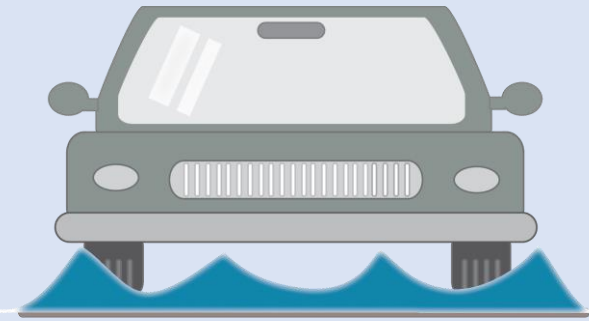




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Senior Planner



# Seacoast Transportation Corridor Vulnerability Assessment

2021 NH Climate Summit  
May 26, 2021

# Seacoast Transportation Corridor Vulnerability Assessment (STCVA)

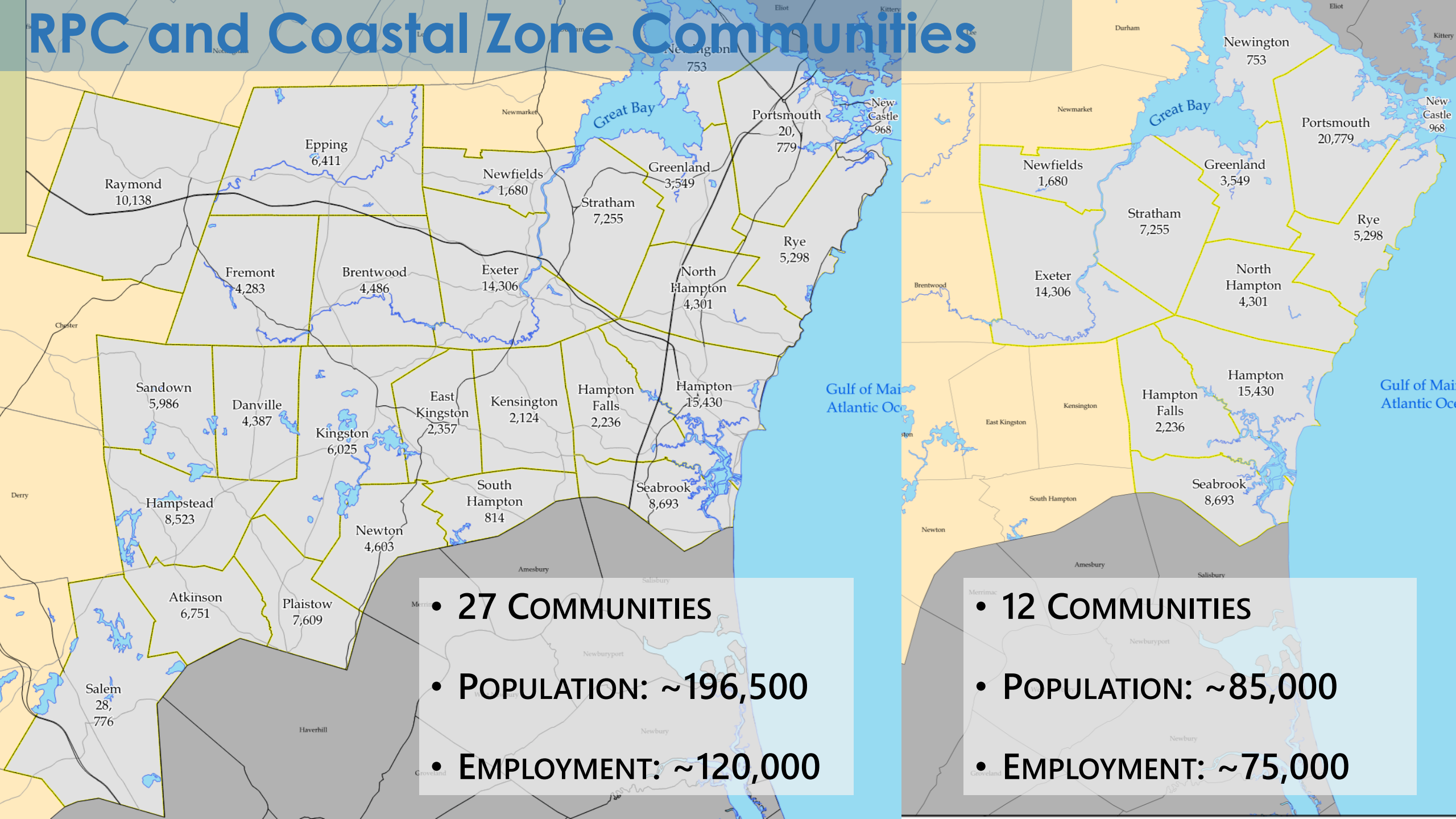
- A partnership between:
  - Rockingham Planning Commission
  - NH DES Coastal Program
  - NH Department of Transportation
  - University of New Hampshire
  - 10 NH coastal municipalities
- Funded as a 2019 NOAA Project of Special Merit

