared that akin to past instances of this event, weekly prizes would be awarded to those participants who logged the most qualifying miles.

Promotion of the challenge by CNHRPC as well as the other represented RPCs was encouraged and acknowledged.

8. Next Meetings

October 25 was tentatively selected as the next meeting date.

9. Other Business

The group deliberated on potential improvements to Main Street in Hillsborough, which is a federal aid eligible road requiring a 20% local match. Hillsborough encountered challenges in implementing a sidewalk project and raising necessary funds. As a solution, CNHRPC proposed a conceptual design along with cost estimates. The meeting also involved discussions on the project's ranking and its potential inclusion in regional plans.

Additionally, interim improvements using town funds were considered, and a follow-up meeting was scheduled to explore further options. The team also discussed the impacts of road reconstruction, uncertainties regarding funding for separating sewer and stormwater drainage, and the traffic impacts resulting from the new Salisbury Crossroads four-way stop.

Furthermore, there was a need for clarification regarding the eligibility of the Bradford project. CNHRPC also explored the idea of creating a project scoring subcommittee, planning meetings in Bradford and Hillsborough, and aiming to submit rankings by mid-November. Overall, the team expressed satisfaction with the progress of the 10-year plan.

Lastly, Craig discussed that additional Scoring Committee volunteers are desired, and the associated tasks involved in recruitment.

The meeting was adjourned at 10:25 AM by chair, Betsy Bosiak.