

**Upper Valley Lake Sunapee Regional Planning Commission
Meeting of the Transportation Advisory Committee (TAC)**

January 14, 2014 Meeting Minutes
UVLSRPC Offices- Lebanon, NH

Attendees:

Van Chesnut, Chair, Advance Transit
Dick Jones, Lyme
Dave Edkins, Charlestown
Mike Lavalla, Lebanon
Sue MacKenzie, Lyme
Ann Green, Orford
John Bruno, Charlestown

Richard Lincourt, Charlestown
Ben Swanson, RSG
Dan Brand, Lyme
Gerry Gold, SRK Greenway
Peter Kulbacki, Hanover
Bill Oldenburg, NHDOT
Nate Miller, UVLSRPC

TAC Chairman Van Chesnut called the meeting to order at 5:00 PM. Dick Jones moved that normal business be tabled to the TAC's next meeting. Dave Edkins seconded and the motion passed unanimously.

Presentation from NHDOT on Highway Safety Improvement Program:

Bill Oldenburg, Administrator of the NHDOT Bureau of Highway Design, gave a presentation to attendees about the Highway Safety Improvement Program (HSIP) in New Hampshire.

Bill explained that the purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on New Hampshire roads, and that the HSIP consists of three programs:

- 1) Strategic Highway Safety Plan (SHSP);
- 2) High Risk Rural Road Program;
- 3) Railway-Highway Grade Crossing Program.

The Strategic Highway Safety Plan is a coordinated statewide plan for reducing fatalities and serious injuries on all public roads. The SHSP employs a data driven approach to identify critical emphasis areas for safety improvements. In New Hampshire, there are nine critical emphasis areas identified in the SHSP, some of which are behavior-related and some of which are infrastructure-related:

- Impaired Driving;
- Distracted Driving;
- Speeding;
- Vehicle Occupant Protection;
- Adolescent Drivers;
- Older Drivers;
- Crash Locations;
- Motorcycles and Vulnerable Roadway Users;
- Comprehensive Safety Data;

The High Risk Rural Road (HRRR) Program applies to major or minor collectors and local roads (i.e. federal functional class 7, 8, and 9 roads). These functional classifications include nearly all town roads. Almost all of the HRRR projects in New Hampshire implemented to date have been signage improvements to reduce run-off-road crashes.

The Railway-Highway Grade Crossing Program is not utilized in New Hampshire because there is no significant history of crash issues at railway-highway crossings in the state.

Bill Oldenburg continued, noting that the federal Highway Safety Improvement Program (HSIP) funds the implementation of the initiatives detailed in the Strategic Highway Safety Plan. Under MAP-21, New Hampshire receives \$8.9 Million/year for the HSIP.

There are three ways for a project to enter the HSIP in New Hampshire:

- 1) Traditional Approach- Where a location is identified by a statewide analysis as one of the top 5% of high crash intersections or road segments in New Hampshire;
- 2) Systematic Approach- Where all intersections or road segments having like characteristics are improved (e.g. median crossing barriers on interstates);
- 3) Road Safety Audit- A location is submitted for consideration by a municipality, regional planning commission, or elected or appointed official.

The process to implement HSIP-funded improvements in New Hampshire typically follows four steps:

- Analyze the Data (there must be a crash history at the location);
- Identify an Appropriate Countermeasure (identify contributing factors, conduct engineering study or RSA, and determine the solution to the safety issue);
- Prioritize and Select Projects (using a benefit/cost analysis);
- Evaluate Results.

Bill Oldenburg noted that the Upper Valley Lake Sunapee Region has a successful history in the HSIP program, including:

- NH Route 10/East Thetford Road intersection in Lyme;
- NH Route 11/NH Route 114 intersection in New London;
- Washington/Bowen Street intersection in Claremont;
- NH Route 10/Gould/Oak Ridge Road intersection in Lebanon.

Bill noted that new locations in the Upper Valley Lake Sunapee region continue to be vetted through the UVLSRPC and submitted to the NHDOT, including the intersection of NH Route 12/Lovers Lane in Charlestown. Bill advised attendees to work closely with the UVLSRPC to identify and submit potential HSIP locations, as the Regional Planning Commission has unique expertise in this program and a strong working relationship with the NHDOT.

TAC Chairman Van Chesnut thanked Bill Oldenburg on behalf of the TAC for his presentation and for his guidance.

Adjournment:

Peter Kulbacki moved to adjourn the meeting at 6:30 PM. Dick Jones seconded and the motion passed unanimously.