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*This project was funded, in part, by NOAA's Office for Coastal Management under the Coastal Zone Management Act in conjunction with the New Hampshire Department of Environmental Services Coastal Program.*



# RPC and Coastal Zone Communities



- 27 COMMUNITIES
- POPULATION: ~196,500
- EMPLOYMENT: ~120,000

- 12 COMMUNITIES
- POPULATION: ~85,000
- EMPLOYMENT: ~75,000

# Seacoast Transportation Corridor Vulnerability Assessment (STCVA)

## Project goals are to:

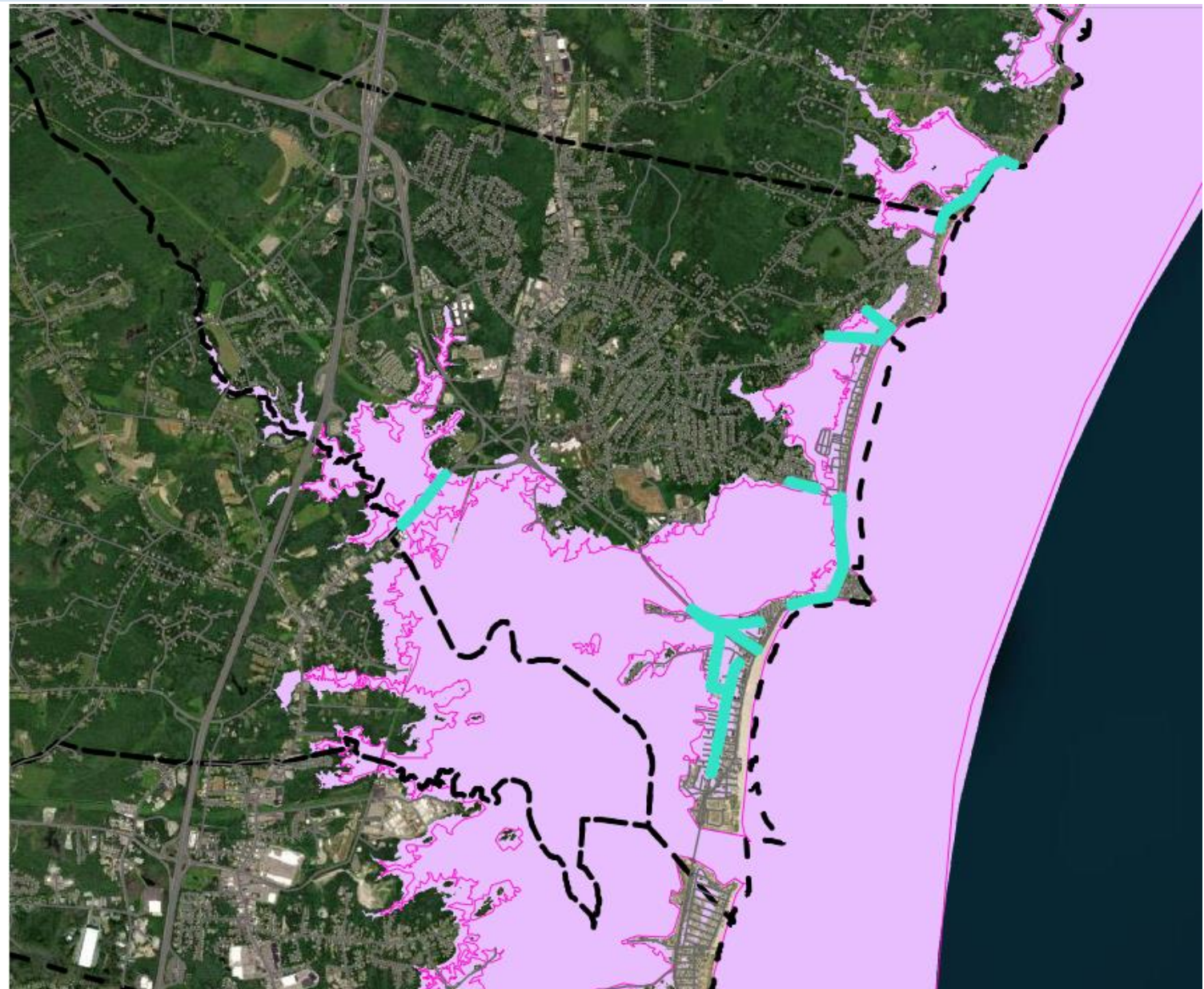
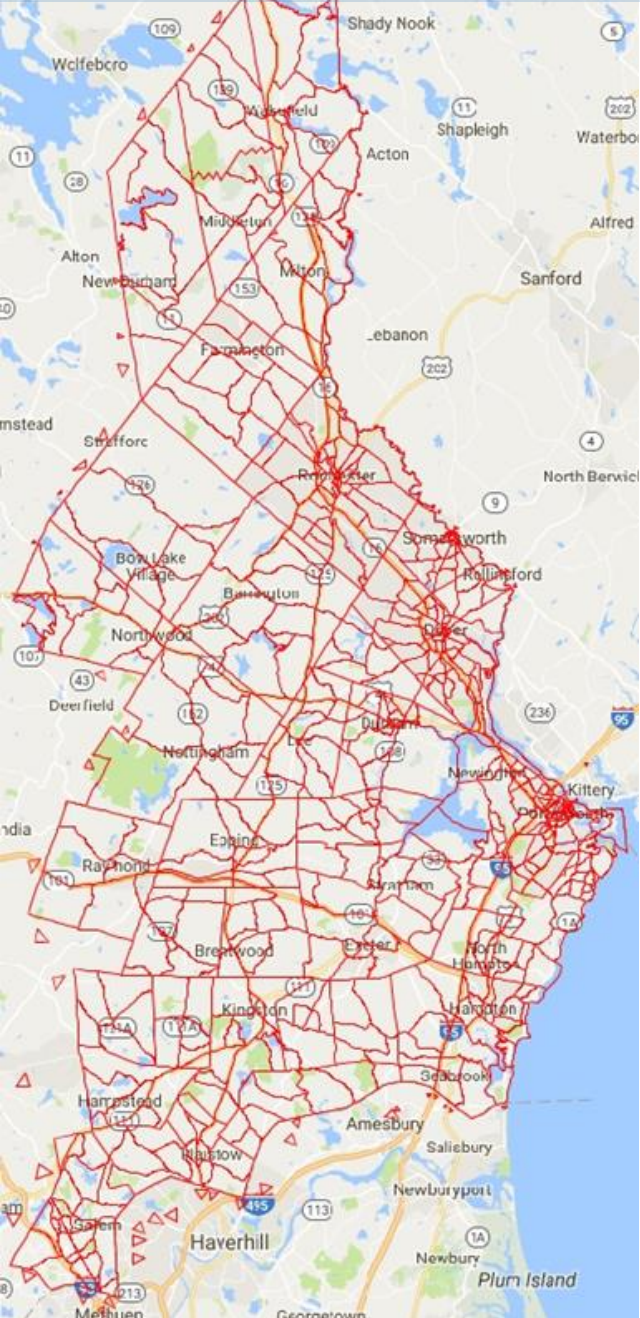
- Assess the impacts of projected sea-level rise on the seacoast transportation network
  - 1.0', 1.7', 4.0' and 6.3' sea-level rise at 2050
- (Tides to Storms and consistent with 2020 NH Science Summary)
- Evaluate changes in traffic volume, travel patterns, road capacity, road conditions
- Identify priority sites impacted by flooding
- Identify adaptation and resilience strategies for priority sites
- Improve RPC/MPO decision making processes

# Regional Travel Demand Model

- Travel Demand Model - demographic data – employment, population, travel volume
- Uses demographic data aggregated into zones to estimate future travel in the region
- Model attempts to find most efficient path for all trips between aggregated zones
- Many, but not all, (local) roads are included
- Focused on impacts on primary travel corridors



# Regional Travel Demand Model Results



# Seacoast Transportation Corridor Vulnerability Assessment (STCVA)

- Corridor Advisory Committee - gather municipal expertise and experiences
- Understand NHDOT and municipal roadway network management, policies and planning decisions
- Inform state and local hazard mitigation planning efforts
- Inform coastal region climate adaptation and resilience planning



# Importance of Resiliency Planning

**MPO's purpose is to plan for the long-term needs of the regional transportation system**

- Provides the means for people to access social, economic, and environmentally valuable/desired locations
- Current science indicates that planners need to account for sea-level rise to maintain access to those locations in coastal NH

**Planning a Resilient Transportation System helps to**

- Reduce the likelihood of systemic disruptions to roadway functions
- Increase the capacity to absorb these disruptions and still function
- Ensure that all have the ability to access the transportation system during disruptions
- Reduce the time that is needed to return to normal functioning



# STCVA Transportation Planning Outcomes

- Enhance understanding of risks to transportation network from climate change
- Identify critical links and impacts of closures on overall transportation network
- Develop improvement concepts and costs to better understand scope and scale of building a more resilient system
- Improve use of resiliency factors in the project selection process
- Provide data and analysis for other planning and project development efforts.
- Define policies that can facilitate a more resilient transportation system

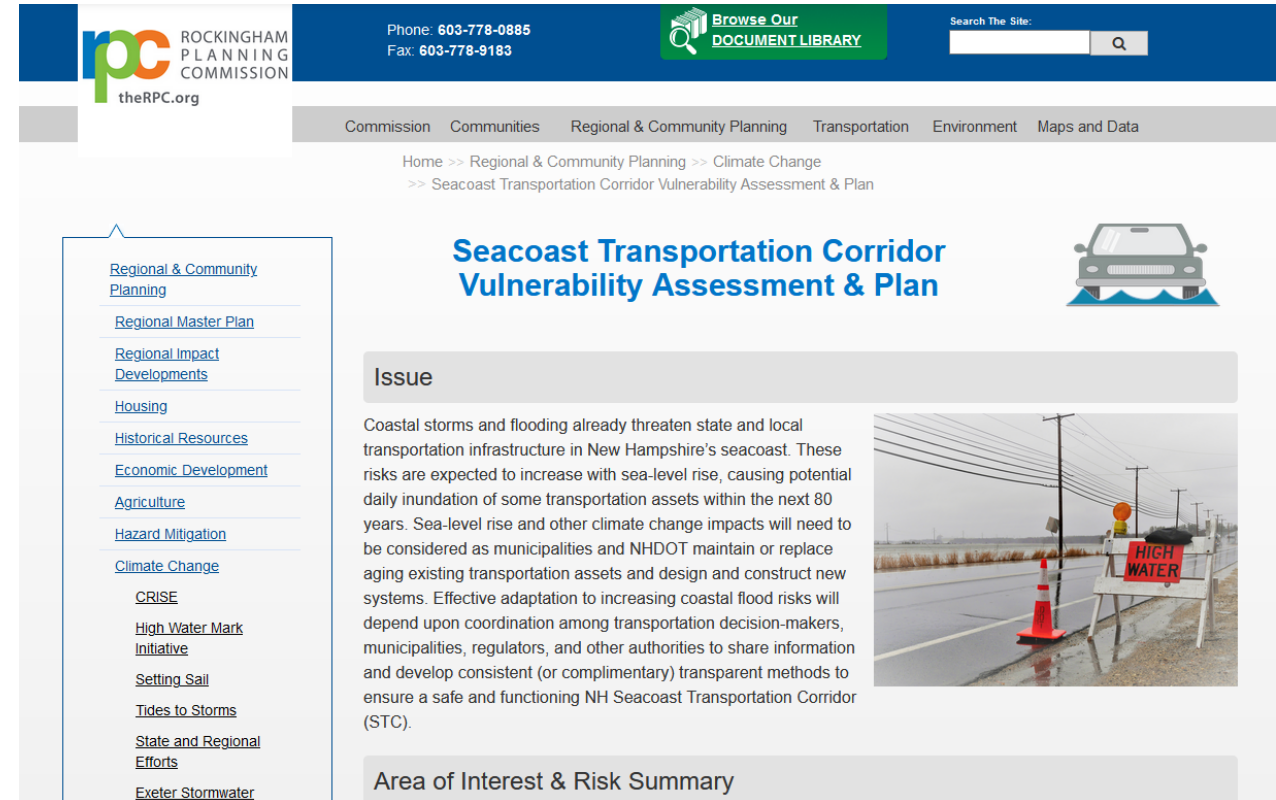
# For More Information

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<https://www.therpc.org/regional-community-planning/climate-change/STCVA>